

**ASSESSMENT OF
CONFORMITY OF THE
1997-1999 TRANSPORTATION
IMPROVEMENT PROGRAM
WITH RESPECT TO THE STATE
OF WISCONSIN AIR QUALITY
IMPLEMENTATION PLAN**

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**MEMORANDUM REPORT
NUMBER 116**

**ASSESSMENT OF CONFORMITY OF THE 1997-1999
TRANSPORTATION IMPROVEMENT PROGRAM WITH RESPECT TO THE
STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN**

Prepared by the

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TABLE OF CONTENTS

Introduction	1
Regional Transportation System Plan for Southeastern Wisconsin: 2010	4
1997 Through 1999 Transportation Improvement Program (TIP) for Southeastern Wisconsin	22
Assessment of Conformity of 1997 Through 1999 Transportation Improvement Program	26

LIST OF APPENDICES

Appendix

A	Projects Included in the 1997-1999 Transportation Improvement Program for the Seven-County Region	A-1
B	1997 Congestion Mitigation and Air Quality Projects With Attendant Air Pollutant Emission Reductions: 1997 and 2010	B-1
C	Correspondence Regarding Conformity of the 1997-1999 Transportation Improvement Program to the State Implementation Plan for Air Quality	C-1
D	Notice of Public Informational Meeting and Hearing on the 1997-1999 Transportation Improvement Program for Southeastern Wisconsin and Its Conformity Determination	D-1
E	Recommended Arterial Highway Capacity Improvement and Expansion Projects in the Regional Transportation System Plan in the 1996, 2001, and 2007 Baseline Transportation System	E-1

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ASSESSMENT OF CONFORMITY OF THE 1997-1999
TRANSPORTATION IMPROVEMENT PROGRAM WITH RESPECT TO
THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN

INTRODUCTION

This report is intended to provide the basis for a determination that the 1997-1999 transportation improvement program 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. The report is also intended to demonstrate that the regional transportation system plan for the year 2010 continues to conform to the State Implementation Plan, and that the 1997-1999 Transportation Improvement Program, like the previous 1995-1997 Transportation Improvement Program, serves to implement that plan.¹

This finding of conformity is for the six-county severe nonattainment area for ozone standards within Southeastern Wisconsin, consisting of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as for Walworth County, a marginal nonattainment area for ozone standards. The Wisconsin Department of Natural Resources has applied for redesignation of Walworth County to an attainment area, and has received approval of that redesignation. A conformity finding, however, is still required as part of the air quality maintenance plan for Walworth County.

An initial stage of the Federally required State Implementation Plan was submitted to the Federal government by the Wisconsin Department of Natural

¹The first transportation improvement program concerned was prepared to implement the year 2010 regional transportation plan and is documented in a report entitled A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997. The attendant conformity analysis is documented in SEWRPC Memorandum Report Number 103, entitled Assessment of the Conformity of the Regional Transportation System Plan and the 1995-1997 Transportation Improvement Program With Respect to the State of Wisconsin Air Quality Improvement Plan. The 1997-1999 Transportation Improvement Program is documented in a report entitled A Transportation Improvement Program for Southeastern Wisconsin: 1997-1999.

Resources in November 1993. That plan implements a set of actions required to achieve a 15 percent reduction in volatile organic compound emissions from 1990 to 1996. The plan included a 1996 budget for mobile source emissions in Southeastern Wisconsin. The U.S. Environmental Protection Agency approved Wisconsin's plan in March 1996.

The 1990 Clean Air Act Amendments originally required Wisconsin to submit an attainment demonstration State Implementation Plan for the year 2007 by November of 1994. In recognition of the effect that the long range transport of ozone has on the air quality in the Lake Michigan region and other ozone nonattainment areas, the U.S. Environmental Protection Agency issued a Guidance Memorandum on March 2, 1995. The memorandum indicated that the attainment demonstration State Implementation Plan would require nonattainment areas such as Southeastern Wisconsin to commit to Phase I and Phase II activities. Phase I required Wisconsin to commit to a long range ozone transport study with a multi-state Ozone Transport Assessment Group (OTAG) and to continue to make Rate of Progress (ROP) reductions in ozone emissions at the rate of 3 percent per year. Phase 2 requires Wisconsin to develop a year 2007 attainment demonstration plan based on the results of the OTAG study when completed.

Wisconsin Bureau of Air Management staff have been actively involved in the study of long range ozone transport with the OTAG. Wisconsin is currently evaluating how it might meet 3 percent ROP through the year 1999. As a result of the current situation, there is no post-1996 mobile source emission budget for Southeastern Wisconsin. However, the continued implementation of reformulated gasoline, the enhanced Inspection/Maintenance program, and fleet turnover to lower polluting vehicles will result in substantial reductions in mobile source emissions by the year 2007.

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. Amendments to those conformity criteria were established by the U. S. Environmental Protection Agency in the August 29, 1993, and November 14, 1995 Federal Register. These Federal regulations, however, do not clearly identify the conformity criteria which should be applied at this time as those regulations did not anticipate the conduct of the current U. S. Environmental Protection Agency study of long range transport, and the attendant deferral of completion of final State Implementation Plans demonstrating attainment of ozone standards by the year 2007.

The U. S. Environmental Protection Agency, however, has advised the Regional Planning Commission staff that the conformity criteria which--given the existing situation--should now be applied are those of the "transitional period" with respect to volatile organic compounds. The conformity criteria which apply to volatile organic compounds 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 the U. S. Environmental Protection Agency has recommended be applied 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 regional transportation system plan for the year 2010 for the seven-county Southeastern Wisconsin Region. The following section describes the 1997-1999 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 transportation improvement program, as well as the regional transportation system plan, meet each of these criteria. The assessment of conformity with respect to each criterion concludes that the regional trans-

portation system plan and the 1997-1999 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 manner by the Regional Planning Commission and the Wisconsin Department of Natural Resources. The preparation of the two plans 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 has relied upon the regional transportation system plan for the identification and evaluation of transportation control measures considered for incorporation into the State Implementation Plan.

REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2010

The 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 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 a 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. Both the regional land use and transportation plans have been adopted by the County Boards of all of the seven counties comprising the Southeastern Wisconsin Region as their

official guide to land use and transportation development, and have also been endorsed by the Wisconsin Department of Transportation.

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

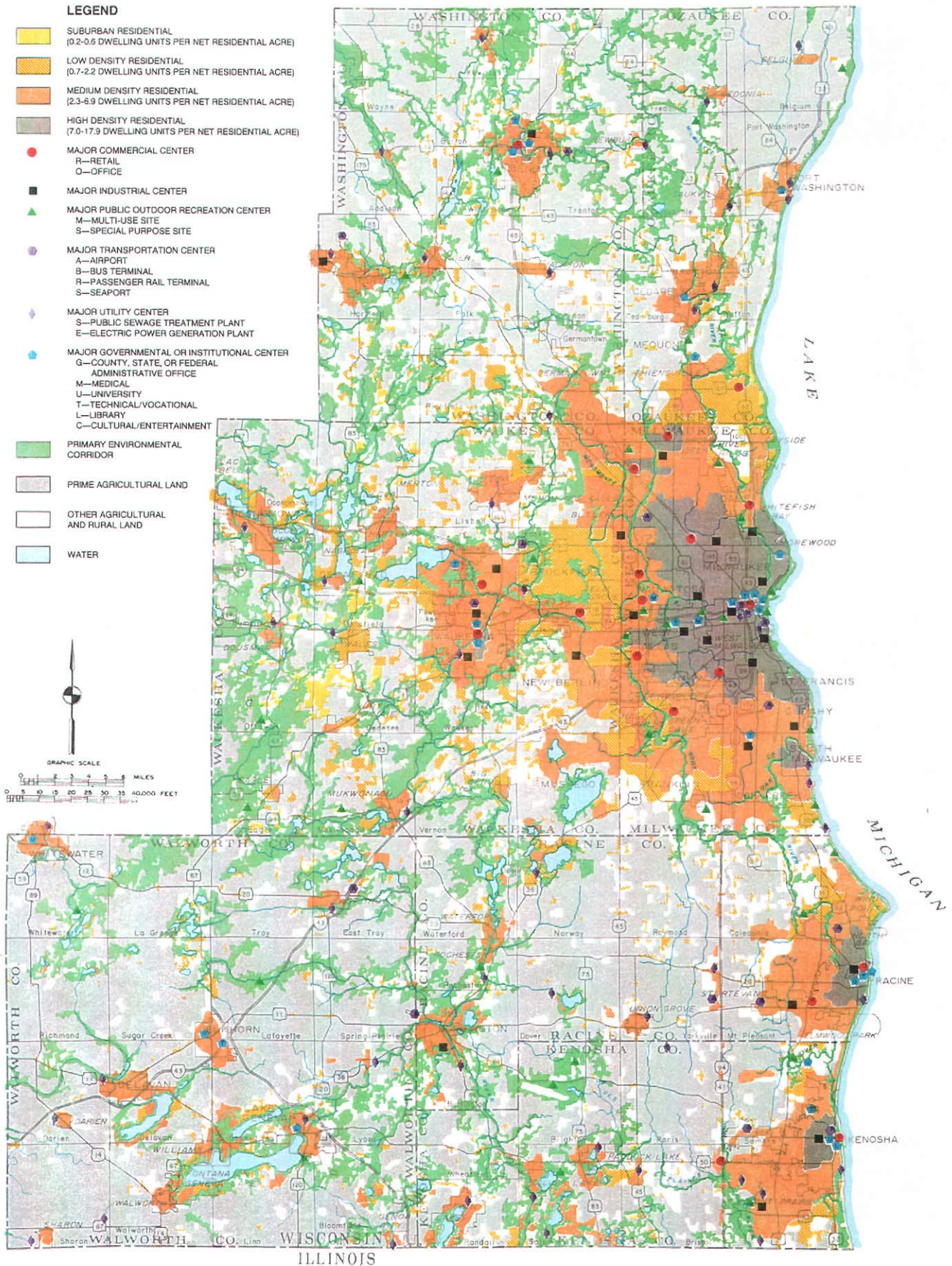
The regional transportation system plan is designed to serve the adopted regional land use plan for the year 2010. The adopted design year 2010 regional land use

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

ADOPTED REGIONAL LAND USE PLAN



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 wholesomeness 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

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
Total	2,436	3,640
Average Weekday Vehicle Requirements ^a		
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
Total	65,900	110,600
Revenue Vehicle-Hours (average weekday)		
Rapid	160	700
Express	360	1,100
Local	5,130	5,800
Total	5,650	7,600

^aRepresents only the vehicles required for daily system operation. Excludes vehicles needed as spare or backup.

Source: SEWRPC.

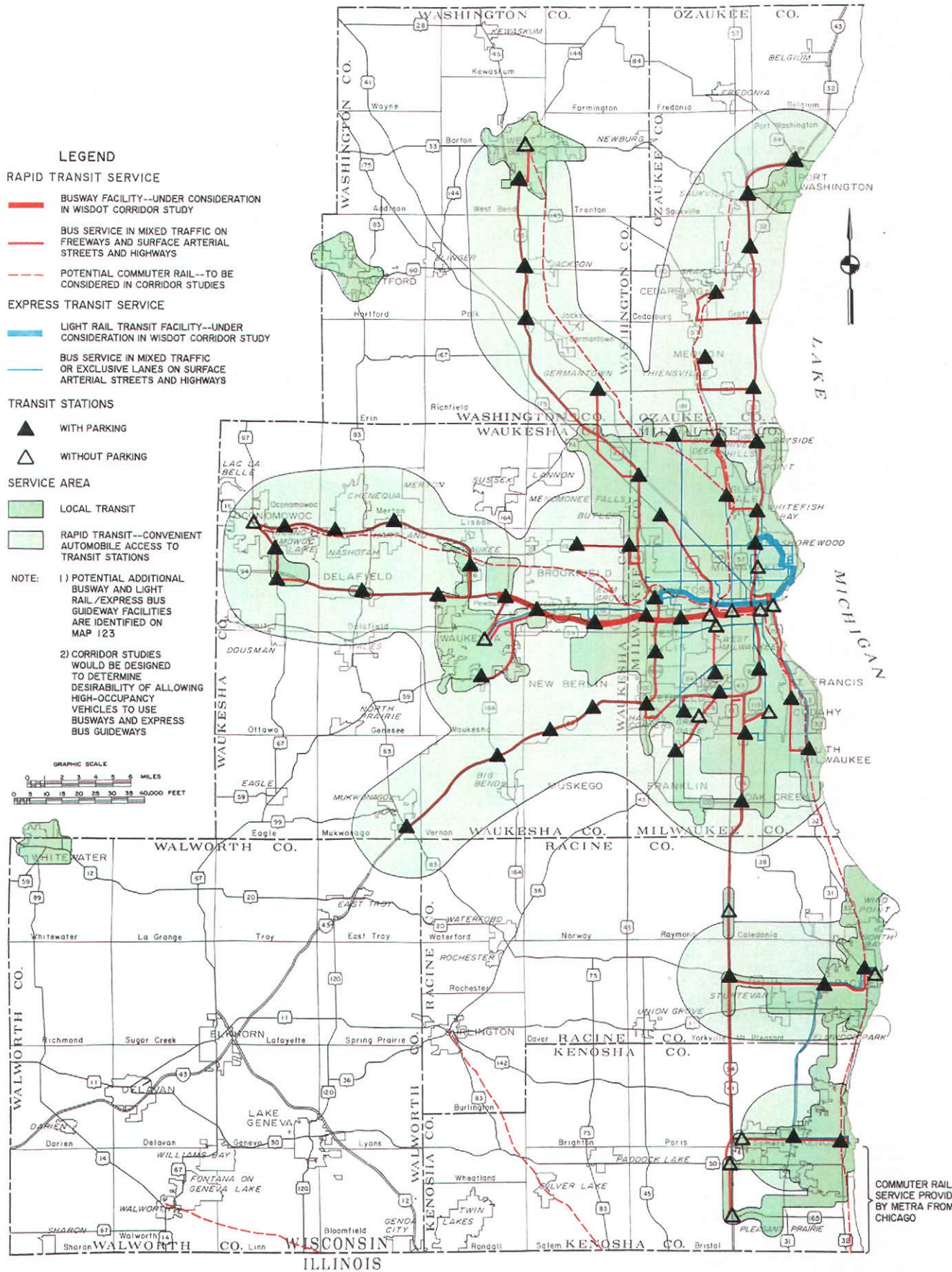
largely within Milwaukee County. In total, the plan proposes an approximately 70 percent increase in transit service as measured by vehicle-miles of service, from the current 65,900 vehicle-miles of such service in 1994 to 110,600 in 2010. This increase embodies the combined effects of proposed improvements 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.

PUBLIC TRANSIT SYSTEM: 2010 TRANSPORTATION SYSTEM PLAN



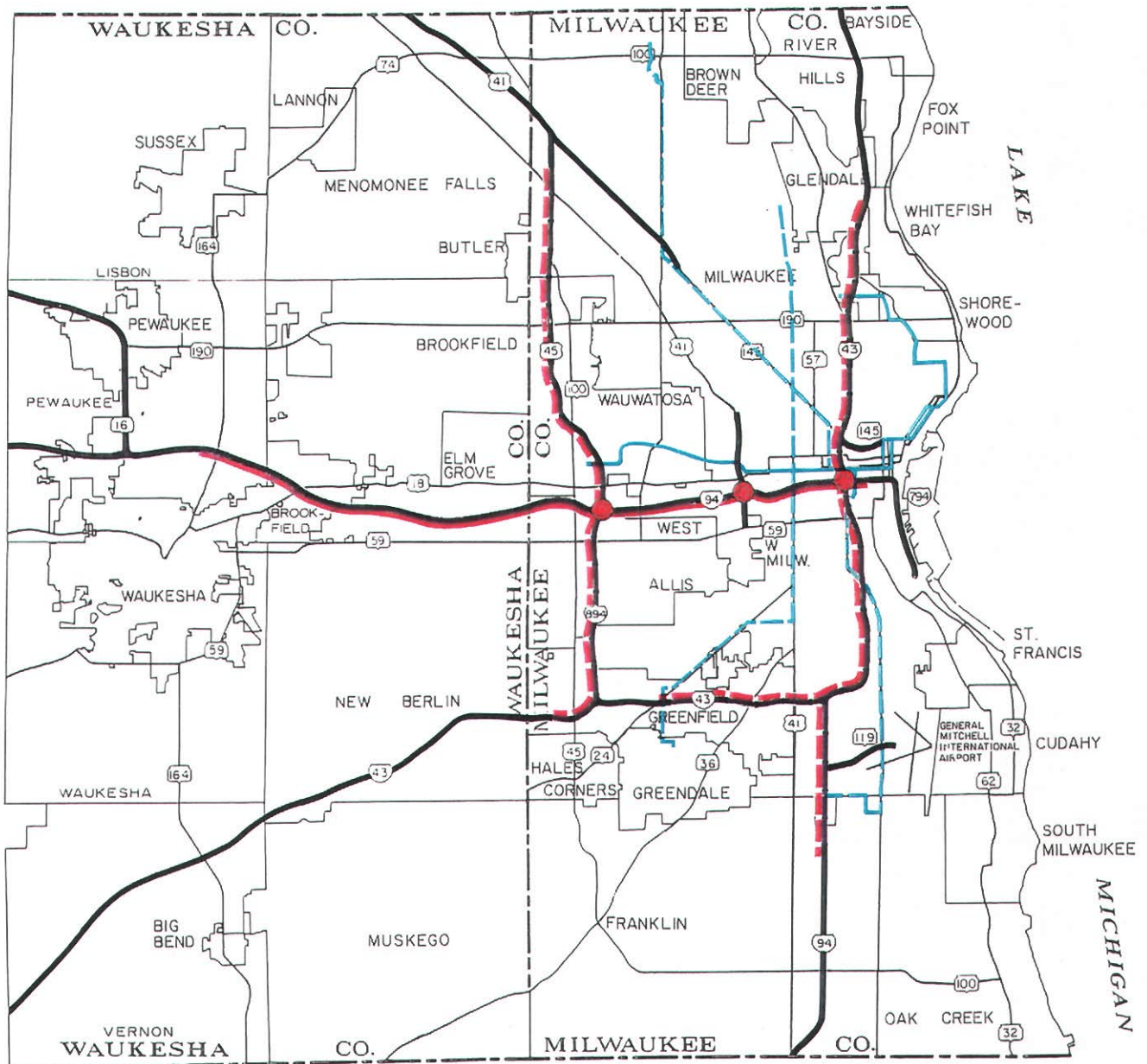
The rapid transit service provided under the recommended plan would operate primarily during peak periods, from 6:00 a.m. to 8:30 a.m. and 3:30 p.m. to 6:30 p.m. on weekdays. Midday service would be provided over some routes. No weekend or evening service would be provided. Headways on the rapid transit 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. 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 is shown on Map 2. Upon completion of this major investment study, the regional plan's incorporation of the east-west corridor busway/HOV facility will require reaffirmation or amendment.

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-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

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) BUSWAY AND LIGHT RAIL FACILITY ALIGNMENTS AND THEIR ATTENDANT COSTS ARE BASED UPON PRELIMINARY RECOMMENDATIONS OF 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



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.

As shown on Map 2, the preliminary recommendations from the major investment study currently underway in the east-west corridor study also include 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. 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 or amendment of 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 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 would not be expected to be initiated until 1998--after the second State biennial budget prepared following the regional plan re-evaluation and completion of the East-West corridor study--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, 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

Table 2

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

Transit Service Element	Year			
	1996	2001	2007	2010
Rapid Transit ^a	Continue existing service within Milwaukee County and between Milwaukee and Waukesha Counties	Expand service to the City of Milwaukee central business district by adding new routes, including: - From STH 36 and CTH BB in the Village of Franklin via STH 36, IH 43, and IH 94 - From IH 94 and STH 100 in the City of Oak Creek via IH 94 - From 13th Avenue and 54th Street in the City of Kenosha via STH 158 and IH 94 - From 5th Street and Main Street in the City of Racine via STH 20 and IH 94 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	Implement new rapid busway facility between IH 94 and STH 164 in Waukesha County and the City of Milwaukee central business district Expand service to the City of Milwaukee central business district by adding new routes, including: - From Clinton Street and Broadway Street in the City of Waukesha via STH 164 and IH 94 busway, serving all busway stations - From S. 43rd Street and Morgan Avenue in the City of Milwaukee via S. 43rd Street and IH 94 busway - From 13th Avenue and E. Rawson Avenue in the City of Oak Creek via E. Rawson Avenue Pennsylvania Avenue, Lake Arterial, and IH 794 - From S. 1st Avenue and Wisconsin Avenue in the Village of Grafton via STH 57, CTH C, and IH 43 - From Cedarburg Road and Highland Road in the City of Mequon via STH 57, STH 167, and IH 43 - From Capitol Drive and Calhoun Road in the City of Brookfield via Capitol Drive, USH 45, and IH 94 busway - From the IH 94 busway at Moorland Road in the City of Brookfield via IH 94 busway - From STH 59 and S. West Avenue in the City of Waukesha via STH 59, Moreland Boulevard and IH 94 busway - From the LakeView Corporate Park in the Village of Pleasant Prairie via STH 165 and IH 94 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 Operate all rapid services in both directions of travel	Expand service to the City of Milwaukee central business district by adding new routes, including: - From IH 43 and STH 32/84 in the Town of Port Washington via IH 43 - 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 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 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

Table 2 (continued)

Transit Service Element	Year			
	1996	2001	2007	2010
Express Transit ^b	Continue existing service within Milwaukee County, between Milwaukee and Waukesha Counties, and between Milwaukee, Racine, and Kenosha Counties	Expand Milwaukee urbanized area service by adding new routes, including: - 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 - 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 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	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 Expand Milwaukee urbanized area service by adding new routes, including: - 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 - 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 - 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	Expand Milwaukee urbanized area service by adding new routes, including: - 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 - 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 - 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
Local Transit ^c	Continue existing fixed-route service within Milwaukee and Waukesha Counties and within the Cities of Kenosha, Racine, and Waukesha Continue existing shared-ride taxi services in the Cities of Hartford, Port Washington, West Bend, and Whitewater	Extend fixed-route service to medium-density development and industrial areas in: - Northern and southern Milwaukee County - The Village of Butler and the Cities of New Berlin and Waukesha in Waukesha County - The west side of City of Racine - The west side of City of Kenosha Make modest route realignments and reduce peak and off-peak headways on selected routes in Milwaukee County Continue existing shared-ride taxi services and expand to new areas as warranted	Continue extending fixed-route service to medium-density development and industrial areas in: - Northern and southern Milwaukee County - The Villages of Butler and Menomonee Falls and the Cities of New Berlin and Waukesha areas in Waukesha County - The eastern portion of the Town of Caledonia and developing areas along IH 94 in eastern Racine County - The Village of Pleasant Prairie and developing areas along IH 94 in eastern Kenosha County Reduce headways on major routes in Milwaukee County outside express corridors to provide 10-minute peak and 20-minute midday off-peak service Reduce headways on major routes in the Cities of Racine and Kenosha to provide 15-minute peak service Add weekday and Saturday evening service until 10:00 p.m. in the Cities of Kenosha, Racine, and Waukesha Continue existing shared-ride taxi services and expand to new areas as warranted	Expand fixed-route service to provide collection-distribution service within commercial, office, and industrial development in: - The area of IH 94 and CTH K in Racine County - The Pabst Farms development north of IH 94 and east of STH 67 in Waukesha County - The area of IH 94 and STH 83 in Waukesha County

Footnotes to Table 2

^a 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.

^b 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.

^c 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.

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
Kenosha				
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
Milwaukee				
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
Ozaukee				
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
Racine				
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
Walworth				
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
Washington				
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
Waukesha				
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
Region				
Freeway	249.8	23.1	22.4	295.3
Standard Arterial	2,778.2	424.9	108.5	3,311.6
Total	3,028.0	448.0	130.9	3,606.9

Source: SEWRPC.

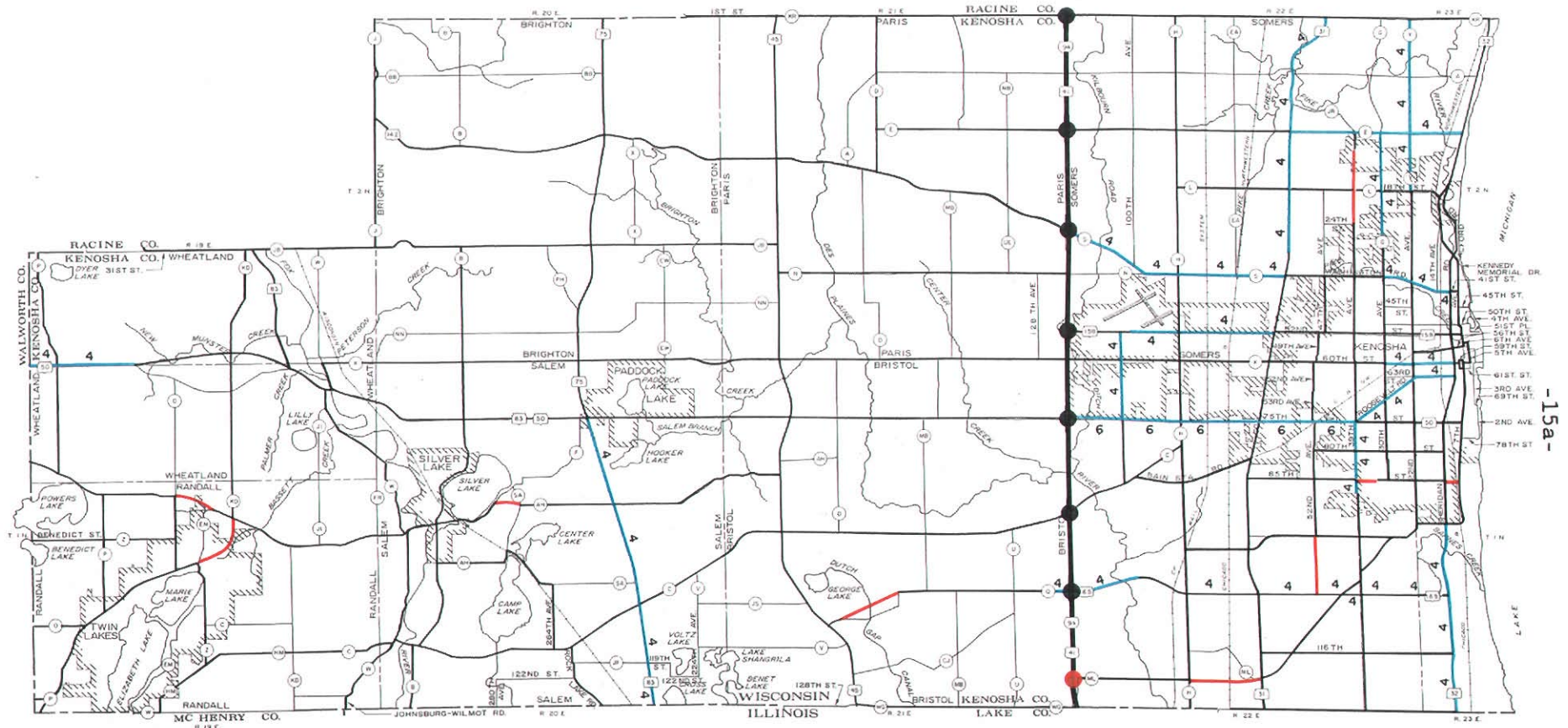
the Region. About 131 route-miles, or 3.6 percent of the proposed total arterial mileage, would be added through new construction.

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 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,

Map 4

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



LEGEND

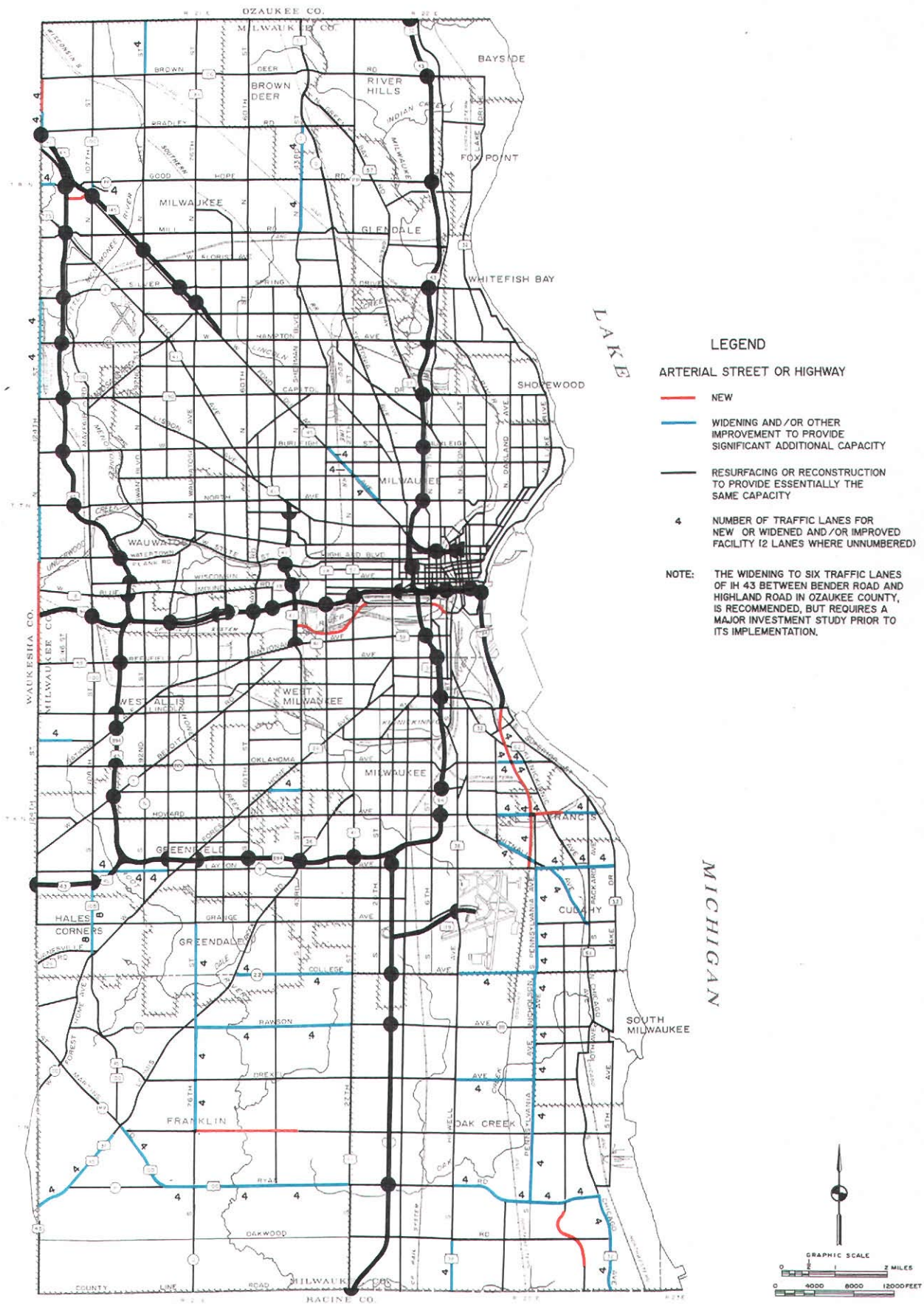
ARTERIAL STREET OR HIGHWAY

- 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)

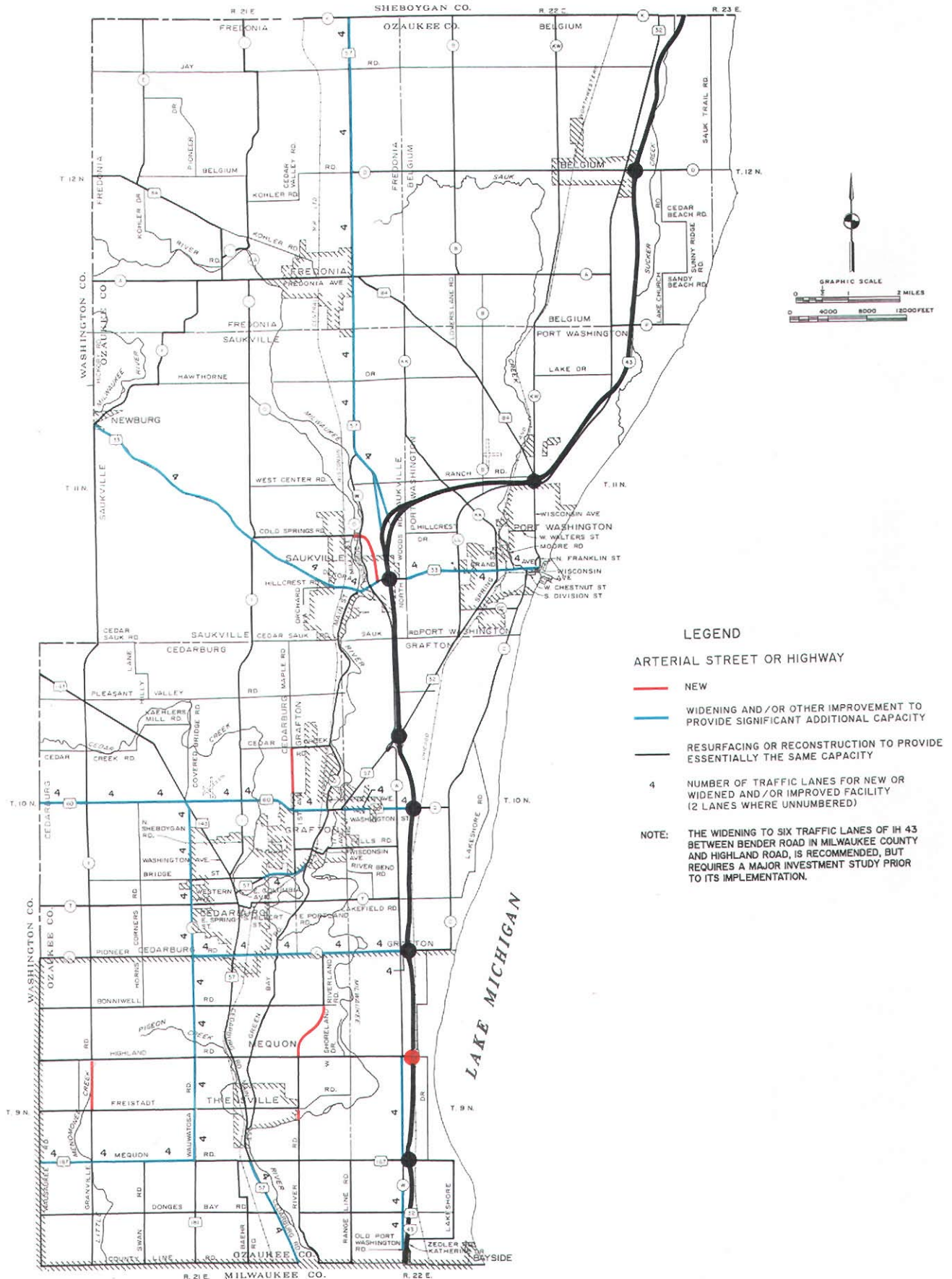
Source: SEWRPC.

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

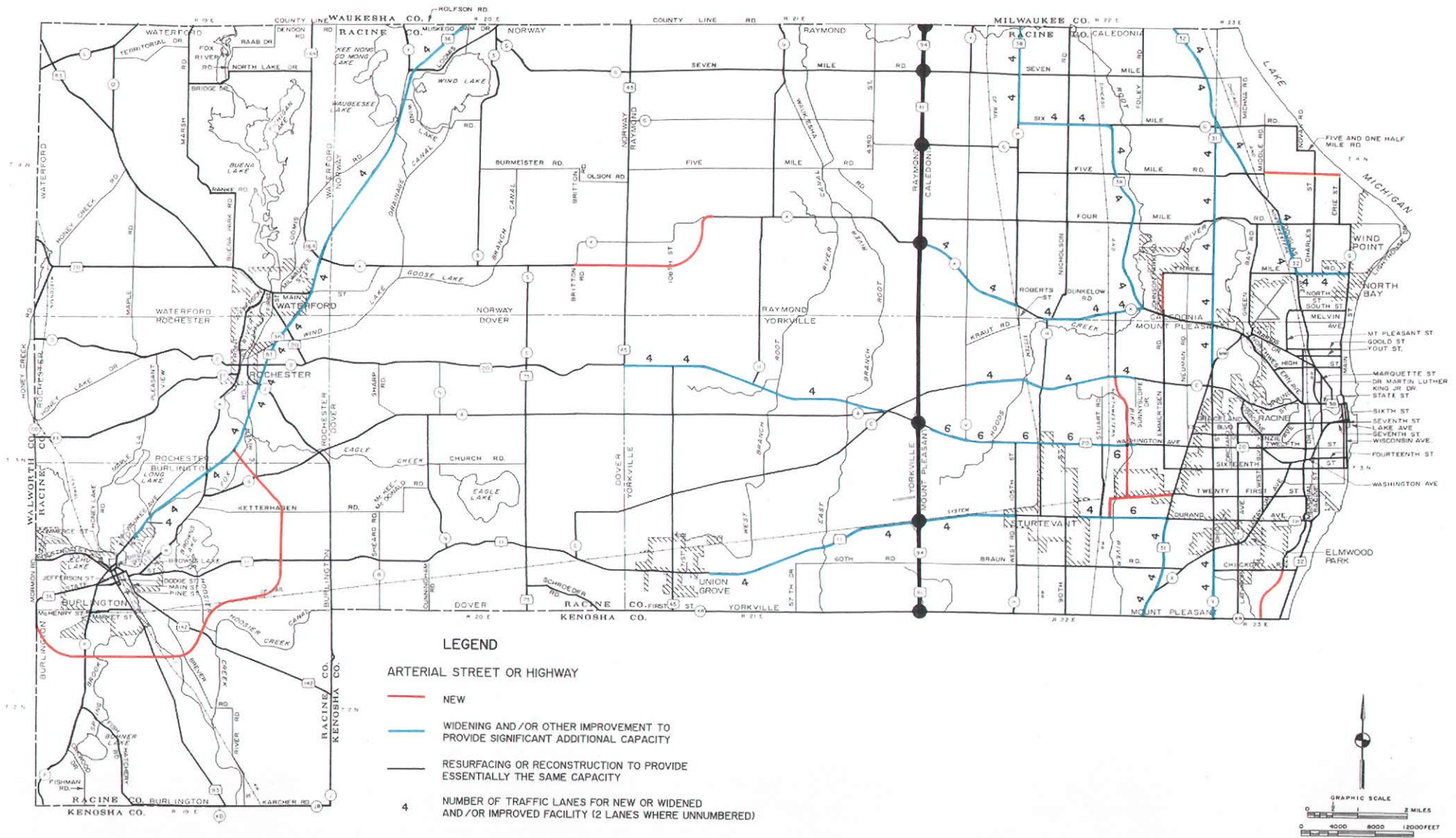


ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY: 2010

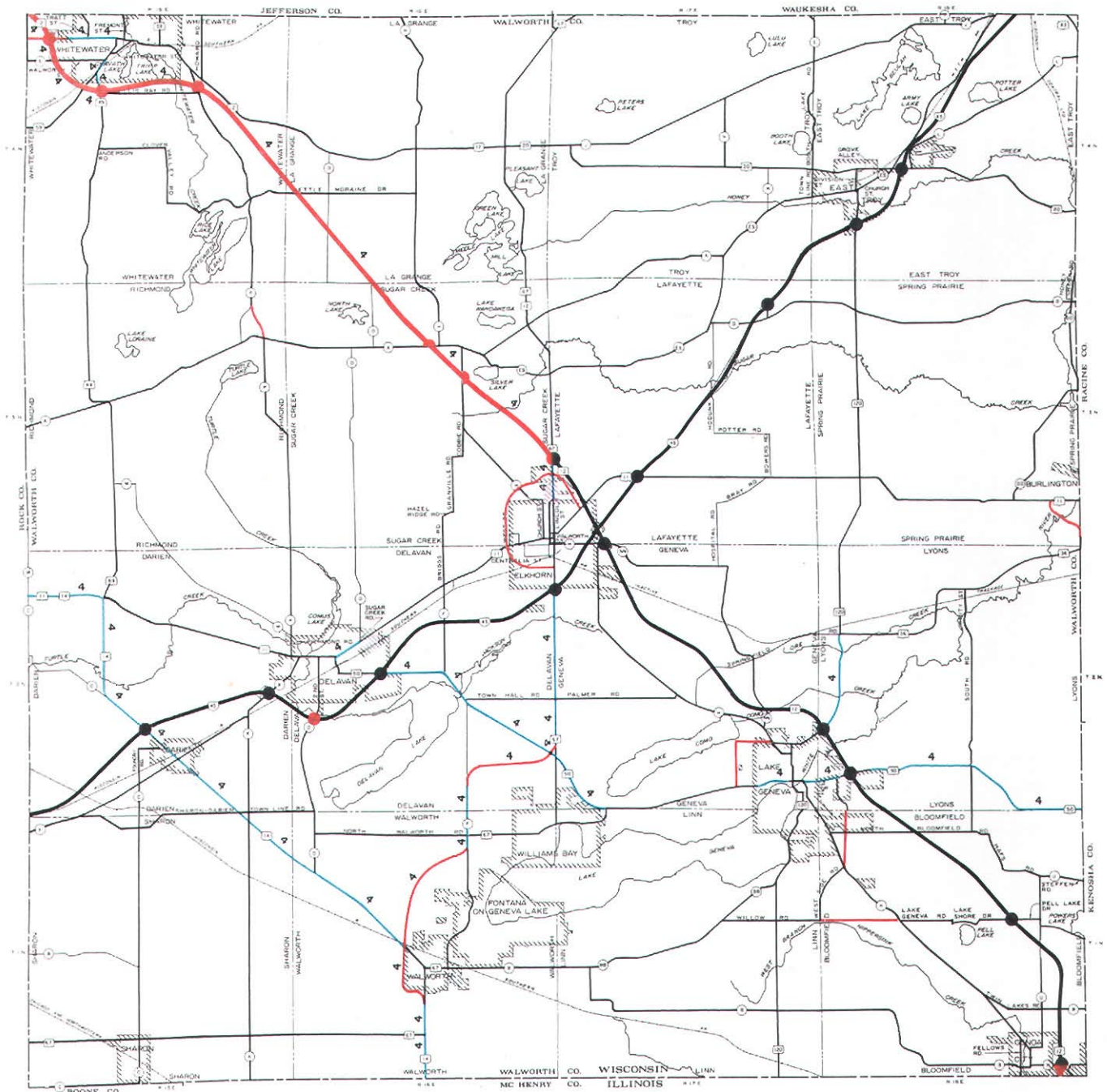


Map 7

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



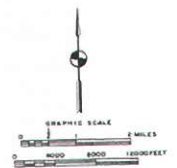
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY: 2010



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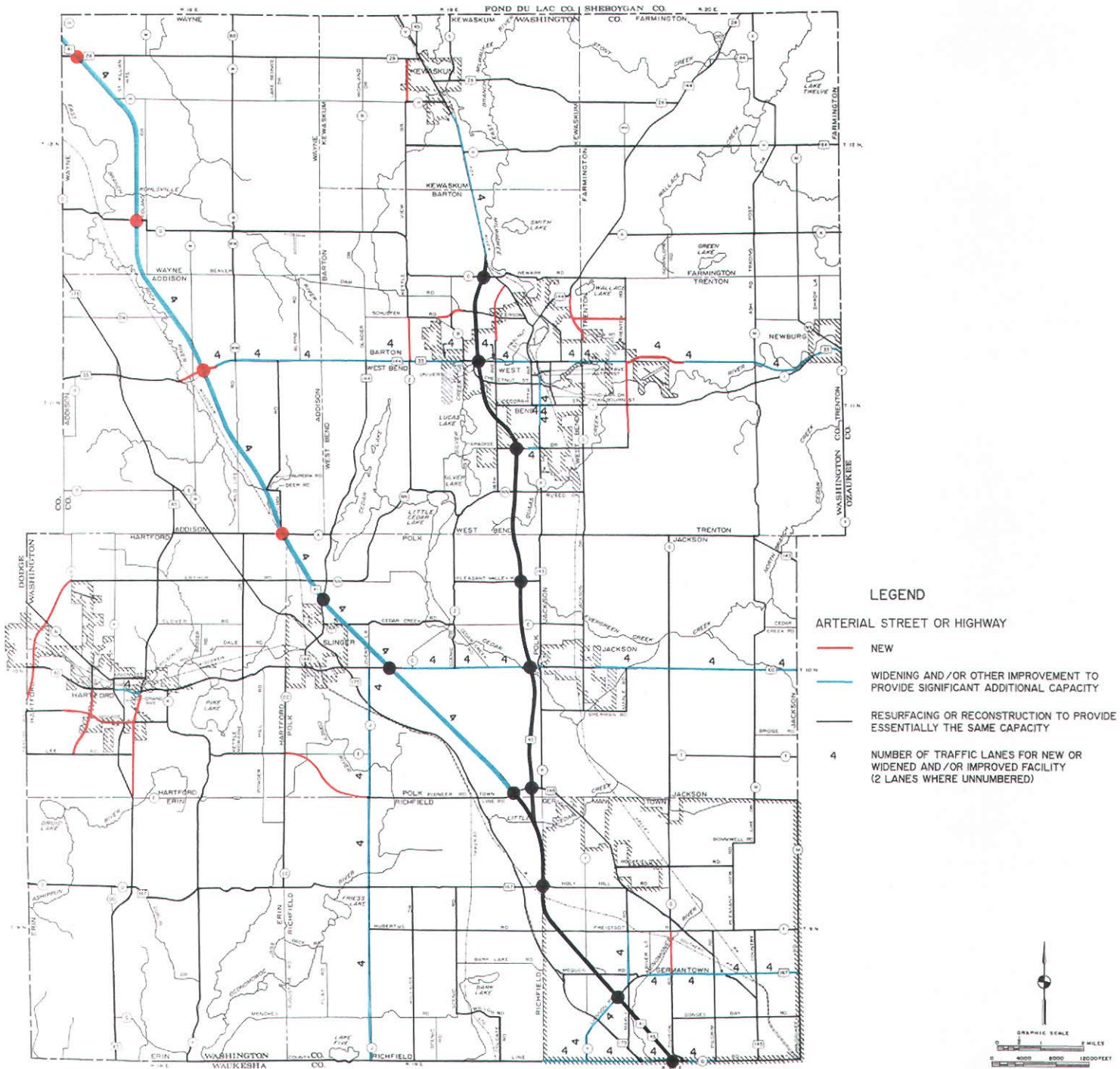
ARTERIAL STREET OR HIGHWAY

- 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)



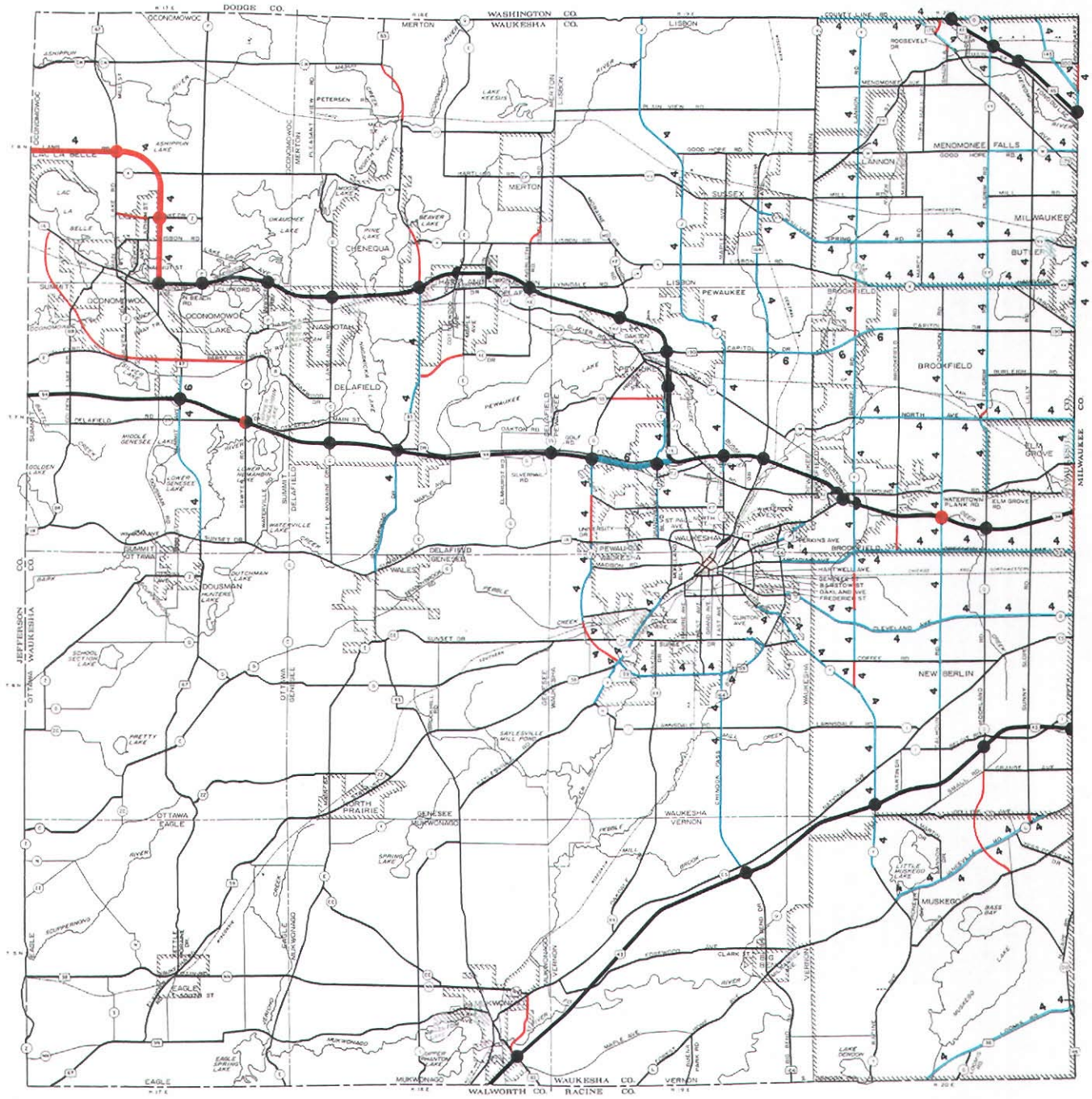
Source: SEWRPC.

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



Source: SEWRPC.

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)

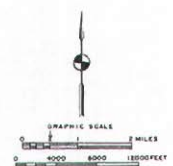


Table 5

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

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*	Walworth	Widening	Main Street (USH 12)	Frontage Road to Fremont Street	Widen from two to four traffic lanes
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*			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*					
1996*	Waukesha	Widening	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*			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*					
1996*					
1996*		Expansion	CTH SS extension	CTH G to CTH T	Construct two lanes on new alignment
1996*			Brookfield Road extension	Davidson Road to STH 59	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 31	CTH S to CTH KR	Widen from two to four traffic lanes
2001			STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2001*			STH 50	Walworth County line to 381st Avenue	Widen from two to four traffic lanes
2001*			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2001			39th Avenue	Van Buren Road to STH 50	Widen from two to four traffic lanes
2001*			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2001		Expansion	IH 94/USH 41	CTH ML	Construct new interchange
2001*			85th Street extension	39th Avenue to 32nd Avenue	Construct two lanes on new alignment
2001*	Milwaukee	Widening	USH 45/STH 36	Waukesha County line to STH 100	Widen from two to four traffic lanes
2001*			107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2001*			CTH BB	CTH U to USH 41	Widen from two to four traffic lanes
2001*			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2001*			Fond du Lac Avenue	35th Street to 20th Street	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			Howard Avenue	Clement Avenue to a point east of Iowa Avenue	Widen from two to four traffic lanes
2001*			Layton Avenue	108th Street to 84th Street	Widen from two to four traffic lanes
2001*			Oklahoma Avenue	Clement Avenue to Kinnickinnic Avenue	Widen from two to four traffic lanes
2001			Puetz Road	Shepard Avenue to Pennsylvania Avenue	Widen from two to four traffic lanes
2001			Teutonia Avenue	Ruby Avenue to Villard Avenue	Widen from two to four traffic lanes
2001*			Whitnall Avenue	CTH Y to Packard Avenue	Widen from two to four traffic lanes
2001*			91st Street	Ozaukee County line to STH 100	Widen from two to four traffic lanes
2001*			124th Street	STH 145 to USH 41/USH 45	Widen from two to four traffic lanes
2001*		Expansion	Lake Arterial	Lincoln Avenue to CTH Y	Construct four lanes on new alignment
2001			Puetz Road extension	CTH U to Hunting Park Drive	Construct two lanes on new alignment
2001			124th Street extension	STH 100 to STH 145	Construct four lanes on new alignment
2001			Metro Boulevard	115th Street to 107th Street	Construct two lanes on new alignment
2001*	Ozaukee	Widening	STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2001			STH 57	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2001			STH 60	STH 57 to IH 43	Widen from two to four traffic lanes
2001			Pioneer Road (CTH C)	CTH N to McKinley Boulevard	Widen from two to four traffic lanes
2001*			CTH W	Port Washington Lane to a point about 0.5 mile north of Donges Bay Road	Widen from two to four traffic lanes
2001	Racine	Widening	STH 31	CTH KR to STH 11	Widen from two to four traffic lanes
2001*			STH 31	CTH MM to STH 32	Widen from two to four traffic lanes
2001			STH 32	A point about 0.3 mile north of CTH G to Three Mile Road	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*			STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2001*			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2001 2001 2001* 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* 2001 2001* 2001* 2001* 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* 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* 2001* 2001 2001 2001* 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* 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	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 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)[illegible]

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			Five Mile Road extension	STH 32 to Erie Street	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*		Expansion	USH 12 freeway	Whitewater to Elkhorn ⁹	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			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 41/45	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			Moorland Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment
2010			Oconomowoc Parkway	Woods Road to CTH L	Construct two lanes on new alignment
2010			Sunnyslope Road extension	STH 16 to CTH Z	Construct two lanes on new alignment
2010			Waukesha west bypass	CTH HH to CTH L	Construct two lanes on new alignment
2010			124th Street extension	CTH X to Macarthur Road	Construct four lanes on new alignment
				Watertown Plank Road to STH 59	Construct two lanes on new alignment

*Transportation improvement project is included in the baseline transportation system.

*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

**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.

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 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 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. Carferry 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 and Demand Management

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 Wisconsin Partners for Clean Air 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.

Assessment of the Progress in Implementation of the
Regional Transportation Plan

The third generation regional transportation system plan was completed with Commission adoption of the plan in December 1994. Based upon a review of the implementation actions taken by the Wisconsin Department of Transportation and the 154 constituent counties, cities, villages and towns comprising the Region, including transit operators and highway agencies in the implementation of the plan as of July, 1996, it may be concluded that implementation of the plan has been initiated and that such implementation is on schedule as set forth in Tables 2, 3, 5 and 6.

With respect to planned transit improvement and expansion, the regional transportation plan did not envision any major improvements or expansions to be initiated prior to 1998. It was assumed that no major transit improvements and expansions would be initiated until two State biennial transportation budgets were considered and adopted; nor before the East-West Corridor major investment study was completed by the Wisconsin Department of Transportation. While there have been some changes in transit routes, schedules, and fares as of July 1996, including both decreases and increases in service, the basic level of transit service provided in 1994 with respect to vehicle miles of service remains essentially as envisioned under the regional transportation plan implementation schedule. Transit fares have also remained consistent with the assumptions of the plan, that is, such fares have increased but generally at the level of general price inflation.

With respect to planned arterial street and highway system improvement and expansion, implementation has followed the schedule set forth in the plan and the previous conformity determination completed in 1994. Highway improvements envisioned as being open to traffic in 1996 have been completed or are under

construction. In addition, many highway improvements scheduled for implementation by the year 2001 are in initial stages of implementation, including preliminary engineering, final engineering, right-of-way acquisition, and initial stages of construction.

With respect to the transportation system management element of the plan, as of July 1996, implementation has been initiated, including implementation of a freeway traffic management system within the greater Milwaukee area by the Wisconsin Department of Transportation, including ramp meter installation, high-occupancy vehicle preferential access lanes construction, freeway incident management program development, and central traffic management center installation.

1997 THROUGH 1999 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) FOR
SOUTHEASTERN WISCONSIN

The proposed 1997 through 1999 transportation improvement program for Southeastern Wisconsin is documented in the SEWRPC report entitled, A Transportation Improvement Program for Southeastern Wisconsin: 1997-1999. The 1997 through 1999 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 1997 through 1999. 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 1997 through 1999 transportation improvement program includes 801 projects. The 1997 through 1999 transportation improvement program also includes projects and actions proposed for the years 2000 through 2002, 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 1997, 1998, and 1999 represents a total programmed investment in transportation improvements of about \$1.17 billion. Of this total, about \$550 million, or about 47 percent, is proposed to be provided in Federal aids; \$400 million, or about 34 percent, in State aids; and \$220 million, or about 19 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 \$524 million. Of this total, about \$269 million, or about 52 percent, is proposed to be provided in Federal aids; \$159 million, or about 30 percent, in State aids; and \$96 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.² These nine categories are defined as follows:

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

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

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.

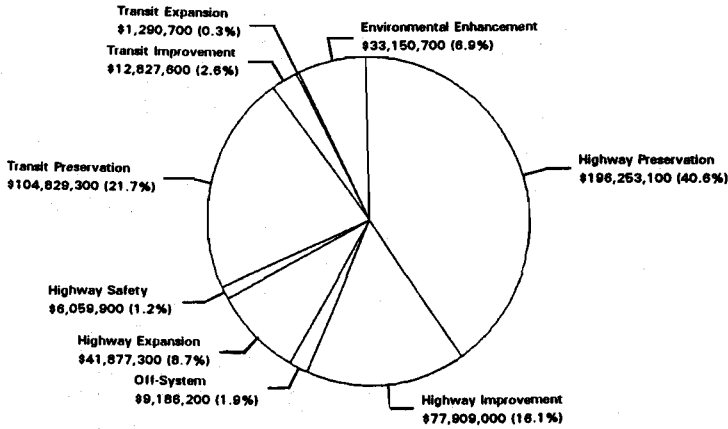
Figure 1 graphically presents the proposed expenditures in the first year of the TIP by each of the nine project categories for Walworth County and for Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties combined. Certain expenditure patterns are apparent from an examination of Figure 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 \$42 million, or 8 percent of total programmed expenditures in the Region. The expenditures for highway improvement are approximately \$84 million, or 17 percent of total expenditures. This compares to the \$200 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 24 percent of the programmed resources. Of the total programmed resources for public transit, 88 percent is for preservation, only 11 percent and 1 percent, respectively, for service improvement and expansion.

Figure 1

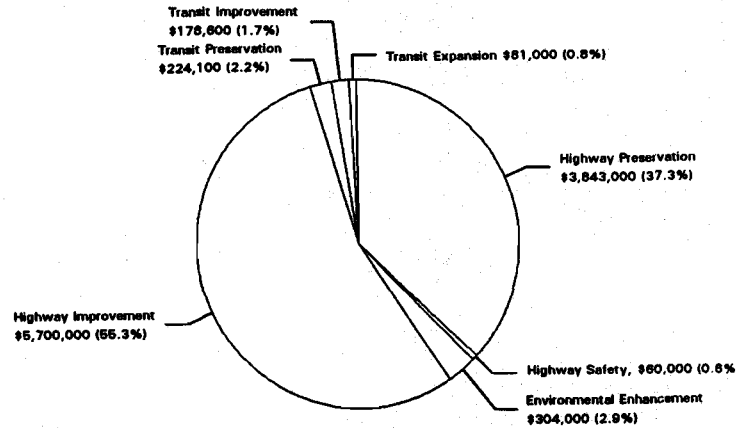
**DISTRIBUTION OF EXPENDITURES IN 1997 OF THE 1997-1999
TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY**

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



TOTAL \$541,083,800
(ALSO INCLUDES ESTIMATED \$57.7 MILLION FOR
ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

WALWORTH COUNTY



TOTAL \$15,490,700
(ALSO INCLUDES ESTIMATED \$5.1 MILLION FOR
ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

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 1997 THROUGH 1999
TRANSPORTATION IMPROVEMENT PROGRAM

This section of the report demonstrates the conformity of the 1997 through 1999 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 and as well demonstrates that the regional transportation plan continues to conform to the State Implementation Plan for Air Quality.

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 an alternative which would substantially increase the price of automobile transportation, 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

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.

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 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 transportation plan and the improvement program in 1994, such service levels having been decreased by about 1 percent, as measured by vehicle-miles of service. Transit fares have increased at approximately the level of general price inflation. With respect to the Milwaukee County Transit System, which represents over 95 percent of the transit service provided in Southeastern Wisconsin, the transit base fare increased by about 8 percent from \$1.25 in 1994 to \$1.35 in 1996. The average fare per revenue passenger which accounts for changes in the adult base fare and the price of passes and tickets increased from \$0.79 in 1994 to \$0.83 in 1996, a 5 percent

increase. 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 beginning in 1998 by approximately 68 percent over the time period from 1994 to 2010 and transit fare increases on average over the 16 year period 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 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.

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 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 1995-1997 transportation improvement program and the 1997-1999 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

Table 8

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

Six-County Area ^{a,b}				
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	-- ^c	-- ^c	-- ^c	-- ^c
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

Table 8 (continued)

Walworth County ^d				
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	-- ^c	-- ^c	-- ^c	-- ^c
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.

^aKenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

^bNo anti-tampering program was assumed for the six-county area.

^cThe 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.

^dNo inspection/maintenance programs and no anti-tampering program was assumed for Walworth County.

Source: Wisconsin Department of Natural Resources and SEWRPC.

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 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 1997-1999 transportation improvement program and its conformity determination. The notice for the public hearing on the program, the comments received, and the staff and Intergovernmental Coordinating and Advisory Committee response to the comments are presented in Appendix D. In addition, the 1997-1999 transportation improvement program and its conformity determination was reviewed by the Commission's Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine urbanized area which includes representation of all 154 local units of government on a population proportional basis, as well as representation from State government including the Wisconsin Departments of Transportation and Natural Resources, and Federal government including the U. S. Department of Transportation and Environmental Protection Agency.

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 Employee Commute Options Mandate was eliminated on December 23, 1995, and affected ozone nonattainment areas were allowed to substitute other emission reduction efforts for the reductions expected from the Employee Commute Options program. The Wisconsin Department of Natural Resources formally withdrew its Employee Commute Options program State Implementation Plan in May 1996 (after U. S. Environmental Protection Agency approval of the Wisconsin 15% State Implementation Plan in March 1996). The Wisconsin Department of Natural Resources indicated that it would be substituting the Wisconsin Partners for Clean Air program for the Employee Commute Options program. The Partners program

requests that large employers and other interested parties continue with any previously mandated Employee Commute Options related trip reduction activities, sign a pledge to promote trip reduction and transit promotion activities, promote Ozone Action Day efforts or make point and area source emission reductions beyond current federal and state requirements. The regional transportation system plan and 1997 through 1999 transportation improvement program would in no way interfere with the implementation of the Partners program and would assist in its implementation. The transportation system plan recommends a number of measures which should serve to significantly assist in the implementation of the trip reduction goals that are a key component of the Partners 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 1997-1999 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 as well for Walworth County. 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 the six-county severe nonattainment area and as well for Walworth County 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 1996.³ The transportation system plan is forecast to result in an approximately 1.4 percent annual increase

³The 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 SOUTEASTERN
WISCONSIN: EXISTING 1990 AND FORECAST 1996, 2001, 2007, AND 2010 ^a

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	31802
	5-10	30,518	20,488	28,725	32,809	23646
	10-15	522,102	176,814	154,603	164,142	136733
	15-20	2,434,841	2,465,601	2,431,555	2,608,635	2615222
	20-25	4,175,648	5,037,961	4,980,777	5,267,846	5265110
	25-30	4,250,575	5,170,118	5,276,256	5,669,436	5523548
	30-35	2,407,409	4,167,409	4,111,677	4,383,684	4586988
	35-40	4,652,891	4,333,208	4,763,072	5,423,388	5509596
	40-45	1,298,282	1,596,239	1,693,001	1,649,545	1990575
	45-50	1,295,521	1,713,566	2,177,801	2,314,982	2469786
	50-55	190,301	1,011,736	1,379,204	1,606,828	1593762
	55-60	858,751	480,499	220,436	298,097	257545
	60+	0	7,938	5,623	17,720	18936
Subtotal	--	22,155,781	26,181,941	27,238,709	29,458,632	30023249
Freeway Six-County Area	0-5	34,992	19,173	20,375	21,440	19410
	5-10	161,452	127,044	125,610	133,703	129923
	10-15	101,210	68,084	60,181	69,175	69754
	15-20	22,570	14,258	18,954	23,828	27844
	20-25	19,767	28,867	32,860	34,987	31155
	25-30	16,414	94,257	69,873	105,122	113489
	30-35	296,208	104,477	153,130	195,193	196145
	35-40	1,157,041	969,831	1,041,126	1,202,793	1185682
	40-45	1,216,519	1,050,621	794,008	958,479	1045669
	45-50	2,235,659	1,895,988	2,226,946	2,005,299	1924046
	50-55	2,724,319	2,249,950	2,484,736	2,904,124	2721330
	55-60	1,354,143	904,437	937,490	966,127	1061788
	60+	2,922,952	4,500,202	4,378,660	4,500,517	5512919
Subtotal	--	12,263,246	12,027,189	12,343,949	13,120,787	14039154
Total	--	34,419,027	38,209,130	39,582,658	42,579,419	44062403
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	1626
	15-20	46,827	8,752	4,301	5,726	10951
	20-25	43,216	39,432	27,970	34,344	32541
	25-30	107,038	60,356	70,767	56,565	65139
	30-35	123,392	85,140	87,129	95,082	75142
	35-40	308,619	322,083	306,205	346,759	302584
	40-45	319,042	358,632	373,956	403,193	312996
	45-50	460,252	511,001	535,696	595,836	598797
	50-55	5,031	102,791	166,103	149,705	168623
	55-60	6,180	10,895	11,421	12,266	12870
	60+	0	0	0	0	0
Subtotal	--	1,428,476	1,499,082	1,583,548	1,699,476	1581269
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	9,033	10,496	12,125	17408
	30-35	292	0	0	0	0
	35-40	15,678	14,270	15,030	17,115	25189
	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	6,624	7,320	7,520	8210
	60+	380,060	728,112	789,049	853,696	1086382
Subtotal	--	568,446	758,039	823,000	891,449	1138166
Total	--	1,996,922	2,257,121	2,406,548	2,590,925	2719435
Region Total	--	36,415,949	40,466,251	41,989,206	45,170,344	46781838

^a 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.

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 ^a		Walworth County ^c		Southeastern Wisconsin Region ^b	
	State Implementation Plan (tons)	Transportation Plan ^b (tons)	State Implementation Plan (tons)	Transportation Plan ^b (tons)	State Implementation Plan (tons)	Transportation Plan ^b (tons)
1996	58.13	56.76	5.11	4.91	63.24	61.67
2001	- -	37.51	- -	4.25	- -	41.76
2007	- -	32.71	- -	3.86	- -	36.57
2010	- -	31.15	- -	3.97	- -	35.12

^aKenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

^bThe emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 1997-1999 transportation improvement program, which has been prepared to initiate implementation of the plan. Since the plan and program are entirely consistent with respect to "non-exempt" 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.

^cThe volatile organic compound and nitrous oxide emissions forecasts for Walworth County under the transportation plan and transportation improvement program are also less than the "emissions budgets"--or, projected emissions--in the Walworth County maintenance plan. Year 1996 and Year 2007 volatile organic compound emissions forecasts for Walworth County under the transportation plan and improvement program are 4.91 tons and 3.86 tons per hot summer weekday, respectively, as compared to 5.33 tons in 1996 and 4.89 tons in 2007 as projected in the Walworth County maintenance plan. Year 1996 and Year 2007 nitrous oxide emissions forecasts for Walworth County under the transportation plan and transportation improvement program are 7.60 tons and 6.43 tons per hot summer weekday, respectively, as compared to 7.61 tons in 1996 and 7.20 tons in 2007 as projected in the Walworth County maintenance plan.

Source: Wisconsin Department of Natural Resources and SEWRPC.

in such travel under an intermediate-growth scenario. The Wisconsin Department of Natural 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.

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 widening 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.

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 emission and travel modeling 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.

The Federal requirements for determination of conformity after January 1, 1995, as set forth in the November 24, 1993, Federal Register (40 CFR 51.452(b)), 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 which forecast travel demand and traffic volume based upon economic and demographic forecasts, planned land use allocation patterns, and the characteristics of the transportation system. As already noted, the travel models 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 were calibrated with 1991 large-scale travel survey data and represent state-of-the-art professional practice 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.⁴

The models were validated for the year 1990 using 1990 census data, land use inventory data, travel survey data, and transportation system inventory data 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. A peak hour traffic assignment with forecast peak hour traffic volumes and speeds is prepared. The peak hour volumes and speeds are sensitive to the total travel volume on the facility and the potential for the spreading of peak hour traffic to adjacent hours of the day. The models incorporate the peak-hour congestion and travel

⁴The 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.

times as determined in traffic assignment in the trip distribution model to determine travel patterns and mode choice model to determine transit ridership.

The models 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 constrained peak hour, and 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 (work and school travel). Off-peak travel times are used in trip distribution and mode choice for off-peak travel (shopping and other travel).

The model steps of trip distribution and mode choice are directly sensitive to the price of travel, as well as travel time, including public transit travel time.

The consistency of the transportation system plan and the underlying land use plan is directly established, tested, and documented. First, the transportation plan is designed to serve the regional land use plan, which is an agreed upon desirable pattern of future land use and not a projected pattern of likely future land use. The regional land use plan has been adopted by all seven counties of Southeastern Wisconsin as the desirable pattern of future land use. The transportation plan only includes highway and transit improvements which address existing needs and travel demands and those future needs and travel demands which are generated by the regional land use plan. Second, to test this consistency of the regional land use and transportation plan, all transportation improvements are mapped and compared to areas of existing and planned development under the land use plan, and areas which are to be protected under the plan from development. The Commission's Advisory Committee on Regional Transportation System Planning concluded that this test established a consistency between the regional transportation system plan and underlying land use plan. Third, an additional test of the consistency of the regional land use and transportation

plans was the preparation of forecasts of the accessibility provided by the transportation plan to each subarea of the region, as defined by traffic analysis zones. The total level of accessibility provided by the transportation plan, and, as well, the incremental level of accessibility compared to a "no-build" transportation plan was compared to areas of existing and planned development under the regional land use plan, and areas under the plan which are to be protected from development. The Commission's Advisory Committee on Regional Transportation System Planning concluded that this comparison established that the transportation plan was consistent with the regional land use plan as it provided higher and increased accessibility to areas planned for development, and lower and unchanged levels of accessibility to areas planned to be protected from development.

The model estimation of trip generation is dependent on household income, household size, residential density, vehicle availability, and accessibility provided by public transit.

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.

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 1997 through 1999 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

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				YEAR	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999		TOTAL TIP	OPEN
STATE OF WISCONSIN	22	BRIDGE REPLACEMENT-MODERNIZE INTERCHANGE ON IH 94 MARQUETTE INTERCHANGE IN MILWAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	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 0.0 152,200.0	LOCAL STATE FED (IH-M)	0.0 220.0 1,980.0 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	0.0 15,220.0 36,980.0 0.0 52,200.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	26	NEW BASEBALL STADIUM ACCESS CONFIGURATION--IH 94 AND USH 41 WITH PARKING AND SITE PREPARATION ACTIVITIES	HP	PE ROW CONST OTHER TOTAL	1,400.0 0.0 29,134.0 0.0 30,534.0	0.0 0.0 7,370.0 0.0 7,370.0	0.0 0.0 0.0 0.0 0.0	1,400.0 0.0 36,504.0 0.0 37,904.0	LOCAL STATE FED OTHER FED TOTAL	10,078.5 13,908.2 6,545.9 0.0 30,534.0	4,869.9 822.0 1,634.1 0.0 7,370.0	0.0 0.0 0.0 0.0 0.0	14,948.4 17,775.2 8,180.0 0.0 37,904.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	78	IMPLEMENTATION OF THE AREA-WIDE FREEWAY MGMT. SYSTEM	HI	PE ROW CONST OTHER TOTAL	1,940.0 0.0 4,402.0 0.0 6,342.0	0.0 0.0 6,856.7 0.0 6,856.7	0.0 0.0 4,960.0 0.0 4,960.0	1,940.0 0.0 16,218.7 0.0 18,158.7	LOCAL STATE FED (FAI) TOTAL	0.0 922.9 5,419.1 6,342.0 6,342.0	0.0 685.7 6,171.0 6,856.7 6,856.7	0.0 499.0 4,464.0 4,960.0 4,960.0	0.0 2,104.9 16,054.1 18,158.7 18,158.7	2001	NON-EXEMPT
	79	ACQUIRE HARDSHIP ROW ONLY FOR RECONSTRUCTION WITH ADDITIONAL LANES OF IH 43 FROM BENDER RD TO DEAN ROAD IN MILW CO. (2.79 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 336.0 0.0 0.0 336.0	0.0 0.0 0.0 0.0 0.0	0.0 336.0 13,000.0 0.0 13,336.0	LOCAL STATE FED (NHS) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 33.6 302.4 336.0 336.0	0.0 0.0 0.0 0.0 0.0	0.0 1,333.6 12,002.4 13,336.0 13,336.0	1996	NON-EXEMPT
	80	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 7,000.0 0.0 7,000.0	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	0.0 700.0 6,300.0 7,000.0 7,000.0	1996	NON-EXEMPT
	81	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 1,794.0 0.0 1,794.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,794.0 0.0 1,794.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	290.0 68.8 1,435.2 1,794.0 1,794.0	0.0 0.0 0.0 0.0 0.0	290.0 68.8 1,435.2 1,794.0 1,794.0	1996	NON-EXEMPT
	82	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 0.0 736.0 0.0 736.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 736.0 0.0 736.0	LOCAL STATE FED (NHS) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 147.2 588.8 736.0 736.0	0.0 0.0 0.0 0.0 0.0	0.0 147.2 588.8 736.0 736.0	1996	NON-EXEMPT
	83	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 2,600.0 0.0 2,600.0	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 2,080.0 2,080.0 2,080.0	0.0 520.0 2,080.0 2,080.0 2,080.0	1996	NON-EXEMPT
	84	RECONSTRUCTION OF RYAN RD (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.00 MI)	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 1,218.0 0.0 0.0 1,518.0	LOCAL STATE FED TOTAL	50.0 250.0 0.0 300.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	354.5 1,163.5 0.0 1,518.0 1,518.0	1996	NON-EXEMPT
	85	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	0.0 0.0 3,046.0 0.0 3,046.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 3,046.0 0.0 3,046.0	LOCAL STATE FED TOTAL	1,061.5 1,984.5 0.0 3,046.0 3,046.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,061.5 1,984.5 0.0 3,046.0 3,046.0	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.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	86	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	0.0 150.0 4,000.0 0.0 4,150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 150.0 7,849.0 0.0 7,999.0	LOCAL STATE FED TOTAL	0.0 4,150.0 0.0 4,150.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 7,999.0 0.0 7,999.0	1996	NON-EXEMPT
	87	CONSTRUCTION OF HOWARD AVE. ON PARTIAL NEW LOCATION FROM LAKE DR. TO PENNSYLVANIA AVE. IN THE CITY OF ST. FRANCIS (1.25 MILES)	HE	PE ROW CONST OTHER TOTAL	450.0 0.0 5,044.0 0.0 5,494.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	450.0 0.0 5,044.0 0.0 5,494.0	LOCAL STATE FED TOTAL	1,373.5 4,120.5 0.0 5,494.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1,373.5 4,120.5 0.0 5,494.0	1996	NON-EXEMPT
	88	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 0.0 21,600.0 0.0 21,600.0	0.0 0.0 12,700.0 0.0 12,700.0	0.0 0.0 2,700.0 0.0 2,700.0	0.0 0.0 39,100.0 0.0 39,100.0	LOCAL STATE FED TOTAL	0.0 21,600.0 0.0 21,600.0	0.0 12,700.0 0.0 12,700.0	0.0 2,700.0 0.0 2,700.0	0.0 39,100.0 0.0 39,100.0	1996	NON-EXEMPT
	89	RECONSTRUCTION OF THE LAYTON AVENUE BRIDGE TO ACCOMMODATE THE LAKE PARKWAY	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 1,608.0 0.0 1,608.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,608.0 0.0 1,608.0	LOCAL STATE FED TOTAL	21.0 1,587.0 0.0 1,608.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	21.0 1,587.0 0.0 1,608.0	1996	NON-EXEMPT
	120	OZONE ACTION DAYS - GOVERNOR'S CLEAN SUMMER PUBLIC INFORMATION CAMPAIGN (JOINT EFFORT INVOLVING DOT, DNR, AND OTHER LAKE MI STATES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 37.5 37.5	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 37.5 37.5	LOCAL STATE FED (CMAQ) TOTAL	3.8 3.8 30.0 37.5	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	3.8 3.8 30.0 37.5	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	123	EXPANSION OF THE LOCAL GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITATION AND MONITORING PROGRAM BY THE UNIV OF WI-MILWAUKEE	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 1,250.0 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 0.0 1,250.0 0.0 1,250.0	LOCAL STATE FED (CMAQ) TOTAL	250.0 0.0 1,000.0 1,250.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	250.0 0.0 1,000.0 1,250.0	2001	NON-EXEMPT
	124	CONGESTION MANAGEMENT-MITIGATE CONGESTION RELATED TO MAJOR STH CONSTRUCTION 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 1,000.0 0.0 1,000.0	0.0 0.0 4,000.0 0.0 4,000.0	LOCAL STATE FED (TH-M) TOTAL	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	0.0 400.0 3,600.0 4,000.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	126	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 0.0 718.0 718.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 718.0 718.0	LOCAL STATE FED (CMAQ) TOTAL	71.8 71.8 574.4 718.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	71.8 71.8 574.4 718.0	2001	NON-EXEMPT
	127	OPERATION & MAINTENANCE OF THE 'MONITOR' FREEWAY TRAFFIC MANAGEMENT SYSTEM (EARLY ACTION PHASE): 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 5,893.0 400.0 6,293.0	0.0 0.0 0.0 1,000.0 1,000.0	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 5,893.0 2,400.0 8,293.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 1,374.2 4,918.8 6,293.0	0.0 1,000.0 0.0 1,000.0	0.0 1,000.0 0.0 1,000.0	0.0 3,374.2 4,918.8 8,293.0	2001	NON-EXEMPT
	131	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 1,237.9 0.0 1,237.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,237.9 0.0 1,237.9	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 1,237.9 1,237.9	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 1,237.9 1,237.9	1996	NON-EXEMPT

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)				YEAR	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		OPEN
STATE OF WISCONSIN	136	INSTALL COMPREHENSIVE RIDESHARE SIGNAGE ALONG INTERSTATE HIGHWAYS IN THE 6 NON-ATTAINMENT COUNTIES & IN ADJOINING AREAS:1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 56.3 0.0 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 56.3 0.0 56.3	LOCAL STATE FED (CMAQ) TOTAL	0.0 11.3 45.0 0.0 56.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 11.3 45.0 0.0 56.3	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	137	FREEWAY TRAFFIC MANAGEMENT IN 894 STAGE IMPLEMENTATION	EE	PE ROW CONST OTHER TOTAL	629.0 0.0 0.0 0.0 629.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	629.0 0.0 0.0 0.0 629.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 62.9 566.1 0.0 629.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 62.9 566.1 0.0 629.0	1996	NON-EXEMPT
	153	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	0.0 600.0 0.0 0.0 600.0	0.0 0.0 1,375.0 0.0 1,375.0	0.0 0.0 1,500.0 0.0 1,500.0	0.0 600.0 2,875.0 0.0 3,475.0	LOCAL STATE FED (FAU) TOTAL	300.0 300.0 0.0 0.0 600.0	687.5 687.5 0.0 0.0 1,375.0	750.0 750.0 0.0 0.0 1,500.0	1,737.5 1,737.5 0.0 0.0 3,475.0	1996	NON-EXEMPT
	154	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	0.0 0.0 2,866.0 0.0 2,866.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,866.0 0.0 2,866.0	LOCAL STATE FED (STP-M) TOTAL	573.2 0.0 2,292.8 0.0 2,866.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	573.2 0.0 2,292.8 0.0 2,866.0	1996	NON-EXEMPT
MILWAUKEE COUNTY	155	RECONSTRUCTION WITH ADDITIONAL LANES OF S. 76TH ST (CTH U) FROM TERRACE DR TO PUETZ RD IN THE CITY OF FRANKLIN	HI	PE ROW CONST OTHER TOTAL	650.0 0.0 0.0 0.0 650.0	350.0 250.0 0.0 0.0 600.0	0.0 0.0 2,300.0 0.0 2,300.0	1,000.0 250.0 5,635.0 0.0 6,885.0	LOCAL STATE FED (STP-M) TOTAL	650.0 0.0 0.0 0.0 650.0	600.0 0.0 0.0 0.0 600.0	2,300.0 0.0 0.0 0.0 2,300.0	6,885.0 0.0 0.0 0.0 6,885.0	1996	NON-EXEMPT
	156	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (W. LAYTON AVE.) FROM S. 84TH ST. TO S. 108TH ST. IN THE CITY OF GREENFIELD (1.5 MI)	HI	PE ROW CONST OTHER TOTAL	1,619.2 0.0 0.0 0.0 1,619.2	0.0 0.0 345.0 0.0 345.0	0.0 0.0 6,170.0 0.0 6,170.0	1,619.2 345.0 6,170.0 0.0 8,134.2	LOCAL STATE FED (STP-M) TOTAL	323.8 0.0 1,295.4 0.0 1,619.2	69.0 0.0 276.0 0.0 345.0	1,234.0 0.0 4,936.0 0.0 6,170.0	1,626.8 0.0 6,507.4 0.0 8,134.2	1996	NON-EXEMPT
	157	RECONSTRUCTION WITH ADDITIONAL LANES OF W. RAWSON AVE FROM HAWTHORNE LANE TO S. 27TH ST INCLUDING THE BRIDGES AT STH 36	HI	PE ROW CONST OTHER TOTAL	0.0 270.0 0.0 0.0 270.0	0.0 0.0 13,473.0 0.0 13,473.0	0.0 0.0 0.0 0.0 0.0	0.0 270.0 13,473.0 0.0 13,743.0	LOCAL STATE FED (NHS) TOTAL	54.0 0.0 216.0 0.0 270.0	2,694.6 0.0 10,778.4 0.0 13,473.0	0.0 0.0 0.0 0.0 0.0	2,748.6 0.0 10,994.4 0.0 13,743.0	1996	NON-EXEMPT
	158	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	0.0 0.0 1,400.0 0.0 1,400.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 1,400.0 0.0 1,600.0	LOCAL STATE FED (BRF) TOTAL	70.0 0.0 130.0 0.0 200.0	280.0 0.0 1,120.0 0.0 1,400.0	0.0 0.0 0.0 0.0 0.0	350.0 0.0 1,250.0 0.0 1,600.0	1996	NON-EXEMPT
	159	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	1,000.0 0.0 0.0 0.0 1,000.0	1,000.0 0.0 0.0 0.0 1,000.0	500.0 1,000.0 0.0 0.0 1,500.0	2,500.0 1,000.0 15,000.0 0.0 18,500.0	LOCAL STATE FED (STP-O) TOTAL	200.0 0.0 800.0 0.0 1,000.0	200.0 0.0 800.0 0.0 1,000.0	300.0 0.0 1,200.0 0.0 1,500.0	3,700.0 0.0 14,800.0 0.0 18,500.0	1996	NON-EXEMPT
	160	REPLACEMENT WITH ADDITIONAL LANES OF THE CTH ZZ (E. COLLEGE AVE) BRIDGE OVER OAK CREEK TRIBUTARY IN THE CITIES OF MILW. AND OAK CREEK	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 0.0 500.0 0.0 500.0	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	35.0 0.0 65.0 0.0 100.0	100.0 0.0 400.0 0.0 500.0	135.0 0.0 465.0 0.0 600.0	1996	NON-EXEMPT

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
MILWAUKEE COUNTY	186	EMPLOYER TRIP REDUCTION RESPONSE PROGRAM - PHASE II	TE	PE	0.0	0.0	0.0	0.0	LOCAL	185.8	0.0	0.0	185.8	2001	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	269.1	0.0	0.0	269.1		
				CONST	0.0	0.0	0.0	0.0	FED	185.8	0.0	0.0	185.8		
				OTHER	640.7	0.0	0.0	640.7	(CMAQ)						
				TOTAL	640.7	0.0	0.0	640.7	TOTAL	640.7	0.0	0.0	640.7		
	187	SUSPENDED LIGHT RAIL PROJECT (AEROBUS)	TE	PE	0.0	5,000.0	0.0	5,000.0	LOCAL	0.0	1,000.0	1,100.0	8,500.0	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	5,500.0	37,500.0	FED	0.0	4,000.0	4,400.0	34,000.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER						
				TOTAL	0.0	5,000.0	5,500.0	42,500.0	TOTAL	0.0	5,000.0	5,500.0	42,500.0		
	191	TRAFFIC SIGNAL IMPROVEMENTS ON CTH SYSTEM	HS	PE	19.7	0.0	0.0	19.7	LOCAL	198.0	0.0	0.0	198.0	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	148.5	0.0	0.0	148.5	FED	0.0	0.0	0.0	0.0		
				OTHER	29.8	0.0	0.0	29.8							
				TOTAL	198.0	0.0	0.0	198.0	TOTAL	198.0	0.0	0.0	198.0		
	192	NEW TRAFFIC SIGNAL INSTALLATION ON CTH SYSTEM	HS	PE	13.0	0.0	0.0	13.0	LOCAL	130.0	0.0	0.0	130.0	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	97.5	0.0	0.0	97.5	FED	0.0	0.0	0.0	0.0		
				OTHER	19.5	0.0	0.0	19.5							
				TOTAL	130.0	0.0	0.0	130.0	TOTAL	130.0	0.0	0.0	130.0		
	200	SIGNALIZATION OF THE INTERSECTION OF W. OKLAHOMA AVE. AND WOLLMER RD.	HS	PE	7.5	0.0	0.0	7.5	LOCAL	7.0	0.0	0.0	7.0	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	52.0	0.0	0.0	52.0	FED	63.0	0.0	0.0	63.0		
				OTHER	10.5	0.0	0.0	10.5	(STP-S)						
				TOTAL	70.0	0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0		
	203	INSTALLATION OF TRAFFIC SAFETY IMPROVEMENTS AT INTERSECTION OF W. FOREST HOME AVE AND S. NORTHCAP RD IN MILWAUKEE COUNTY	HS	PE	0.0	10.5	0.0	10.5	LOCAL	0.0	6.0	0.0	6.0	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	49.5	0.0	49.5	FED	0.0	54.0	0.0	54.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-S)						
				TOTAL	0.0	60.0	0.0	60.0	TOTAL	0.0	60.0	0.0	60.0		
	204	SIGNALIZATION OF FOREST HOME AVE. (CTH OO) AND N. CAPE RD. (CTH J)	HS	PE	10.0	0.0	0.0	10.0	LOCAL	6.0	0.0	0.0	6.0	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	50.0	0.0	0.0	50.0	FED	54.0	0.0	0.0	54.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-S)						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	207	DEVELOP AND IMPLEMENT A MASS TRANSIT PUBLIC INFORMATION CAMPAIGN AIMED AT LOW INCOME & MINORITY GROUPS IN MILWAUKEE COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	7.0	0.0	0.0	7.0	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	0.0	0.0	FED	28.0	0.0	0.0	28.0		
				OTHER	35.0	0.0	0.0	35.0	(CMAQ)						
				TOTAL	35.0	0.0	0.0	35.0	TOTAL	35.0	0.0	0.0	35.0		
	208	TRAFFIC SIGNAL SYSTEM INTERCONNECTION FOR VARIOUS SIGNAL SYSTEMS IN MILWAUKEE COUNTY: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	111.1	0.0	0.0	111.1	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	470.8	0.0	0.0	470.8	FED	359.7	0.0	0.0	359.7		
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)						
				TOTAL	470.8	0.0	0.0	470.8	TOTAL	470.8	0.0	0.0	470.8		
	211	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECTIONS (CLOSED LOOPS) AT VARIOUS LOCATIONS ON MILWAUKEE COUNTY TRUNK HIGHWAYS: 1995	EE	PE	47.0	0.0	0.0	47.0	LOCAL	70.4	0.0	0.0	70.4	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	305.0	0.0	0.0	305.0	FED	281.6	0.0	0.0	281.6		
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)						
				TOTAL	352.0	0.0	0.0	352.0	TOTAL	352.0	0.0	0.0	352.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
MILWAUKEE COUNTY	213	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 1,500.0 1,500.0	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 1,500.0 1,500.0	LOCAL STATE FED (CMAQ) TOTAL	300.0 0.0 1,200.0 0.0 1,500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 1,200.0 0.0 1,500.0	2001	NON-EXEMPT
C/CUDAHY	230	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 0.0 0.0 0.0 0.0	240.0 0.0 0.0 0.0 240.0	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 0.0 0.0 0.0 0.0	48.0 0.0 192.0 0.0 240.0	2001	NON-EXEMPT
	231	TRAFFIC SIGNAL MODIFICATION AT THE INTERSECTION OF LADISH, WANDA AND S. PACKARD AVE (STH 62) IN CITY OF CUDAHY	HS	PE ROW CONST OTHER TOTAL	10.0 0.0 89.3 0.0 99.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 89.3 0.0 99.3	LOCAL STATE FED (STP-S) TOTAL	9.9 0.0 89.4 0.0 99.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.9 0.0 89.4 0.0 99.3	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	233	NATURAL GAS FUELING FACILITY SERVING THE CITIES OF CUDAHY & SOUTH MILWAUKEE TO BE LOCATED NEAR THEIR BORDER: 1995	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 380.0 0.0 390.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 380.0 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	2001	NON-EXEMPT
	234	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	2001	NON-EXEMPT
C/FRANKLIN	235	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	0.0 190.0 0.0 0.0 190.0	0.0 0.0 1,800.0 0.0 1,800.0	0.0 0.0 0.0 0.0 0.0	0.0 190.0 1,800.0 0.0 1,990.0	LOCAL STATE FED (STP-M) TOTAL	38.0 0.0 152.0 0.0 190.0	360.0 0.0 1,440.0 0.0 1,800.0	0.0 0.0 0.0 0.0 0.0	398.0 0.0 1,592.0 0.0 1,990.0	1996	NON-EXEMPT
V/HALES CORNERS	241	INSTALLATION OF TURN LANE ON W. ABBOTT AVE. AT S. 105TH ST. (STH 100) IN THE VILLAGE OF HALES CORNERS	HS	PE ROW CONST OTHER TOTAL	5.0 0.0 10.9 0.0 15.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 10.9 0.0 15.9	LOCAL STATE FED (STP-S) TOTAL	1.6 0.0 14.3 0.0 15.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1.6 0.0 14.3 0.0 15.9	1996	NON-EXEMPT AIR QUALITY NEUTRAL
C/MILWAUKEE	242	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 95.0 0.0 95.0	0.0 0.0 100.0 0.0 100.0	0.0 0.0 105.0 0.0 105.0	0.0 0.0 615.0 0.0 615.0	LOCAL STATE FED TOTAL	95.0 0.0 0.0 95.0	100.0 0.0 0.0 100.0	105.0 0.0 0.0 105.0	615.0 0.0 0.0 615.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	244	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	2001	NON-EXEMPT
	246	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 66.0 0.0 66.0	0.0 0.0 50.0 0.0 50.0	0.0 0.0 50.0 0.0 50.0	0.0 0.0 316.0 0.0 316.0	LOCAL STATE FED TOTAL	66.0 0.0 0.0 66.0	50.0 0.0 0.0 50.0	50.0 0.0 0.0 50.0	316.0 0.0 0.0 316.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)				YEAR OPEN	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999			TOTAL TIP
C/MILWAUKEE	248	SIGNAL SYSTEM IMPROVEMENTS AT FIVE LOCATIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	6.0 0.0 44.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.0 0.0 44.0 0.0 50.0	LOCAL STATE FED (STP-S)	5.0 0.0 45.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 45.0 0.0 50.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	344	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	59.4 0.0 0.0 0.0 59.4	0.0 0.0 0.0 0.0 0.0	59.4 0.0 196.0 0.0 255.4	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	11.9 0.0 47.5 0.0 59.4	0.0 0.0 0.0 0.0 0.0	51.1 0.0 204.3 0.0 255.4	1996	NON-EXEMPT
	345	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	36.3 25.0 0.0 0.0 61.3	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	36.3 25.0 1,000.0 0.0 1,061.3	LOCAL STATE FED (STP-M)	36.8 0.0 24.5 0.0 61.3	600.0 0.0 400.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	636.8 0.0 424.5 0.0 1,061.3	1996	NON-EXEMPT
	346	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 0.0 0.0 0.0 0.0	185.0 0.0 1,230.0 0.0 2,065.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	46.3 0.0 138.7 0.0 185.0	0.0 0.0 0.0 0.0 0.0	516.3 0.0 1,548.7 0.0 2,065.0	1996	NON-EXEMPT
	356	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS: 1994	EE	PE ROW CONST OTHER TOTAL	150.0 0.0 350.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 350.0 0.0 500.0	LOCAL STATE FED (CMAQ)	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	2001	NON-EXEMPT
	358	INSTALLATION OF TRAFFIC SIGNALS AT TWO ALL-WAY STOP LOCATIONS ON ARTERIAL ROADWAYS	EE	PE ROW CONST OTHER TOTAL	8.0 0.0 80.0 0.0 88.0	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 88.0	LOCAL STATE FED (CMAQ)	17.6 0.0 70.4 0.0 88.0	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 88.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	359	INSTALLATION OF SEMI-ACTUATED TRAFFIC SIGNAL OPERATION AT 20 SIGNAL LOCATIONS TO IMPROVE PROGRESSION AND MINIMIZE DELAY: 1994	EE	PE ROW CONST OTHER TOTAL	21.0 0.0 205.0 0.0 226.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	21.0 0.0 205.0 0.0 226.0	LOCAL STATE FED (CMAQ)	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	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	360	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)	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	2001	NON-EXEMPT
	366	COMPUTERIZED MONITORED PROPANE FUELING STATION FOR THE CITY OF MILWAUKEE MUNICIPAL FLEET: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 478.0 0.0 478.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 478.0 0.0 478.0	LOCAL STATE FED (CMAQ)	95.6 0.0 382.4 0.0 478.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	95.6 0.0 382.4 0.0 478.0	2001	NON-EXEMPT BASELINE
	367	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 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 (CMAQ)	200.0 0.0 800.0 0.0 1,000.0	200.0 0.0 800.0 0.0 1,000.0	200.0 0.0 800.0 0.0 1,000.0	1,200.0 0.0 4,800.0 0.0 6,000.0	2001	NON-EXEMPT BASELINE

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	373	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
	375	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	15.0 0.0 0.0 0.0 15.0	45.0 0.0 65.0 0.0 110.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 65.0 0.0 125.0	LOCAL STATE FED (CMAQ) TOTAL	3.0 0.0 12.0 0.0 15.0	22.0 0.0 88.0 0.0 110.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 100.0 0.0 125.0	1996	NON-EXEMPT
	376	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEM ON SOUTH SIDE OF CITY OF MILWAUKEE: 1995 (1996 FUNDS)	EE	PE ROW CONST OTHER TOTAL	40.0 0.0 0.0 0.0 40.0	0.0 0.0 160.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0 200.0	LOCAL STATE FED (CMAQ) TOTAL	8.0 0.0 32.0 0.0 40.0	32.0 0.0 128.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0 200.0	1996	NON-EXEMPT
	377	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON VARIOUS ARTERIAL STREETS IN CITY OF MILWAUKEE: 1995-96	EE	PE ROW CONST OTHER TOTAL	42.8 0.0 428.0 0.0 470.8	0.0 0.0 0.0 0.0 0.0	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	94.2 0.0 376.6 0.0 470.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	94.2 0.0 376.6 0.0 470.8	1996	NON-EXEMPT
	384	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	150.0 292.8 0.0 0.0 442.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	150.0 292.8 1,000.0 0.0 1,442.8	LOCAL STATE FED (STP-M) TOTAL	89.2 0.0 353.6 0.0 442.8	0.0 0.0 0.0 0.0 0.0	500.0 0.0 500.0 0.0 0.0	589.2 0.0 853.6 0.0 442.8	2001	NON-EXEMPT
	396	RECONSTRUCTION WITH ADDITIONAL LANES OF 124TH ST FROM LISBON AV TO HAMPTON AV IN THE CITY OF WAUWATOSA (0.93 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 3,500.0 0.0 3,500.0	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	3,500.0 0.0 0.0 0.0 3,500.0	1996	NON-EXEMPT
	413	CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE CITY OF WEST ALLIS	EE	PE ROW CONST OTHER TOTAL	40.0 0.0 250.0 0.0 290.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 250.0 0.0 290.0	LOCAL STATE FED (CMAQ) TOTAL	58.0 0.0 232.0 0.0 290.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	58.0 0.0 232.0 0.0 290.0	2001	NON-EXEMPT

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				YEAR OPEN	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
STATE OF WISCONSIN	422	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO RANDOM LAKE (IN SHEBOYGAN COUNTY) (10.5 MILES)	HI	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	0.0	0.0	7,465.0		
				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				0.0			
		TOTAL		0.0	0.0	0.0	7,465.0	TOTAL	0.0	0.0	0.0	7,465.0			
	423	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM IH 43 TO THE VILLAGE OF GRAFTON (0.94 MILES)	HI	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	421.0	421.0	STATE	0.0	0.0	421.0	3,083.0		
				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				0.0			
		TOTAL		0.0	0.0	421.0	3,083.0	TOTAL	0.0	0.0	421.0	3,083.0			
	424	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	1,300.0	0.0	0.0	1,300.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	1,311.0	STATE	1,300.0	0.0	0.0	2,611.0		
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				0.0				
	TOTAL		1,300.0	0.0	0.0	2,611.0	TOTAL	1,300.0	0.0	0.0	2,611.0				
426	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 181 AND DONGES BAY ROAD	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL	
			ROW	0.0	0.0	0.0	0.0	STATE	60.0	0.0	0.0	60.0			
			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0			
			OTHER	60.0	0.0	0.0	60.0				0.0				
	TOTAL		60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0				
OZAUKEE COUNTY	434	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 FROM CTH C TO STH 143 IN OZAUKEE COUNTY (2.90 MILES)	HI	PE	0.0	0.0	50.0	50.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	50.0	50.0		
				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				0.0			
		TOTAL		0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0			
	435	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W (N. PORT WASHINGTON RD.) FROM SUNNY DALE LN. TO ZEDLER LN. (1.00 MI)	HI	PE	265.0	0.0	0.0	265.0	LOCAL	265.0	340.0	0.0	605.0	1996	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,500.0	0.0	2,500.0	FED	0.0	2,160.0	0.0	2,160.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)						
		TOTAL		265.0	2,500.0	0.0	2,765.0	TOTAL	265.0	2,500.0	0.0	2,765.0			
	439	DEMONSTRATION OPERATION OF COMMUTER BUS SERVICE BETWEEN THE CITY OF MILWAUKEE AND VARIOUS LOCATIONS IN OZAUKEE COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	34.5	37.2	0.0	71.7	1996	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	172.4	186.3	0.0	358.7		
CONST				0.0	0.0	0.0	0.0	FED	187.5	187.5	0.0	375.0			
OTHER				394.4	411.0	0.0	805.4	(CMAQ)							
	TOTAL		394.4	411.0	0.0	805.4	TOTAL	394.4	411.0	0.0	805.4				
C/PORT WASHINGTON	455	CONSTRUCTION OF BICYCLE LANES ALONG INDUSTRIAL DR. IN THE CITY OF PORT WASHINGTON	EE	PE	25.0	0.0	0.0	25.0	LOCAL	5.0	0.0	37.0	42.0	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	185.0	185.0	FED	20.0	0.0	148.0	168.0		
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)						
	TOTAL		25.0	0.0	185.0	210.0	TOTAL	25.0	0.0	185.0	210.0				

-39h-

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	470	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 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 8,000.0 0.0 8,000.0	0.0 0.0 8,000.0 0.0 8,000.0	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 8,000.0 0.0 8,000.0	0.0 0.0 8,000.0 0.0 8,000.0	1996	NON-EXEMPT
	471	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 20.0 0.0 0.0 20.0	0.0 610.0 0.0 0.0 610.0	0.0 0.0 5,276.0 0.0 5,276.0	0.0 630.0 5,276.0 0.0 5,906.0	LOCAL STATE FED (STP-O)	0.0 20.0 0.0 0.0 20.0	0.0 610.0 0.0 0.0 610.0	0.0 1,302.4 3,973.6 0.0 5,906.0	0.0 1,932.4 3,973.6 0.0 5,906.0	1996	NON-EXEMPT
	472	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM 18TH AVE TO 7TH AVE. IN THE CITY OF WEST BEND (0.80 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 5,203.0 0.0 5,203.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 5,203.0 0.0 5,203.0	LOCAL STATE FED (STP-O)	1,022.0 0.0 3,195.8 0.0 3,195.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,022.0 0.0 3,195.8 0.0 3,195.8	1996	NON-EXEMPT
	473	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	341.7 585.0 0.0 0.0 926.7	0.0 0.0 4,181.1 0.0 4,181.1	0.0 0.0 0.0 0.0 0.0	341.7 585.0 4,181.1 0.0 5,107.8	LOCAL STATE FED (NHS)	0.0 653.2 273.4 0.0 926.7	1,045.3 0.0 3,135.8 0.0 4,181.1	0.0 0.0 0.0 0.0 0.0	1,045.3 653.2 3,409.2 0.0 5,107.8	1996	NON-EXEMPT
	474	CONSTRUCTION OF STH 33 INTERCHANGE FOR FREEWAY CONVERSION OF USH 41	HI	PE ROW CONST OTHER TOTAL	0.0 2,132.0 3,638.0 0.0 5,770.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 2,132.0 3,638.0 0.0 5,770.0	LOCAL STATE FED	0.0 5,770.0 0.0 0.0 5,770.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 5,770.0 0.0 0.0 5,770.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	475	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	368.0 0.0 0.0 0.0 368.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	368.0 118.0 0.0 0.0 486.0	LOCAL STATE FED (NHS)	0.0 73.6 294.4 0.0 368.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 191.6 294.4 0.0 486.0	1996	NON-EXEMPT
	476	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	300.0 0.0 2,444.0 0.0 2,744.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 2,444.0 0.0 2,744.0	LOCAL STATE FED (STP-O)	31.8 517.0 2,195.2 0.0 2,744.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	31.8 517.0 2,195.2 0.0 2,744.0	1996	NON-EXEMPT
	477	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	300.0 765.0 0.0 0.0 1,065.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	300.0 765.0 1,472.0 0.0 2,537.0	LOCAL STATE FED	0.0 1,065.0 0.0 0.0 1,065.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 2,537.0 0.0 0.0 2,537.0	1996	NON-EXEMPT
	478	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 0.0 5,138.0 0.0 5,138.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 5,138.0 0.0 5,138.0	LOCAL STATE FED (NHS)	1,304.5 0.0 3,833.5 0.0 5,138.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,304.5 0.0 3,833.5 0.0 5,138.0	1996	NON-EXEMPT
	487	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 60 AND LOVERS LANE ROAD	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 60.0 60.0	0.0 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 60.0	LOCAL STATE FED	0.0 60.0 0.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 60.0 0.0 0.0 60.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	488	RECONFIGURE AND SIGNALIZE INTERSECTION OF FOND DU LAC AVENUE (STH 145) AND COUNTY LINE ROAD IN GERMANTOWN & MENO FALLS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	27.3	0.0	0.0	27.3		
				CONST	273.0	0.0	0.0	273.0	FED	245.7	0.0	0.0	245.7		
				OTHER	0.0	0.0	0.0	0.0	(STP-S)						
C/HARTFORD				TOTAL	273.0	0.0	0.0	273.0	TOTAL	273.0	0.0	0.0	273.0	1996	NON-EXEMPT
	500	CONSTRUCTION OF S. WILSON AVE. FROM E. SUMNER ST. (STH 60) TO LINCOLN AVE IN THE CITY OF HARTFORD (0.35 MILES)	HE	PE	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		
V/KEWASKUM				OTHER	0.0	0.0	0.0	0.0						1996	NON-EXEMPT
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	501	CONSTRUCTION OF S. WILSON AVE FROM LINCOLN AVE TO MONROE AVE IN THE CITY OF HARTFORD (0.30 MILE)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	266.0		
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
C/WEST BEND				CONST	0.0	0.0	0.0	266.0	FED	0.0	0.0	0.0	0.0	1996	NON-EXEMPT
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	266.0	TOTAL	0.0	0.0	0.0	266.0		
	507	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE OF KEWASKUM	EE	PE	5.8	0.0	0.0	5.8	LOCAL	10.0	0.0	0.0	10.0	1996	NON-EXEMPT
C/WEST BEND				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	44.2	0.0	0.0	44.2	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)						
C/WEST BEND				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0	1996	NON-EXEMPT
	511	RECONSTRUCTION WITH ADDITIONAL LANES OF S MAIN ST FROM VINE ST TO DECORAH RD IN THE CITY OF WEST BEND (0.5 MILES)	HI	PE	90.0	0.0	0.0	90.0	LOCAL	9.0	56.0	0.0	65.0		
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	560.0	0.0	560.0	FED	81.0	504.0	0.0	585.0		
C/WEST BEND				OTHER	0.0	0.0	0.0	0.0	(STP-S)					1996	NON-EXEMPT
				TOTAL	90.0	560.0	0.0	650.0	TOTAL	90.0	560.0	0.0	650.0		
	512	CONSTRUCTION OF N. 18TH AVE. FROM PARK AVE. TO JEFFERSON ST. IN THE CITY OF WEST BEND (0.50 MILES)	HE	PE	223.0	0.0	0.0	223.0	LOCAL	520.2	0.0	0.0	520.2		
				ROW	86.0	0.0	0.0	86.0	STATE	0.0	0.0	0.0	0.0		
C/WEST BEND				CONST	1,650.0	0.0	0.0	1,650.0	FED	1,438.8	0.0	0.0	1,438.8	1996	NON-EXEMPT
				OTHER	0.0	0.0	0.0	0.0	(STP-O)						
				TOTAL	1,959.0	0.0	0.0	1,959.0	TOTAL	1,959.0	0.0	0.0	1,959.0		
	517	TRAFFIC SIGNAL COORDINATION IN THE CITY OF WEST BEND: 1993	EE	PE	25.5	0.0	0.0	25.5	LOCAL	62.0	0.0	0.0	62.0	1996	NON-EXEMPT
C/WEST BEND				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	159.2	0.0	0.0	159.2	FED	122.7	0.0	0.0	122.7		
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)						
C/WEST BEND				TOTAL	184.7	0.0	0.0	184.7	TOTAL	184.7	0.0	0.0	184.7	1996	NON-EXEMPT
	518	PARADISE DR. PARK/RIDE LOT PROJECT AND RIDE-SHARE PROMOTION PROGRAM IN THE CITY OF WEST BEND: 1993	EE	PE	5.0	0.0	0.0	5.0	LOCAL	16.0	11.5	0.0	27.5		
				ROW	75.0	0.0	0.0	75.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	57.5	0.0	57.5	FED	64.0	46.0	0.0	110.0		
C/WEST BEND				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					1996	NON-EXEMPT
				TOTAL	80.0	57.5	0.0	137.5	TOTAL	80.0	57.5	0.0	137.5		

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	532	RECONSTRUCTION TO PROVIDE TURNING LANES ON STH 164 FROM THE NORTH CITY LIMITS TO THE INTJ. OF MORELAND AND ST PAUL ST IN C/WAUKESHA (.33M)	HP	PE ROW CONST OTHER TOTAL	0.0 40.0 1,644.0 0.0 1,684.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 40.0 1,644.0 0.0 1,684.0	LOCAL STATE FED (STP-M) TOTAL	110.8 296.3 1,276.9 0.0 1,684.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	110.8 296.3 1,276.9 0.0 1,684.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	538	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 3,000.0 0.0 0.0 3,000.0	0.0 2,000.0 0.0 0.0 2,000.0	0.0 5,000.0 10,000.0 0.0 15,000.0	LOCAL STATE FED (NHS) TOTAL	0.0 0.0 0.0 2,700.0 0.0	0.0 300.0 1,800.0 2,000.0 2,000.0	0.0 0.0 1,500.0 13,500.0 15,000.0	1996	NON-EXEMPT	
	539	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 0.0 9,300.0 0.0 9,300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 9,300.0 0.0 9,300.0	LOCAL STATE FED (STP-M) TOTAL	0.0 1,860.0 7,440.0 0.0 9,300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,860.0 7,440.0 0.0 9,300.0	1996	NON-EXEMPT
	540	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM CALHOUN RD. TO THE MILWAUKEE LINE IN THE CITY OF NEW BERLIN (2.97 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 1,885.0 0.0 0.0 1,885.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,885.0 7,519.0 0.0 9,404.0	LOCAL STATE FED (STP-M) TOTAL	0.0 1,885.0 0.0 0.0 1,885.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 3,764.8 5,639.2 0.0 9,404.0	1996	NON-EXEMPT
	541	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 1,500.0 0.0 0.0 1,500.0	0.0 0.0 1,500.0 0.0 1,500.0	0.0 0.0 0.0 0.0 0.0	0.0 1,500.0 1,500.0 0.0 3,000.0	LOCAL STATE FED (STP-M) TOTAL	0.0 1,500.0 0.0 0.0 1,500.0	0.0 1,500.0 0.0 0.0 1,500.0	0.0 0.0 0.0 0.0 0.0	0.0 3,000.0 0.0 0.0 3,000.0	1996	NON-EXEMPT
	542	RECONSTRUCTION OF STH 164 OVER I-94 RAMP AND ROADWAY IN THE TOWN OF PEWAUKEE (0.30 MILES)	HI	PE ROW CONST OTHER TOTAL	500.0 40.0 0.0 0.0 540.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	500.0 40.0 6,151.0 0.0 6,691.0	LOCAL STATE FED (TH-M) TOTAL	0.0 20.0 450.0 0.0 540.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 705.1 5,985.9 0.0 6,691.0	1996	NON-EXEMPT
	543	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 43 TO STH 59 (4.37 MILES)	HI	PE ROW CONST OTHER TOTAL	975.0 1,169.0 0.0 0.0 2,144.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	975.0 1,169.0 13,300.0 0.0 15,444.0	LOCAL STATE FED (NHS) TOTAL	0.0 2,144.0 0.0 0.0 2,144.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 4,804.0 10,640.0 0.0 15,444.0	1996	NON-EXEMPT
	544	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	0.0 472.0 0.0 0.0 472.0	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	0.0 472.0 0.0 0.0 472.0	1996	NON-EXEMPT
	545	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 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 950.0 0.0 950.0	0.0 0.0 950.0 0.0 950.0	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 0.0 950.0 0.0 950.0	0.0 950.0 0.0 0.0 950.0	1996	NON-EXEMPT
	547	RECONSTRUCTION WITH ADDITIONAL LANES OF THE BARKER ROAD BRIDGE OVER IH 94 IN WAUKESHA COUNTY	HI	PE ROW CONST OTHER TOTAL	975.0 0.0 4,102.0 0.0 5,077.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	975.0 0.0 4,102.0 0.0 5,077.0	LOCAL STATE FED (STP-O) TOTAL	679.2 11.5 4,386.3 0.0 5,077.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	679.2 11.5 4,386.3 0.0 5,077.0	1996	NON-EXEMPT

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Table 11
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	548	CITY OF OCONOMOWOC NORTH BYPASS CONSISTING OF THE COMPLETION OF THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (7.4 MI)	HE	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	0.0 370.0 0.0 0.0 370.0	0.0 776.0 0.0 0.0 776.0	LOCAL STATE FED TOTAL	0.0 200.0 0.0 200.0	0.0 0.0 0.0 0.0	0.0 370.0 0.0 370.0	0.0 776.0 0.0 776.0	1996	NON-EXEMPT
	549	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	0.0 366.0 0.0 0.0 366.0	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	0.0 366.0 0.0 366.0	1996	NON-EXEMPT
	560	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 1,000.0 0.0 1,000.0	0.0 700.0 0.0 0.0 1,000.0	LOCAL STATE FED TOTAL	0.0 700.0 0.0 700.0	0.0 0.0 0.0 0.0	0.0 1,000.0 0.0 1,000.0	0.0 1,700.0 0.0 1,700.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
WAUKESHA COUNTY	568	IMPROVE INTERSECTION OF CTH K & CTH KF & CTH MD IN WAUKESHA COUNTY (1.0 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 26.0 0.0 0.0 26.0	0.0 0.0 737.0 0.0 737.0	0.0 0.0 0.0 0.0 0.0	0.0 26.0 737.0 0.0 763.0	LOCAL STATE FED TOTAL	26.0 0.0 0.0 26.0	737.0 0.0 0.0 737.0	0.0 0.0 0.0 0.0	763.0 0.0 0.0 763.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	585	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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 4,083.0 0.0 4,083.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 4,083.0 0.0 4,083.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	816.6 0.0 3,266.4 0.0 4,083.0	0.0 0.0 0.0 0.0 0.0	816.6 0.0 3,266.4 0.0 4,083.0	1996	NON-EXEMPT
	586	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (BARKER RD) FROM STH 59 TO IH 94 (1.00 MILE)	HI	PE ROW CONST OTHER TOTAL	145.0 0.0 2,522.0 0.0 2,667.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	145.0 0.0 2,522.0 0.0 2,667.0	LOCAL STATE FED (STP-M) TOTAL	600.6 0.0 2,066.4 0.0 2,667.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	600.6 0.0 2,066.4 0.0 2,667.0	1996	NON-EXEMPT
	587	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH VV TO CTH W (2.00 MILES)	HI	PE ROW CONST OTHER TOTAL	526.0 0.0 0.0 0.0 526.0	0.0 949.0 0.0 0.0 949.0	0.0 0.0 6,496.0 0.0 6,496.0	526.0 949.0 6,496.0 0.0 7,971.0	LOCAL STATE FED (STP-M) TOTAL	526.0 0.0 0.0 0.0 526.0	949.0 0.0 0.0 0.0 949.0	1,300.0 0.0 5,196.0 0.0 6,496.0	2,775.0 0.0 5,196.0 0.0 7,971.0	1996	NON-EXEMPT
	588	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 1,500.0 0.0 1,500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,500.0 0.0 1,500.0	LOCAL STATE FED TOTAL	1,500.0 0.0 0.0 1,500.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1,500.0 0.0 0.0 1,500.0	1996	NON-EXEMPT
589	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 1,748.0 0.0 1,768.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 1,748.0 0.0 1,768.0	LOCAL STATE FED (STP-M) TOTAL	891.2 0.0 876.8 0.0 1,768.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	891.2 0.0 876.8 0.0 1,768.0	1996	NON-EXEMPT	
590	CONSTRUCT ON NEW ALIGNMENT CTH KE FROM STH 83 TO CTH E & REHABILITATE CTH KE FROM CTH E TO CTH GR	HE	PE ROW CONST OTHER TOTAL	225.0 0.0 0.0 0.0 225.0	0.0 746.0 0.0 0.0 746.0	0.0 0.0 3,331.0 0.0 3,331.0	225.0 746.0 3,331.0 0.0 4,302.0	LOCAL STATE FED TOTAL	225.0 0.0 0.0 225.0	746.0 0.0 0.0 746.0	3,331.0 0.0 0.0 3,331.0	4,302.0 0.0 0.0 4,302.0	1996	NON-EXEMPT	

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
WAUKESHA COUNTY	591	CONSTRUCT ON A NEW ALIGNMENT CTH TT FROM US 18 TO NORTHVIEW ROAD IN WAUKESHA COUNTY (1.1 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	250.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	250.0 0.0 0.0	1996	NON-EXEMPT
	599	SIGNALIZATION OF THE INTERSECTION OF CTH Y AND WATERTOWN RD	HS	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	170.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	170.0 0.0 0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	601	DEVELOPMENT OF AN INSPECTION/MAINTENANCE 240 MECHANIC TRAINING PROG & CONST OF RELATED FACILITIES AT WAUKESHA COUNTY TECH COLLEGE	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 122.5 179.9	0.0 0.0 7.0 62.9	0.0 0.0 0.0 0.0	10.0 0.0 129.5 242.8	LOCAL STATE FED (CMAQ)	62.5 0.0 249.9	14.0 0.0 55.9	0.0 0.0 0.0	76.5 0.0 305.8	1996	NON-EXEMPT
	*														
	602	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/ PEDESTRIAN PROJECTS IN WAUKESHA COUNTY	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	25.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 0.0 0.0 25.0	LOCAL STATE FED (CMAQ)	0.0 0.0 0.0 0.0 0.0	5.0 0.0 20.0	0.0 0.0 0.0	5.0 0.0 20.0	2001	NON-EXEMPT
	*														
C/BROOKFIELD	605	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 20.0 270.0 0.0 340.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 20.0 270.0 0.0 340.0	LOCAL STATE FED (STP-M)	68.0 0.0 272.0	0.0 0.0 0.0	0.0 0.0 0.0	68.0 0.0 272.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	606	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)	15.0 0.0 60.0	85.0 0.0 340.0	0.0 0.0 0.0	100.0 0.0 400.0	1996	NON-EXEMPT
	*														
V/MENOMONEE FALLS	619	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	0.0 187.0 1,575.0 0.0 1,762.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 187.0 1,575.0 0.0 1,762.0	LOCAL STATE FED (STP-M)	352.4 0.0 1,409.6	0.0 0.0 0.0	0.0 0.0 0.0	352.4 0.0 1,409.6	1996	NON-EXEMPT
	620	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	142.0 0.0 0.0 0.0 142.0	0.0 0.0 805.0 0.0 805.0	142.0 0.0 805.0 0.0 947.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	28.4 0.0 113.6	161.0 0.0 644.0	189.4 0.0 757.6	1996	NON-EXEMPT
	621	CONSTRUCTION OF SHADY LANE FROM ST. THOMAS DR TO ROGER AVE. IN THE VILLAGE OF MENOMONEE FALLS (0.15 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 78.3 680.0 0.0 758.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 78.3 680.0 0.0 758.3	LOCAL STATE FED (STP-M)	151.7 0.0 606.6	0.0 0.0 0.0	0.0 0.0 0.0	151.7 0.0 606.6	1996	NON-EXEMPT
	*														
C/NEW BERLIN	630	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	25.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	25.0 25.0 500.0 0.0 550.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	25.0 0.0 0.0	0.0 0.0 0.0	130.0 0.0 420.0	1996	NON-EXEMPT
	*														

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

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/NEW BERLIN	632	CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE CITY OF NEW BERLIN	EE	PE	62.5	0.0	0.0	62.5	LOCAL	62.5	0.0	0.0	62.5	2001	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	250.0	0.0	0.0	250.0			
	OTHER			0.0	0.0	0.0	0.0	(CMAQ)							
				TOTAL	312.5	0.0	0.0	312.5	TOTAL	312.5	0.0	0.0	312.5		
V/SUSSEX	642	INSTALL TRAFFIC SIGNAL AT INTERSECTION OF WAUKESHA AVE AND MAIN ST IN THE VILLAGE OF SUSSEX	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	70.0	70.0	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	0.0	FED	0.0	0.0	0.0	0.0			
	OTHER			0.0	0.0	70.0	70.0								
				TOTAL	0.0	0.0	70.0	70.0	TOTAL	0.0	0.0	70.0	70.0		
C/WAUKESHA	655	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	0.0	0.0	0.0	LOCAL	69.0	0.0	0.0	69.0	1996	NON-EXEMPT
	ROW			345.0	0.0	0.0	345.0	STATE	0.0	0.0	0.0	0.0			
	CONST			0.0	0.0	0.0	0.0	FED	276.0	0.0	0.0	276.0			
	OTHER			0.0	0.0	0.0	0.0	(STP-M)							
				TOTAL	345.0	0.0	0.0	345.0	TOTAL	345.0	0.0	0.0	345.0		
	656	RECONSTRUCTION WITH ADDITIONAL LANES OF E. SUNSET DR FROM TENNY AV TO GRAMLIN LN IN THE CITY OF WAUKESHA (0.32 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	295.0	0.0	0.0	295.0	1996	NON-EXEMPT
	ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
	CONST			295.0	0.0	0.0	295.0	FED	0.0	0.0	0.0	0.0			
	OTHER			0.0	0.0	0.0	0.0								
				TOTAL	295.0	0.0	0.0	295.0	TOTAL	295.0	0.0	0.0	295.0		
	671	NIGHT TRANSIT SERVICE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TE	PE	0.0	0.0	0.0	0.0	LOCAL	34.8	34.7	0.0	69.5	2001	NON-EXEMPT
	ROW			0.0	0.0	0.0	0.0	STATE	112.9	118.4	0.0	231.1			
	CONST			0.0	0.0	0.0	0.0	FED	120.9	128.7	0.0	249.6			
	OTHER			268.4	281.8	0.0	550.2	(CMAQ)							
				TOTAL	268.4	281.8	0.0	550.2	TOTAL	268.4	281.8	0.0	550.2		
	673	RECONSTRUCTION OF THE INTERSECTION OF N. PRAIRIE AVE AND ST PAUL AVE IN THE CITY OF WAUKESHA	HS	PE	0.0	6.0	0.0	6.0	LOCAL	0.0	0.6	0.2	0.8	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	ROW			0.0	0.0	2.0	2.0	STATE	0.0	0.0	0.0	0.0			
	CONST			0.0	0.0	0.0	0.0	FED	0.0	5.4	1.8	7.2			
	OTHER			0.0	0.0	0.0	0.0	(STP-S)							
				TOTAL	0.0	6.0	2.0	8.0	TOTAL	0.0	6.0	2.0	8.0		
	675	CONSTRUCTION OF A BICYCLE PATH ALONG MEADOWBROOK RD FROM THE GLACIAL DRUMLIN TRAIL TO THE LAKE COUNTRY TRAIL IN C\ WAUKESHA	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	17.6	0.0	17.6	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	0.0	70.4	0.0	70.4			
	OTHER			0.0	88.0	0.0	88.0	(CMAQ)							
				TOTAL	0.0	88.0	0.0	88.0	TOTAL	0.0	88.0	0.0	88.0		

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	695	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	0.0 1,200.0 0.0 0.0	0.0 3,000.0 0.0 0.0	0.0 0.0 12,000.0 0.0	0.0 4,200.0 22,000.0 0.0	LOCAL STATE FED	0.0 1,200.0 0.0	0.0 3,000.0 0.0	0.0 12,000.0 0.0	0.0 26,200.0 0.0	1996	NON-EXEMPT
	*			TOTAL	1,200.0	3,000.0	12,000.0	26,200.0	TOTAL	1,200.0	3,000.0	12,000.0	26,200.0		
	696	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	0.0 2,000.0 0.0 0.0	0.0 1,000.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 3,000.0 24,000.0 0.0	LOCAL STATE FED	0.0 2,000.0 0.0	0.0 1,000.0 0.0	0.0 0.0 0.0	0.0 27,000.0 0.0	1996	NON-EXEMPT
	*			TOTAL	2,000.0	1,000.0	0.0	27,000.0	TOTAL	2,000.0	1,000.0	0.0	27,000.0		
KENOSHA COUNTY	708	PUBLIC INFORMATION CAMPAIGN TO PROMOTE ENVIRO-FRIENDLY TRANSPORTATION HABITS (JOINT EFFORT INVOLVING DOT AND DNR): 1995-96	EE	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 0.0 0.0	LOCAL STATE FED (CMAQ)	0.0 0.0 0.0 0.0	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
	*			TOTAL	0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		
	709	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	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 0.0 0.0	LOCAL STATE FED (CMAQ)	0.0 0.0 0.0 0.0	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
	*			TOTAL	0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		
KENOSHA COUNTY	718	RECONSTRUCTION OF NEW ALIGNMENT OF CTH ML FROM CTH H TO STH 31 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	PE ROW CONST OTHER	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 0.0 2,600.0 0.0	LOCAL STATE FED (STP-S)	0.0 0.0 0.0 0.0	0.0 0.0 120.0 0.0	30.0 0.0 120.0 0.0	570.0 0.0 2,180.0 0.0	1996	NON-EXEMPT
	*			TOTAL	0.0	0.0	150.0	2,750.0	TOTAL	0.0	0.0	150.0	2,750.0		
	724	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	75.0 0.0 200.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	75.0 0.0 200.0 0.0	LOCAL STATE FED (CMAQ)	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 0.0	1996	NON-EXEMPT
	*			TOTAL	275.0	0.0	0.0	275.0	TOTAL	275.0	0.0	0.0	275.0		
KENOSHA COUNTY	725	ACQUISITION OF ALTERNATIVE-FUEL (CNG) VEHICLES FOR KENOSHA COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER	0.0 0.0 0.0 188.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 188.0	LOCAL STATE FED (CMAQ)	38.0 0.0 150.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	38.0 0.0 150.0 0.0	2001	NON-EXEMPT
	*			TOTAL	188.0	0.0	0.0	188.0	TOTAL	188.0	0.0	0.0	188.0		
	726	CONSTRUCTION OF PARK & RIDE LOT IN THE VILLAGE OF WILMOT (TOWN OF SALEM): 1995-96	EE	PE ROW CONST OTHER	15.0 0.0 132.6 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	15.0 0.0 132.6 0.0	LOCAL STATE FED (CMAQ)	29.5 0.0 118.1 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	29.5 0.0 118.1 0.0	2001	NON-EXEMPT
	*			TOTAL	147.6	0.0	0.0	147.6	TOTAL	147.6	0.0	0.0	147.6		
C/KENOSHA	732	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVE. FROM 23RD ST. TO 14TH ST. IN THE CITY OF KENOSHA (1.02 MILES)	HI	PE ROW CONST OTHER	543.0 120.0 0.0 0.0	0.0 0.0 2,862.0 0.0	0.0 0.0 0.0 0.0	543.0 120.0 2,862.0 0.0	LOCAL STATE FED (STP-O)	132.6 0.0 530.4 0.0	572.4 0.0 2,289.6 0.0	0.0 0.0 0.0 0.0	705.0 0.0 2,820.0 0.0	1996	NON-EXEMPT
	*			TOTAL	663.0	2,862.0	0.0	3,525.0	TOTAL	663.0	2,862.0	0.0	3,525.0		
	744	EXPRESS BUS SERVICE OPERATED BY KENOSHA TRANSIT CONNECTING WITH RACINE BELLE URBAN SYSTEM: 1995 (1996-97 FUNDS)	TI	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 109.5 0.0	0.0 0.0 109.5 0.0	0.0 0.0 219.0 0.0	LOCAL STATE FED (CMAQ)	0.0 0.0 0.0 0.0	14.4 37.4 57.7 0.0	14.4 37.4 57.7 0.0	28.8 74.8 115.4 0.0	1996	NON-EXEMPT
	*			TOTAL	0.0	109.5	109.5	219.0	TOTAL	0.0	109.5	109.5	219.0		

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/KENOSHA	746	DOWNTOWN BUS CIRCULATOR FOR THE CITY OF KENOSHA 1995	TI	PE	0.0	0.0	0.0	0.0	LOCAL	48.0	0.0	0.0	48.0	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	192.0	0.0	0.0	192.0		
				OTHER	240.0	0.0	0.0	240.0	(CMAQ)						
				TOTAL	240.0	0.0	0.0	240.0	TOTAL	240.0	0.0	0.0	240.0		
	747	EXPANDED PEAK-HOUR KENOSHA TRANSIT SERVICE 1995-96	TI	PE	0.0	0.0	0.0	0.0	LOCAL	40.6	42.1	0.0	82.7	1996	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	147.2	154.1	0.0	299.3		
				CONST	0.0	0.0	0.0	0.0	FED	162.6	168.3	0.0	330.9		
				OTHER	350.4	362.7	0.0	713.1	(CMAQ)						
				TOTAL	350.4	362.7	0.0	713.1	TOTAL	350.4	362.7	0.0	713.1		
	748	WEST KENOSHA PARK AND RIDE FACILITY: 1994	EE	PE	30.0	0.0	0.0	30.0	LOCAL	61.3	0.0	0.0	61.3	2001	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	276.6	0.0	0.0	276.6	FED	245.3	0.0	0.0	245.3		
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)						
				TOTAL	306.6	0.0	0.0	306.6	TOTAL	306.6	0.0	0.0	306.6		
V/PLEASANT PRAIRIE	752	RECONSTRUCTION OF 95TH ST. AND 93RD ST. INTERSECTION WITH GREEN BAY RD. IN THE VILLAGE OF PLEASANT PRAIRIE (0.31 MILES)	HP	PE	222.0	0.0	0.0	222.0	LOCAL	84.4	0.0	328.4	412.8	1996	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	200.0	0.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,642.0	1,642.0	FED	337.6	0.0	1,313.6	1,651.2		
				OTHER	0.0	0.0	0.0	0.0	(STP-O)						
				TOTAL	422.0	0.0	1,642.0	2,064.0	TOTAL	422.0	0.0	1,642.0	2,064.0		
T/SALEM	754	IMPROVE VERTICAL ALIGNMENT OF 264TH AVE AT CANADIAN PACIFIC (SOO LINE) RR CROSSING IN THE TOWN OF SALEM (0.10 MI) (0.16 KM)	OH	PE	10.0	0.0	0.0	10.0	LOCAL	6.0	0.0	0.0	6.0	2001	NON-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	54.0	0.0	0.0	54.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-S)						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
MILWAUKEE COUNTY	755	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS IN SOUTHEAST WISCONSIN: 1995-96	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	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	(CMAQ)						
				TOTAL	0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		

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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 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	773	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	0.0 0.0 0.0 0.0 0.0	0.0 1,010.0 0.0 0.0 1,010.0	0.0 0.0 0.0 0.0 0.0	0.0 1,010.0 2,050.0 0.0 3,060.0	LOCAL STATE FED (STP-0)	0.0 0.0 0.0 0.0 0.0	0.0 1,010.0 0.0 0.0 1,010.0	0.0 0.0 0.0 0.0 0.0	0.0 1,420.0 1,640.0 0.0 3,060.0	1996	NON-EXEMPT
	775	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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 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
	776	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH MM TO STH 38 IN THE TOWN OF MT. PLEASANT (0.60 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 730.0 0.0 0.0 730.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 3,172.0 0.0 3,172.0	0.0 730.0 3,172.0 0.0 3,902.0	LOCAL STATE FED (NHS)	0.0 730.0 0.0 0.0 730.0	0.0 0.0 0.0 0.0 0.0	0.0 634.4 2,537.6 0.0 3,172.0	0.0 1,364.4 2,537.6 0.0 3,902.0	1996	NON-EXEMPT
	777	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	500.0 896.0 0.0 0.0 1,396.0	0.0 0.0 4,538.0 0.0 4,538.0	0.0 0.0 0.0 0.0 0.0	500.0 896.0 4,538.0 0.0 5,934.0	LOCAL STATE FED (NHS)	0.0 996.0 400.0 0.0 1,396.0	0.0 911.6 3,626.4 0.0 4,538.0	0.0 0.0 0.0 0.0 0.0	0.0 1,907.6 4,026.4 0.0 5,934.0	1996	NON-EXEMPT
	778	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 1,237.0 0.0 0.0 1,237.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,237.0 3,587.0 0.0 4,824.0	LOCAL STATE FED (NHS)	0.0 1,237.0 0.0 0.0 1,237.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,237.0 2,869.6 0.0 4,824.0	1996	NON-EXEMPT
	779	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 1,300.0 0.0 1,300.0	0.0 0.0 9,000.0 0.0 9,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 11,300.0 0.0 11,300.0	LOCAL STATE FED (STP-0)	0.0 260.0 1,040.0 0.0 1,300.0	0.0 9,000.0 0.0 0.0 9,000.0	0.0 0.0 0.0 0.0 0.0	0.0 9,460.0 1,840.0 0.0 11,300.0	1996	NON-EXEMPT
	780	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS OF STH 36 (6.0 MILES)	HE	PE ROW CONST OTHER TOTAL	1,800.0 0.0 0.0 0.0 1,800.0	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 0.0 0.0 1,800.0	LOCAL STATE FED	0.0 1,800.0 0.0 0.0 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 1,800.0 0.0 0.0 1,800.0	1996	NON-EXEMPT
	800	CONSTRUCTION OF A BICYCLE PATH FROM WILLOW RD TO WEST BLVD IN CITY OF RACINE AND TOWN OF MT PLEASANT IN RACINE COUNTY (3.20 MI)	EE	PE ROW CONST OTHER TOTAL	54.0 0.0 0.0 0.0 54.0	0.0 0.0 306.0 0.0 306.0	0.0 0.0 0.0 0.0 0.0	54.0 0.0 306.0 0.0 360.0	LOCAL STATE FED (CMAQ)	10.8 0.0 43.2 0.0 54.0	61.2 0.0 244.8 0.0 306.0	0.0 0.0 0.0 0.0 0.0	72.0 0.0 288.0 0.0 360.0	1996	NON-EXEMPT
	803	CONSTRUCTION OF PARK & RIDE FACILITY IN RACINE COUNTY NEAR I-94 INTERCHANGE WITH STH 20: 1995	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 92.5 0.0 102.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 92.5 0.0 102.5	LOCAL STATE FED (CMAQ)	0.0 0.0 102.5 0.0 102.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 102.5 0.0 102.5	1996	NON-EXEMPT
	804	CONSTRUCT COMMERCIAL COMPRESSED NATURAL GAS FUELING STATION AT WILLKOMM MOBIL SPONSORED BY RACINE COUNTY: 1995	EE	PE ROW CONST OTHER TOTAL	75.0 0.0 200.0 0.0 275.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 200.0 0.0 275.0	LOCAL STATE FED (CMAQ)	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

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

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
RACINE COUNTY	805	ACQUISITION OF ALTERNATIVE-FUEL (CNG) ONE-TON DUMP TRUCKS FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER	0.0 0.0 0.0 103.8	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 103.8	LOCAL STATE FED (CMAQ)	20.8 0.0 83.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	20.8 0.0 83.0 0.0	1996	NON-EXEMPT
	*			TOTAL	103.8	0.0	0.0	103.8	TOTAL	103.8	0.0	0.0	103.8		
	806	ACQUISITION OF ALTERNATIVE-FUEL (CNG) SEDANS FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER	0.0 0.0 0.0 66.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 66.0	LOCAL STATE FED (CMAQ)	13.2 0.0 52.8 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	1996	NON-EXEMPT
	*			TOTAL	66.0	0.0	0.0	66.0	TOTAL	66.0	0.0	0.0	66.0		
C/BURLINGTON	807	ACQUISITION OF ALTERNATIVE FUEL (CNG) PICKUP TRUCKS AND VAN FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER	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 0.0 80.0	LOCAL STATE FED (CMAQ)	16.0 0.0 64.0 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	1996	NON-EXEMPT
	*			TOTAL	80.0	0.0	0.0	80.0	TOTAL	80.0	0.0	0.0	80.0		
	808	INSTALLATION OF TRAFFIC SIGNALS AT JEFFERSON ST AND PINE ST AND JEFFERSON ST AND DODGE ST AND INTERCONNECTION OF SIGNALS WITH WIS. SO. RR	HS	PE ROW CONST OTHER	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 0.0 250.0 0.0	LOCAL STATE FED (STP-S)	100.0 0.0 150.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	100.0 0.0 150.0 0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	*			TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
C/RACINE	825	RECONSTRUCTION OF THE C&NW RR OVERPASS ON 6TH ST IN THE CITY OF RACINE	HI	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 2,300.0 0.0	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	460.0 0.0 1,840.0 0.0	1996	NON-EXEMPT
	*			TOTAL	0.0	0.0	0.0	2,300.0	TOTAL	0.0	0.0	0.0	2,300.0		
	826	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	0.0 0.0 0.0 0.0	0.0 700.0 0.0 0.0	0.0 0.0 1,310.0 0.0	0.0 700.0 1,310.0 0.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0	140.0 0.0 560.0 0.0	262.0 0.0 1,048.0 0.0	402.0 0.0 1,608.0 0.0	1996	NON-EXEMPT
	*			TOTAL	0.0	700.0	1,310.0	2,010.0	TOTAL	0.0	700.0	1,310.0	2,010.0		
	858	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 0.0	5.2 20.8 20.8 0.0	0.0 0.0 0.0 0.0	10.1 38.9 40.8 0.0	1996	NON-EXEMPT
	*			TOTAL	43.0	44.8	0.0	87.8	TOTAL	43.0	44.8	0.0	87.8		
	860	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE HORLICK DR. BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE	OH	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 295.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 295.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	295.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	295.0 0.0 0.0 0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	*			TOTAL	0.0	295.0	0.0	295.0	TOTAL	0.0	295.0	0.0	295.0		
	863	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 0.0 100.0 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	10.0 0.0 90.0 0.0	10.0 0.0 90.0 0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	*			TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	864	COMPRESSED NATURAL GAS FUELING FACILITY SERVING THE CITY OF RACINE MUNICIPAL FLEET	EE	PE ROW CONST OTHER	31.5 0.0 233.5 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	31.5 0.0 233.5 0.0	LOCAL STATE FED (CMAQ)	53.0 0.0 212.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	53.0 0.0 212.0 0.0	1996	NON-EXEMPT
	*			TOTAL	265.0	0.0	0.0	265.0	TOTAL	265.0	0.0	0.0	265.0		

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	880	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 12 (MAIN ST) FROM W CITY LIMIT TO SECOND STREET IN THE CITY OF WHITEWATER (1.58 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 675.0 4,400.0 0.0 5,075.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 675.0 4,400.0 0.0 5,075.0	LOCAL STATE FED (NHS) TOTAL	880.0 675.0 3,520.0 0.0 5,075.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	880.0 675.0 3,520.0 0.0 5,075.0	1996	NON-EXEMPT
	881	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	0.0 415.0 2,108.0 0.0 2,523.0	LOCAL STATE FED (STP-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	0.0 504.6 2,018.4 0.0 2,523.0	1996	NON-EXEMPT
	882	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO THE EXISTING DIVIDED SECTION IN THE TOWN OF GENEVA (1.70 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 4,000.0 0.0 4,000.0	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	0.0 800.0 3,200.0 0.0 4,000.0	1996	NON-EXEMPT
	883	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 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
	884	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	250.0 375.0 0.0 0.0 625.0	0.0 0.0 1,080.0 0.0 1,080.0	0.0 0.0 0.0 0.0 0.0	250.0 375.0 1,080.0 0.0 1,705.0	LOCAL STATE FED (STP-0) TOTAL	93.8 343.8 187.5 0.0 625.0	270.0 0.0 810.0 0.0 1,080.0	0.0 0.0 0.0 0.0 0.0	363.8 343.8 997.5 0.0 1,705.0	1996	NON-EXEMPT
	885	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 2,122.0 0.0 0.0 2,122.0	0.0 1,093.0 0.0 0.0 1,093.0	0.0 3,215.0 9,890.4 0.0 13,105.4	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 2,122.0 0.0 0.0 2,122.0	0.0 1,093.0 0.0 0.0 1,093.0	0.0 13,105.4 0.0 0.0 13,105.4	1996	NON-EXEMPT
	886	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (4.40 MI) (7.08 KM)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 1,200.0 0.0 0.0 1,200.0	0.0 0.0 0.0 0.0 0.0	0.0 1,200.0 5,200.0 0.0 6,400.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	300.0 900.0 0.0 0.0 1,200.0	0.0 0.0 0.0 0.0 0.0	1,600.0 4,800.0 0.0 0.0 6,400.0	1996	NON-EXEMPT

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Table 12

**PROJECTS WITH AIR QUALITY IMPACT IN THE REGIONAL TRANSPORTATION SYSTEM PLAN AND
THEIR RELATIONSHIP TO PROJECTS IN 1997-1999 TRANSPORTATION IMPROVEMENT PROGRAM**

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*	Walworth	Widening	Main Street (USH 12)	Frontage Road to Fremont Street	Widen from two to four traffic lanes
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*			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	Waukesha	Widening	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*			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		Expansion	CTH SS extension	CTH G to CTH T	Construct two lanes on new alignment
1996*			Brookfield Road extension	Davidson Road to STH 59	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 31	CTH S to CTH KR	Widen from two to four traffic lanes
2001			STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2001*			STH 50	Walworth County line to 381st Avenue	Widen from two to four traffic lanes
2001*			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2001			39th Avenue	Van Buren Road to STH 50	Widen from two to four traffic lanes
2001			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2001		Expansion	IH 94/USH 41	CTH ML	Construct new interchange
2001			85th Street extension	39th Avenue to 32nd Avenue	Construct two lanes on new alignment
2001*	Milwaukee	Widening	USH 45/STH 36	Waukesha County line to STH 100	Widen from two to four traffic lanes
2001			107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2001*			CTH BB	CTH U to USH 41	Widen from two to four traffic lanes
2001*			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2001			Fond du Lac Avenue	35th Street to 20th Street	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*			Howard Avenue	Clement Avenue to a point east of Iowa Avenue	Widen from two to four traffic lanes
2001*			Layton Avenue	108th Street to 84th Street	Widen from two to four traffic lanes
2001			Oklahoma Avenue	Clement Avenue to Kinnickinnic Avenue	Widen from two to four traffic lanes
2001			Puetz Road	Shepard Avenue to Pennsylvania Avenue	Widen from two to four traffic lanes
2001			Teutonia Avenue	Ruby Avenue to Villard Avenue	Widen from two to four traffic lanes
2001*			Whitnall Avenue	CTH Y to Packard Avenue	Widen from two to four traffic lanes
2001			91st Street	Ozaukee County line to STH 100	Widen from two to four traffic lanes
2001			124th Street	STH 145 to USH 41/USH 45	Widen from two to four traffic lanes
2001*		Expansion	Lake Arterial	Lincoln Avenue to CTH Y	Construct four lanes on new alignment
2001*			Puetz Road extension	CTH U to Hunting Park Drive	Construct two lanes on new alignment
2001*			124th Street extension	STH 100 to STH 145	Construct four lanes on new alignment
2001			Metro Boulevard	115th Street to 107th Street	Construct two lanes on new alignment
2001*	Ozaukee	Widening	STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2001			STH 57	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2001*			STH 60	STH 57 to IH 43	Widen from two to four traffic lanes
2001			Pioneer Road (CTH C)	CTH N to McKinley Boulevard	Widen from two to four traffic lanes
2001*			CTH W	Port Washington Lane to a point about 0.5 mile north of Donges Bay Road	Widen from two to four traffic lanes
2001*	Racine	Widening	STH 31	CTH KR to STH 11	Widen from two to four traffic lanes
2001*			STH 31	CTH MM to STH 32	Widen from two to four traffic lanes
2001*			STH 32	A point about 0.3 mile north of CTH G to Three Mile Road	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*			STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2001*			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes

Table 12 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2001* 2001* 2001* 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* 2001* 2001* 2001* 2001 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* 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* 2001* 2001 2001* 2001* 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 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	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			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* 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 Puettz 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* 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 80 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 12 (continued)[illegible]

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*		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			Five Mile Road extension	STH 32 to Erie Street	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*		Expansion	USH 12 freeway	Whitewater to Elkhorn ^b	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			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 41/45	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 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 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

*Transportation improvement project is included in the 1997-1999 Transportation Improvement Program.

^bThe 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 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.⁵

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.

⁵All 1997-1999 transportation improvement program projects are listed in Appendix A of this report.

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 1995 through 1997 program for Southeastern Wisconsin. 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 E). 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 as well for 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

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

	Six-County Area ^a		Walworth County ^b		Southeastern Wisconsin Region ^c	
Year	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: ^d Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: ^d Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: ^d Action (tons)
1996	56.82	56.76	4.91	4.91 ^e	61.73	61.67
2001	37.98	37.51	4.26	4.25	42.24	41.76
2007	33.70	32.71	3.97	3.86	37.67	36.57
2010	32.86	31.15	3.99	3.97	36.85	35.12

^aEstimated 1990 emissions are 147.22 tons.

^bEstimated 1990 emissions are 8.16 tons.

^cEstimated 1990 emissions are 155.38 tons.

^dThe emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 1997-1999 transportation improvement program, which has been prepared to initiate implementation of the plan. Since the plan and program are entirely consistent with respect to "non-exempt" 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.

^eThe 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 being the same in the table.

Source: SEWRPC.

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 ^a		Walworth County ^b		Southeastern Wisconsin Region ^c	
	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: ^d Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: ^d Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: ^d Action (tons)
1996	103.47	103.41	7.60	7.60 ^e	111.07	111.01
2001	82.10	81.29	6.68	6.67	88.78	87.96
2007	78.34	76.62	6.44	6.43	84.78	83.05
2010	79.61	76.21	6.81	6.79	86.42	83.00

^aEstimated 1990 emissions are 111.98 tons.

^bEstimated 1990 emissions are 8.19 tons.

^cEstimated 1990 emissions are 120.17 tons.

^dThe emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 1997-1999 transportation improvement program, which has been prepared to initiate implementation of the plan. Since the plan and program are entirely consistent with respect to "non-exempt" 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.

^eThe estimated emissions under the Transportation Plan are 0.001 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 being the same in the table.

Source: SEWRPC.

plan, or "action," plan scenario, results in a reduction in emissions from year 1990 estimated emissions.

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 1995 through 1997 program for Southeastern Wisconsin. 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 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 the six-county severe nonattainment area for ozone and as well for Walworth County. 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 1997-1999 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: 1997-1999.

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 and state fund codes)

BRF	Bridge Replacement Funds
CMAQ	Congestion Mitigation and Air Quality Improvement Funds
COMB	Combination of FHWA and FTA Funds
FAI (4R)	Federal Aid Interstate Funds
FTA 5309	FTA Section 5309 Funds--Capital Program
FTA 5307	FTA Section 5307 Funds--Urban Formual Program
FTA 5310	FTA Section 5310 Funds--Elderly and Persons with Disabilities Program
FTA 5311	FTA Section 5311 Funds--Nonurban Area Formula Program
IH-C/S	Interstate Highway - Completion or Substitution Funds
IH-M	Interstate Highway - Maintenance Funds
LRIP	Local Road Improvement Program
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)
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
TEA	Transportation Economic Assistance

Project Description

CTH	County trunk highway
IH	Interstate highway
STH	State trunk highway
M or MI	Miles
*	Project had been included in the 1995-1997 TIP or the 1995-1997 Amended TIP

G29 Approval Review of a project under Gubernatorial Executive Order No. 29, which replaces the previous A-95 review process.

PENDING Review of the project could not be conducted at this time due to a lack of complete information.

APPROVED Review of the project has been completed.

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.

NON-EXEMPT 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.

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.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	1	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HP	PE 0.0 ROW 0.0 CONST 1,146.0 OTHER 0.0	0.0 0.0 2,200.0 0.0	0.0 0.0 1,000.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 4,346.0 0.0	LOCAL STATE FED BRF	0.0 1,146.0 0.0	0.0 1,240.0 960.0	0.0 200.0 800.0	0.0 2,586.0 1,760.0	A	EXEMPT
			TOTAL		1,146.0	2,200.0	1,000.0	4,346.0	TOTAL	1,146.0	2,200.0	1,000.0	4,346.0		
	2	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE STH SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE 0.0 ROW 0.0 CONST 1,300.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,150.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 2,450.0 0.0	LOCAL STATE FED	0.0 1,300.0 0.0	0.0 0.0 0.0	0.0 1,150.0 0.0	0.0 2,450.0 0.0	A	EXEMPT
			TOTAL		1,300.0	0.0	1,150.0	2,450.0	TOTAL	1,300.0	0.0	1,150.0	2,450.0		
	3	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	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 8,000.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 8,000.0 0.0	LOCAL STATE FED IH-M	0.0 0.0 0.0	0.0 0.0 0.0	0.0 800.0 7,200.0	0.0 800.0 7,200.0	A	EXEMPT
			TOTAL		0.0	0.0	8,000.0	8,000.0	TOTAL	0.0	0.0	8,000.0	8,000.0		
	4	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH, AND WASHINGTON COUNTIES	HP	PE 1,818.9 ROW 0.0 CONST 0.0 OTHER 870.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1,818.9 0.0 0.0 870.0	LOCAL STATE FED STP-O	10.0 1,742.1 932.8	0.0 0.0 0.0	0.0 0.0 0.0	10.0 1,742.1 932.8	A	EXEMPT
			TOTAL		2,688.9	0.0	0.0	2,688.9	TOTAL	2,688.9	0.0	0.0	2,688.9		
	5	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE 0.0 ROW 0.0 CONST 1,000.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 6,000.0 0.0	LOCAL STATE FED IH-M	0.0 100.0 900.0	0.0 100.0 900.0	0.0 100.0 900.0	0.0 600.0 5,400.0	A	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		
	6	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE 0.0 ROW 0.0 CONST 500.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0	0.0 0.0 500.0 0.0	0.0 0.0 2,000.0 0.0	LOCAL STATE FED	0.0 500.0 0.0	0.0 1,000.0 0.0	0.0 500.0 0.0	0.0 2,000.0 0.0	A	EXEMPT
			TOTAL		500.0	1,000.0	500.0	2,000.0	TOTAL	500.0	1,000.0	500.0	2,000.0		
	7	MAINTENANCE OF TRAFFIC DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 607.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 607.0	LOCAL STATE FED	0.0 607.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 607.0 0.0	A	EXEMPT
			TOTAL		607.0	0.0	0.0	607.0	TOTAL	607.0	0.0	0.0	607.0		
	8	REPAIR OR REPLACEMENT OF SIGN BRIDGES ON MILWAUKEE COUNTY FREEWAYS	HP	PE 0.0 ROW 0.0 CONST 172.0 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 0.0 172.0 0.0	LOCAL STATE FED	0.0 172.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 172.0 0.0	A	EXEMPT
			TOTAL		172.0	0.0	0.0	172.0	TOTAL	172.0	0.0	0.0	172.0		
	9	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 0.0 0.0	0.0 0.0 1,000.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 6,000.0 0.0	LOCAL STATE FED IH-M	0.0 100.0 900.0	0.0 100.0 900.0	0.0 100.0 900.0	0.0 600.0 5,400.0	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		
	10	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN MILWAUKEE COUNTY	HP	PE 50.0 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	50.0 0.0 0.0 0.0	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 10.0 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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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	11	CONSULTANT MANAGEMENT OF THE LOCAL PROGRAM IN SOUTHEASTERN WISCONSIN	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 900.0 900.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 900.0 900.0	LOCAL STATE FED	0.0 900.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 900.0 0.0	A	EXEMPT
	12	EXPLORATION OF PUBLIC/PRIVATE PARTNERSHIPS AS A POSSIBLE MEANS OF DEVELOPING INTELLIGENT TRANSPORTATION SYSTEMS IN WISCONSIN	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 60.0 60.0	0.0 0.0 0.0 60.0 60.0	LOCAL STATE FED OTHER FHWA 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 10.0 50.0 60.0 60.0	0.0 10.0 50.0 60.0 60.0 60.0	A	EXEMPT
	13	TRAFFIC SIGNAL INTEGRATION STUDY FOR SURFACE STREETS PARALLELING & CROSSING THE MILWAUKEE COUNTY FREEWAY SYSTEM	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	LOCAL STATE FED OTHER FHWA TOTAL	0.0 10.0 40.0 0.0 50.0 50.0	0.0 10.0 40.0 0.0 50.0 50.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 20.0 80.0 0.0 100.0 100.0	A	EXEMPT
	14	OPERATIONAL TESTS OF TRAFFIC SIGNAL INTEGRATION FOR SURFACE STREETS PARALLELING & CROSSING THE MILWAUKEE COUNTY FREEWAY SYSTEM	HP	PE ROW CONST OTHER TOTAL	25.0 0.0 400.0 0.0 425.0	0.0 0.0 227.5 0.0 227.5	0.0 0.0 0.0 0.0 0.0	25.0 0.0 627.5 0.0 652.5	LOCAL STATE FED OTHER FHWA TOTAL	0.0 85.0 340.0 0.0 425.0 425.0	0.0 45.5 182.0 0.0 227.5 227.5	0.0 0.0 0.0 0.0 0.0 0.0	0.0 130.5 522.0 0.0 652.5 652.5	A	EXEMPT
	15	TECHNICAL & PLANNING SUPPORT FOR INTELLIGENT TRANSPORTATION SYSTEM DEVELOPMENT	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	625.0 0.0 0.0 0.0 625.0	625.0 0.0 0.0 0.0 625.0	LOCAL STATE FED OTHER FHWA 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	0.0 125.0 500.0 0.0 625.0 625.0	0.0 125.0 500.0 0.0 625.0 625.0	A	EXEMPT
	16	TRAVEL DATA COLLECTION PROGRAM FOR ARTERIAL STREETS AND HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 435.0 435.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 435.0 435.0	LOCAL STATE FED	0.0 435.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 435.0 0.0	A	EXEMPT
	17	SUPPORT OF SEWRPC TRANSPORTATION PLANNING PROGRAM	HP	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 0.0 0.0	0.0 0.0 0.0 1,000.0 1,000.0	LOCAL STATE FED STP-M	57.8 25.2 400.0	57.8 25.2 400.0	0.0 0.0 0.0	115.6 84.4 800.0	A	EXEMPT
	18	CONTINUING REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SEWRPC	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 1,768.0 1,768.0	0.0 0.0 0.0 1,768.0 1,768.0	0.0 0.0 0.0 1,768.0 1,768.0	0.0 0.0 0.0 10,608.0 10,608.0	LOCAL STATE FED COMB	176.8 176.8 1,414.4	176.8 176.8 1,414.4	176.8 176.8 1,414.4	1,060.8 1,060.8 8,788.4	A	EXEMPT
	19	RECONDITIONING OF IH 43 FROM THE MARQUETTE INTERCHANGE TO LEXINGTON WITH NO ADDITIONAL LANES	HP	PE ROW CONST OTHER TOTAL	1,100.0 0.0 0.0 0.0 1,100.0	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 7,100.0 0.0 8,200.0	LOCAL STATE FED IH-M	0.0 110.0 990.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 820.0 7,380.0	A	EXEMPT
	20	RECONDITIONING OF IH 43 FROM 13TH ST TO NATIONAL AVE WITH NO ADDED LANES	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	600.0 0.0 0.0 0.0 600.0	600.0 0.0 0.0 0.0 600.0	LOCAL STATE FED IH-M	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 540.0	0.0 60.0 540.0	A	EXEMPT
				TOTAL	0.0	0.0	600.0	600.0	TOTAL	0.0	0.0	600.0	600.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	21	PAVEMENT MAINTENANCE OF IH 43 AND IH 894-- ROUTING AND SEALING OF JOINTS FROM S. 20TH ST. TO THE UP RR. OVERPASS (17.26 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 200.0 0.0 200.0	0.0 0.0 200.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0 400.0	LOCAL STATE FED IH-M TOTAL	0.0 20.0 180.0 0.0 200.0	0.0 20.0 180.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 40.0 360.0 0.0 400.0	A	EXEMPT
	22	BRIDGE REPLACEMENT- MODERNIZE INTERCHANGE ON IH 94 MARQUETTE INTERCHANGE IN MILWAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	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 0.0 150,000.0 0.0 152,200.0	LOCAL STATE FED IH-M TOTAL	0.0 220.0 1,980.0 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	0.0 15,220.0 136,980.0 0.0 152,200.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	23	MAINTENANCE OF THE MARQUETTE INTERCHANGE IN THE CITY OF MILWAUKEE	HP	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 IH-M TOTAL	0.0 100.0 900.0 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	0.0 100.0 900.0 0.0 1,000.0	A	EXEMPT
	24	INTELLIGENT TRANSPOR- TATION SYSTEM (ITS) STUDY FOR THE IH 94 CORRIDOR	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 0.0 0.0 100.0	LOCAL STATE FED OTHER FHWA TOTAL	0.0 0.0 0.0 0.0 0.0 0.0	0.0 31.4 68.6 0.0 100.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 31.4 68.6 0.0 100.0	A	EXEMPT
	25	RECONDITIONING OF IH 94 EAST-WEST FREEWAY FROM THE WEST MILWAUKEE COUNTY LINE TO THE MARQUETTE INTERCHANGE (8.00 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 14,000.0 0.0 14,000.0	0.0 0.0 16,000.0 0.0 16,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 30,000.0 0.0 30,000.0	LOCAL STATE FED IH-M TOTAL	0.0 1,400.0 12,600.0 0.0 14,000.0	0.0 1,600.0 14,400.0 0.0 16,000.0	0.0 0.0 0.0 0.0 0.0	0.0 3,000.0 27,000.0 0.0 30,000.0	A	EXEMPT
	26	NEW BASEBALL STADIUM ACCESS CONFIGURATION-- IH 94 AND USH 41 WITH PARKING AND SITE PREPARATION ACTIVITIES	HP	PE ROW CONST OTHER TOTAL	1,400.0 0.0 29,134.0 0.0 30,534.0	0.0 0.0 7,370.0 0.0 7,370.0	0.0 0.0 0.0 0.0 0.0	1,400.0 0.0 36,504.0 0.0 37,904.0	LOCAL STATE FED OTHER FED TOTAL	10,078.5 13,909.6 6,545.9 0.0 30,534.0	4,869.9 866.0 1,634.1 0.0 7,370.0	0.0 0.0 0.0 0.0 0.0	14,948.4 14,775.6 8,180.0 0.0 37,904.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	27	RESURFACING OF IH 94 FROM IH 43 TO RACINE COUNTY LINE (8.4 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 9,190.0 0.0 9,190.0	0.0 0.0 9,190.0 0.0 9,190.0	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 8,271.0 0.0 8,271.0	0.0 0.0 919.0 0.0 9,190.0	A	EXEMPT
	28	MULTIMODAL TRAVELLER INFORMATION SYSTEM IN GARY-CHICAGO-MILWAUKEE FREEWAY CORRIDOR	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 0.0 450.0 0.0 450.0	0.0 0.0 450.0 0.0 450.0	LOCAL STATE FED OTHER FHWA TOTAL	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 375.0 0.0	0.0 0.0 75.0 0.0 450.0	0.0 0.0 75.0 0.0 450.0	A	EXEMPT
	29	IH 794 HOAN BRIDGE PAINTING AND WELDING IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	55.0 0.0 2,344.0 0.0 2,399.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	55.0 0.0 2,344.0 0.0 2,399.0	LOCAL STATE FED BRF TOTAL	0.0 239.9 2,159.1 0.0 2,399.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 239.9 2,159.1 0.0 2,399.0	A	EXEMPT
	30	REPAIR OF IH 794 BRIDGE DECKS AND RAMPS BETWEEN AND INCLUDING THE MARQUETTE AND LAKE INTERCHANGES (1.28 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 1,223.0 0.0 1,223.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,223.0 0.0 1,223.0	LOCAL STATE FED IH-M TOTAL	0.0 1,223.0 0.0 0.0 1,223.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,223.0 0.0 0.0 1,223.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	31	REHABILITATION OF IH 894 FROM THE UP RR OVERPASS TO THE ZOO INTERCHANGE IN MILWAUKEE COUNTY (1.21 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 3,100.0 0.0 3,100.0	0.0 0.0 3,100.0 0.0 3,100.0	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 2,790.0 0.0 2,790.0	0.0 0.0 2,790.0 0.0 2,790.0	A	EXEMPT
	32	REPLACEMENT OF BRIDGE DECK OFF IH 894 (HALE INTERCHANGE) 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 4,600.0 0.0 4,600.0	0.0 0.0 4,600.0 0.0 4,600.0	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 4,460.0 0.0 4,460.0	0.0 0.0 4,460.0 0.0 4,460.0	A	EXEMPT
	33	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 0.0 544.0 0.0 544.0	0.0 0.0 544.0 0.0 544.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	23.7 520.3 0.0 520.3	23.7 520.3 0.0 520.3	A	EXEMPT
	34	RECONDITIONING OF USH 18 (17TH ST) FROM WELLS ST. TO HIGHLAND BLVD. IN THE CITY OF MILWAUKEE (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 0.0 341.0 0.0 341.0	0.0 0.0 341.0 0.0 341.0	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 0.0 272.8 0.0 272.8	0.0 0.0 272.8 0.0 272.8	A	EXEMPT
	35	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 1,213.0 0.0 1,213.0	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	63.2 179.2 970.4 0.0 1,213.0	A	EXEMPT
	36	RECONDITIONING OF USH 18 (STATE ST) FROM OLD WORLD 3RD ST. TO 17 TH ST. IN THE CITY OF MILWAUKEE (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 1,246.0 0.0 1,246.0	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	0.0 249.2 996.8 0.0 1,246.0	A	EXEMPT
	37	RECONSTRUCTION WITH NO ADDITIONAL LANES OF USH 18 (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 0.0 0.0 0.0	0.0 0.0 5,193.0 0.0 5,193.0	0.0 0.0 5,193.0 0.0 5,193.0	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 1,038.6 4,154.4 5,193.0	0.0 0.0 1,038.6 4,154.4 5,193.0	A	EXEMPT
	38	RESURFACING OF (USH 41) W LISBON AVE FROM N 26TH 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 1,783.0 0.0 1,783.0	0.0 0.0 1,783.0 0.0 1,783.0	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	226.4 130.2 1,426.4 0.0 1,783.0	226.4 130.2 1,426.4 0.0 1,783.0	A	EXEMPT
	39	REPLACEMENT OF THE USH 41 STADIUM FREEWAY (SB) BRIDGE OVER STATE ST. IN THE CITY MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,288.0 0.0 2,288.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,288.0 0.0 2,288.0	LOCAL STATE FED BRF TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,830.4 0.0 1,830.4	0.0 0.0 0.0 0.0 0.0	0.0 457.6 1,830.4 0.0 2,288.0	A	EXEMPT
	40	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 2,704.0 0.0 2,704.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,704.0 0.0 2,704.0	LOCAL STATE FED BRF TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,163.2 0.0 2,163.2	0.0 0.0 0.0 0.0 0.0	0.0 540.8 2,163.2 0.0 2,704.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	41	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LAYTON BLVD. (USH 41) FROM LINCOLN AVE. TO NATIONAL AVE. IN THE C/ MILWAUKEE (1.33 MI)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	376.4	0.0	376.4	A	EXEMPT
	*					3,026.6	0.0	3,026.6		0.0	2,371.2	0.0	2,371.2		
			TOTAL		0.0	3,026.6	0.0	3,026.6	TOTAL	0.0	3,026.6	0.0	3,026.6		
	42	RESURFACING OF USH 41 FROM C&NW RR TO WEST LINCOLN AVE IN CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	200.0	0.0	200.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	0.0	0.0	0.0	A	EXEMPT
	*					0.0	0.0	787.0		0.0	160.0	0.0	197.4		
			TOTAL		0.0	200.0	0.0	987.0	TOTAL	0.0	200.0	0.0	987.0		
	43	REFURBISHING OF SIGNS ON USH 41 FROM IH 94 TO W. LISBON AVENUE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 124.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 124.0 FED 0.0	0.0	0.0	0.0	124.0	A	EXEMPT
			TOTAL		124.0	0.0	0.0	124.0	TOTAL	124.0	0.0	0.0	124.0		
	44	RECONDITIONING WITH NO ADDITIONAL LANES OF THE USH 45 ZOO FREEWAY FROM THE ZOO INTERCHANGE TO CAPITOL DR IN THE CITY OF WAUWATOSA (2.00 MI)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 0.0 FED 0.0 NHS 0.0	0.0	0.0	0.0	0.0	A	EXEMPT
	*					0.0	5,343.0	5,343.0		0.0	0.0	4,850.4	4,850.4		
			TOTAL		0.0	0.0	6,063.0	6,063.0	TOTAL	0.0	0.0	6,063.0	6,063.0		
STATE OF WISCONSIN	45	REPLACEMENT OF BRIDGE DECKS ON USH 45 (NB & SB) OVER BURLEIGH ST. IN THE CITY OF WAUWATOSA	HP	PE 1,000.0 ROW 0.0 CONST 0.0 OTHER 0.0	1,000.0	0.0	0.0	1,000.0	LOCAL 0.0 STATE 200.0 FED 800.0 BRF 0.0	0.0	0.0	0.0	0.0	A	EXEMPT
	*					0.0	7,900.0	7,900.0		1,000.0	0.0	1,580.0	1,780.0		
			TOTAL		1,000.0	0.0	7,900.0	8,900.0	TOTAL	1,000.0	0.0	7,900.0	8,900.0		
	46	REPLACEMENT OF BRIDGE DECKS ON USH 45 (NB & SB) OVER NORTH AVE. IN THE CITY OF WAUWATOSA	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0	0.0	0.0	0.0	A	EXEMPT
	*					0.0	0.0	0.0		0.0	0.0	0.0	0.0		
			TOTAL		0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		
	47	REPLACEMENT OF BRIDGE DECKS ON USH 45 (NB & SB) OVER THE C&NW RAILROAD IN THE CITY OF WAUWATOSA	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 0.0 FED 0.0 BRF 0.0	0.0	0.0	0.0	0.0	A	EXEMPT
	*					0.0	0.0	0.0		0.0	0.0	0.0	0.0		
			TOTAL		0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		
	48	REPLACEMENT OF BRIDGE DECKS ON USH 45 (NB AND SB) OVER CAPITOL DR. IN THE CITY OF WAUWATOSA	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 0.0 FED 0.0 BRF 0.0	0.0	0.0	0.0	0.0	A	EXEMPT
STATE OF WISCONSIN	*					0.0	0.0	0.0		0.0	0.0	0.0	0.0		
			TOTAL		0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		
	49	REPLACEMENT OF BRIDGE DECKS ON USH 45 RAMPS IN THE CAPITOL DR. INTERCHANGE IN THE CITY OF WAUWATOSA (BRIDGE B-40-334)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 0.0 FED 0.0 BRF 0.0	0.0	0.0	0.0	0.0	A	EXEMPT
	*					0.0	0.0	0.0		0.0	0.0	0.0	0.0		
			TOTAL		0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		
	50	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 100.0 ROW 0.0 CONST 0.0 OTHER 0.0	100.0	0.0	0.0	100.0	LOCAL 25.0 STATE 0.0 FED 75.0 STP-O 0.0	25.0	0.0	0.0	170.8	A	EXEMPT
	*					0.0	0.0	972.0		0.0	0.0	0.0	48.6		
			TOTAL		100.0	0.0	0.0	1,072.0	TOTAL	100.0	0.0	0.0	1,072.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	51	RESURFACING OF STH 32 (S. KINNICKINNIC AVE.) FROM E. MITCHELL ST. TO E. BECHER ST. IN THE CITY OF MILWAUKEE (0.36 MILES)	HP	PE 0.0 ROW 0.0 CONST 346.0 OTHER 0.0 TOTAL 346.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 346.0 0.0 346.0	LOCAL STATE FED STP-M	0.0 0.0 276.8 0.0 276.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 276.8 0.0 276.8	A	EXEMPT
	52	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE STH 32 (S. KINNICKINNIC AVE.) STRUCTURE OVER THE KK RIVER IN THE CITY OF MILWAUKEE (0.05 MI)	HP	PE 0.0 ROW 0.0 CONST 9,139.0 OTHER 0.0 TOTAL 9,139.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 9,139.0 0.0 9,139.0	LOCAL STATE FED BRF	59.4 1,808.5 7,271.1 0.0 7,271.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	59.4 1,808.5 7,271.1 0.0 7,271.1	A	EXEMPT
	53	RESURFACING OF STH 32 (BROADWAY ST.) FROM WELLS ST. TO ST. PAUL AVE. IN THE CITY OF MILWAUKEE (0.40 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	60.0 0.0 0.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 350.0 0.0 410.0	LOCAL STATE FED STP-M	0.0 0.0 0.0 0.0 0.0	0.0 12.0 48.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 82.0 328.0 0.0 410.0	A	EXEMPT
	54	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 222.0 ROW 0.0 CONST 1,390.0 OTHER 0.0 TOTAL 1,612.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	222.0 0.0 1,390.0 0.0 1,612.0	LOCAL STATE FED	97.0 1,515.0 0.0 0.0 1,515.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	97.0 1,515.0 0.0 0.0 1,612.0	A	EXEMPT
	55	REPLACEMENT OF CANADIAN PACIFIC RR. BRIDGE OVER S. KINNICKINNIC AVENUE (STH 32)	HP	PE 500.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 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 0.0 0.0	500.0 0.0 5,900.0 0.0 6,400.0	LOCAL STATE FED	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 6,400.0 0.0 6,400.0	A	EXEMPT
	56	REPLACEMENT OF THE STH 38 (CHASE AVE.) BRIDGE OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 1,319.0 OTHER 0.0 TOTAL 1,319.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,319.0 0.0 1,319.0	LOCAL STATE FED BRF	0.0 0.0 1,055.2 0.0 1,055.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 263.8 1,055.2 0.0 1,319.0	A	EXEMPT
	57	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 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	396.0 0.0 0.0 0.0 396.0	0.0 0.0 396.0 0.0 396.0	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 79.2 316.8 0.0 316.8	0.0 79.2 316.8 0.0 396.0	A	EXEMPT
	58	RECONDITIONING OF S. LAYTON BLVD. (STH 57) FROM W. NATIONAL AVE. TO EVERGREEN LN. IN THE CITY OF MILWAUKEE (0.25 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 0.0 125.0 0.0 125.0	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	18.8 2.2 100.0 0.0 125.0	A	EXEMPT
	59	RECONDITIONING OF STH 59 FROM I-894 TO S 92ND ST. IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE 90.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 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 0.0 0.0 0.0	90.0 0.0 548.0 0.0 638.0	LOCAL STATE FED STP-M	0.0 18.0 72.0 0.0 90.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 127.6 510.4 0.0 638.0	A	EXEMPT
	60	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 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 2,600.0 0.0 0.0 2,600.0	0.0 0.0 0.0 0.0 0.0	0.0 2,600.0 0.0 0.0 2,600.0	LOCAL STATE FED STP-M	0.0 0.0 0.0 0.0 0.0	0.0 520.0 2,080.0 0.0 2,080.0	0.0 0.0 0.0 0.0 0.0	0.0 520.0 2,080.0 0.0 2,600.0	A	EXEMPT

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	61	REPLACEMENT OF THE STH 100 (BROWN DEER RD) BRIDGE OVER IH 43 IN THE VILLAGE OF RIVER HILLS	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 2,642.0 0.0	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 0.0 0.0	0.0 264.2 2,377.8 0.0	A	EXEMPT
			TOTAL		0.0	0.0	0.0	2,642.0	TOTAL	0.0	0.0	0.0	2,642.0		
	62	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 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 1,547.0 0.0	0.0 0.0 1,547.0 0.0	LOCAL STATE FED NHS	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	232.1 77.4 1,237.6 0.0	232.1 77.4 1,237.6 0.0	A	EXEMPT
			TOTAL		0.0	0.0	1,547.0	1,547.0	TOTAL	0.0	0.0	1,547.0	1,547.0		
	63	RECONSTRUCTION OF STH 145 (W. FOND DU LAC AVE. FROM N. 20TH ST. TO N. 36TH ST. IN THE CITY OF MILWAUKEE (1.55 MI)	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 4,549.0 0.0	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	909.8 38.0 3,603.2 0.0	A	EXEMPT
			TOTAL		0.0	0.0	0.0	4,549.0	TOTAL	0.0	0.0	0.0	4,549.0		
	64	RESURFACING OF STH 145 FROM E STATE STREET TO EAST OGDEN AVENUE IN THE CITY OF MILWAUKEE (0.40 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	80.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	80.0 0.0 500.0 0.0	LOCAL STATE FED STP-M	0.0 0.0 0.0 0.0	20.0 0.0 60.0 0.0	0.0 0.0 0.0 0.0	50.0 70.0 460.0 0.0	A	EXEMPT
			TOTAL		0.0	80.0	0.0	580.0	TOTAL	0.0	80.0	0.0	580.0		
	65	RECONDITION WITH NO ADDITIONAL LANES OF STH 181 (N. 76TH ST) FROM W. FLORIST AVE. TO THE NO. COUNTY LINE IN THE C/OF MILW (4.54 MI)	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 6,000.0 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 6,000.0 0.0 0.0	A	EXEMPT
			TOTAL		0.0	0.0	0.0	6,000.0	TOTAL	0.0	0.0	0.0	6,000.0		
	66	CONSTRUCTION OF BRIDGE DECK OVERLAY ON N 76TH ST (STH 181) NB AND SB OVER THE C&W RR IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 70.0 OTHER 0.0	0.0 0.0 70.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 70.0 0.0	LOCAL STATE FED	0.0 0.0 70.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 70.0 0.0 0.0	A	EXEMPT
			TOTAL		70.0	0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0		
STATE OF WISCONSIN	67	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	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,203.0 0.0	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	0.0 260.6 962.4 0.0	A	EXEMPT
			TOTAL		0.0	0.0	0.0	1,203.0	TOTAL	0.0	0.0	0.0	1,203.0		
	68	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 1,665.0 OTHER 0.0	0.0 0.0 1,665.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,665.0 0.0	LOCAL STATE FED NHS	109.9 223.1 1,332.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	109.9 223.1 1,332.0 0.0	A	EXEMPT
			TOTAL		1,665.0	0.0	0.0	1,665.0	TOTAL	1,665.0	0.0	0.0	1,665.0		
	69	BRIDGE DECK OVERLAY ON CTH BB (RAWSON AVE) OVER STH 36 (LOOMIS RD) IN THE CITY OF FRANKLIN	HP	PE 0.0 ROW 0.0 CONST 417.0 OTHER 0.0	0.0 0.0 417.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 417.0 0.0	LOCAL STATE FED BRP	0.0 417.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 417.0 0.0 0.0	A	EXEMPT
			TOTAL		417.0	0.0	0.0	417.0	TOTAL	417.0	0.0	0.0	417.0		
	70	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE ATKINSON AVE BRIDGE OVER IH-43 IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 1,330.0 OTHER 0.0	0.0 0.0 1,330.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,330.0 0.0	LOCAL STATE FED NHS	0.0 133.0 1,197.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 133.0 1,197.0 0.0	P	EXEMPT
			TOTAL		1,330.0	0.0	0.0	1,330.0	TOTAL	1,330.0	0.0	0.0	1,330.0		

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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.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	71	CONSTRUCTION OF A BRIDGE DECK OVERLAY--CAPITOL DR. AND GREEN BAY RD. OVER IH 43 IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER	0.0 0.0 751.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 751.0 0.0	LOCAL STATE FED	5.8 745.2 0.0	0.0 0.0 0.0	0.0 0.0 0.0	5.8 745.2 0.0	A	EXEMPT
			TOTAL		751.0	0.0	0.0	751.0	TOTAL	751.0	0.0	0.0	751.0		
	72	REPLACE UP RAILROAD BRIDGE OVER IH 43, JEAN NICOLET, AND PORT WASH ROAD TO ACCOMMODATE A WIDER CROSS-SECTION OF IH 43 AND PORT ROAD	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	0.0 0.0 4,284.0 0.0	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 0.0 0.0	0.0 428.4 3,855.6	A	EXEMPT
			TOTAL		0.0	0.0	0.0	4,284.0	TOTAL	0.0	0.0	0.0	4,284.0		
	73	REPLACEMENT OF THE GREEN TREE RD. BRIDGE OVER IH 43 IN THE CITY OF GLENDALE	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	0.0 0.0 1,294.0 0.0	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 0.0 0.0	0.0 129.4 1,164.6	A	EXEMPT
			TOTAL		0.0	0.0	0.0	1,294.0	TOTAL	0.0	0.0	0.0	1,294.0		
	74	REPLACEMENT OF THE GOOD HOPE RD. BRIDGE OVER IH 43 IN THE VILLAGE OF FOX POINT	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	0.0 0.0 1,600.0 0.0	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 0.0 0.0	0.0 160.0 1,440.0	A	EXEMPT
			TOTAL		0.0	0.0	0.0	1,600.0	TOTAL	0.0	0.0	0.0	1,600.0		
	75	RECONSTRUCTION WITH NO ADDED CAPACITY OF MITCHELL BLVD RAMPS AND STRUCTURE OVER I-94 IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE ROW CONST OTHER	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 0.0 0.0 0.0	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	0.0 20.0 180.0	A	EXEMPT
			TOTAL		0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	76	BRIDGE DECK OVERLAY ON NORTH AND HALYARD OVER I-43 IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 269.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 269.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 269.0 0.0	0.0 0.0 0.0	0.0 269.0 0.0	A	EXEMPT
			TOTAL		0.0	269.0	0.0	269.0	TOTAL	0.0	269.0	0.0	269.0		
	77	RECONSTRUCTION OF N PORT WASHINGTON ROAD BETWEEN BENDER RD AND DAPHNE RD WITH NO ADDITIONAL LANES (0.70 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 1,559.0 0.0	0.0 0.0 1,559.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 1,559.0 0.0	0.0 1,559.0 0.0	P	EXEMPT
			TOTAL		0.0	0.0	1,559.0	1,559.0	TOTAL	0.0	0.0	1,559.0	1,559.0		
	78	IMPLEMENTATION OF THE AREA-WIDE FREEWAY MGMT. SYSTEM	HI	PE ROW CONST OTHER	1,940.0 0.0 4,402.0 0.0	0.0 0.0 6,856.7 0.0	0.0 0.0 4,960.0 0.0	1,940.0 0.0 16,218.7 0.0	LOCAL STATE FED FAI	0.0 922.0 5,419.1	0.0 685.7 6,171.0	0.0 496.0 4,464.0	0.0 2,104.6 16,054.1	A	NON-EXEMPT
			TOTAL		6,342.0	6,856.7	4,960.0	18,158.7	TOTAL	6,342.0	6,856.7	4,960.0	18,158.7		
79 ^a	ACQUIRE HARDSHIP ROW ONLY FOR RECONSTRUCTION WITH ADDITIONAL LANES OF IH 43 FROM BENDER RD TO DEAN ROAD IN MILW CO. (2.79 MI)	HI	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 336.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 336.0 13,000.0 0.0	LOCAL STATE FED NHS	0.0 0.0 0.0	0.0 33.6 302.4	0.0 0.0 0.0	0.0 1,333.6 12,002.4	A	NON-EXEMPT	
		TOTAL		0.0	336.0	0.0	13,336.0	TOTAL	0.0	336.0	0.0	13,336.0			
80	RECONSTRUCTION OF THE IH 43 AND BROWN DEER RD. INTERCHANGE WITH ADDITIONAL LANES ON IH 43 IN MILWAUKEE COUNTY	HI	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 7,000.0 0.0	LOCAL STATE FED NHS	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 700.0 6,300.0	A	NON-EXEMPT	
		TOTAL		0.0	0.0	0.0	7,000.0	TOTAL	0.0	0.0	0.0	7,000.0			

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^a The funds provided herein are to be used for the purchase of right-of-way under hardship conditions 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 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
STATE OF WISCONSIN	81	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 1,794.0 0.0 1,794.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,794.0 0.0 1,794.0	LOCAL STATE FED BRF TOTAL	0.0 0.0 0.0 0.0 0.0	290.0 68.8 1,435.2 0.0 1,794.0	0.0 0.0 0.0 0.0 0.0	290.0 68.8 1,435.2 0.0 1,794.0	P	NON-EXEMPT
	82	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 0.0 736.0 0.0 736.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 736.0 0.0 736.0	LOCAL STATE FED NHS TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 588.8 0.0 588.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 588.8 0.0 588.8	A	NON-EXEMPT
	83	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 2,600.0 0.0 2,600.0	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 2,080.0 2,080.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 520.0 2,080.0 2,080.0	A	NON-EXEMPT
	84	RECONSTRUCTION OF RYAN RD (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.00 MI)	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 1,218.0 0.0 0.0 1,518.0	LOCAL STATE FED TOTAL	50.0 250.0 0.0 300.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	354.5 1,163.5 0.0 1,518.0	P	NON-EXEMPT
	85	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	0.0 0.0 3,046.0 0.0 3,046.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 3,046.0 0.0 3,046.0	LOCAL STATE FED TOTAL	1,061.5 1,984.5 0.0 3,046.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1,061.5 1,984.5 0.0 3,046.0	P	NON-EXEMPT
	86	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	0.0 150.0 4,000.0 0.0 4,150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 150.0 7,849.0 0.0 7,999.0	LOCAL STATE FED TOTAL	0.0 4,150.0 0.0 4,150.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 7,999.0 0.0 7,999.0	P	NON-EXEMPT
	87	CONSTRUCTION OF HOWARD AVE. ON PARTIAL NEW LOCATION FROM LAKE DR. TO PENNSYLVANIA AVE. IN THE CITY OF ST. FRANCIS (1.25 MILES)	HE	PE ROW CONST OTHER TOTAL	450.0 0.0 5,044.0 0.0 5,494.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	450.0 0.0 5,044.0 0.0 5,494.0	LOCAL STATE FED TOTAL	1,373.5 4,120.5 0.0 5,494.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1,373.5 4,120.5 0.0 5,494.0	A	NON-EXEMPT
	88	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 0.0 21,600.0 0.0 21,600.0	0.0 0.0 12,700.0 0.0 12,700.0	0.0 0.0 2,700.0 0.0 2,700.0	0.0 0.0 39,100.0 0.0 39,100.0	LOCAL STATE FED TOTAL	0.0 0.0 21,600.0 0.0 21,600.0	0.0 0.0 12,700.0 0.0 12,700.0	0.0 0.0 2,700.0 0.0 2,700.0	0.0 0.0 39,100.0 0.0 39,100.0	A	NON-EXEMPT
	89	RECONSTRUCTION OF THE LAYTON AVENUE BRIDGE TO ACCOMMODATE THE LAKE PARKWAY	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 1,608.0 0.0 1,608.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,608.0 0.0 1,608.0	LOCAL STATE FED TOTAL	21.0 1,587.0 0.0 1,608.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	21.0 1,587.0 0.0 1,608.0	A	NON-EXEMPT
	90	ELDERLY/DISABLED TRANSPORTATION - PENFIELD CHILDREN'S CENTER-MILWAUKEE 5 MODIFIED VANS 7/1 : 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 133.9 133.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 133.9 133.9	LOCAL STATE FED FTA 5310 TOTAL	26.8 0.0 107.1 0.0 133.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.8 0.0 107.1 0.0 133.9	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	91	ELDERLY/DISABLED TRANSPORTATION PENFIELD CHILDREN'S CENTER - MILWAUKEE 2 MODIFIED VANS 7/1 : 1997	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 53.6 TOTAL 53.6	0.0 0.0 0.0 0.0 53.6	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 53.6 53.6	LOCAL STATE FED FTA 5310	10.7 0.0 42.9 0.0 53.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.7 0.0 42.9 0.0 53.6	A	EXEMPT
	92	ELDERLY/DISABLED TRANS. PENFIELD CHILDREN'S CENTER - MILWAUKEE 2 MODI CANS 7/1 1998	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 56.2 56.2	0.0 0.0 0.0 0.0 56.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 56.2 56.2	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 45.0 0.0	11.2 0.0 0.0 0.0 45.0	0.0 0.0 0.0 0.0 0.0	11.2 0.0 0.0 0.0 45.0	A	EXEMPT
	93	ELDERLY/DISABLED TRANS. PENFIELD CHILDREN'S CENTER - MILWAUKEE 2 MODI VANS 7/1 1999	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 0.0 0.0	0.0 0.0 0.0 59.0 59.0	0.0 0.0 0.0 59.0 59.0	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.8 0.0 0.0 47.2 47.2	11.8 0.0 0.0 47.2 47.2	A	EXEMPT
	94	ELDERLY/DISABLED TRANS. PENFIELD CHILDREN'S CENTER - MILWAUKEE 2 MODI VANS 7/1 2000-2001	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 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 127.0 127.0	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.4 0.0 0.0 101.6 101.6	A	EXEMPT
	95	ELDERLY/DISABLED TRANS. MILWAUKEE CENTER FOR INDEPENDENCE 1 MODIFIED BUS 14/2 : 1997	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 40.3 TOTAL 40.3	0.0 0.0 0.0 40.3 40.3	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 40.3 40.3	LOCAL STATE FED FTA 5310	8.1 0.0 32.2 0.0 40.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.1 0.0 32.2 0.0 40.3	A	EXEMPT
	96	ELDERLY/DISABLED TRANS. MILWAUKEE CENTER FOR INDEPENDENCE 1 MODI BUS 14/2 1998	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 42.3 42.3	0.0 0.0 0.0 0.0 42.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 42.3 42.3	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 0.0 0.0	8.5 0.0 33.8 0.0 42.3	0.0 0.0 0.0 0.0 0.0	8.5 0.0 33.8 0.0 42.3	A	EXEMPT
	97	ELDERLY/DISABLED TRANS. MILWAUKEE CENTER FOR INDEPENDENCE 2 MODI BUSES 14/2 1999	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 0.0 0.0	0.0 0.0 0.0 88.8 88.8	0.0 0.0 0.0 88.8 88.8	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	17.8 0.0 71.0 0.0 88.8	17.8 0.0 71.0 0.0 88.8	A	EXEMPT
	98	ELDERLY/DISABLED TRANS. MILWAUKEE CENTER FOR INDEPENDENCE 4 MODI BUSES 14/2 2000-2001	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 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 191.2 191.2	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	38.2 0.0 153.0 0.0 191.2	A	EXEMPT
	99	ELDERLY/DISABLED TRANS. GOODWILL INDUSTRIES - MILWAUKEE 5 MODI BUSES 28/2 1 MODI BUS 14/2: 1997	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 308.0 TOTAL 308.0	0.0 0.0 0.0 308.0 308.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 308.0 308.0	LOCAL STATE FED FTA 5310	61.6 0.0 246.4 0.0 308.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	61.6 0.0 246.4 0.0 308.0	A	EXEMPT
	100	ELDERLY/DISABLED TRANS. GOODWILL INDUSTRIES - MILWAUKEE 4 MODI VANS 7/1: 1 BUS 40/0: 1 MODI BUS 14/2 1998	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 0.0 216.9 216.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 216.9 216.9	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 0.0 0.0	43.4 0.0 173.5 0.0 216.9	0.0 0.0 0.0 0.0 0.0	43.4 0.0 173.5 0.0 216.9	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE	1997	1998	1999	TOTAL TIP	1997	1998	1999	TOTAL TIP			
STATE OF WISCONSIN	101	ELDERLY/DISABLED TRANS. GOODWILL INDUSTRIES - MILWAUKEE 8 BUSES 40/0: 1 MODI BUS 14/2: 4 MODI VANS 7/1 1999	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 0.0 499.6 0.0 499.6	0.0 0.0 499.6 0.0 499.6	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	99.9 0.0 399.7 0.0 399.7	99.9 0.0 399.7 0.0 399.7	A	EXEMPT
	* 102	ELDERLY/DISABLED TRANS. ELDER CARE LINE INC. - MILWAUKEE 1 MODI VAN 7/1 - 3 STD VANS 14/0 - 1 MODI BUS 28/2: 1997	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 134.4 TOTAL 134.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 134.4 134.4	LOCAL STATE FED FTA 5310	26.9 0.0 107.5 0.0 134.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.9 0.0 107.5 0.0 134.4	A	EXEMPT
	103	ELDERLY/DISABLED TRANS. ELDER CARE LINE INC MILWAUKEE 12 MODI VANS 7/1: 3 VANS 14/0: 1 BUS 16/0: 1 MODI BUS 28/2 2000-2001	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 0.0 0.0	0.0 0.0 0.0 620.2 620.2	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	124.0 496.2 0.0 0.0 620.2	A	EXEMPT
	104	ELDERLY/DISABLED TRANS. ELDER CARE LINE INC. - MILWAUKEE 2 MODI VANS 7/1: 5 VANS 14/0: 1 MODI BUS 14/2 1998	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 195.5 195.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 195.5 195.5	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 0.0 0.0	39.1 0.0 156.4 0.0 195.5	0.0 0.0 0.0 0.0 0.0	39.1 0.0 156.4 0.0 195.5	A	EXEMPT
	105	ELDERLY/DISABLED TRANS. ELDER CARE LINE INC MILWAUKEE 2 MODI VANS 7/1: 5 VANS 14/0: 1 MODI BUS 28/2 1999	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 0.0 219.3 219.3	0.0 0.0 0.0 219.3 219.3	LOCAL STATE FED FTA 5310	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	43.9 0.0 175.4 0.0 175.4	43.9 0.0 175.4 0.0 175.4	A	EXEMPT
	* 106	ELDERLY/DISABLED TRANS. JEWISH COMMUNITY CENTER MILWAUKEE 1 MODIFIED VAN 7/1 : 1997	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 28.2 TOTAL 28.2	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 28.2 28.2	LOCAL STATE FED FTA 5310	5.7 0.0 22.5 0.0 28.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.7 0.0 22.5 0.0 28.2	A	EXEMPT
	* 107	ELDERLY/DISABLED TRANS. JEWISH COMMUNITY CENTER MILWAUKEE 1 MODIFIED VAN 7/1 : 1997	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 28.2 TOTAL 28.2	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 28.2 28.2	LOCAL STATE FED FTA 5310	5.7 0.0 22.5 0.0 28.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.7 0.0 22.5 0.0 28.2	A	EXEMPT
	* 108	ELDERLY/DISABLED TRANS. FOR D&S TRANSPORTATION CO. - MILWAUKEE 1 STD VAN 15/0 - 2 MODI VANS 7/1 - 1 MODI BUS 28/2: 1997	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 129.6 TOTAL 129.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 129.6 129.6	LOCAL STATE FED FTA 5310	26.0 0.0 103.6 0.0 129.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 103.6 0.0 129.6	A	EXEMPT
	109	COMMUTER RAIL FEASIBILITY STUDY IN THE MILWAUKEE RACINE AND KENOSHA LAKESHORE CORRIDOR	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 80.0 TOTAL 80.0	0.0 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 80.0	LOCAL STATE FED	16.0 0.0 64.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.0 0.0 64.0 0.0 80.0	A	EXEMPT
	* 110	PRELIMINARY ENGINEERING FOR TRANSPORTATION IN THE EAST-WEST CORRIDOR MIS/PE THRU NEPA	TI	PE 1,000.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 1,000.0	1,000.0 0.0 0.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	2,000.0 0.0 0.0 0.0 2,000.0	LOCAL STATE FED COMB	0.0 200.0 800.0 0.0 1,000.0	0.0 200.0 800.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 400.0 1,600.0 0.0 2,000.0	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE	1997	1998	1999	TOTAL TIP	1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	111	TRANSPORTATION STUDIES MIS. IN 43 NORTH, TH 94 WEST, USH 45 COMMUTER RAIL, EXPRESS BUS HIGHWAY IMPROVEMENTS	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 3,500.0	0.0 0.0 0.0 1,500.0	0.0 0.0 0.0 2,900.0	0.0 0.0 0.0 13,700.0	LOCAL 0.0 STATE 3,500.0 FED 0.0	0.0 1,500.0 0.0	0.0 2,900.0 0.0	0.0 13,700.0 0.0	P	EXEMPT
	*		TOTAL	3,500.0	1,500.0	2,900.0	13,700.0	TOTAL	3,500.0	1,500.0	2,900.0		
	112	CONTINUED SUPPORT OF ADDITIONAL AND POSSIBLE EXPANDED MILWAUKEE TO CHICAGO PASSENGER RAIL SERVICE	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 2,223.8	0.0 0.0 0.0 2,875.0	0.0 0.0 0.0 2,875.0	0.0 0.0 0.0 7,973.8	LOCAL 0.0 STATE 444.8 FED 1,779.0 STP-0	0.0 575.0 2,300.0	0.0 575.0 2,300.0	0.0 1,594.8 6,379.0	A	EXEMPT
	*		TOTAL	2,223.8	2,875.0	2,875.0	7,973.8	TOTAL	2,223.8	2,875.0	2,875.0		
	113	CITY OF MILWAUKEE INTERMODAL TERMINAL PLANNING STUDY	TE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 75.0	0.0 0.0 0.0 75.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 150.0	LOCAL 0.0 STATE 22.0 FED 50.0 FTA 5307	0.0 22.0 50.0	0.0 0.0 0.0	0.0 50.0 100.0	A	EXEMPT
	*		TOTAL	75.0	75.0	0.0	150.0	TOTAL	75.0	75.0	0.0		
	114	ELDERLY/DISABLED TRANSPORTATION, SECTION 16 SALVATION ARMY (OAK CREEK) 1997-1 MEDIAN BUS/LIFT 7/1	TE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 40.4	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 40.4	LOCAL 0.0 STATE 8.1 FED 32.3 FTA 5310	0.0 0.0 0.0	0.0 0.0 0.0	0.0 8.1 32.3	A	EXEMPT
	*		TOTAL	40.4	0.0	0.0	40.4	TOTAL	40.4	0.0	0.0		
	115	REPLACEMENT OF BEAM-GUARD ENDS ON THE NATIONAL HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HS	PE 0.0 ROW 0.0 CONST 300.0 OTHER 0.0	0.0 0.0 200.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 500.0 0.0	LOCAL 0.0 STATE 0.0 FED 300.0 STP-S	0.0 0.0 200.0	0.0 0.0 0.0	0.0 0.0 500.0	A	EXEMPT
	*		TOTAL	300.0	200.0	0.0	500.0	TOTAL	300.0	200.0	0.0		
	116	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STH SYSTEM IN DISTRICT 2	HS	PE 80.0 ROW 0.0 CONST 420.0 OTHER 0.0	80.0 0.0 420.0 0.0	80.0 0.0 420.0 0.0	390.0 0.0 1,950.0 0.0	LOCAL 0.0 STATE 50.0 FED 450.0 STP-S	0.0 50.0 450.0	0.0 50.0 450.0	0.0 234.0 2,106.0	A	EXEMPT
	*		TOTAL	500.0	500.0	500.0	2,340.0	TOTAL	500.0	500.0	500.0		
	117	FTSA TRAFFIC SAFETY PROJECTS AT VARIOUS LOCATIONS THROUGHOUT THE DISTRICT	HS	PE 0.0 ROW 0.0 CONST 50.0 OTHER 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	LOCAL 0.0 STATE 0.0 FED 50.0 STP-S	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 50.0	A	EXEMPT
	*		TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0		
	118	INSTALLATION OF NET UNDER TH 794 (HOAN BRIDGE) TO CATCH FALLING DEBRIS	HS	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 2,070.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 2,070.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 2,070.0 0.0	0.0 0.0 0.0	0.0 2,070.0 0.0	A	EXEMPT
	*		TOTAL	0.0	2,070.0	0.0	2,070.0	TOTAL	0.0	2,070.0	0.0		
	119	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN MILW KEN WAL WAUK WASH AND OZ COUNTIES	HS	PE 0.0 ROW 0.0 CONST 0.0 OTHER 50.0	0.0 0.0 0.0 50.0	0.0 0.0 0.0 50.0	0.0 0.0 0.0 300.0	LOCAL 0.0 STATE 0.0 FED 50.0 STP-S	0.0 0.0 50.0	0.0 0.0 50.0	0.0 0.0 300.0	A	EXEMPT
	*		TOTAL	50.0	50.0	50.0	300.0	TOTAL	50.0	50.0	50.0		
	120	OZONE ACTION DAYS - GOVERNOR'S CLEAN SUMMER PUBLIC INFORMATION CAMPAIGN (JOINT EFFORT INVOLVING DOT, DNR, AND OTHER LAKE MI STATES)	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 37.5	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 37.5	LOCAL 0.0 STATE 3.8 FED 30.0 CMAQ	0.0 3.8 0.0	0.0 0.0 0.0	0.0 3.8 30.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*		TOTAL	37.5	0.0	0.0	37.5	TOTAL	37.5	0.0	0.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	121	WETLAND MITIGATION BANKING SITES FOR VARIOUS HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	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 0.0 0.0 150.0	LOCAL STATE FED TOTAL	0.0 150.0 0.0 150.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 150.0 0.0 150.0	A	EXEMPT
	122	A STUDY OF BICYCLE TRAIL ALTERNATIVES IN THE IH794-IH94 CORRIDOR IN 1995 LEADING TO IMPLEMENTATION OF PREFERRED ALTERNATIVE	EE	PE ROW CONST OTHER TOTAL	840.0 0.0 0.0 0.0 840.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	840.0 0.0 0.0 0.0 840.0	LOCAL STATE FED OTHER FED TOTAL	0.0 168.0 672.0 0.0 840.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 168.0 672.0 0.0 840.0	A	EXEMPT
	123	EXPANSION OF THE LOCAL GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITY AND MONITORING PROGRAM BY THE UNIV OF WI-MILWAUKEE	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 1,250.0 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 0.0 0.0 1,250.0 1,250.0	LOCAL STATE FED CMAQ TOTAL	250.0 0.0 0.0 1,000.0 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 0.0 1,000.0 1,250.0	A	NON-EXEMPT
	124	CONGESTION MANAGEMENT-MITIGATE CONGESTION RELATED TO MAJOR STH CONSTRUCTION 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 1,000.0 0.0 1,000.0	0.0 0.0 4,000.0 0.0 4,000.0	LOCAL STATE FED IH-M TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 100.0 900.0	0.0 0.0 100.0 900.0 3,600.0	0.0 400.0 3,600.0 4,000.0 4,000.0	P	NON-EXEMPT AIR QUALITY NEUTRAL
	125	INSTALL BICYCLE RACKS AT PARK & RIDE LOTS ALONG INTERSTATE HIGHWAYS IN MILWAUKEE, WAUKESHA, OZAUKEE & WASHINGTON COUNTIES: '95	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 13.9 0.0 13.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 13.9 0.0 13.9	LOCAL STATE FED CMAQ TOTAL	0.0 2.8 11.1 0.0 13.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 2.8 11.1 0.0 13.9	A	EXEMPT
	126	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 0.0 718.0 718.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 718.0 718.0	LOCAL STATE FED CMAQ TOTAL	71.8 71.8 574.4 0.0 718.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	71.8 71.8 574.4 0.0 718.0	A	NON-EXEMPT
	127	OPERATION & MAINTENANCE OF THE 'MONITOR' FREEWAY TRAFFIC MANAGEMENT SYSTEM (EARLY ACTION PHASE): 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 5,893.0 400.0 6,293.0	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 5,893.0 2,400.0 8,293.0	LOCAL STATE FED CMAQ TOTAL	0.0 1,374.2 4,918.8 0.0 6,293.0	0.0 0.0 0.0 0.0 0.0	0.0 1,000.0 1,000.0 0.0 1,000.0	0.0 3,374.2 4,918.8 0.0 8,293.0	A	NON-EXEMPT
	128	DESIGN OF NOISE BARRIERS ON INTERSTATE HIGHWAYS	EE	PE ROW CONST OTHER TOTAL	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	120.0 0.0 0.0 0.0 120.0	LOCAL STATE FED IH-M TOTAL	0.0 12.0 108.0 0.0 120.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 12.0 108.0 0.0 120.0	A	EXEMPT
	129	DESIGN OF NOISE BARRIERS ON NON-INTERSTATE FREEWAYS	EE	PE ROW CONST OTHER TOTAL	25.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 0.0 0.0 25.0	LOCAL STATE FED NHS TOTAL	0.0 5.0 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	0.0 5.0 20.0 0.0 25.0	A	EXEMPT
	130	ALTERNATIVE FUELED VEHICLE VERIFICATION PROGRAM SPONSORED BY UW-MILWAUKEE: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 132.5 132.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 132.5 132.5	LOCAL STATE FED CMAQ TOTAL	79.5 0.0 53.0 0.0 132.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	79.5 0.0 53.0 0.0 132.5	A	EXEMPT

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BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
STATE OF WISCONSIN	131	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 1,237.9 0.0 1,237.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,237.9 0.0 1,237.9	LOCAL STATE FED CMAQ TOTAL	0.0 0.0 1,237.9 0.0 1,237.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,237.9 0.0 1,237.9	A	NON-EXEMPT
	132	DEMONSTRATION LANE FOR ENHANCED VEHICLE EMISSION TESTING: 1994	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 87.5 87.5	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 87.5 87.5	LOCAL STATE FED CMAQ TOTAL	0.0 17.5 70.0 0.0 87.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 17.5 70.0 0.0 87.5	A	EXEMPT
	133	EMPLOYER TECHNICAL ASSISTANCE FOR EMPLOYER COMMUTE OPTIONS (ECO) PROGRAM: 1994	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 378.0 378.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 378.0 378.0	LOCAL STATE FED CMAQ TOTAL	0.0 42.0 336.0 0.0 378.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 42.0 336.0 0.0 378.0	A	NON-EXEMPT
	134	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	15.2 0.0 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	15.2 0.0 60.8 0.0 76.0	A	NON-EXEMPT
	135	CONTINUATION OF SOUTHEAST WISCONSIN RIDESHARE RIDE MATCHING SERVICE AND MARKETING	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 56.8 0.0 56.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 56.8 0.0 56.8	LOCAL STATE FED STP-M TOTAL	0.0 11.4 45.4 0.0 56.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 11.4 45.4 0.0 56.8	A	EXEMPT
	136	INSTALL COMPREHENSIVE RIDESHARE SIGNAGE ALONG INTERSTATE HIGHWAYS IN THE 6 NON-ATTAINMENT COUNTIES & IN ADJOINING AREAS:1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 56.3 0.0 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 56.3 0.0 56.3	LOCAL STATE FED CMAQ TOTAL	0.0 11.3 45.0 0.0 56.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 11.3 45.0 0.0 56.3	A	NON-EXEMPT AIR QUALITY NEUTRAL
	137	FREEWAY TRAFFIC MANAGEMENT IN 894 STAGE IMPLEMENTATION	EE	PE ROW CONST OTHER TOTAL	629.0 0.0 0.0 0.0 629.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	629.0 0.0 0.0 0.0 629.0	LOCAL STATE FED CMAQ TOTAL	0.0 62.9 566.1 0.0 629.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 62.9 566.1 0.0 629.0	A	NON-EXEMPT
	138	REPLACEMENT WITH NO ADT'NL LANES AND INTER-IMPROVEMENT OF W. MILL RD (CTH S) BRIDGE OVER LITTLE MENOMONEE RIVER IN THE C/ MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	170.0 80.0 0.0 0.0 250.0	0.0 0.0 1,200.0 0.0 1,200.0	0.0 0.0 0.0 0.0 0.0	170.0 80.0 1,200.0 0.0 1,450.0	LOCAL STATE FED BRF TOTAL	74.7 0.0 175.3 0.0 250.0	240.0 0.0 960.0 0.0 1,200.0	0.0 0.0 0.0 0.0 0.0	314.7 0.0 1,135.3 0.0 1,450.0	P	EXEMPT
	139	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	100.0 0.0 0.0 0.0 100.0	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	35.0 0.0 65.0 0.0 100.0	135.0 0.0 465.0 0.0 600.0	A	EXEMPT
	140	RECONSTRUCTION WITH AUXILIARY LANES OF BELOIT RD (CTH T) FROM S 102ND TO S 108TH ST 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 1,543.5 0.0 1,543.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,543.5 0.0 1,543.5	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	1,543.5 0.0 0.0 0.0 1,543.5	0.0 0.0 0.0 0.0 0.0	1,543.5 0.0 0.0 0.0 1,543.5	P	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
MILWAUKEE COUNTY	141	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S. 76TH ST BRIDGE OVER ROOT RIVER TRIBUTARY SOUTH OF OAKWOOD RD IN THE CITY OF FRANKLIN	HP	PE ROW CONST OTHER TOTAL	135.0 0.0 0.0 0.0 135.0	0.0 0.0 500.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	135.0 0.0 500.0 0.0 635.0	LOCAL STATE FED BRF TOTAL	47.2 0.0 87.8 400.0 135.0	100.0 0.0 400.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	147.2 0.0 487.8 0.0 635.0	P	EXEMPT
	142	REPLACEMENT OF THE S. 76TH ST. (CTH U) BRIDGE OVER THE ROOT RIVER TRIBUTARY NORTH OF OAKWOOD RD. IN THE CITY OF FRANKLIN	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	135.0 0.0 0.0 0.0 135.0	0.0 0.0 500.0 0.0 500.0	135.0 0.0 500.0 0.0 635.0	LOCAL STATE FED BRF TOTAL	0.0 0.0 0.0 87.8 0.0	47.2 0.0 0.0 400.0 135.0	100.0 0.0 0.0 400.0 500.0	147.2 0.0 487.8 0.0 635.0	A	EXEMPT
	143	REHABILITATION OF THE 76TH STREET BRIDGE OVER FOREST HOME AVE 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 0.0 0.0	52.5 0.0 0.0 97.5 150.0	452.5 0.0 0.0 1,797.5 2,250.0	A	EXEMPT
	144	RECONSTRUCTION OF S 13 ST FROM W RAWSON AVE TO W COLLEGE AVE IN OAK CREEK AND MILWAUKEE TO A 4-LANE UNDIVIDED ROADWAY (1.0 MILES)	HP	PE ROW CONST OTHER TOTAL	250.0 0.0 0.0 0.0 250.0	450.0 0.0 0.0 0.0 450.0	0.0 200.0 950.0 0.0 1,150.0	700.0 200.0 3,250.0 0.0 4,150.0	LOCAL STATE FED STP-S TOTAL	125.0 0.0 125.0 225.0 250.0	225.0 0.0 225.0 575.0 450.0	575.0 0.0 575.0 0.0 1,150.0	2,075.0 0.0 2,075.0 0.0 4,150.0	A	EXEMPT
	145	REHABILITATION OF THE CTH Y (W. LAYTON AVE.) 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	0.0 0.0 2,100.0 0.0 2,100.0	0.0 0.0 2,100.0 0.0 2,100.0	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	420.0 0.0 0.0 1,680.0 2,100.0	420.0 0.0 0.0 1,680.0 2,100.0	A	EXEMPT
	146	RECONSTRUCTION WITH AUXILIARY LANES OF CTH W (N. PORT WASHINGTON RD) FROM MALL RD TO BRADLEY RD IN FOX POINT & GLENDALE	HP	PE ROW CONST OTHER TOTAL	900.0 0.0 0.0 0.0 900.0	0.0 250.0 0.0 0.0 250.0	0.0 0.0 2,300.0 0.0 2,300.0	900.0 250.0 5,025.5 0.0 6,175.5	LOCAL STATE FED TOTAL	900.0 0.0 0.0 900.0	250.0 0.0 0.0 250.0	2,300.0 0.0 0.0 2,300.0	6,175.5 0.0 0.0 6,175.5	P	EXEMPT
	147	REHABILITATION OF THE W. HAMPTON AVENUE BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF GLENDALE AND MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	130.0 0.0 1,500.0 0.0 1,630.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	130.0 0.0 1,500.0 0.0 1,630.0	LOCAL STATE FED BRF TOTAL	326.0 0.0 1,304.0 0.0 1,630.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	326.0 0.0 1,304.0 0.0 1,630.0	A	EXEMPT
	148	REHABILITATION OF THE W. GOOD HOPE ROAD (CTH PP) WESTERN EB. BRIDGE OVER THE MILWAUKEE RIVER 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	100.0 0.0 0.0 0.0 100.0	100.0 0.0 1,000.0 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 0.0 0.0	35.0 0.0 65.0 100.0 100.0	235.0 0.0 865.0 1,100.0 1,100.0	A	EXEMPT
	149	REHABILITATION OF THE W. GOOD HOPE ROAD (CTH PP) WESTERN WB. BRIDGE OVER THE MILWAUKEE RIVER 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	100.0 0.0 0.0 0.0 100.0	100.0 0.0 1,000.0 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 0.0 0.0	35.0 0.0 65.0 100.0 100.0	235.0 0.0 865.0 1,100.0 1,100.0	A	EXEMPT
	150	REHABILITATION OF THE W. GOOD HOPE ROAD (CTH PP) EASTERN EB. BRIDGE OVER THE MILWAUKEE RIVER 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	110.0 0.0 0.0 0.0 110.0	110.0 0.0 1,400.0 0.0 1,510.0	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	38.5 0.0 71.5 100.0 100.0	318.5 0.0 1,191.5 1,510.0 1,510.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
MILWAUKEE COUNTY	151	REHABILITATION OF THE W. GOOD HOPE ROAD (CTH PP) EASTERN WB. BRIDGE OVER THE MILWAUKEE RIVER 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	110.0 0.0 0.0 0.0 110.0	110.0 0.0 1,400.0 0.0 1,510.0	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	38.5 0.0 71.5 0.0 110.0	318.5 0.0 1,191.5 0.0 1,510.0	A	EXEMPT
	152	RECONSTRUCTION OF LINCOLN MEMORIAL DRIVE FROM MICHIGAN STREET TO KENWOOD BLVD. IN THE CITY OF MILWAUKEE (3.22 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 1,500.0 0.0 1,500.0	0.0 0.0 3,000.0 0.0 3,000.0	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 TOTAL	1,500.0 0.0 0.0 1,500.0	3,000.0 0.0 0.0 3,000.0	0.0 0.0 0.0 0.0	4,500.0 0.0 0.0 4,500.0	A	EXEMPT
	153	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	0.0 600.0 0.0 0.0 600.0	0.0 0.0 1,375.0 0.0 1,375.0	0.0 0.0 1,500.0 0.0 1,500.0	0.0 600.0 2,875.0 0.0 3,475.0	LOCAL STATE FED LRIP TOTAL	300.0 300.0 0.0 0.0 600.0	687.5 687.5 0.0 0.0 1,375.0	750.0 750.0 0.0 0.0 1,500.0	1,737.5 1,737.5 0.0 0.0 3,475.0	A	NON-EXEMPT
	154	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	0.0 0.0 2,866.0 0.0 2,866.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,866.0 0.0 2,866.0	LOCAL STATE FED STP-M TOTAL	573.2 0.0 2,292.8 0.0 2,866.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	573.2 0.0 2,292.8 0.0 2,866.0	A	NON-EXEMPT
	155	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST (CTH U) FROM TERRACE DR TO PUETZ RD IN THE CITY OF FRANKLIN	HI	PE ROW CONST OTHER TOTAL	650.0 0.0 0.0 0.0 650.0	350.0 250.0 0.0 0.0 600.0	0.0 0.0 2,300.0 0.0 2,300.0	1,000.0 250.0 5,635.0 0.0 6,885.0	LOCAL STATE FED TOTAL	650.0 0.0 0.0 650.0	600.0 0.0 0.0 600.0	2,300.0 0.0 0.0 2,300.0	6,885.0 0.0 0.0 6,885.0	P	NON-EXEMPT
	156	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (W. LAYTON AVE.) FROM S. 84TH ST. TO S. 108TH ST. IN THE CITY OF GREENFIELD (1.5 MI)	HI	PE ROW CONST OTHER TOTAL	1,619.2 0.0 0.0 0.0 1,619.2	0.0 345.0 0.0 0.0 345.0	0.0 0.0 6,170.0 0.0 6,170.0	1,619.2 345.0 6,170.0 0.0 8,134.2	LOCAL STATE FED STP-M TOTAL	323.8 0.0 1,295.4 0.0 1,619.2	69.0 0.0 276.0 0.0 345.0	1,234.0 0.0 4,936.0 0.0 6,170.0	1,626.8 0.0 6,507.4 0.0 8,134.2	P	NON-EXEMPT
	157	RECONSTRUCTION WITH ADDITIONAL LANES OF W RAWSON AVE FROM HAWTHORNE LANE TO S 27TH ST INCLUDING THE BRIDGES AT STH 36	HI	PE ROW CONST OTHER TOTAL	0.0 270.0 0.0 0.0 270.0	0.0 13,473.0 0.0 0.0 13,473.0	0.0 0.0 0.0 0.0 0.0	0.0 270.0 13,473.0 0.0 13,743.0	LOCAL STATE FED NHS TOTAL	54.0 0.0 216.0 0.0 270.0	2,694.6 0.0 10,778.4 0.0 13,473.0	0.0 0.0 0.0 0.0 0.0	2,748.6 0.0 10,994.4 0.0 13,743.0	P	NON-EXEMPT
	158	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	0.0 1,400.0 0.0 0.0 1,400.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 1,400.0 0.0 1,600.0	LOCAL STATE FED BRF TOTAL	70.0 0.0 130.0 0.0 200.0	280.0 0.0 1,120.0 0.0 1,400.0	0.0 0.0 0.0 0.0 0.0	350.0 0.0 1,250.0 0.0 1,600.0	P	NON-EXEMPT
	159	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	1,000.0 0.0 0.0 0.0 1,000.0	1,000.0 0.0 0.0 0.0 1,000.0	500.0 1,000.0 0.0 0.0 1,500.0	2,500.0 1,000.0 15,000.0 0.0 18,500.0	LOCAL STATE FED STP-O TOTAL	200.0 0.0 800.0 0.0 1,000.0	200.0 0.0 800.0 0.0 1,000.0	300.0 0.0 1,200.0 0.0 1,500.0	3,700.0 0.0 14,800.0 0.0 18,500.0	A	NON-EXEMPT
	160	REPLACEMENT WITH ADDITIONAL LANES OF THE CTH ZZ (E. COLLEGE AVE) BRIDGE OVER OAK CREEK TRIBUTARY IN THE CITIES OF MILW. AND OAK CREEK	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 0.0 500.0 0.0 500.0	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	35.0 0.0 65.0 0.0 100.0	100.0 0.0 400.0 0.0 500.0	135.0 0.0 465.0 0.0 600.0	P	NON-EXEMPT

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
MILWAUKEE COUNTY	161	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS SERVICES FOR ELDERLY & DISABLED PEOPLE IN MILWAUKEE CO. 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 1,369.8 1,369.8	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 1,369.8 1,369.8	LOCAL STATE FED TOTAL	228.4 1,141.4 0.0 1,369.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	228.4 1,141.4 0.0 1,369.8 1,369.8	A	EXEMPT
	162	REPLACE TELEPHONE SYSTEM AT MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 350.0 350.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 350.0 350.0	LOCAL STATE FED FTA 5307 TOTAL	70.0 0.0 280.0 0.0 350.0	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
	163	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 3,000.0 3,000.0	0.0 0.0 0.0 3,000.0 3,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 18,000.0 18,000.0	LOCAL STATE FED FTA 5307 TOTAL	600.0 0.0 2,400.0 0.0 3,000.0	600.0 0.0 2,400.0 0.0 3,000.0	600.0 0.0 2,400.0 0.0 3,000.0	3,600.0 0.0 14,400.0 0.0 18,000.0	A	EXEMPT
	164	SUMMERFEST BUS LOADING AREA MODIFICATIONS	TP	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 FTA 5307 TOTAL	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 0.0 150.0	A	EXEMPT
	165	PURCHASE SPARE PARTS FOR MINI-BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	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 5307 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
	166	MCTS MARKETING INFORMATION CENTER RENOVATION	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 180.0 180.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 180.0 180.0	LOCAL STATE FED FTA 5307 TOTAL	36.0 0.0 144.0 0.0 180.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	36.0 0.0 144.0 0.0 180.0	A	EXEMPT
	167	REPLACE MILWAUKEE COUNTY TRANSIT SYSTEM GENERAL COMPUTER	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 750.0 750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 750.0 750.0	LOCAL STATE FED FTA 5307 TOTAL	150.0 0.0 600.0 0.0 750.0	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
	168	MAINTENANCE TIMEKEEPING SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 280.0 280.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 280.0 280.0	LOCAL STATE FED FTA 5307 TOTAL	56.0 0.0 224.0 0.0 280.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	56.0 0.0 224.0 0.0 280.0	A	EXEMPT
	169	MAJOR REPAIR COMPONENTS FOR MILWAUKEE COUNTY TRANSIT SYSTEM BUSES	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 5,850.0 5,850.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 5,850.0 5,850.0	LOCAL STATE FED FTA 5307 TOTAL	1,170.0 0.0 4,680.0 0.0 5,850.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,170.0 0.0 4,680.0 0.0 5,850.0	A	EXEMPT
	170	RECONDITION BUS WASHING SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	30.0 0.0 215.0 0.0 245.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 215.0 0.0 245.0	LOCAL STATE FED FTA 5307 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	EXEMPT

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
MILWAUKEE COUNTY	171	FOND DU LAC GARAGE PAVEMENT REPLACEMENT AND SEWER REPAIR	TP	PE	100.0	0.0	0.0	100.0	LOCAL	120.0	0.0	0.0	120.0	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	480.0	0.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307	0.0	0.0	0.0	0.0		
				TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
	172	PURCHASE AND INSTALL 146 ON-BUS CAMERA SURVEILLANCE SYSTEMS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	181.0	0.0	0.0	181.0	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	724.0	0.0	0.0	724.0		
				OTHER	905.0	0.0	0.0	905.0	FTA 5307	0.0	0.0	0.0	0.0		
				TOTAL	905.0	0.0	0.0	905.0	TOTAL	905.0	0.0	0.0	905.0		
	173	RESTRAINT SYSTEMS FOR APPROXIMATELY 175 HUMAN SERVICE VEHICLES UNDER CONTRACT WITH MILWAUKEE COUNTY'S TRANSIT PLUS PROGRAM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0	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	270.0	0.0	0.0	270.0		
				OTHER	300.0	0.0	0.0	300.0	FTA 5307	0.0	0.0	0.0	0.0		
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	174	PURCHASE REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,624.0	1,624.0	1,624.0	8,904.0	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	6,496.0	6,496.0	6,496.0	35,616.0		
				OTHER	8,120.0	8,120.0	8,120.0	44,520.0	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	8,120.0	8,120.0	8,120.0	44,520.0	TOTAL	8,120.0	8,120.0	8,120.0	44,520.0		
175	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	151.2	100.0	100.0	651.2	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	604.8	400.0	400.0	2,604.8			
			OTHER	756.0	500.0	500.0	3,256.0	FTA 5307	0.0	0.0	0.0	0.0			
			TOTAL	756.0	500.0	500.0	3,256.0	TOTAL	756.0	500.0	500.0	3,256.0			
176	FAREBOX CONVERSION TO MAGNETIC CARDS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	180.0	180.0	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	0.0	720.0	720.0			
			OTHER	0.0	0.0	900.0	900.0	FTA 5307	0.0	0.0	0.0	0.0			
			TOTAL	0.0	0.0	900.0	900.0	TOTAL	0.0	0.0	900.0	900.0			
177	SPARE PARTS NEW BUS REPLACEMENT UNITS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	20.0	20.0	60.0	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	80.0	80.0	240.0			
			OTHER	100.0	100.0	100.0	300.0	FTA 5309	0.0	0.0	0.0	0.0			
			TOTAL	100.0	100.0	100.0	300.0	TOTAL	100.0	100.0	100.0	300.0			
178	SPARE PARTS: PURCHASE OF REBUILT ENGINES AND TRANSMISSIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	154.0	180.0	90.0	694.0	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	616.0	720.0	360.0	2,776.0			
			OTHER	770.0	900.0	450.0	3,470.0	FTA 5307	0.0	0.0	0.0	0.0			
			TOTAL	770.0	900.0	450.0	3,470.0	TOTAL	770.0	900.0	450.0	3,470.0			
179	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	14,215.0	14,215.0	14,215.0	62,645.0	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	40,115.0	40,115.0	40,115.0	120,345.0			
			CONST	0.0	0.0	0.0	0.0	FED	2,400.0	2,400.0	2,400.0	7,200.0			
			OTHER	56,730.0	56,730.0	56,730.0	170,190.0	FTA 5307	0.0	0.0	0.0	0.0			
			TOTAL	56,730.0	56,730.0	56,730.0	170,190.0	TOTAL	56,730.0	56,730.0	56,730.0	170,190.0			
180	TRANSIT VEHICLE TIRE LEASING SERVICES: 1997 (WI-90-X244 FUNDED)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	104.0	0.0	0.0	104.0	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	416.0	0.0	0.0	416.0			
			OTHER	520.0	0.0	0.0	520.0	FTA 5307	0.0	0.0	0.0	0.0			
			TOTAL	520.0	0.0	0.0	520.0	TOTAL	520.0	0.0	0.0	520.0			

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
MILWAUKEE COUNTY	181	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 540.0	0.0 0.0 0.0 540.0	0.0 0.0 0.0 560.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,100.0	LOCAL STATE FED FTA 5307	108.0 0.0 432.0 0.0	112.0 0.0 448.0 0.0	0.0 0.0 0.0 0.0	220.0 0.0 880.0 0.0	A	EXEMPT
				TOTAL	540.0	560.0	0.0	1,100.0	TOTAL	540.0	560.0	0.0	1,100.0		
	182	REPLACE THE MILWAUKEE COUNTY TRANSIT SYSTEM PRINTING PRESS	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 350.0	0.0 0.0 0.0 350.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 350.0	LOCAL STATE FED FTA 5307	70.0 0.0 280.0 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	A	EXEMPT
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	183	SUPPORT OF SEWRPC TRANSIT PLANNING PROGRAM	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 187.5	0.0 0.0 0.0 187.5	0.0 0.0 0.0 187.5	0.0 0.0 0.0 187.5	0.0 0.0 0.0 1,125.0	LOCAL STATE FED FTA 5307	37.5 0.0 150.0 0.0	37.5 0.0 150.0 0.0	37.5 0.0 150.0 0.0	225.0 0.0 900.0 0.0	A	EXEMPT
				TOTAL	187.5	187.5	187.5	1,125.0	TOTAL	187.5	187.5	187.5	1,125.0		
	184	TRANSIT PLANNING MILWAUKEE COUNTY SHORT RANGE PLANNING AND PROGRAMMING STUDIES	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 200.0	0.0 0.0 0.0 200.0	0.0 0.0 0.0 200.0	0.0 0.0 0.0 200.0	0.0 0.0 0.0 1,200.0	LOCAL STATE FED FTA 5307	40.0 0.0 160.0 0.0	40.0 0.0 160.0 0.0	40.0 0.0 160.0 0.0	240.0 0.0 960.0 0.0	A	EXEMPT
				TOTAL	200.0	200.0	200.0	1,200.0	TOTAL	200.0	200.0	200.0	1,200.0		
	185	TRANSIT PLANNING: TRANSIT SYSTEM PLANNING STUDIES RELATED TO IMPROVED OPERATIONS	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 230.0	0.0 0.0 0.0 230.0	0.0 0.0 0.0 230.0	0.0 0.0 0.0 230.0	0.0 0.0 0.0 1,380.0	LOCAL STATE FED FTA 5307	46.0 0.0 184.0 0.0	46.0 0.0 184.0 0.0	46.0 0.0 184.0 0.0	276.0 0.0 1,104.0 0.0	A	EXEMPT
				TOTAL	230.0	230.0	230.0	1,380.0	TOTAL	230.0	230.0	230.0	1,380.0		
	186	EMPLOYER TRIP REDUCTION RESPONSE PROGRAM - PHASE II	TE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 640.7	0.0 0.0 0.0 640.7	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 640.7	LOCAL STATE FED CMAQ	185.8 0.0 269.1 185.8	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	185.8 0.0 269.1 185.8	A	NON-EXEMPT
				TOTAL	640.7	0.0	0.0	640.7	TOTAL	640.7	0.0	0.0	640.7		
	187	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	A	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		
	188	REPLACEMENT OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK AT 9TH AVENUE IN THE CITY OF SOUTH MILWAUKEE BRIDGE P-40-0743	OH	PE 115.0 ROW 0.0 CONST 0.0 OTHER 0.0	115.0 0.0 0.0 0.0	0.0 0.0 350.0 0.0	0.0 0.0 0.0 0.0	115.0 0.0 350.0 0.0	LOCAL STATE FED BRF	40.2 0.0 74.8 0.0	70.0 0.0 280.0 0.0	0.0 0.0 0.0 0.0	110.2 0.0 354.8 0.0	P	EXEMPT
				TOTAL	115.0	350.0	0.0	465.0	TOTAL	115.0	350.0	0.0	465.0		
	189	REPLACEMENT OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK EAST OF 9TH AVE. IN THE CITY OF SOUTH MILWAUKEE BRIDGE P-40-0559	OH	PE 115.0 ROW 0.0 CONST 0.0 OTHER 0.0	115.0 0.0 0.0 0.0	0.0 0.0 350.0 0.0	0.0 0.0 0.0 0.0	115.0 0.0 350.0 0.0	LOCAL STATE FED BRF	40.2 0.0 74.8 0.0	70.0 0.0 280.0 0.0	0.0 0.0 0.0 0.0	110.2 0.0 354.8 0.0	A	EXEMPT
				TOTAL	115.0	350.0	0.0	465.0	TOTAL	115.0	350.0	0.0	465.0		
	190	REPLACEMENT OF THE WHITNALL PARK DRIVE BRIDGE OVER THE ROOT RIVER IN THE CITY OF FRANKLIN BRIDGE P-40-0721	OH	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	110.0 0.0 0.0 0.0	110.0 0.0 800.0 0.0	LOCAL STATE FED BRF	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	38.5 0.0 71.5 0.0	198.5 0.0 711.5 0.0	P	EXEMPT
				TOTAL	0.0	0.0	110.0	910.0	TOTAL	0.0	0.0	110.0	910.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
MILWAUKEE COUNTY	191	TRAFFIC SIGNAL IMPROVEMENTS ON CTH SYSTEM	HS	PE ROW CONST OTHER TOTAL	19.7 0.0 148.5 29.8 198.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	19.7 0.0 148.5 29.8 198.0	LOCAL STATE FED TOTAL	198.0 0.0 0.0 198.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	198.0 0.0 0.0 198.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	192	NEW TRAFFIC SIGNAL INSTALLATION ON CTH SYSTEM	HS	PE ROW CONST OTHER TOTAL	13.0 0.0 97.5 19.5 130.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	13.0 0.0 97.5 19.5 130.0	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	NON-EXEMPT AIR QUALITY NEUTRAL
	193	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN MILWAUKEE COUNTY	HS	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 0.0 0.0 0.0	20.0 0.0 0.0 0.0 20.0	LOCAL STATE FED STP-S TOTAL	2.0 0.0 18.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2.0 0.0 18.0 0.0 20.0	A	EXEMPT
	194	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 STP-S TOTAL	5.4 0.0 48.6 0.0 54.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.4 0.0 48.6 0.0 54.0	A	EXEMPT
	195	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	15.0 12.0 85.0 0.0 112.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	15.0 12.0 85.0 0.0 112.0	LOCAL STATE FED TOTAL	87.0 25.0 0.0 112.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	87.0 25.0 0.0 112.0	P	EXEMPT
	196	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 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.0 0.0 54.0 0.0 60.0	A	EXEMPT
	197	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 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 0.0 90.0 0.0 100.0	A	EXEMPT
	198	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	15.0 12.0 85.0 0.0 112.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	15.0 12.0 85.0 0.0 112.0	LOCAL STATE FED TOTAL	87.0 25.0 0.0 112.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	87.0 25.0 0.0 112.0	P	EXEMPT
	199	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 STP-S TOTAL	5.4 0.0 48.6 0.0 54.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.4 0.0 48.6 0.0 54.0	A	EXEMPT
	200	SIGNALIZATION OF THE INTERSECTION OF W. OKLAHOMA AVE. AND WOLLMER RD.	HS	PE ROW CONST OTHER TOTAL	7.5 0.0 52.0 10.5 70.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.5 0.0 52.0 10.5 70.0	LOCAL STATE FED STP-S TOTAL	7.0 0.0 63.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.0 0.0 63.0 0.0 70.0	A	NON-EXEMPT AIR QUALITY NEUTRAL

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
MILWAUKEE COUNTY	201	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	2.5 0.0 22.5 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2.5 0.0 22.5 0.0 25.0	A	EXEMPT
	202	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	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	EXEMPT
	203	INSTALLATION OF TRAFFIC SAFETY IMPROVEMENTS AT INTERSECTION OF W. FOREST HOME AVE AND S. NORTHCAPE RD IN MILWAUKEE COUNTY	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	10.5 0.0 49.5 0.0 60.0	0.0 0.0 0.0 0.0 0.0	10.5 0.0 49.5 0.0 60.0	LOCAL STATE FED STP-S	0.0 0.0 0.0 0.0 0.0	6.0 0.0 54.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	6.0 0.0 54.0 0.0 60.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	204	SIGNALIZATION OF FOREST HOME AVE. (CTH OO) AND N. CAPE RD. (CTH J)	HS	PE ROW CONST OTHER TOTAL	10.0 0.0 50.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 50.0 0.0 60.0	LOCAL STATE FED STP-S	6.0 0.0 54.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.0 0.0 54.0 0.0 60.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	205	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 STP-S	5.4 0.0 48.6 0.0 54.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.4 0.0 48.6 0.0 54.0	A	EXEMPT
	206	CHANNELIZATION AT THE INTERSECTION OF N 118TH ST. AND SILVER SPRING DR.	HS	PE ROW CONST OTHER TOTAL	56.5 72.0 443.5 0.0 575.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	56.5 72.0 443.5 0.0 575.0	LOCAL STATE FED STP-S	125.0 0.0 450.0 0.0 575.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	125.0 0.0 450.0 0.0 575.0	A	EXEMPT
	207	DEVELOP AND IMPLEMENT A MASS TRANSIT PUBLIC INFORMATION CAMPAIGN AIMED AT LOW INCOME & MINORITY GROUPS IN MILWAUKEE COUNTY	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 35.0 35.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 35.0 35.0	LOCAL STATE FED CMAQ	7.0 0.0 28.0 0.0 35.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.0 0.0 28.0 0.0 35.0	A	NON-EXEMPT
	208	TRAFFIC SIGNAL SYSTEM INTERCONNECTION FOR VARIOUS SIGNAL SYSTEMS IN MILWAUKEE COUNTY: 1994	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 470.8 0.0 470.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 470.8 0.0 470.8	LOCAL STATE FED CMAQ	111.1 0.0 359.7 0.0 470.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	111.1 0.0 359.7 0.0 470.8	A	NON-EXEMPT AIR QUALITY NEUTRAL
	209	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/PEDESTRIAN PROJECTS IN MILWAUKEE COUNTY	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 0.0 0.0 10.0	10.0 0.0 0.0 0.0 10.0	10.0 0.0 0.0 0.0 10.0	60.0 0.0 0.0 0.0 60.0	LOCAL STATE FED CMAQ	0.0 0.0 10.0 0.0 10.0	0.0 0.0 10.0 0.0 10.0	0.0 0.0 10.0 0.0 10.0	0.0 0.0 60.0 0.0 60.0	A	EXEMPT
	210	HOYT PARK TO MILWAUKEE COUNTY STADIUM BIKEWAY (2.25 MILES)	EE	PE ROW CONST OTHER TOTAL	126.0 0.0 717.0 0.0 843.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	126.0 0.0 717.0 0.0 843.0	LOCAL STATE FED CMAQ	88.6 0.0 674.4 0.0 843.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	88.6 0.0 674.4 0.0 843.0	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
MILWAUKEE COUNTY	211	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECTIONS (CLOSED LOOPS) AT VARIOUS LOCATIONS ON MILWAUKEE COUNTY TRUNK HIGHWAYS: 1995	EE	PE ROW CONST OTHER TOTAL	47.0 0.0 305.0 0.0 352.0	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 0.0 352.0	LOCAL STATE FED CMAQ TOTAL	70.4 0.0 281.6 0.0 352.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	70.4 0.0 281.6 0.0 352.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	212	CONSTRUCTION OF ROOT RIVER BIKEWAY FROM DREXEL AVE TO RYAN ROAD IN CITY OF FRANKLIN (3.0 MILES)	EE	PE ROW CONST OTHER TOTAL	89.2 0.0 505.8 0.0 595.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	89.2 0.0 505.8 0.0 595.0	LOCAL STATE FED STP-O TOTAL	119.0 0.0 476.0 0.0 595.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	119.0 0.0 476.0 0.0 595.0	P	EXEMPT
	213	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 1,500.0 1,500.0	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 1,500.0 1,500.0	LOCAL STATE FED CMAQ TOTAL	300.0 0.0 1,200.0 0.0 1,500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 1,200.0 0.0 1,500.0	A	NON-EXEMPT
	214	CONSTRUCTION OF A 10 FOOT WIDE BIKEWAY ALONG OAK CREEK FROM S. NICHOLSON TO E. DREXEL IN THE CITY OF OAK CREEK	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 190.0 0.0 190.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 190.0 0.0 190.0	LOCAL STATE FED STP-E TOTAL	38.0 0.0 152.0 0.0 190.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	38.0 0.0 152.0 0.0 190.0	P	EXEMPT
	215	FORMER NORTH SHORE RAILROAD RIGHT-OF-WAY BIKEPATH - RAWSON AVE AT HOWELL AVE TO 3000 EAST COUNTY LINE ROAD	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	250.0 0.0 750.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	250.0 0.0 750.0 0.0 1,000.0	LOCAL STATE FED STP-E TOTAL	0.0 0.0 0.0 800.0 800.0	200.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 800.0 800.0	A	EXEMPT
	216	ROOT RIVER BIKEWAY ROOT RIVER PARKWAY AT LOOMIS RD TO 6200 WEST DREXEL AVE	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	70.0 0.0 210.0 0.0 280.0	70.0 0.0 210.0 0.0 280.0	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	56.0 0.0 224.0 0.0 280.0	56.0 0.0 224.0 0.0 280.0	A	EXEMPT
	217	NORTHWEST BIKEWAY PARKWAY DRIVE TO WEST FLORIST AVENUE TO WEST MILL ROAD (1.80 MILES)	EE	PE ROW CONST OTHER TOTAL	19.0 0.0 109.0 0.0 128.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	19.0 0.0 109.0 0.0 128.0	LOCAL STATE FED STP-E TOTAL	25.6 0.0 102.4 0.0 128.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.6 0.0 102.4 0.0 128.0	P	EXEMPT
	218	NORTHWEST BIKEWAY WEST GOOD HOPE ROAD TO NORTH 124TH ST (1.20 MILES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	34.0 0.0 191.0 0.0 225.0	0.0 0.0 0.0 0.0 0.0	34.0 0.0 191.0 0.0 225.0	LOCAL STATE FED STP-E TOTAL	0.0 0.0 0.0 180.0 180.0	45.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	45.0 0.0 0.0 180.0 180.0	P	EXEMPT
	219	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	30.0 0.0 224.0 0.0 254.0	30.0 0.0 224.0 0.0 254.0	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	50.8 0.0 203.2 0.0 254.0	50.8 0.0 203.2 0.0 254.0	P	EXEMPT
	220	NORTHWEST BIKEWAY GOOD HOPE ROAD TO BRADLEY ROAD SEGMENT (1.10 MILES): 1993	EE	PE ROW CONST OTHER TOTAL	30.0 0.0 181.0 0.0 211.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 181.0 0.0 211.0	LOCAL STATE FED CMAQ TOTAL	51.0 0.0 160.0 0.0 211.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	51.0 0.0 160.0 0.0 211.0	P	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
MILWAUKEE COUNTY	221	SOUTH SIDE BIKEWAY EAST DREXEL AVENUE TO 8800 SOUTH PENNSYLVANIA (1.60 MILES)	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	30.0	30.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-E 0.0	0.0	0.0	40.0	40.0	P	EXEMPT
	222	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	0.0	40.0	P	EXEMPT
	223	SOUTH SIDE BIKEWAY 9800 SOUTH 15TH ST TO 2500 EAST ELM ROAD (1.65 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	0.0	40.0	P	EXEMPT
	224	SOUTH SIDE BIKEWAY 2500 EAST ELM ROAD TO 10990 SOUTH HOWELL AVE (1.90 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	0.0	40.0	P	EXEMPT
	225	SOUTH SIDE BIKEWAY 10900 SOUTH HOWELL AVE TO 10800 SOUTH 13TH ST (1.20 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	0.0	40.0	P	EXEMPT
	226	SOUTH SIDE BIKEWAY 10800 SOUTH 13TH STREET TO 11000 SOUTH ROOT RIVER PARKWAY (2.40 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	0.0	40.0	P	EXEMPT
	227	SOUTH SIDE BIKEWAY 11000 SOUTH ROOT RIVER PKWY TO 6600 WEST OAKWOOD ROAD (1.65 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	0.0	40.0	P	EXEMPT
	228	SOUTH SIDE BIKEWAY 6600 WEST OAKWOOD ROAD TO RYAN ROAD (1.00 MILES)	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	0.0	25.0	LOCAL 0.0 STATE 0.0 FED 125.0 STP-E 0.0	0.0	0.0	0.0	30.0	P	EXEMPT
	229	SOUTH SIDE BIKEWAY BENDER PARK SPUR- RYAN ROAD AT 15TH AVENUE TO BENDER PARK AND SOUTH TO COUNTY LINE ROAD	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	0.0	70.0	LOCAL 0.0 STATE 0.0 FED 400.0 STP-E 0.0	0.0	0.0	0.0	94.0	P	EXEMPT
	230	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM LAYTON AVE TO PACKARD IN THE CITY OF CUDAHY (1.40 MILES)	HI	PE 240.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 240.0	0.0	0.0	0.0	240.0	LOCAL 48.0 STATE 0.0 FED 192.0 STP-M 0.0	0.0	0.0	0.0	48.0	A	NON-EXEMPT

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/CUDAHY	231	TRAFFIC SIGNAL MODIFICATION AT THE INTERSECTION OF LADISH, WANDA, AND S. PACKARD AVE (5TH 62) IN CITY OF CUDAHY	HS	PE ROW CONST OTHER TOTAL	10.0 0.0 89.3 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	10.0 0.0 89.3 0.0	LOCAL STATE FED STP-S	9.9 0.0 89.4 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	9.9 0.0 89.4 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	232	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	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 76.7 0.0	LOCAL STATE FED STP-E	15.3 0.0 61.4 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	P	EXEMPT
	233	NATURAL GAS FUELING FACILITY SERVING THE CITIES OF CUDAHY & SOUTH MILWAUKEE TO BE LOCATED NEAR THEIR BORDER: 1995	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 380.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	10.0 0.0 380.0 0.0	LOCAL STATE FED CMAQ	78.0 0.0 312.0 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	A	NON-EXEMPT
	234	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	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 245.0	LOCAL STATE FED CMAQ	49.0 0.0 196.0 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	A	NON-EXEMPT
	235	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	0.0 190.0 0.0 0.0	0.0 0.0 1,800.0 0.0	0.0 0.0 0.0 0.0	0.0 190.0 0.0 1,800.0	LOCAL STATE FED STP-M	38.0 0.0 152.0 0.0	360.0 0.0 1,440.0 0.0	0.0 0.0 0.0 0.0	398.0 0.0 1,592.0 0.0	P	NON-EXEMPT
	236	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N RANGE LINE RD FROM GOOD HOPE (CTH PP) TO GREEN BAY AVE (5TH 57) IN THE CITY OF GLENDALE (.75M)	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 0.0 500.0 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	100.0 0.0 400.0 0.0	A	EXEMPT
	237	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 ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0	0.0 0.0 1,650.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,650.0 0.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	1,650.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1,650.0 0.0 0.0 0.0	A	EXEMPT
	238	RESURFACING OF HOWARD AVE FROM 119TH ST TO 124TH ST IN THE CITY OF GREENFIELD (0.30 MILES)	HP	PE ROW CONST OTHER TOTAL	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	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 0.0 0.0	A	EXEMPT
239	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 35TH ST FROM LOOMIS RD TO LAYTON AVE IN THE CITY OF GREENFIELD (0.90 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	200.0 0.0 1,000.0 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	1,200.0 0.0 0.0 0.0	A	EXEMPT	
V/HALES CORNERS	240	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 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 1,350.0 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	270.0 0.0 1,080.0 0.0	A	EXEMPT
				TOTAL	0.0	0.0	0.0	1,350.0	TOTAL	0.0	0.0	0.0	1,350.0		

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
V/HALES CORNERS	241	INSTALLATION OF TURN LANE ON W. ABBOTT AVE. AT S. 108TH ST. (STH 100) IN THE VILLAGE OF HALES CORNERS	HS	PE 5.0 ROW 0.0 CONST 10.9 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	5.0 0.0 10.9 0.0	LOCAL STATE FED STP-S	1.6 0.0 14.3 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1.6 0.0 14.3 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
			TOTAL		15.9	0.0	0.0	15.9	TOTAL	15.9	0.0	0.0	15.9		
C/MILWAUKEE	242	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 95.0 OTHER 0.0	0.0 0.0 100.0 0.0	0.0 0.0 105.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 615.0 0.0	LOCAL STATE FED	95.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0	105.0 0.0 0.0 0.0	615.0 0.0 0.0 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
			TOTAL		95.0	100.0	105.0	615.0	TOTAL	95.0	100.0	105.0	615.0		
	243	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 156.0 OTHER 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	0.0 0.0 956.0 0.0	LOCAL STATE FED	156.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0	956.0 0.0 0.0 0.0	A	EXEMPT
			TOTAL		156.0	160.0	160.0	956.0	TOTAL	156.0	160.0	160.0	956.0		
	244	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 5.0 OTHER 0.0	0.0 0.0 5.0 0.0	0.0 0.0 5.0 0.0	0.0 0.0 5.0 0.0	0.0 0.0 30.0 0.0	LOCAL STATE FED	5.0 0.0 0.0 0.0	5.0 0.0 0.0 0.0	5.0 0.0 0.0 0.0	30.0 0.0 0.0 0.0	A	NON-EXEMPT
			TOTAL		5.0	5.0	5.0	30.0	TOTAL	5.0	5.0	5.0	30.0		
	245	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 165.0 OTHER 0.0	0.0 0.0 165.0 0.0	0.0 0.0 165.0 0.0	0.0 0.0 165.0 0.0	0.0 0.0 990.0 0.0	LOCAL STATE FED	165.0 0.0 0.0 0.0	165.0 0.0 0.0 0.0	165.0 0.0 0.0 0.0	990.0 0.0 0.0 0.0	A	EXEMPT
			TOTAL		165.0	165.0	165.0	990.0	TOTAL	165.0	165.0	165.0	990.0		
	246	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 66.0 OTHER 0.0	0.0 0.0 50.0 0.0	0.0 0.0 50.0 0.0	0.0 0.0 50.0 0.0	0.0 0.0 316.0 0.0	LOCAL STATE FED	66.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0	316.0 0.0 0.0 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
			TOTAL		66.0	50.0	50.0	316.0	TOTAL	66.0	50.0	50.0	316.0		
	247	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF MILWAUKEE	HP	PE 250.0 ROW 0.0 CONST 1,025.0 OTHER 0.0	145.0 0.0 550.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	395.0 0.0 1,575.0 0.0	LOCAL STATE FED	1,275.0 0.0 0.0 0.0	695.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1,970.0 0.0 0.0 0.0	A	EXEMPT
			TOTAL		1,275.0	695.0	0.0	1,970.0	TOTAL	1,275.0	695.0	0.0	1,970.0		
	248	SIGNAL SYSTEM IMPROVEMENTS AT FIVE LOCATIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE 6.0 ROW 0.0 CONST 44.0 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	6.0 0.0 44.0 0.0	LOCAL STATE FED STP-S	5.0 0.0 45.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	5.0 0.0 45.0 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
			TOTAL		50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	249	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 1,630.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 4,890.0 0.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	815.0 815.0 0.0 0.0	0.0 0.0 0.0 0.0	2,445.0 2,445.0 0.0 0.0	A	EXEMPT
			TOTAL		0.0	1,630.0	0.0	4,890.0	TOTAL	0.0	1,630.0	0.0	4,890.0		
	250	RESURFACING OF W. ATKINSON AVE FROM N TEUTONIA AVE TO N 27TH ST IN THE CITY OF MILWAUKEE (0.43 MILES)	HP	PE 52.5 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 350.0 14.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	52.5 0.0 350.0 14.0	LOCAL STATE FED STP-M	10.5 0.0 42.0 0.0	72.8 0.0 291.2 0.0	0.0 0.0 0.0 0.0	83.3 0.0 333.2 0.0	A	EXEMPT
			TOTAL		52.5	364.0	0.0	416.5	TOTAL	52.5	364.0	0.0	416.5		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	251	RESURFACING OF E BAY ST FROM S BAY ST TO S KINNICKINNIC AVE IN THE CITY OF MILWAUKEE (0.62 MILES)	HP	PE 130.5 ROW 0.0 CONST 0.0 OTHER 0.0	130.5	0.0	0.0	130.5	LOCAL STATE FED STP-M	26.1 0.0 104.4	174.0 0.0 696.0	0.0 0.0 0.0	200.1 0.0 800.4	A	EXEMPT
	*			TOTAL	130.5	870.0	0.0	1,000.5	TOTAL	130.5	870.0	0.0	1,000.5		
	252	RECONSTRUCTION OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE RIVER INCL. APPROACHES IN THE CITY OF MILWAUKEE (0.15 MILE)	HP	PE 21.0 ROW 0.0 CONST 0.0 OTHER 0.0	21.0	21.0	0.0	42.0	LOCAL STATE FED BRF	4.2 0.0 16.8	4.2 0.0 16.8	66.2 0.0 264.8	74.6 0.0 298.4	A	EXEMPT
	*			TOTAL	21.0	21.0	331.0	373.0	TOTAL	21.0	21.0	331.0	373.0		
	253	RESURFACING OF W. BURLEIGH ST. FROM N. 35TH ST. TO N. SHERMAN BLVD. IN THE CITY OF MILWAUKEE (0.55 MILE)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	62.1	0.0	62.1	LOCAL STATE FED STP-M	0.0 0.0 0.0	12.4 0.0 49.7	0.0 0.0 0.0	95.2 0.0 380.9	A	EXEMPT
	*			TOTAL	0.0	62.1	0.0	476.1	TOTAL	0.0	62.1	0.0	476.1		
	254	RESURFACING OF W. BURLEIGH ST. FROM N. SHERMAN BLVD. TO N. 60TH ST. IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE 180.0 ROW 0.0 CONST 0.0 OTHER 0.0	180.0	0.0	0.0	180.0	LOCAL STATE FED STP-M	36.0 0.0 144.0	255.2 0.0 1,020.8	0.0 0.0 0.0	291.2 0.0 1,164.8	A	EXEMPT
	*			TOTAL	180.0	1,276.0	0.0	1,456.0	TOTAL	180.0	1,276.0	0.0	1,456.0		
	255	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 123.0 ROW 0.0 CONST 0.0 OTHER 0.0	123.0	0.0	0.0	123.0	LOCAL STATE FED STP-M	24.6 0.0 98.4	0.0 0.0 0.0	163.4 0.0 653.6	188.0 0.0 752.0	A	EXEMPT
	*			TOTAL	123.0	0.0	817.0	940.0	TOTAL	123.0	0.0	817.0	940.0		
	256	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. CANAL ST FROM S. 6TH ST TO S. 25TH ST. IN THE CITY OF MILWAUKEE (1.34 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	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	0.0 0.0 0.0	60.0 0.0 240.0	A	EXEMPT
	*			TOTAL	0.0	0.0	0.0	300.0	TOTAL	0.0	0.0	0.0	300.0		
	257	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 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	71.0	0.0	71.0	LOCAL STATE FED STP-M	0.0 0.0 0.0	14.2 0.0 56.8	96.0 0.0 384.0	110.2 0.0 440.8	A	EXEMPT
	*			TOTAL	0.0	71.0	480.0	551.0	TOTAL	0.0	71.0	480.0	551.0		
	258	RESURFACING OF W. CENTER ST. FROM N. 76TH ST. TO N. 92ND ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE 137.9 ROW 0.0 CONST 0.0 OTHER 0.0	137.9	0.0	0.0	137.9	LOCAL STATE FED STP-M	27.6 0.0 110.3	0.0 0.0 0.0	194.8 0.0 779.2	222.4 0.0 889.5	A	EXEMPT
	*			TOTAL	137.9	0.0	974.0	1,111.9	TOTAL	137.9	0.0	974.0	1,111.9		
	259	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE W. CHERRY ST BRIDGE OVER THE CP RAIL SYSTEM IN THE CITY OF MILWAUKEE	HP	PE 68.0 ROW 0.0 CONST 0.0 OTHER 0.0	68.0	0.0	0.0	68.0	LOCAL STATE FED BRF	13.6 0.0 54.4	194.8 0.0 779.2	0.0 0.0 0.0	208.4 0.0 833.6	P	EXEMPT
	*			TOTAL	68.0	974.0	0.0	1,042.0	TOTAL	68.0	974.0	0.0	1,042.0		
	260	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. CLEMENT AVE. FROM E. HOWARD AVE. TO S. WHITNALL AVE. IN MILWAUKEE COUNTY (.51M)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0	0.0	253.0	LOCAL STATE FED STP-M	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	387.9 0.0 1,551.8	A	EXEMPT
	*			TOTAL	0.0	0.0	0.0	1,939.7	TOTAL	0.0	0.0	0.0	1,939.7		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	261	RESURFACING OF W CLEVELAND AVE FROM S 20TH ST TO S 27TH ST IN THE CITY OF MILWAUKEE (0.49 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	52.0 0.0 0.0 0.0 52.0	0.0 0.0 0.0 0.0 0.0	52.0 0.0 346.7 0.0 398.7	LOCAL STATE FED STP-M TOTAL	0.0 0.0 0.0 41.6 0.0	10.4 0.0 0.0 0.0 52.0	0.0 0.0 0.0 0.0 0.0	79.7 0.0 319.0 0.0 398.7	A	EXEMPT
	262	RESURFACING OF W EDGERTON AVE FROM S 13TH ST TO S 20TH ST IN THE CITY OF 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	0.0 0.0 0.0 0.0 0.0	50.0 0.0 326.0 0.0 376.0	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	75.2 0.0 300.8 0.0 376.0	A	EXEMPT
	263	REPLACEMENT OF THE N. EMMER LN. STRUCTURE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.04 MILES)	HP	PE ROW CONST OTHER TOTAL	1,000.0 0.0 0.0 0.0 1,000.0	0.0 0.0 10,000.0 0.0 10,000.0	0.0 0.0 0.0 0.0 0.0	1,000.0 0.0 10,000.0 0.0 11,000.0	LOCAL STATE FED BRF TOTAL	200.0 0.0 800.0 0.0 1,000.0	2,000.0 0.0 8,000.0 0.0 10,000.0	0.0 0.0 0.0 0.0 0.0	2,200.0 0.0 8,800.0 0.0 11,000.0	A	EXEMPT
	264	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	75.0 0.0 0.0 0.0 75.0	0.0 0.0 500.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 500.0 0.0 575.0	LOCAL STATE FED STP-M TOTAL	15.0 0.0 60.0 0.0 75.0	100.0 0.0 400.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	115.0 0.0 460.0 0.0 575.0	A	EXEMPT
	265	RESURFACING OF W FLAGG ST FROM W FLORIST AVE. TO W. FOND DU LAC AVE. IN THE CITY OF MILWAUKEE (0.10 MILES)	HP	PE ROW CONST OTHER TOTAL	14.3 0.0 0.0 0.0 14.3	0.0 0.0 95.0 0.0 95.0	0.0 0.0 0.0 0.0 0.0	14.3 0.0 95.0 0.0 109.3	LOCAL STATE FED STP-M TOTAL	2.9 0.0 11.4 0.0 14.3	19.0 0.0 76.0 0.0 95.0	0.0 0.0 0.0 0.0 0.0	21.9 0.0 87.4 0.0 109.3	A	EXEMPT
	266	RESURFACING OF W GREENFIELD AVE FROM S 1ST STREET TO S 11TH STREET 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	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	21.9 0.0 87.6 0.0 109.5	A	EXEMPT
	267	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	7.5 0.0 0.0 0.0 7.5	7.5 0.0 50.0 0.0 57.5	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	1.5 0.0 6.0 0.0 7.5	11.5 0.0 46.0 0.0 57.5	A	EXEMPT
	268	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 TOTAL	0.0 0.0 270.0 12.0 282.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 270.0 12.0 282.0	LOCAL STATE FED STP-M TOTAL	56.4 0.0 225.6 0.0 282.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	56.4 0.0 225.6 0.0 282.0	A	EXEMPT
	269	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	0.0 0.0 896.6 51.0 947.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 896.6 51.0 947.6	LOCAL STATE FED STP-M TOTAL	197.6 0.0 750.0 0.0 947.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	197.6 0.0 750.0 0.0 947.6	A	EXEMPT
	270	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 TOTAL	134.5 0.0 0.0 0.0 134.5	0.0 0.0 896.6 67.0 963.6	0.0 0.0 0.0 0.0 0.0	134.5 0.0 896.6 67.0 1,098.1	LOCAL STATE FED STP-M TOTAL	26.9 0.0 107.6 0.0 134.5	200.7 0.0 762.9 0.0 963.6	0.0 0.0 0.0 0.0 0.0	227.6 0.0 870.5 0.0 1,098.1	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	271	REHABILITATION OF NORTH HAWLEY RD VIADUCT FROM W VALLEY FORGE DR TO W RODER CIRCLE	HP	PE ROW CONST OTHER TOTAL	113.6 0.0 0.0 0.0 113.6	68.0 0.0 0.0 0.0 68.0	45.6 0.0 0.0 0.0 45.6	227.2 0.0 2,272.0 0.0 2,499.2	LOCAL STATE FED BRF TOTAL	22.7 0.0 90.9 0.0 113.6	13.6 0.0 54.4 0.0 68.0	9.0 0.0 36.6 0.0 45.6	499.7 0.0 1,999.5 0.0 2,499.2	A	EXEMPT
	272	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 1,300.0 82.0 1,382.0	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 82.0 1,382.0	LOCAL STATE FED STP-M TOTAL	276.4 0.0 1,105.6 0.0 1,382.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	276.4 0.0 1,105.6 0.0 1,382.0	A	EXEMPT
	273	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N HAWLEY RD BRIDGE OVER THE MEMONONEE RIVER IN THE CITY OF MILWAUKEE (0.20 MILES)	HP	PE ROW CONST OTHER TOTAL	35.9 0.0 0.0 0.0 35.9	21.5 0.0 0.0 0.0 21.5	14.3 0.0 0.0 0.0 14.3	71.7 0.0 478.0 0.0 549.7	LOCAL STATE FED BRF TOTAL	7.2 0.0 28.7 0.0 35.9	4.3 0.0 17.2 0.0 21.5	2.9 0.0 11.4 0.0 14.3	110.0 0.0 439.7 0.0 549.7	A	EXEMPT
	274	RECONSTRUCTION OF THE W HIGHLAND BLVD VIADUCT OVER C.P. RR CO ROW IN THE CITY OF MILWAUKEE (0.06 MILES)	HP	PE ROW CONST OTHER TOTAL	160.0 0.0 0.0 50.0 210.0	0.0 0.0 4,000.0 0.0 4,000.0	0.0 0.0 0.0 0.0 0.0	160.0 0.0 4,000.0 50.0 4,210.0	LOCAL STATE FED BRF TOTAL	42.0 0.0 168.0 0.0 210.0	800.0 0.0 3,200.0 0.0 4,000.0	0.0 0.0 0.0 0.0 0.0	842.0 0.0 3,368.0 0.0 4,210.0	A	EXEMPT
	275	RESURFACING OF E. HOWARD AVE. FROM E. CITY LIMITS TO S. CLEMENT AVE. IN THE CITY OF MILWAUKEE (0.40 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 332.0 30.0 362.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 332.0 30.0 362.0	LOCAL STATE FED STP-M TOTAL	81.0 0.0 281.0 0.0 362.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	81.0 0.0 281.0 0.0 362.0	A	NON-EXEMPT
	276	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	78.0 0.0 0.0 0.0 78.0	117.0 0.0 0.0 0.0 117.0	195.0 0.0 1,300.0 45.0 1,540.0	LOCAL STATE FED STP-M TOTAL	0.0 0.0 0.0 0.0 0.0	15.6 0.0 62.4 0.0 78.0	23.4 0.0 93.6 0.0 117.0	308.0 0.0 1,232.0 0.0 1,540.0	A	EXEMPT
	277	RESURFACING OF SOUTH HOWELL AVE FROM E. WILBUR AVE TO OKLAHOMA AVE (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.80 MI)	HP	PE ROW CONST OTHER TOTAL	105.6 0.0 0.0 0.0 105.6	0.0 0.0 704.0 31.0 735.0	0.0 0.0 0.0 0.0 0.0	105.6 0.0 704.0 31.0 840.6	LOCAL STATE FED STP-M TOTAL	21.0 0.0 84.6 0.0 105.6	147.0 0.0 588.0 0.0 735.0	0.0 0.0 0.0 0.0 0.0	168.0 0.0 672.6 0.0 840.6	A	EXEMPT
	278	RESURFACING OF N INDUSTRIAL RD FROM W GREEN TREE RD TO W MILL RD IN THE CITY OF MILWAUKEE (0.69 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	110.0 0.0 0.0 0.0 110.0	110.0 0.0 700.0 0.0 810.0	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	22.0 0.0 88.0 0.0 110.0	162.0 0.0 648.0 0.0 810.0	A	EXEMPT
	279	RESURFACING OF N JACKSON ST FROM E CLYBOURN ST TO E WELLS 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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	76.0 0.0 0.0 0.0 76.0	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	15.2 0.0 60.8 0.0 76.0	A	EXEMPT
	280	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	49.0 0.0 300.0 36.0 385.0	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	77.0 0.0 308.0 0.0 385.0	A	EXEMPT

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	281	RESURFACING OF E KENWOOD AVE FROM N DOWNER AVE TO W OAKLAND 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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	57.0 0.0 380.2 0.0 437.2	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	87.4 0.0 349.8 0.0 437.2	A	EXEMPT
	282	RESURFACING OF N LAKE DRIVE FROM E NORTH AVE TO E BRADFORD AVE IN THE CITY OF MILWAUKEE (0.30 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	34.0 0.0 0.0 0.0 34.0	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	6.8 0.0 27.2 0.0 34.0	A	EXEMPT
	283	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	430.0 0.0 0.0 0.0 430.0	0.0 0.0 1,850.0 62.0 1,912.0	430.0 0.0 1,850.0 62.0 2,342.0	LOCAL STATE FED NHS TOTAL	0.0 0.0 0.0 0.0 0.0	86.0 0.0 344.0 0.0 430.0	382.4 0.0 1,529.6 0.0 1,912.0	468.4 0.0 1,873.6 0.0 2,342.0	A	EXEMPT
	284	RESURFACING OF E LINCOLN AVE FROM S LINCOLN MEMORIAL DRIVE TO E BAY ST IN THE CITY OF MILWAUKEE (0.26 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	69.4 0.0 0.0 0.0 69.4	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 0.0 0.0 0.0	13.9 0.0 55.5 0.0 69.4	A	EXEMPT
	285	RESURFACING OF EAST LINCOLN AVE FROM SOUTH KINNICKINNIC AVE TO S 1ST STREET IN THE CITY OF MILWAUKEE (0.36 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	41.8 0.0 0.0 0.0 41.8	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	0.0 0.0 0.0 0.0 0.0	8.4 0.0 33.4 0.0 41.8	A	EXEMPT
	286	RESURFACING OF W LINCOLN AVE FROM S 7TH ST TO S LAYTON BLVD IN THE CITY OF MILWAUKEE (1.43 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	189.5 0.0 0.0 0.0 189.5	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	37.9 0.0 151.6 0.0 189.5	A	EXEMPT
	287	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	18.2 0.0 0.0 0.0 18.2	27.3 0.0 0.0 0.0 27.3	0.0 0.0 0.0 0.0 0.0	45.5 0.0 303.2 3.5 352.5	LOCAL STATE FED STP-M TOTAL	3.6 0.0 14.6 0.0 18.2	5.5 0.0 21.8 0.0 27.3	0.0 0.0 0.0 0.0 0.0	70.5 0.0 282.0 0.0 352.5	A	EXEMPT
	288	RESURFACING OF W LISBON AVE FROM THE C.P. RAIL ROW TO N 40TH ST IN THE CITY OF MILWAUKEE (0.63 MILES)	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 0.0 666.7 0.0 766.7	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	0.0 0.0 0.0 0.0 0.0	153.3 0.0 613.4 0.0 766.7	A	EXEMPT
	289	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	25.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 136.0 34.0 170.0	25.0 0.0 136.0 34.0 195.0	LOCAL STATE FED STP-M TOTAL	5.0 0.0 20.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	34.0 0.0 136.0 0.0 170.0	39.0 0.0 156.0 0.0 195.0	A	EXEMPT
	290	RESURFACING OF W LOCUST ST FROM N HOLTON ST TO N 15TH ST IN THE CITY OF MILWAUKEE (1.3 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	342.3 0.0 0.0 0.0 342.3	0.0 0.0 0.0 0.0 0.0	342.3 0.0 2,282.0 0.0 2,624.3	LOCAL STATE FED STP-M TOTAL	0.0 0.0 0.0 0.0 0.0	68.5 0.0 273.8 0.0 342.3	0.0 0.0 0.0 0.0 0.0	524.9 0.0 2,099.4 0.0 2,624.3	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-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	291	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 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	50.0	0.0	50.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	10.0	61.0	71.0	A	EXEMPT
	*				0.0	0.0	305.0	305.0		0.0	40.0	244.0	284.0		
			TOTAL		0.0	50.0	305.0	355.0	TOTAL	0.0	50.0	305.0	355.0		
	292	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 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	64.0	0.0	64.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	12.8	88.2	101.0	A	EXEMPT
	*				0.0	0.0	400.0	400.0		0.0	51.2	352.8	404.0		
			TOTAL		0.0	64.0	441.0	505.0	TOTAL	0.0	64.0	441.0	505.0		
	293	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE W MILL RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	52.9	52.8	105.7	LOCAL 0.0 STATE 0.0 FED 0.0 BRF 0.0	0.0	10.6	10.6	162.2	P	EXEMPT
	*				0.0	0.0	0.0	705.0		0.0	42.3	42.2	648.5		
			TOTAL		0.0	52.9	52.8	810.7	TOTAL	0.0	52.9	52.8	810.7		
	294	RESURFACING OF W MILL RD FROM EAST CITY LIMITS TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.23 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0	0.0	23.5	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	0.0	0.0	4.7	A	EXEMPT
	*				0.0	0.0	0.0	0.0		0.0	0.0	0.0	18.8		
			TOTAL		0.0	0.0	0.0	23.5	TOTAL	0.0	0.0	0.0	23.5		
	295	RESURFACING OF W MITCHELL ST FROM S MUSKEGO AVE TO S 32ND ST IN THE CITY OF MILWAUKEE (0.83 MILES)	HP	PE 127.8 ROW 0.0 CONST 0.0 OTHER 0.0	127.8	0.0	0.0	127.8	LOCAL 0.0 STATE 0.0 FED 852.0 STP-M 33.0	25.6	177.0	0.0	202.6	A	EXEMPT
	*				0.0	852.0	0.0	852.0		102.2	708.0	0.0	810.2		
			TOTAL		127.8	885.0	0.0	1,012.8	TOTAL	127.8	885.0	0.0	1,012.8		
	296	RESURFACING OF W MORGAN AVE FROM S 84TH ST TO W BELOIT RD IN THE CITY OF MILWAUKEE (1.02 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	43.6	65.3	108.9	LOCAL 0.0 STATE 0.0 FED 726.0 STP-M 60.0	0.0	8.7	13.1	179.0	A	EXEMPT
	*				0.0	0.0	0.0	726.0		0.0	34.9	52.2	715.9		
			TOTAL		0.0	43.6	65.3	894.9	TOTAL	0.0	43.6	65.3	894.9		
	297	RESURFACING OF W NORTH AVE FROM N 35TH ST TO W LISBON AVE IN THE CITY OF MILWAUKEE (0.78 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0	0.0	112.5	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	0.0	0.0	22.5	A	EXEMPT
	*				0.0	0.0	0.0	0.0		0.0	0.0	0.0	90.0		
			TOTAL		0.0	0.0	0.0	112.5	TOTAL	0.0	0.0	0.0	112.5		
	298	RECONSTRUCTION OF OKLAHOMA AVE. FROM A PT WEST OF LAKE PKWY. TO S. CLEMENT AVE. IN THE CITY OF MILWAUKEE (0.24 MI)	HP	PE 77.1 ROW 0.0 CONST 0.0 OTHER 0.0	77.1	0.0	0.0	77.1	LOCAL 0.0 STATE 0.0 FED 514.0 NHS 29.0	15.4	108.6	0.0	124.0	A	EXEMPT
	*				0.0	514.0	0.0	514.0		61.7	434.4	0.0	496.1		
			TOTAL		77.1	543.0	0.0	620.1	TOTAL	77.1	543.0	0.0	620.1		
	299	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 0.0 ROW 0.0 CONST 5,000.0 OTHER 18.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 0.0 FED 5,000.0 NHS 18.0	1,011.6	0.0	0.0	1,011.6	A	EXEMPT
	*				0.0	0.0	0.0	5,000.0		4,006.4	0.0	0.0	4,006.4		
			TOTAL		5,018.0	0.0	0.0	5,018.0	TOTAL	5,018.0	0.0	0.0	5,018.0		
	300	RECONSTRUCTION OF E. OKLAHOMA AVE. FROM A PT EAST OF LAKE PKWY TO S KINNICKINNIE AVE. (0.18 MILES)	HP	PE 57.8 ROW 0.0 CONST 0.0 OTHER 0.0	57.8	0.0	0.0	57.8	LOCAL 0.0 STATE 0.0 FED 385.5 STP-M 22.0	11.6	81.5	0.0	93.1	A	EXEMPT
	*				0.0	385.5	0.0	385.5		46.2	326.0	0.0	372.2		
			TOTAL		57.8	407.5	0.0	465.3	TOTAL	57.8	407.5	0.0	465.3		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
C/MILWAUKEE	301	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	144.0 0.0 0.0 0.0 144.0	0.0 0.0 480.0 35.0 515.0	144.0 0.0 480.0 35.0 659.0	LOCAL STATE FED NHS TOTAL	0.0 0.0 0.0 0.0 0.0	28.8 0.0 115.2 0.0 144.0	103.0 0.0 412.0 0.0 515.0	131.8 0.0 527.2 0.0 659.0	A	EXEMPT
	302	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	34.5 0.0 0.0 0.0 34.5	51.8 0.0 0.0 0.0 51.8	0.0 0.0 0.0 0.0 0.0	86.3 0.0 575.0 38.5 699.8	LOCAL STATE FED STP-M TOTAL	6.9 0.0 27.6 0.0 34.5	10.4 0.0 41.4 0.0 51.8	0.0 0.0 0.0 0.0 0.0	140.0 0.0 559.8 0.0 699.8	A	EXEMPT
	303	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	42.9 0.0 0.0 0.0 42.9	64.4 0.0 0.0 0.0 64.4	107.3 0.0 715.0 20.0 842.3	LOCAL STATE FED STP-M TOTAL	0.0 0.0 0.0 0.0 0.0	8.6 0.0 34.3 0.0 42.9	12.9 0.0 51.5 0.0 64.4	168.5 0.0 673.8 0.0 842.3	A	EXEMPT
	304	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	0.0 0.0 0.0 0.0 0.0	48.0 0.0 729.6 0.0 777.6	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	155.5 0.0 622.1 0.0 777.6	A	EXEMPT
	305	RESURFACING OF W SILVER SPRING DR FROM THE EAST CITY LIMITS TO WEST APPLETON AVE IN THE CITY OF MILWAUKEE (4.43 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	422.8 0.0 2,818.5 0.0 3,241.3	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	648.3 0.0 2,593.0 0.0 3,241.3	A	EXEMPT
	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 TOTAL	0.0 0.0 0.0 0.0 0.0	36.9 0.0 0.0 0.0 36.9	0.0 0.0 0.0 0.0 0.0	36.9 0.0 1,251.1 70.0 1,358.0	LOCAL STATE FED STP-M TOTAL	0.0 0.0 0.0 0.0 0.0	7.4 0.0 29.5 0.0 36.9	0.0 0.0 0.0 0.0 0.0	271.6 0.0 1,086.4 0.0 1,358.0	A	EXEMPT
	307	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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	47.5 0.0 0.0 0.0 47.5	95.0 0.0 1,186.0 0.0 1,281.0	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	9.5 0.0 38.0 0.0 47.5	256.2 0.0 1,024.8 0.0 1,281.0	A	EXEMPT
	308	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. TEUTONIA AVE. FROM W. RUBY AVE. TO W. VILLARD AVE. IN THE CITY OF MILWAUKEE (0.94 MILES)	HP	PE ROW CONST OTHER TOTAL	51.0 0.0 0.0 0.0 51.0	76.5 0.0 0.0 0.0 76.5	127.5 0.0 0.0 0.0 127.5	255.0 0.0 1,700.0 31.0 1,986.0	LOCAL STATE FED STP-M TOTAL	10.2 0.0 40.8 0.0 51.0	15.3 0.0 61.2 0.0 76.5	25.5 0.0 102.0 0.0 127.5	397.2 0.0 1,588.8 0.0 1,986.0	A	EXEMPT
	309	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	60.0 0.0 0.0 0.0 60.0	0.0 0.0 400.0 44.0 444.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 400.0 44.0 504.0	LOCAL STATE FED STP-M TOTAL	12.0 0.0 48.0 0.0 60.0	88.8 0.0 355.2 0.0 444.0	0.0 0.0 0.0 0.0 0.0	100.8 0.0 403.2 0.0 504.0	A	EXEMPT
	310	RESURFACING OF W VILLARD AVE FROM N GREEN BAY AVE TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (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	119.0 0.0 0.0 0.0 119.0	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	23.8 0.0 95.2 0.0 119.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
C/MILWAUKEE	311	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	99.0 0.0 0.0 0.0 99.0	0.0 0.0 660.0 76.0 736.0	0.0 0.0 0.0 0.0 0.0	99.0 0.0 660.0 76.0 835.0	LOCAL STATE FED STP-M TOTAL	19.8 0.0 79.2 0.0 99.0	147.2 0.0 588.8 0.0 736.0	0.0 0.0 0.0 0.0 0.0	167.0 0.0 668.0 0.0 835.0	A	EXEMPT
	312	RESURFACING OF W VILLARD AVE FROM N 68TH ST TO N 76TH ST IN THE CITY OF MILWAUKEE (0.58 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	84.0 0.0 0.0 0.0 84.0	84.0 0.0 560.0 0.0 644.0	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	16.8 0.0 67.2 0.0 84.0	128.8 0.0 515.2 0.0 644.0	A	EXEMPT
	313	RESURFACING OF W WALNUT ST FROM N 6TH ST TO N 10TH ST IN THE CITY OF MILWAUKEE (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	53.0 0.0 0.0 0.0 53.0	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	10.6 0.0 42.4 0.0 53.0	A	EXEMPT
	314	RESURFACING OF W WASHINGTON BLVD FROM N 47TH ST TO N 60TH ST IN THE CITY OF MILWAUKEE (0.77 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	130.0 0.0 0.0 0.0 130.0	130.0 0.0 865.0 0.0 995.0	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	26.0 0.0 104.0 0.0 130.0	199.0 0.0 796.0 0.0 995.0	A	EXEMPT
	315	RESURFACING OF W WATER ST FROM A POINT NORTH OF E PLEASANT ST TO E BRADY ST IN THE CITY OF MILWAUKEE (0.21 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	29.6 0.0 0.0 0.0 29.6	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	5.9 0.0 23.7 0.0 29.6	A	EXEMPT
	316	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W WISCONSIN AVE FROM A POINT EAST OF N 89TH ST TO N 95TH ST IN THE CITY OF MILWAUKEE (.55)	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	92.6 0.0 0.0 0.0 92.6	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	18.5 0.0 74.1 0.0 92.6	A	EXEMPT
	317	RESURFACING OF S 2ND ST FROM W NATIONAL AVE TO THE MENOMONEE 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	114.0 0.0 0.0 0.0 114.0	114.0 0.0 730.0 36.0 880.0	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	22.8 0.0 91.2 0.0 114.0	176.0 0.0 704.0 0.0 880.0	A	EXEMPT
	318	RESURFACING OF N 4TH STREET FROM W JUNEAU AVE TO W WALNUT ST IN THE CITY OF MILWAUKEE (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	50.0 0.0 0.0 0.0 50.0	50.0 0.0 331.0 0.0 381.0	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	10.0 0.0 40.0 0.0 50.0	76.2 0.0 304.8 0.0 381.0	A	EXEMPT
	319	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	51.0 0.0 0.0 0.0 51.0	76.5 0.0 0.0 0.0 76.5	127.5 0.0 850.0 33.0 1,010.5	LOCAL STATE FED STP-M TOTAL	0.0 0.0 0.0 0.0 0.0	10.2 0.0 40.8 0.0 51.0	15.3 0.0 61.2 0.0 76.5	202.1 0.0 808.4 0.0 1,010.5	A	EXEMPT
	320	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 TOTAL	165.0 0.0 0.0 0.0 165.0	0.0 0.0 1,100.0 69.0 1,169.0	0.0 0.0 0.0 0.0 0.0	165.0 0.0 1,100.0 69.0 1,334.0	LOCAL STATE FED STP-M TOTAL	33.0 0.0 132.0 0.0 165.0	233.8 0.0 935.2 0.0 1,169.0	0.0 0.0 0.0 0.0 0.0	266.8 0.0 1,067.2 0.0 1,334.0	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	321	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	2,400.0 450.0 0.0 0.0	0.0 0.0 56,000.0 0.0	0.0 0.0 0.0 0.0	2,400.0 450.0 56,000.0 0.0	LOCAL STATE FED	712.5 2,137.5 0.0	14,000.0 42,000.0 0.0	0.0 0.0 0.0	14,712.5 44,137.5 0.0	A	EXEMPT
				TOTAL	2,850.0	56,000.0	0.0	58,850.0	TOTAL	2,850.0	56,000.0	0.0	58,850.0		
	322	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	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	168.0 0.0 1,100.0 91.0	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	271.8 0.0 1,087.2 0.0	A	EXEMPT
				TOTAL	0.0	0.0	0.0	1,359.0	TOTAL	0.0	0.0	0.0	1,359.0		
	323	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	0.0 0.0 645.0 33.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 645.0 33.0	LOCAL STATE FED STP-M	135.6 0.0 542.4 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	135.6 0.0 542.4 0.0	A	EXEMPT
				TOTAL	678.0	0.0	0.0	678.0	TOTAL	678.0	0.0	0.0	678.0		
	324	RESURFACING OF S 13TH ST FROM W CLEVELAND AVE TO W MITCHELL ST IN THE CITY OF MILWAUKEE (0.54 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	173.2 0.0 1,154.2 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	265.5 0.0 1,062.2 0.0	A	EXEMPT
				TOTAL	0.0	0.0	0.0	1,327.7	TOTAL	0.0	0.0	0.0	1,327.7		
	325	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S. 13TH ST BRIDGE OVER THE UNION PACIFIC ROW IN THE CITY OF MILWAUKEE (0.04 MILES)	HP	PE ROW CONST OTHER	0.0 0.0 892.5 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 892.5 0.0	LOCAL STATE FED BRF	178.5 0.0 714.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	178.5 0.0 714.0 0.0	A	EXEMPT
				TOTAL	892.5	0.0	0.0	892.5	TOTAL	892.5	0.0	0.0	892.5		
	326	REHABILITATION OF THE S. 16TH ST VIADUCT RAMP IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER	0.0 0.0 645.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 645.0 0.0	LOCAL STATE FED BRF	129.0 0.0 516.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	129.0 0.0 516.0 0.0	P	EXEMPT
				TOTAL	645.0	0.0	0.0	645.0	TOTAL	645.0	0.0	0.0	645.0		
327	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	0.0 0.0 710.0 19.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 710.0 19.0	LOCAL STATE FED STP-M	145.8 0.0 583.2 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	145.8 0.0 583.2 0.0	A	EXEMPT	
			TOTAL	729.0	0.0	0.0	729.0	TOTAL	729.0	0.0	0.0	729.0			
328	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	0.0 0.0 0.0 0.0	42.0 0.0 0.0 0.0	0.0 0.0 250.0 18.0	42.0 0.0 250.0 18.0	LOCAL STATE FED STP-M	0.0 0.0 0.0 0.0	8.4 0.0 33.6 0.0	53.6 0.0 214.4 0.0	62.0 0.0 248.0 0.0	A	EXEMPT	
			TOTAL	0.0	42.0	268.0	310.0	TOTAL	0.0	42.0	268.0	310.0			
329	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. 20TH ST FROM W. HOWARD AVE TO W. MORGAN AVE IN THE CITY OF MILWAUKEE (0.50 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 0.0 760.0 46.0	LOCAL STATE FED STP-M	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	25.0 0.0 100.0 0.0	186.2 0.0 744.8 0.0	A	EXEMPT	
			TOTAL	0.0	0.0	125.0	931.0	TOTAL	0.0	0.0	125.0	931.0			
330	RESURFACING OF S 20TH STREET FROM W GRANGE AVE TO W LAYTON AVE IN THE CITY OF MILWAUKEE (0.92 MILES)	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	133.0 0.0 0.0 0.0	133.0 0.0 888.0 0.0	LOCAL STATE FED STP-M	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	26.6 0.0 106.4 0.0	204.2 0.0 816.8 0.0	A	EXEMPT	
			TOTAL	0.0	0.0	133.0	1,021.0	TOTAL	0.0	0.0	133.0	1,021.0			

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999			TOTAL TIP
C/MILWAUKEE	331	REHABILITATION OF THE 35TH ST VIADUCT OVER MENOMONEE VALLEY IN THE CITY OF MILWAUKEE (0.65 MILES)	HP	PE ROW CONST OTHER TOTAL	75.0 0.0 0.0 0.0 75.0	0.0 0.0 1,874.0 0.0 1,874.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 1,874.0 0.0 1,949.0	LOCAL STATE FED BRF TOTAL	15.0 0.0 60.0 0.0 75.0	374.8 0.0 1,499.2 0.0 1,874.0	0.0 0.0 0.0 0.0 0.0	389.8 0.0 1,559.2 0.0 1,949.0	P	EXEMPT
	332	S. 35TH STREET (JACKSON PARK) UNION PACIFIC UNDERPASS	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 2,340.0 0.0 2,340.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,340.0 0.0 2,340.0	LOCAL STATE FED BRF TOTAL	468.0 0.0 1,872.0 0.0 2,340.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	468.0 0.0 1,872.0 0.0 2,340.0	A	EXEMPT
	333	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	245.0 0.0 0.0 0.0 245.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,500.0 179.0 1,679.0	245.0 0.0 1,500.0 179.0 1,924.0	LOCAL STATE FED STP-M TOTAL	49.0 0.0 196.0 0.0 245.0	0.0 0.0 0.0 0.0 0.0	335.8 0.0 1,343.2 0.0 1,679.0	384.8 0.0 1,539.2 0.0 1,924.0	A	EXEMPT
	334	RECONSTRUCTION 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	0.0 0.0 1,140.0 27.0 1,167.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,140.0 27.0 1,167.0	LOCAL STATE FED STP-M TOTAL	233.4 0.0 933.6 0.0 1,167.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	233.4 0.0 933.6 0.0 1,167.0	A	EXEMPT
	335	RESURFACING OF S 35TH ST FROM W MORGAN AVE TO W LAKEFIELD DRIVE IN THE CITY OF MILWAUKEE (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	0.0 0.0 0.0 0.0 0.0	54.9 0.0 0.0 0.0 54.9	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	11.0 0.0 43.9 0.0 54.9	A	EXEMPT
	336	RESURFACING OF S 35TH ST FROM W LINCOLN AVE TO LAKEFIELD DRIVE (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.75 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 450.0 18.0 468.0	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 18.0 468.0	LOCAL STATE FED STP-M TOTAL	93.6 0.0 374.4 0.0 468.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	93.6 0.0 374.4 0.0 468.0	A	EXEMPT
	337	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 TOTAL	0.0 0.0 0.0 0.0 0.0	165.0 0.0 0.0 0.0 165.0	0.0 0.0 1,065.0 41.0 1,106.0	165.0 0.0 1,065.0 41.0 1,271.0	LOCAL STATE FED STP-M TOTAL	0.0 0.0 0.0 0.0 0.0	33.0 0.0 132.0 0.0 165.0	221.2 0.0 884.8 0.0 1,106.0	254.2 0.0 1,016.8 0.0 1,271.0	A	EXEMPT
	338	RESURFACING OF S 60TH ST FROM W WATERFORD AVE TO W FOREST HOME AVE IN THE CITY OF MILWAUKEE (0.46 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	77.0 0.0 0.0 0.0 77.0	77.0 0.0 500.0 24.0 601.0	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	15.4 0.0 61.6 0.0 77.0	128.2 0.0 472.8 0.0 601.0	A	EXEMPT
	339	RESURFACING OF S 76TH STREET FROM SOUTH CITY LIMITS TO W KEARNEY ST IN THE CITY OF MILWAUKEE (0.48 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	50.0 0.0 0.0 0.0 50.0	50.0 0.0 325.0 0.0 375.0	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	10.0 0.0 40.0 0.0 50.0	75.0 0.0 300.0 0.0 375.0	A	EXEMPT
	340	RESURFACING OF N 84TH ST FROM W BURLEIGH ST TO W HAMPTON AVE 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	238.9 0.0 1,592.4 0.0 1,831.3	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	366.3 0.0 1,465.0 0.0 1,831.3	A	EXEMPT

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	341	RESURFACING OF N 91ST STREET FROM W FLAGG AVE TO W BENDER RD IN THE CITY OF MILWAUKEE (0.53 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	84.9	0.0	84.9	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	17.0	0.0	135.2	A	EXEMPT
	342	RECONSTRUCTION OF N 91ST ST FROM W. BROWN DEER RD. TO W. COUNTY LINE RD. IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	160.0	160.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	0.0	61.6	287.0	A	EXEMPT
	343	RESURFACING OF N 124TH ST FROM W BROWN DEER RD TO W FAIRY CHASM DR (EXTENDED) IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	0.0	17.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	0.0	0.0	3.4	A	EXEMPT
	344	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 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	59.4	0.0	59.4	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	11.9	0.0	51.1	A	NON-EXEMPT
	345	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 36.3 ROW 25.0 CONST 0.0 OTHER 0.0 TOTAL 61.3	0.0	0.0	0.0	36.3	LOCAL 36.8 STATE 0.0 FED 24.5 STP-M 0.0	0.0	600.0	0.0	636.8	A	NON-EXEMPT
	346	CONSTRUCTION OF 124TH ST. FROM STH 145 TO STH 100 IN THE CITY OF MILWAUKEE (0.7 MILES)	HE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	185.0	0.0	185.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-M 0.0	0.0	46.3	0.0	516.3	A	NON-EXEMPT
	347	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF MILWAUKEE	OH	PE 2,033.0 ROW 0.0 CONST 4,612.0 OTHER 0.0 TOTAL 6,645.0	2,335.0	0.0	0.0	4,368.0	LOCAL 6,645.0 STATE 0.0 FED 0.0	6,885.0	0.0	0.0	13,530.0	A	EXEMPT
	348	W. GALENA ST-CP RAILROAD UNDERPASS	OH	PE 57.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 57.0	57.0	0.0	950.0	114.0	LOCAL 11.4 STATE 0.0 FED 45.6 BRF 0.0	11.4	190.0	760.0	212.8	A	EXEMPT
	349	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N. GRANVILLE RD. BRIDGE OVER THE LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	OH	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	23.5	0.0	0.0	47.0	LOCAL 0.0 STATE 0.0 FED 0.0 BRF 0.0	4.7	18.8	18.8	72.0	P	EXEMPT
	350	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S. 29TH ST BRIDGE OVER THE UNION PACIFIC RR IN THE CITY OF MILWAUKEE (0.05 MILES)	OH	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	84.0	84.0	LOCAL 0.0 STATE 0.0 FED 0.0 BRF 0.0	0.0	16.8	67.2	156.0	P	EXEMPT
				TOTAL	0.0	0.0	84.0	780.0	TOTAL	0.0	0.0	84.0	780.0		

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	351	REPLACEMENT OF THE N 37TH ST STRUCTURE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.02 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	50.0 0.0 575.0 0.0 625.0	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	125.0 0.0 500.0 0.0 625.0	P	EXEMPT
	352	CONDUCT OF A CITYWIDE ACCIDENT STUDY IN THE CITY OF MILWAUKEE	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 60.0 60.0	0.0 0.0 0.0 60.0 60.0	0.0 0.0 0.0 60.0 60.0	0.0 0.0 0.0 360.0 360.0	LOCAL STATE FED TOTAL	60.0 0.0 0.0 60.0	60.0 0.0 0.0 60.0	60.0 0.0 0.0 60.0	360.0 0.0 0.0 360.0	A	EXEMPT
	353	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	12.0 0.0 0.0 0.0 12.0	12.0 0.0 120.0 0.0 132.0	60.0 0.0 480.0 0.0 540.0	LOCAL STATE FED STP-S TOTAL	0.0 0.0 0.0 10.8 0.0	1.2 0.0 0.0 118.8 12.0	13.2 0.0 118.8 0.0 132.0	54.0 0.0 486.0 0.0 540.0	A	EXEMPT
	354	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	0.0 50.0 200.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 50.0 200.0 0.0 250.0	LOCAL STATE FED STP-S TOTAL	25.0 0.0 225.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 225.0 0.0 250.0	A	EXEMPT
	355	INSTALLATION OF OPTICALLY CONTROLLED FIRE VEHICLE TRAFFIC PREEMPTION ON PRIMARY EMERGENCY RESPONSE ROUTES	EE	PE ROW CONST OTHER TOTAL	174.6 0.0 1,571.4 0.0 1,746.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	174.6 0.0 1,571.4 0.0 1,746.0	LOCAL STATE FED STP-E TOTAL	0.0 0.0 1,746.0 0.0 1,746.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,746.0 0.0 1,746.0	A	EXEMPT
	356	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS: 1994	EE	PE ROW CONST OTHER TOTAL	150.0 0.0 350.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 350.0 0.0 500.0	LOCAL STATE FED CMAQ 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	NON-EXEMPT
	357	INSTALLATION OF OVERHEAD SIGNING TO ESTABLISH EXCLUSIVE TRANSIT LANES FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS: 1993	EE	PE ROW CONST OTHER TOTAL	15.0 0.0 155.0 0.0 170.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	15.0 0.0 155.0 0.0 170.0	LOCAL STATE FED CMAQ TOTAL	34.0 0.0 136.0 0.0 170.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	34.0 0.0 136.0 0.0 170.0	A	EXEMPT
	358	INSTALLATION OF TRAFFIC SIGNALS AT TWO ALL-WAY STOP LOCATIONS ON ARTERIAL ROADWAYS	EE	PE ROW CONST OTHER TOTAL	8.0 0.0 80.0 0.0 88.0	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 88.0	LOCAL STATE FED CMAQ TOTAL	17.6 0.0 70.4 0.0 88.0	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 88.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	359	INSTALLATION OF SEMI-ACTUATED TRAFFIC SIGNAL OPERATION AT 20 SIGNAL LOCATIONS TO IMPROVE PROGRESSION AND MINIMIZE DELAY: 1994	EE	PE ROW CONST OTHER TOTAL	21.0 0.0 205.0 0.0 226.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	21.0 0.0 205.0 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
	360	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

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE	1997	1998	1999	TOTAL TIP	1997	1998	1999	TOTAL TIP			
C/MILWAUKEE	361	UPGRADE AND REPLACE OBSOLETE SIGNAL CONTROLLERS IN THE MILWAUKEE CENTRAL BUSINESS DISTRICT TO IMPROVE EFFICIENCY:1993	EE	PE 40.0 ROW 0.0 CONST 260.0 OTHER 0.0 TOTAL 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	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
	362	INSTALLATION OF TIME OF DAY "NO TURN ON RED" RESTRICTIONS TO REPLACE EXISTING FULL TIME RESTRICTIONS: 1994	EE	PE 10.0 ROW 0.0 CONST 100.0 OTHER 0.0 TOTAL 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	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
	363	BICYCLE, TRANSIT AND RIDESHARING ENHANCEMENT PROGRAM: 1994	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 385.0 TOTAL 385.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 385.0 385.0	LOCAL STATE FED CMAQ	77.0 0.0 308.0 0.0 385.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	77.0 0.0 308.0 0.0 385.0	A	EXEMPT
	364	PREPARATION OF A PEDESTRIAN TRAFFIC IMPROVEMENT PLAN FOR THE CENTRAL BUSINESS DISTRICT OF THE CITY OF MILWAUKEE	EE	PE 150.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 150.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 0.0 0.0 150.0	300.0 0.0 0.0 0.0 300.0	LOCAL STATE FED CMAQ	30.0 0.0 120.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 120.0 0.0 150.0	60.0 0.0 240.0 0.0 300.0	A	EXEMPT
	365	BILLBOARD REMOVAL FOR W. LISBON AVE (USH 41) UPTOWN TRIANGLE	EE	PE 0.0 ROW 0.0 CONST 20.0 OTHER 0.0 TOTAL 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	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
	366	COMPUTERIZED MONITORED PROPANE FUELING STATION FOR THE CITY OF MILWAUKEE MUNICIPAL FLEET: 1995	EE	PE 0.0 ROW 0.0 CONST 478.0 OTHER 0.0 TOTAL 478.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 478.0 0.0 478.0	LOCAL STATE FED CMAQ	95.6 0.0 382.4 0.0 478.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	95.6 0.0 382.4 0.0 478.0	A	NON-EXEMPT
	367	VARIOUS CONGESTION MITIGATION/ AIR QUALITY PROJECTS VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 1,000.0 TOTAL 1,000.0	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 6,000.0 6,000.0	LOCAL STATE FED CMAQ	200.0 0.0 800.0 0.0 1,000.0	200.0 0.0 800.0 0.0 1,000.0	200.0 0.0 800.0 0.0 1,000.0	1,200.0 0.0 4,800.0 0.0 6,000.0	A	NON-EXEMPT
	368	VARIOUS TRANSPORTATION ENHANCEMENT/SMIP PROJECTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 1,000.0 TOTAL 1,000.0	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 6,000.0 6,000.0	LOCAL STATE FED STP-E	200.0 0.0 800.0 0.0 1,000.0	200.0 0.0 800.0 0.0 1,000.0	200.0 0.0 800.0 0.0 1,000.0	1,200.0 0.0 4,800.0 0.0 6,000.0	A	EXEMPT
	369	BICYCLE ROUTE EVALUATION AND SELECTION PROJECT	EE	PE 25.1 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 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	5.1 20.0 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	5.1 20.0 0.0 0.0 25.1	A	EXEMPT
	370	EVALUATION, SELECTION, DESIGNATION AND SPOT IMPROVEMENT OF BICYCLE ROUTES ON EXISTING STREETS IN CITY OF MILWAUKEE: 1995	EE	PE 80.0 ROW 0.0 CONST 315.0 OTHER 0.0 TOTAL 395.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 315.0 0.0 395.0	LOCAL STATE FED CMAQ	79.0 0.0 316.0 0.0 395.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	79.0 0.0 316.0 0.0 395.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/MILWAUKEE	371	INSTALLATION OF BICYCLE PARKING FACILITIES AT VARIOUS LOCATIONS IN CITY OF MILWAUKEE	EE	PE 31.0 ROW 0.0 CONST 279.0 OTHER 0.0 TOTAL 310.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	31.0 0.0 279.0 0.0 310.0	LOCAL STATE FED STP-O	62.0 0.0 248.0 0.0 310.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	62.0 0.0 248.0 0.0 310.0	A	EXEMPT
	372	BICYCLE PARKING FACILITIES PROJECT	EE	PE 11.0 ROW 0.0 CONST 35.0 OTHER 0.0 TOTAL 46.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.0 0.0 35.0 0.0 46.0	LOCAL STATE FED	9.2 36.8 0.0 0.0 46.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.2 36.8 0.0 0.0 46.0	A	EXEMPT
	373	INSTALLATION OF HARD WIRE INTERCONNECT CABLE TO PROVIDE SIGNAL COORDINATION: 1993	EE	PE 24.0 ROW 0.0 CONST 236.0 OTHER 0.0 TOTAL 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 0.0 0.0	24.0 0.0 236.0 0.0 260.0	LOCAL STATE FED CMAQ	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
	374	INSTALLATION OF A COMPUTER-CONTROLLED SYSTEM INTEGRATING 21 TRAFFIC SIGNALS ON THE SOUTH SIDE OF THE CITY OF MILWAUKEE	EE	PE 143.0 ROW 0.0 CONST 297.0 OTHER 0.0 TOTAL 440.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	143.0 0.0 297.0 0.0 440.0	LOCAL STATE FED CMAQ	88.0 0.0 352.0 0.0 440.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	88.0 0.0 352.0 0.0 440.0	A	EXEMPT
	375	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT UPGRADE OF 25 SIGNAL SYSTEM ON APPLETON AVE AND LISBON AVE IN CITY OF MILWAUKEE: 1996-97	EE	PE 15.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 15.0	45.0 0.0 65.0 0.0 110.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 65.0 0.0 125.0	LOCAL STATE FED CMAQ	3.0 0.0 12.0 88.0 100.0	22.0 0.0 88.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 100.0 0.0 100.0	A	NON-EXEMPT
	376	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEM ON SOUTH SIDE OF CITY OF MILWAUKEE: 1995 (1996 FUNDS)	EE	PE 40.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 40.0	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	40.0 0.0 160.0 0.0 200.0	LOCAL STATE FED CMAQ	8.0 0.0 32.0 0.0 40.0	32.0 0.0 128.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0 160.0	A	NON-EXEMPT
	377	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON VARIOUS ARTERIAL STREETS IN CITY OF MILWAUKEE: 1995-96	EE	PE 42.8 ROW 0.0 CONST 428.0 OTHER 0.0 TOTAL 470.8	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	42.8 0.0 428.0 0.0 470.8	LOCAL STATE FED CMAQ	94.2 0.0 376.6 0.0 470.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	94.2 0.0 376.6 0.0 470.8	A	NON-EXEMPT
	378	CONSTRUCTION OF A RIVERWALK ALONG THE EAST SIDE OF THE MILWAUKEE RIVER FROM E. WELLS ST. TO E. MASON ST. IN CITY MILWAUKEE	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 420.0 TOTAL 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 0.0 0.0	0.0 0.0 0.0 420.0 420.0	LOCAL STATE FED STP-E	84.0 0.0 336.0 0.0 420.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	84.0 0.0 336.0 0.0 420.0	A	EXEMPT
	379	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE PENNSYLVANIA AVE BRIDGE OVER OAK CREEK IN THE CITY OF OAK CREEK	HP	PE 76.3 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 76.3	0.0 0.0 424.0 0.0 424.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	76.3 0.0 424.0 0.0 500.3	LOCAL STATE FED BRF	15.3 61.0 0.0 0.0 76.3	84.8 339.2 0.0 0.0 424.0	0.0 0.0 0.0 0.0 0.0	100.1 400.2 0.0 0.0 500.3	P	EXEMPT
	380	RECONDITIONING OF PENNSYLVANIA AVE FROM RYAN ROAD TO PUETZ ROAD IN THE CITY OF OAK CREEK (1.00 MILES)	HP	PE 175.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 175.0	0.0 57.5 0.0 0.0 57.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 692.5 0.0 692.5	175.0 57.5 692.5 0.0 925.0	LOCAL STATE FED STP-M	35.0 0.0 140.0 0.0 175.0	11.5 0.0 46.0 0.0 57.5	138.5 0.0 554.0 0.0 692.5	185.0 0.0 740.0 0.0 925.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/OAK CREEK	381	RECONSTRUCTION WITH AUXILIARY LANES OF PUETZ RD FROM SHEPARD AVE TO PENNSYLVANIA AVE IN THE CITY OF OAK CREEK (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	100.0 0.0 0.0 0.0 100.0	100.0 30.0 1,670.0 0.0 1,800.0	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	560.0 0.0 1,240.0 0.0 1,800.0	P	EXEMPT
	382	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 2,765.0 0.0 2,765.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,765.0 0.0 2,765.0	LOCAL STATE FED STP-M TOTAL	567.3 0.0 2,197.7 0.0 2,765.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	567.3 0.0 2,197.7 0.0 2,765.0	A	NON-EXEMPT
	383	RECONSTRUCTION WITH ADDITIONAL LANES OF THE S. SHEPARD AVE BRIDGE OVER OAK CREEK IN THE CITY OF OAK CREEK	OH	PE ROW CONST OTHER TOTAL	55.2 11.3 0.0 0.0 66.7	0.0 0.0 218.5 0.0 218.5	0.0 0.0 0.0 0.0 0.0	55.2 11.3 218.5 0.0 285.2	LOCAL STATE FED BRF TOTAL	13.3 53.4 0.0 0.0 66.7	43.7 174.8 0.0 0.0 218.5	0.0 0.0 0.0 0.0 0.0	57.0 228.2 0.0 0.0 285.2	P	EXEMPT
	384	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	150.0 292.8 0.0 0.0 442.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	150.0 292.8 1,000.0 0.0 1,442.8	LOCAL STATE FED STP-M TOTAL	89.2 0.0 353.6 0.0 442.8	0.0 0.0 0.0 0.0 0.0	500.0 0.0 500.0 0.0 0.0	589.2 0.0 853.6 0.0 442.8	A	NON-EXEMPT
	385	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	0.0 130.0 0.0 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 TOTAL	0.0 0.0 0.0 0.0 0.0	130.0 0.0 0.0 0.0 130.0	0.0 0.0 0.0 0.0 0.0	130.0 0.0 0.0 0.0 130.0	A	EXEMPT
	386	RESURFACING OF DREXEL AVE FROM 15TH AVE TO NICHOLSON AVE IN THE CITY OF SOUTH 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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 100.0 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	100.0 0.0 0.0 0.0 100.0	A	EXEMPT
	387	CONSTRUCTION OF DREXEL AVE FROM S CHICAGO AVE TO 9TH AVE IN THE CITY OF SOUTH MILWAUKEE (0.19 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	55.0 0.0 0.0 0.0 55.0	55.0 0.0 350.0 0.0 405.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	55.0 0.0 0.0 0.0 110.0	405.0 0.0 0.0 0.0 515.0	A	EXEMPT
	388	RESURFACING OF BLUEMOUND RD FROM MAYFAIR AVE TO 124TH ST IN THE CITY OF WAUWATOSA (0.98 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 0.0 670.8 0.0 670.8	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	670.8 0.0 0.0 0.0 670.8	A	EXEMPT
	389	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 94.0 0.0 94.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 94.0 0.0 94.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	94.0 0.0 0.0 0.0 94.0	0.0 0.0 0.0 0.0 0.0	94.0 0.0 0.0 0.0 94.0	A	EXEMPT
	390	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 0.0 202.4 0.0 202.4	0.0 0.0 202.4 0.0 202.4	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	202.4 0.0 0.0 0.0 202.4	202.4 0.0 0.0 0.0 202.4	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--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP			
C/WAUWATOSA	391	RESURFACING OF W. NORTH AVE FROM N 76TH ST TO N 62ND ST (0.90 MILES)	HP	PE ROW CONST OTHER TOTAL	127.2 0.0 0.0 0.0 127.2	0.0 0.0 724.5 0.0 724.5	0.0 0.0 0.0 0.0 0.0	127.2 0.0 724.5 0.0 851.7	LOCAL STATE FED STP-M	25.4 0.0 101.8 0.0	144.9 0.0 579.6 0.0	0.0 0.0 0.0 0.0	170.3 0.0 681.4 0.0	A	EXEMPT	
	392	RESURFACING OF SWAN BLVD FROM WATERTOWN PLANK RD TO MENOMONEE RIVER PKWY IN THE CITY OF WAUWATOSA (0.89 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 353.4 0.0 353.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 353.4 0.0 353.4	LOCAL STATE FED	353.4 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	353.4 0.0 0.0	A	EXEMPT	
	393	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WAUWATOSA AVE FROM MILWAUKEE AVE TO HARMONEE AVE IN THE CITY OF WAUWATOSA (0.13 MI)	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	0.0 0.0 0.0	200.0 0.0 0.0	0.0 0.0 0.0	200.0 0.0 0.0	A	EXEMPT	
	394	RESURFACING OF W WISCONSIN AVE FROM HAWLEY RD TO GLENVIEW AVE IN THE CITY OF WAUWATOSA (1.55 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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 167.3 0.0 167.3	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	167.3 0.0 0.0	A	EXEMPT	
	395	RESURFACING OF N. 124TH ST FROM A POINT 400 FT SOUTH OF W. NORTH AVE. TO A POINT 880 FT NORTH IN THE CITY OF WAUWATOSA (0.17 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 80.0 0.0 80.0	0.0 0.0 80.0 0.0 80.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	80.0 0.0 0.0	80.0 0.0 0.0	A	EXEMPT	
	396	RECONSTRUCTION WITH ADDITIONAL LANES OF 124TH ST FROM LISBON AV TO HAMPTON AV IN THE CITY OF WAUWATOSA (0.93 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 3,500.0 0.0 3,500.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	3,500.0 0.0 0.0	P	NON-EXEMPT	
	397	RESURFACING OF W. CENTER ST. FROM 5TH 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 0.0 209.5 0.0 209.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 209.5 0.0 209.5	LOCAL STATE FED	0.0 0.0 0.0	209.5 0.0 0.0	0.0 0.0 0.0	209.5 0.0 0.0	A	EXEMPT	
	398	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 60.0 0.0 60.0	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	60.0 0.0 0.0	0.0 0.0 0.0	60.0 0.0 0.0	A	EXEMPT	
	399	RESURFACING OF 121ST ST FROM FAIRVIEW AVE TO BLUEMOUND ROAD IN THE CITY OF WAUWATOSA (0.35 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 0.0 145.0 0.0 145.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	145.0 0.0 0.0	A	EXEMPT	
	C/WEST ALLIS	400	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	216.8 0.0 1,385.0 0.0 1,601.8	LOCAL STATE FED STP-M	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	320.4 0.0 1,281.4	A	EXEMPT
						0.0	0.0	0.0	1,601.8	TOTAL	0.0	0.0	0.0	1,601.8		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/WEST ALLIS	401	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 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	60.0 0.0 0.0	A	EXEMPT
	402	RESURFACING OF GREENFIELD AVE FROM 93RD ST TO 108TH ST IN THE CITY OF WEST ALLIS (0.95 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 1,110.0 0.0 1,110.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	1,110.0 0.0 0.0	A	EXEMPT
	403	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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 540.0 0.0 540.0	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	540.0 0.0 0.0 0.0	A	EXEMPT
	404	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 0.0 0.0 0.0	0.0 0.0 420.0 0.0 420.0	LOCAL STATE FED	420.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	420.0 0.0 0.0	A	EXEMPT
	405	RESURFACING OF NATIONAL AVE FROM 108TH ST TO 111TH ST IN THE CITY OF WEST ALLIS (0.19 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 0.0 150.0 0.0 150.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	150.0 0.0 0.0	A	EXEMPT
	406	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	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	60.0 0.0 240.0 0.0	460.0 0.0 1,840.0 0.0	A	EXEMPT
	407	RESURFACING OF S. 76TH ST FROM CLEVELAND AVE TO OKLAHOMA AVE IN THE CITY OF WEST ALLIS (0.59 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 0.0 465.0 0.0 465.0	0.0 0.0 465.0 0.0 465.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	465.0 0.0 0.0	465.0 0.0 0.0	A	EXEMPT
	408	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 0.0 520.0 0.0 520.0	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	520.0 0.0 0.0	520.0 0.0 0.0	A	EXEMPT
	409	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	543.8 0.0 0.0 0.0 543.8	0.0 23.0 0.0 0.0 23.0	0.0 0.0 0.0 0.0 0.0	543.8 23.0 0.0 0.0 566.8	LOCAL STATE FED STP-M	108.8 0.0 435.0 0.0	4.6 0.0 18.4 0.0	0.0 0.0 0.0 0.0	113.4 0.0 453.4 0.0	A	EXEMPT
	410	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	0.0 156.0 0.0 0.0 156.0	0.0 0.0 0.0 0.0 0.0	0.0 156.0 0.0 0.0 156.0	LOCAL STATE FED	0.0 0.0 0.0	156.0 0.0 0.0	0.0 0.0 0.0	156.0 0.0 0.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

A-44

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

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999**

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE	1997	1998	1999	TOTAL TIP	1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	415 ^b	RESURFACING--GRINDING--OF IH 43 FROM STH 32 TO NORTH OZAUKEE COUNTY LINE (17.60 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 4,000.0 0.0	0.0 0.0 4,000.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 4,000.0	0.0 0.0 4,000.0	A	EXEMPT
			TOTAL	0.0	0.0	4,000.0	4,000.0	TOTAL	0.0	0.0	4,000.0		
	416	RECONDITIONING OF IH 43 FROM THE NORTH MILWAUKEE COUNTY LINE TO STH 32 IN OZAUKEE COUNTY (9.13 MILES)	HP	PE 0.0 ROW 0.0 CONST 9,000.0 OTHER 500.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 9,000.0 500.0	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 8,550.0 0.0	P	EXEMPT
			TOTAL	9,500.0	0.0	0.0	9,500.0	TOTAL	9,500.0	0.0	0.0		
	417	REHABILITATION OF THE STH 33 (GREEN BAY AVE) BRIDGE OVER THE MILWAUKEE RIVER OVRFL IN OZAUKEE COUNTY	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	60.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	60.0 0.0 400.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 BRF 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 368.0	A	EXEMPT
			TOTAL	0.0	60.0	0.0	460.0	TOTAL	0.0	60.0	0.0		
	418	RECONDITIONING OF THE INTERSECTION AND APPROACHES AT STH 60, CTH NN AND COVERED BRIDGE RD. IN OZAUKEE COUNTY	HP	PE 0.0 ROW 0.0 CONST 250.0 OTHER 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	LOCAL 0.0 STATE 0.0 FED 0.0 STP-0 0.0	0.0 0.0 200.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 200.0	P	EXEMPT
			TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0		
	419	CONSTRUCTION OF A BRIDGE DECK OVERLAY ON STH 60 OVER I-43 IN THE CITY OF GRAFTON	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 38.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 38.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 38.0 0.0	0.0 0.0 0.0	A	EXEMPT
			TOTAL	0.0	38.0	0.0	38.0	TOTAL	0.0	38.0	0.0		
	420	CONSTRUCTION OF A BRIDGE DECK OVERLAY ON CTH B OVER I-43 IN OZAUKEE COUNTY	HP	PE 0.0 ROW 0.0 CONST 64.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 64.0 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 64.0	A	EXEMPT
			TOTAL	64.0	0.0	0.0	64.0	TOTAL	64.0	0.0	0.0		
	421	CONSTRUCTION OF A BRIDGE DECK OVERLAY ON MINK RANCH ROAD OVER STH 57 IN THE TOWN OF SAUKVILLE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 133.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 133.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 133.0 0.0	0.0 0.0 0.0	A	EXEMPT
			TOTAL	0.0	133.0	0.0	133.0	TOTAL	0.0	133.0	0.0		
	422	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO RANDOM LAKE (IN SHEBOYGAN COUNTY) (10.5 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	0.0 0.0 7,465.0 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 7,465.0	P	NON-EXEMPT
			TOTAL	0.0	0.0	0.0	7,465.0	TOTAL	0.0	0.0	0.0		
	423	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM IH 43 TO THE VILLAGE OF GRAFTON (0.94 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	0.0 0.0 421.0 2,662.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 421.0	P	NON-EXEMPT
			TOTAL	0.0	0.0	421.0	3,083.0	TOTAL	0.0	0.0	421.0		
	424	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 1,300.0 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	1,300.0 1,311.0 0.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 1,300.0 0.0	0.0 0.0 0.0	0.0 2,611.0 0.0	P	NON-EXEMPT
			TOTAL	1,300.0	0.0	0.0	2,611.0	TOTAL	1,300.0	0.0	0.0		

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^b The adopted regional transportation system plan recommends the conduct of a major investment study for the widening of the segment of IH 43 between the Milwaukee County line and Highland Road. Traffic volumes currently range from 43,000 vehicles to 50,000 vehicles on an average weekday on this segment of freeway, well below its design capacity of 60,000 vehicles per average weekday, indicating that the economic life of the reconditioned pavement may be expected to be utilized prior to necessary reconstruction.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	425	ELDERLY/DISABLED TRANSPORTATION, SECTION 16 PORTAL INDUSTRIES, INC (GRAFTON) 1997: 1 STANDARD VAN 14/0 1 MODIFIED VAN/LIFT 7/1	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 49.5 TOTAL 49.5	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	0.0 0.0 0.0 49.5 49.5	LOCAL STATE FED FTA 5310	9.9 0.0 39.6 0.0 49.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.9 0.0 39.6 0.0 49.5	A	EXEMPT
	426	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 181 AND DONGES BAY ROAD	HS	PE 0.0 ROW 0.0 CONST 0.0 OTHER 60.0 TOTAL 60.0	0.0 0.0 0.0 0.0 0.0	0.0 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 60.0	LOCAL STATE FED	0.0 60.0 0.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 60.0 0.0 0.0 60.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	427	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. 119				LOCAL STATE FED	Source of Project funds is reported in Project No. 119				A	EXEMPT
OZAUKEE COUNTY	428	RECONSTRUCTION WITH NO ADDITIONAL LANES OF PIONEER RD (CTH C) FROM WAUWATOSA RD (STH 181) TO GREEN BAY RD (STH 57) (1.60 MI) (2.60 KM)	HP	PE 240.0 ROW 165.1 CONST 0.0 OTHER 0.0 TOTAL 405.1	0.0 0.0 2,545.4 0.0 2,545.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	240.0 165.1 2,545.4 0.0 2,950.5	LOCAL STATE FED STP-M	113.0 0.0 292.1 0.0 405.1	509.1 0.0 2,036.3 0.0 2,545.4	0.0 0.0 0.0 0.0 0.0	622.1 0.0 2,328.4 0.0 2,950.5	A	EXEMPT
	429	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE OLD HIGHWAY 84 (CTH H) BRIDGE OVER THE SAUK RIVER IN OZAUKEE COUNTY	HP	PE 162.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 162.0	0.0 0.0 945.0 0.0 945.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	162.0 0.0 945.0 0.0 1,107.0	LOCAL STATE FED BRF	32.4 0.0 129.6 0.0 162.0	189.0 0.0 756.0 0.0 945.0	0.0 0.0 0.0 0.0 0.0	221.4 0.0 885.6 0.0 1,107.0	P	EXEMPT
	430	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH 9 (ULAO RD) FROM TH 43 TO CTH C IN OZAUKEE COUNTY (0.75 MILES)	HP	PE 65.0 ROW 35.0 CONST 300.0 OTHER 0.0 TOTAL 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 0.0 0.0 0.0	65.0 35.0 300.0 0.0 400.0	LOCAL STATE FED	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 0.0 0.0 400.0	A	EXEMPT
	431	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE SEVEN HILLS RD (CTH LL) BRIDGE OVER THE SAUK RIVER IN OZAUKEE COUNTY	HP	PE 108.0 ROW 0.0 CONST 630.0 OTHER 0.0 TOTAL 738.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	108.0 0.0 630.0 0.0 738.0	LOCAL STATE FED BRF	147.6 0.0 590.4 0.0 738.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	147.6 0.0 590.4 0.0 738.0	P	EXEMPT
	432	REHABILITATION OF CTH LL BRIDGE OVER THE SAUK RIVER IN OZAUKEE COUNTY	HP	PE 108.0 ROW 0.0 CONST 630.0 OTHER 0.0 TOTAL 738.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	108.0 0.0 630.0 0.0 738.0	LOCAL STATE FED BRF	147.6 0.0 590.4 0.0 738.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	147.6 0.0 590.4 0.0 738.0	P	EXEMPT
	433	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN OZAUKEE COUNTY	HP	PE 50.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 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 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 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
	434	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 FROM CTH C TO STH 143 IN OZAUKEE COUNTY (2.90 MILES)	HI	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 0.0 0.0 0.0 50.0	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 0.0 50.0	0.0 0.0 50.0 0.0 50.0	A	NON-EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
OZAUKEE COUNTY	435	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W (N. PORT WASHINGTON RD.) FROM SUNNY DALE LN. TO ZEDLER LN. (1.00 MI)	HI	PE	265.0	0.0	0.0	265.0	LOCAL	265.0	340.0	0.0	605.0	A	NON-EXEMPT
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	2,500.0	0.0	2,500.0	FED	0.0	2,160.0	0.0	2,160.0			
			OTHER	0.0	0.0	0.0	0.0	STP-M	0.0	0.0	0.0	0.0			
			TOTAL		265.0	2,500.0	0.0	2,765.0	TOTAL	265.0	2,500.0	0.0	2,765.0		
	436	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN OZAUKEE COUNTY: 1997	TP	PE	0.0	0.0	0.0	0.0	LOCAL	14.1	0.0	0.0	14.1	A	EXEMPT
	*		ROW	0.0	0.0	0.0	0.0	STATE	70.4	0.0	0.0	70.4			
			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0			
			OTHER	84.5	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
			TOTAL		84.5	0.0	0.0	84.5	TOTAL	84.5	0.0	0.0	84.5		
437	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN OZAUKEE 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	0.0	0.0	0.0	0.0				
		TOTAL		10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0			
438	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/PEDESTRIAN PROJECTS IN OZAUKEE COUNTY	EE	PE	10.0	10.0	10.0	60.0	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	0.0				
		CONST	0.0	0.0	0.0	0.0	FED	10.0	10.0	10.0	60.0				
		OTHER	0.0	0.0	0.0	0.0	CMAQ	0.0	0.0	0.0	0.0				
		TOTAL		10.0	10.0	10.0	60.0	TOTAL	10.0	10.0	10.0	60.0			
439	DEMONSTRATION OPERATION OF COMMUTER BUS SERVICE BETWEEN THE CITY OF MILWAUKEE AND VARIOUS LOCATIONS IN OZAUKEE COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	34.5	37.2	0.0	71.7	A	NON-EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	STATE	172.4	186.3	0.0	358.7				
		CONST	0.0	0.0	0.0	0.0	FED	187.5	187.5	0.0	375.0				
		OTHER	394.4	411.0	0.0	805.4	CMAQ	0.0	0.0	0.0	0.0				
		TOTAL		394.4	411.0	0.0	805.4	TOTAL	394.4	411.0	0.0	805.4			
C/CEDARBURG	440	CONSTRUCTION OF A BIKE/PEDESTRIAN TRAIL FROM DOWNTOWN BUSINESS DISTRICT SOUTH TO CORPORATE LIMITS IN THE CITY OF CEDARBURG	EE	PE	0.0	0.0	0.0	0.0	LOCAL	22.5	0.0	0.0	22.5	P	EXEMPT
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	112.5	0.0	0.0	0.0	112.5	FED	90.0	0.0	0.0	90.0			
		OTHER	0.0	0.0	0.0	0.0	0.0	STP-E	0.0	0.0	0.0	0.0			
		TOTAL		112.5	0.0	0.0	112.5	TOTAL	112.5	0.0	0.0	112.5			
	441	REHABILITATION OF THE INTERURBAN BRIDGE OVER THE CEDAR CREEK AS A BICYCLE AND PEDESTRIAN FACILITY IN THE CITY OF CEDARBURG	EE	PE	0.0	0.0	0.0	0.0	LOCAL	25.0	0.0	0.0	25.0	A	EXEMPT
*		ROW	0.0	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	125.0	0.0	0.0	0.0	125.0	FED	100.0	0.0	0.0	100.0			
		OTHER	0.0	0.0	0.0	0.0	0.0	STP-E	0.0	0.0	0.0	0.0			
		TOTAL		125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0			
T/GRAFTON	442	REHABILITATION OF GREEN BAY RD. FROM VISTA VIEW DR TO CHATEAU DR IN THE VILLAGE OF GRAFTON (0.70 MILES)	HP	PE	40.0	0.0	0.0	40.0	LOCAL	63.4	0.0	0.0	63.4	A	EXEMPT
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	277.0	0.0	0.0	0.0	277.0	FED	253.6	0.0	0.0	253.6			
		OTHER	0.0	0.0	0.0	0.0	0.0	STP-M	0.0	0.0	0.0	0.0			
		TOTAL		317.0	0.0	0.0	317.0	TOTAL	317.0	0.0	0.0	317.0			
V/GRAFTON	443	REPLACEMENT OF THE BRIDGE ST. BRIDGE OVER THE MILWAUKEE RIVER IN THE VILLAGE OF GRAFTON	HP	PE	50.0	0.0	0.0	50.0	LOCAL	208.9	0.0	0.0	208.9	A	EXEMPT
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	565.0	0.0	0.0	0.0	565.0	FED	406.1	0.0	0.0	406.1			
		OTHER	0.0	0.0	0.0	0.0	0.0	BRF	0.0	0.0	0.0	0.0			
		TOTAL		615.0	0.0	0.0	615.0	TOTAL	615.0	0.0	0.0	615.0			
	444	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	3.6	0.0	0.0	3.6	A	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	0.0	FED	14.3	0.0	0.0	14.3			
		OTHER	17.9	0.0	0.0	0.0	17.9	STP-E	0.0	0.0	0.0	0.0			
		TOTAL		17.9	0.0	0.0	17.9	TOTAL	17.9	0.0	0.0	17.9			

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
V/GRAFTON	445	CONSTRUCTION OF A BIKE-WAY CONNECTING DOWNTOWN GRAFTON TO NORTHSIDE RESIDENTIAL AND PARK AREA ALONG WPCO ROW IN THE VILLAGE OF GRAFTON	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 48.8 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 0.0 48.8 0.0 48.8	LOCAL STATE FED STP-E TOTAL	9.8 0.0 39.0 0.0 48.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.8 0.0 39.0 0.0 48.8	P	EXEMPT
	*														
C/MEQUON	446	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 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 TOTAL	300.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	300.0 0.0 0.0 300.0	A	EXEMPT
	*														
	447	RECONSTRUCTION WITH NO ADDITIONAL LANES OF COUNTY LINE RD. FROM WASAUKEE RD. TO A PT. 0.5 MI EAST OF GRANVILLE RD. (1.5 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	167.9 27.2 1,134.2 0.0 1,359.6	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	271.9 0.0 1,087.7 0.0 1,359.6	A	EXEMPT
	*														
	448	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 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 TOTAL	50.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	50.0 0.0 0.0 50.0	A	EXEMPT
	*														
	449	CONSTRUCTION OF A BICYCLE LANE ALONG HIGHLAND RD. FROM STH 57 TO N. PORT WASHINGTON RD. IN THE CITY OF MEQUON	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 95.0 0.0 95.0	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 0.0 95.0	LOCAL STATE FED STP-E TOTAL	19.0 0.0 76.0 0.0 95.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	19.0 0.0 76.0 0.0 95.0	A	EXEMPT
	*														
C/PORT WASHINGTON	450	REHABILITATION OF THE PIERRE LANE BRIDGE DECK OVER SAUK CREEK IN THE CITY OF PORT WASHINGTON	HP	PE ROW CONST OTHER TOTAL	26.0 0.0 141.8 0.0 167.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 141.8 0.0 167.8	LOCAL STATE FED BRF TOTAL	33.6 134.2 0.0 0.0 167.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	33.6 134.2 0.0 0.0 167.8	P	EXEMPT
	*														
	451	PURCHASE OF 1 STANDAND WINDOW VAN AND 1 ACCESSIBLE WINDOW VAN FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXICAB SYSTEM: 1994	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 57.8 57.8	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 57.8 57.8	LOCAL STATE FED FTA 5310 TOTAL	11.6 0.0 46.2 0.0 57.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.6 0.0 46.2 0.0 57.8	A	EXEMPT
	*														
	452	OPERATING ASSISTANCE FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXICAB SYSTEM: 1995-1999	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 92.3 92.3	0.0 0.0 0.0 96.5 96.5	0.0 0.0 0.0 101.3 101.3	0.0 0.0 0.0 290.1 290.1	LOCAL STATE FED FTA 5311 TOTAL	6.8 47.8 40.7 0.0 92.3	7.4 46.2 42.5 0.0 96.5	7.8 48.9 44.6 0.0 101.3	22.0 140.3 127.8 0.0 290.1	A	EXEMPT
	*														
	453	CONSTRUCTION OF A BICYCLE TRAIL ON INTER-URBAN RAIL RIGHT OF WAY IN THE CITY OF PORT WASHINGTON	EE	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-E 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
	*														
	454	DEVELOPMENT OF AN INTER AND INTRA CITY BICYCLE PLAN FOR THE CITY OF PORT WASHINGTON	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 12.5 12.5	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 12.5 12.5	LOCAL STATE FED STP-E TOTAL	2.5 0.0 10.0 0.0 12.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2.5 0.0 10.0 0.0 12.5	A	EXEMPT
	*														

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
 BY IMPLEMENTING AGENCY 1997-1999
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/PORT WASHINGTON	455 *	CONSTRUCTION OF BICYCLE LANES ALONG INDUSTRIAL DR. IN THE CITY OF PORT WASHINGTON	EE	PE	25.0	0.0	0.0	25.0	LOCAL	5.0	0.0	37.0	42.0	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	185.0	185.0	FED	20.0	0.0	148.0	168.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	25.0	0.0	185.0	210.0	TOTAL	25.0	0.0	185.0	210.0		
V/SAUKVILLE	456 *	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						
				TOTAL	0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0		
/THIENSVILLE	457 *	REHABILITATION OF THE WILLIAMSBURG DR. BRIDGE OVER PIGEON CREEK IN THE VILLAGE OF THIENSVILLE	HP	PE	18.1	0.0	0.0	18.1	LOCAL	20.8	0.0	0.0	20.8	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	86.1	0.0	0.0	86.1	FED	83.4	0.0	0.0	83.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	104.2	0.0	0.0	104.2	TOTAL	104.2	0.0	0.0	104.2		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	458	RESURFACING OF USH 41 FROM THE RICHFIELD INTERCHANGE TO STH 28 (20.30 MILES)	HP	PE 0.0 ROW 0.0 CONST 5,610.0 OTHER 0.0 TOTAL 5,610.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 5,700.0 0.0 0.0	0.0 0.0 11,310.0 0.0 0.0	LOCAL 0.0 STATE 1,122.0 FED 4,488.0 NHS 0.0 TOTAL 5,610.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 5,700.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 6,822.0 4,488.0 0.0 11,310.0	A	EXEMPT
	459	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 221.0 OTHER 0.0 TOTAL 221.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 221.0 0.0 0.0	LOCAL 0.0 STATE 44.8 FED 176.8 BRF 0.0 TOTAL 221.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 44.8 176.8 0.0 221.0	A	EXEMPT
	460	RECONDITION STH 33 FROM WEST COUNTY LINE TO STH 175 IN WASHINGTON COUNTY WITH NO ADDITIONAL LANES	HP	PE 0.0 ROW 0.0 CONST 585.0 OTHER 0.0 TOTAL 585.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 585.0 0.0 0.0	LOCAL 0.0 STATE 117.0 FED 468.0 STP-0 0.0 TOTAL 585.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 117.0 468.0 0.0 585.0	P	EXEMPT
	461	RECONSTRUCTION OF STH 33 FROM STH 175 TO STH 21 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	0.0 200.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 227.0 1,163.0 0.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-0 0.0 TOTAL 0.0	0.0 0.0 160.0 0.0 0.0	0.0 40.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 315.6 1,074.4 0.0 1,390.0	P	EXEMPT
	462	RECONDITIONING OF STH 144 FROM STH 60 TO USH 41 IN WASHINGTON COUNTY (1.63 MILES)	HP	PE 0.0 ROW 50.0 CONST 0.0 OTHER 0.0 TOTAL 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 682.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 50.0 3,297.0 0.0 0.0	LOCAL 0.0 STATE 50.0 FED 0.0 STP-0 0.0 TOTAL 50.0	0.0 130.4 50.0 521.6 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 625.0 562.0 0.0 2,500.0	A	EXEMPT
	463	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 475.0 ROW 290.0 CONST 2,226.0 OTHER 0.0 TOTAL 2,991.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 475.0 2,226.0 0.0 0.0	LOCAL 352.2 STATE 2,638.8 FED 0.0 TOTAL 2,991.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 352.2 2,638.8 0.0 2,991.0	A	EXEMPT
	464	CONSTRUCTION OF BRIDGE DECK OVERLAY ON STH 145 NB AND SB OVER USH 41 IN WASHINGTON COUNTY	HP	PE 0.0 ROW 0.0 CONST 400.0 OTHER 0.0 TOTAL 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 0.0 0.0 0.0	0.0 0.0 400.0 0.0 0.0	LOCAL 0.0 STATE 400.0 FED 0.0 TOTAL 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 0.0 0.0 0.0	0.0 400.0 0.0 0.0 400.0	A	EXEMPT
	465	RECONDITION WITH NO ADDITIONAL LANES OF STH 167 FROM CTH J TO WSOR RR CROSSING IN THE TOWN OF RICHFIELD (3.80 MILES)	HP	PE 0.0 ROW 0.0 CONST 2,768.0 OTHER 0.0 TOTAL 2,768.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,768.0 0.0 0.0	LOCAL 0.0 STATE 580.0 FED 2,188.0 STP-0 0.0 TOTAL 2,768.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 580.0 2,188.0 0.0 2,768.0	A	EXEMPT
	466	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WASHINGTON ST (STH 175) FROM STH 60 TO MAPLE AVE IN THE VILLAGE OF SLINGER (1.21 MILES)	HP	PE 0.0 ROW 0.0 CONST 1,294.0 OTHER 0.0 TOTAL 1,294.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,294.0 0.0 0.0	LOCAL 326.8 STATE 897.2 FED 0.0 TOTAL 1,294.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 326.8 897.2 0.0 1,294.0	A	EXEMPT
	467	RESURFACING 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 312.0 OTHER 0.0 TOTAL 312.0	0.0 0.0 0.0 0.0 0.0	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	LOCAL 0.0 STATE 312.0 FED 0.0 TOTAL 312.0	0.0 0.0 0.0 0.0 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 0.0 312.0	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.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	468	BRIDGE DECK OVERLAY ON CTH Q OVER USH 41 IN WASHINGTON COUNTY	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	1,335.0	0.0	0.0	1,335.0				
	CONST		1,335.0	0.0	0.0	1,335.0	FED	0.0	0.0	0.0					
	OTHER		0.0	0.0	0.0	0.0	TOTAL	1,335.0	0.0	0.0	1,335.0				
	469	BRIDGE DECK OVERLAY ON MAPLE ROAD OVER USH 41 IN WASHINGTON COUNTY	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	83.0	0.0	0.0	83.0				
	CONST		83.0	0.0	0.0	83.0	FED	0.0	0.0	0.0					
	OTHER		0.0	0.0	0.0	0.0	TOTAL	83.0	0.0	0.0	83.0				
	470	RECONSTRUCTION OF USH 41 FROM RICHFIELD INTERCHANGE TO DODGE COUNTY TO FREEWAY TYPE ROADWAY (49.30 MILES)	HI	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	0.0	0.0	0.0	0.0				
CONST	0.0		0.0	8,000.0	8,000.0	FED	0.0	0.0	8,000.0	8,000.0					
OTHER	0.0		0.0	0.0	0.0	TOTAL	0.0	0.0	8,000.0	8,000.0					
471	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT	
ROW		20.0	610.0	0.0	630.0	STATE	20.0	610.0	1,302.4	1,932.4					
CONST		0.0	0.0	5,276.0	5,276.0	FED	0.0	0.0	3,973.6	3,973.6					
OTHER		0.0	0.0	0.0	0.0	STP-O	0.0	0.0	0.0	0.0					
472	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM 18TH AVE TO 7TH AVE. IN THE CITY OF WEST BEND (0.80 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,022.0	0.0	0.0	1,022.0	A	NON-EXEMPT	
ROW		0.0	0.0	0.0	0.0	STATE	985.2	0.0	0.0	985.2					
CONST		5,203.0	0.0	0.0	5,203.0	FED	3,195.8	0.0	0.0	3,195.8					
OTHER		0.0	0.0	0.0	0.0	STP-O	0.0	0.0	0.0	0.0					
473	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM SCHMIDT RD TO TRENTON RD. IN THE TOWN OF TRENTON (1.39 MILES)	HI	PE	341.7	0.0	0.0	341.7	LOCAL	0.0	1,045.3	0.0	1,045.3	A	NON-EXEMPT	
ROW		585.0	0.0	0.0	585.0	STATE	653.3	0.0	0.0	653.3					
CONST		0.0	4,181.1	0.0	4,181.1	FED	273.4	3,135.8	0.0	3,409.2					
OTHER		0.0	0.0	0.0	0.0	NHS	0.0	0.0	0.0	0.0					
474	CONSTRUCTION OF STH 33 INTERCHANGE FOR FREEWAY CONVERSION OF USH 41	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT AIR QUALITY NEUTRAL	
ROW		2,132.0	0.0	0.0	2,132.0	STATE	5,770.0	0.0	0.0	5,770.0					
CONST		3,638.0	0.0	0.0	3,638.0	FED	0.0	0.0	0.0	0.0					
OTHER		0.0	0.0	0.0	0.0	TOTAL	5,770.0	0.0	0.0	5,770.0					
475	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	368.0	0.0	0.0	368.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT	
ROW		0.0	0.0	0.0	118.0	STATE	73.6	0.0	0.0	191.6					
CONST		0.0	0.0	0.0	0.0	FED	294.4	0.0	0.0	294.4					
OTHER		0.0	0.0	0.0	0.0	NHS	0.0	0.0	0.0	0.0					
476	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM STH 83 TO SELL DR IN THE CITY OF HARTFORD (1.04 MILES)	HI	PE	300.0	0.0	0.0	300.0	LOCAL	31.8	0.0	0.0	31.8	A	NON-EXEMPT	
ROW		0.0	0.0	0.0	0.0	STATE	517.0	0.0	0.0	517.0					
CONST		2,444.0	0.0	0.0	2,444.0	FED	2,195.2	0.0	0.0	2,195.2					
OTHER		0.0	0.0	0.0	0.0	STP-O	0.0	0.0	0.0	0.0					
477	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HI	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT	
ROW		765.0	0.0	0.0	765.0	STATE	1,065.0	0.0	0.0	2,537.0					
CONST		0.0	0.0	0.0	1,472.0	FED	0.0	0.0	0.0	0.0					
OTHER		0.0	0.0	0.0	0.0	TOTAL	1,065.0	0.0	0.0	2,537.0					

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

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	478	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 0.0 5,138.0 0.0 5,138.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 5,138.0 0.0 5,138.0	LOCAL STATE FED NHS TOTAL	1,304.5 0.0 3,833.5 0.0 5,138.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 3,833.5 0.0 3,833.5	A	NON-EXEMPT
	479 ^c	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	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-0 TOTAL	0.0 50.0 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	0.0 50.0 0.0 0.0 50.0	P	NON-EXEMPT
	480	ELDERLY/DISABLED TRANS. AMERICAN RED CROSS - HARTFORD 1 MODIFIED VAN 7/1 : 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 28.2 28.2	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 28.2 28.2	LOCAL STATE FED FTA 5310 TOTAL	5.7 0.0 22.5 0.0 28.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.7 0.0 22.5 0.0 28.2	A	EXEMPT
	481	ELDERLY/DISABLED TRANS- PORTATION SECTION 16 AMERICAN RED CROSS (HARTFORD) 1997: 1 MODIFIED VAN/LIFT 7/1	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 27.0 27.0	0.0 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 27.0	LOCAL STATE FED FTA 5310 TOTAL	5.4 0.0 21.6 0.0 27.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.4 0.0 21.6 0.0 27.0	A	EXEMPT
	482	ELDERLY/DISABLED TRANS. AMERICAN RED CROSS - WEST BEND 1 MODIFIED VAN 7/1: 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 28.2 28.2	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 28.2 28.2	LOCAL STATE FED FTA 5310 TOTAL	5.7 0.0 22.5 0.0 28.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.7 0.0 22.5 0.0 28.2	A	EXEMPT
	483	ELDERLY/DISABLED TRANS. AMERICAN RED CROSS - WEST BEND 1 MODIFIED VAN 7/1: 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 28.2 28.2	0.0 0.0 0.0 28.2 28.2	LOCAL STATE FED FTA 5310 TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.7 0.0 22.5 0.0 28.2	5.7 0.0 22.5 0.0 28.2	A	EXEMPT
	484	ELDERLY/DISABLED TRANS. AMERICAN RED CROSS - WEST BEND 1 MODIFIED VAN 7/1: 2001	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 28.2 28.2	LOCAL STATE FED FTA 5310 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	5.7 0.0 22.5 0.0 28.2	A	EXEMPT
	485	ELDERLY/ DISABLED TRANSPORTATION HARTFORD MEMORIAL HOSPITAL: 1 MODIFIED BUS 14/2 : 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 40.7 40.7	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 40.7 40.7	LOCAL STATE FED FTA 5310 TOTAL	8.1 0.0 32.6 0.0 40.7	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
	486	ELDERLY/DISABLED TRANS- PORTATION SECTION 16 THE THRESHOLD INC (WEST BEND) 1997: 2 LARGE VANS/LIFTS 28/2 1 MODIFIED VAN/LIFT 7/1	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 132.6 132.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 132.6 132.6	LOCAL STATE FED FTA 5310 TOTAL	26.5 0.0 106.1 0.0 132.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.5 0.0 106.1 0.0 132.6	A	EXEMPT
	487	INSTALLATION OF TRAFFIC SIGNALS AT THE INTER- SECTION OF STH 60 AND LOVERS LANE ROAD	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 60.0 60.0	0.0 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 60.0	LOCAL STATE FED TOTAL	0.0 60.0 0.0 60.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 60.0 0.0 60.0	A	NON-EXEMPT AIR QUALITY NEUTRAL

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

^c 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 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP				
STATE OF WISCONSIN	488	RECONFIGURE AND SIGNALIZE INTERSECTION OF FOND DU LAC AVENUE (STH 145) AND COUNTY LINE ROAD IN GERMANTOWN & MENO FALLS	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 273.0 0.0 273.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 273.0 0.0 273.0	LOCAL STATE FED STP-S TOTAL	0.0 27.3 245.7 0.0 273.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 27.3 245.7 0.0 273.0	A	NON-EXEMPT AIR QUALITY NEUTRAL		
	489	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. 119					LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 119					A	EXEMPT
	WASHINGTON COUNTY	490	RECONSTRUCTION OF THE INTERSECTION OF DECORAH ROAD (CTH 1) AND RIVER RD (CTH G) (0.25 MI) (0.40 KM)	HP	PE ROW CONST OTHER TOTAL	40.0 0.0 209.0 0.0 249.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 209.0 0.0 249.0	LOCAL STATE FED STP-O TOTAL	49.8 0.0 199.2 0.0 249.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	49.8 0.0 199.2 0.0 249.0	A	EXEMPT	
491		PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN WASHINGTON 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		
492		PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WASHINGTON 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		
493		PROVISION OF COUNTY WIDE SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY/ DISABLED PEOPLE IN WASHINGTON COUNTY:1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 112.2 112.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 112.2 112.2	LOCAL STATE FED TOTAL	18.7 93.5 0.0 112.2	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	18.7 93.5 0.0 112.2	A	EXEMPT		
494		PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WASHINGTON 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		
495		PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/ PEDESTRIAN PROJECTS IN WASHINGTON COUNTY	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 0.0 0.0 10.0	10.0 0.0 0.0 0.0 10.0	10.0 0.0 0.0 0.0 10.0	60.0 0.0 0.0 0.0 60.0	LOCAL STATE FED CMAQ TOTAL	0.0 0.0 10.0 0.0 10.0	0.0 0.0 10.0 0.0 10.0	0.0 0.0 10.0 0.0 10.0	0.0 0.0 10.0 0.0 60.0	A	EXEMPT		
T/GERMANTOWN		496	RECONSTRUCTION WITH AUXILIARY LANES OF COUNTY LINE RD. (CTH Q) FROM PILGRIM RD. TO FOND DU LAC AVE (1.00 MI) (1.61 KM)	HP	PE ROW CONST OTHER TOTAL	543.8 0.0 0.0 0.0 543.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 57.5 0.0 57.5	543.8 0.0 57.5 0.0 601.3	LOCAL STATE FED STP-M TOTAL	108.8 0.0 435.0 0.0 543.8	0.0 0.0 0.0 0.0 0.0	11.5 0.0 46.0 0.0 57.5	120.3 0.0 481.0 0.0 601.3	A	EXEMPT	
V/GERMANTOWN	497	RECONSTRUCTION WITH NO ADDITIONAL LANES OF FREISTADT RD FROM HOMESTEAD HOLLOW PARK TO W & S RR IN VILLAGE OF GERMANTOWN (0.77 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 750.0 0.0 750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 750.0 0.0 750.0	LOCAL STATE FED TOTAL	750.0 0.0 0.0 750.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	750.0 0.0 0.0 750.0	A	EXEMPT		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
V/GERMANTOWN	498	RECONSTRUCTION WITH NO ADDITIONAL LANES OF FREISTADT RD FROM THE V & S RR TO APPROX 300 FT. E. OF RIVER LANE IN V/ GERMANTOWN (0.32 MI)	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	0.0 0.0 0.0	300.0 0.0 0.0	0.0 0.0 0.0	300.0 0.0 0.0	A	EXEMPT
C/HARTFORD	499	REHABILITATION OF N. WILSON AVENUE BRIDGE OVER RUBICON RIVER IN CITY OF HARTFORD	HP	PE ROW CONST OTHER TOTAL	40.0 0.0 421.0 0.0 461.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 421.0 0.0 461.0	LOCAL STATE FED BRF	92.2 32.0 336.8	0.0 0.0 0.0	0.0 0.0 0.0	92.2 32.0 336.8	P	EXEMPT
	500	CONSTRUCTION OF S. WILSON AVE. FROM E. SUMNER ST. (STH 60) TO LINCOLN AVE IN THE CITY OF HARTFORD (0.35 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	300.0 0.0 0.0	A	NON-EXEMPT
	501	CONSTRUCTION OF S. WILSON AVE FROM LINCOLN AVE TO MONROE AVE IN THE CITY OF HARTFORD (0.30 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 0.0 266.0 0.0 266.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	266.0 0.0 0.0	A	NON-EXEMPT
	502	OPERATING ASSISTANCE FOR CITY OF HARTFORD SHARED RIDE TAXI: 1995-1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 105.8 105.8	0.0 0.0 0.0 111.5 111.5	0.0 0.0 0.0 117.0 117.0	0.0 0.0 0.0 334.3 334.3	LOCAL STATE FED FTA 5311	9.2 50.2 46.4	10.5 52.2 48.8	11.0 54.8 51.2	30.7 157.2 146.4	A	EXEMPT
	503	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 0.0 143.8 143.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 143.8 143.8	LOCAL STATE FED FTA 5311	28.8 0.0 115.0	0.0 0.0 0.0	0.0 0.0 0.0	28.8 0.0 115.0	A	EXEMPT
	504	CONSTRUCTION OF THE RUBICON RIVER BICYCLE AND PEDESTRIAN TRAIL IN THE CITY OF HARTFORD	EE	PE ROW CONST OTHER TOTAL	39.4 0.0 85.6 0.0 125.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	39.4 0.0 85.6 0.0 125.0	LOCAL STATE FED STP-0	25.0 0.0 100.0	0.0 0.0 0.0	0.0 0.0 0.0	25.0 0.0 100.0	A	EXEMPT
T/JACKSON	505	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE SHERMAN ROAD BRIDGE OVER CEDAR CREEK IN THE TOWN OF JACKSON (0.01 MILES)	HP	PE ROW CONST OTHER TOTAL	29.0 0.0 115.0 0.0 144.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	29.0 0.0 115.0 0.0 144.0	LOCAL STATE FED BRF	28.8 115.2 0.0	0.0 0.0 0.0	0.0 0.0 0.0	28.8 115.2 0.0	P	EXEMPT
T/KEWASKUM	506	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE E MORRAINE DRIVE BRIDGE OVER THE EAST BRANCH OF THE MILWAUKEE RIVER IN TOWN OF KEWASKUM	OH	PE ROW CONST OTHER TOTAL	17.0 0.0 0.0 0.0 17.0	0.0 0.0 59.6 0.0 59.6	0.0 0.0 0.0 0.0 0.0	17.0 0.0 59.6 0.0 76.6	LOCAL STATE FED BRF	3.4 13.6 0.0	11.9 47.7 0.0	0.0 0.0 0.0	15.3 61.3 0.0	P	EXEMPT
V/KEWASKUM	507	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE OF KEWASKUM	EE	PE ROW CONST OTHER TOTAL	5.8 0.0 44.2 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.8 0.0 44.2 0.0 50.0	LOCAL STATE FED CMAQ	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	NON-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--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
T/RICHFIELD	508	REALIGNMENT AND GEOMETRIC IMPROVEMENT OF PIONEER RD FROM CTH J TO HILLSIDE RD IN TOWN OF RICHFIELD (0.40 MI) (0.60 KM)	HS	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 0.0 286.4 0.0 286.4	50.0 0.0 286.4 0.0 336.4	LOCAL STATE FED STP-S TOTAL	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 50.0	28.6 0.0 257.8 286.4	38.6 0.0 297.8 336.4	A	EXEMPT
T/WAYNE	509	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE MILL STREET BRIDGE OVER KOHLVILLE RIVER IN THE TOWN OF WAYNE	OH	PE ROW CONST OTHER TOTAL	24.2 0.0 92.0 0.0 116.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	24.2 0.0 92.0 0.0 116.2	LOCAL STATE FED BRF TOTAL	23.2 92.9 0.0 116.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	23.2 92.9 0.0 116.2	P	EXEMPT
C/WEST BEND	510	RECONSTRUCTION WITH NO ADDITIONAL LANES OF DECORAH RD (CTH I) FROM RIVER RD (CTH G) TO OAK ROAD (2.00 MI) (3.20 KM)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 633.0 0.0 633.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 633.0 0.0 633.0	LOCAL STATE FED TOTAL	316.5 316.5 0.0 633.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	316.5 316.5 0.0 633.0	A	EXEMPT
	511	RECONSTRUCTION WITH ADDITIONAL LANES OF S MAIN ST FROM VINE ST TO DECORAH RD IN THE CITY OF WEST BEND (0.5 MILES)	HI	PE ROW CONST OTHER TOTAL	90.0 0.0 0.0 0.0 90.0	0.0 0.0 560.0 0.0 560.0	0.0 0.0 0.0 0.0 0.0	90.0 0.0 560.0 0.0 650.0	LOCAL STATE FED STP-S TOTAL	9.0 0.0 81.0 90.0	56.0 0.0 504.0 560.0	0.0 0.0 0.0 0.0 0.0	65.0 0.0 585.0 650.0	A	NON-EXEMPT
	512	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	223.0 86.0 1,650.0 0.0 1,959.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	223.0 86.0 1,650.0 0.0 1,959.0	LOCAL STATE FED STP-O TOTAL	520.2 0.0 1,438.8 1,959.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	520.2 0.0 1,438.8 1,959.0	A	NON-EXEMPT
	513	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 1995-97	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 309.3 309.3	0.0 0.0 0.0 325.1 325.1	0.0 0.0 0.0 341.4 341.4	0.0 0.0 0.0 975.8 975.8	LOCAL STATE FED FTA 5311 TOTAL	21.3 151.5 136.5 309.3	22.4 159.0 143.7 325.1	23.5 167.0 150.9 341.4	67.2 477.5 431.1 975.8	A	EXEMPT
	514	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 0.0 193.2 193.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 193.2 193.2	LOCAL STATE FED FTA 5311 TOTAL	38.6 0.0 154.6 193.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	38.6 0.0 154.6 193.2	A	EXEMPT
	515	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 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 5311 TOTAL	5.0 0.0 20.0 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 25.0	A	EXEMPT
	516	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 TOTAL	8.0 0.0 32.0 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 40.0	P	EXEMPT
	517	TRAFFIC SIGNAL COORDINATION IN THE CITY OF WEST BEND: 1993	EE	PE ROW CONST OTHER TOTAL	25.5 0.0 159.2 0.0 184.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.5 0.0 159.2 0.0 184.7	LOCAL STATE FED CMAQ TOTAL	62.0 0.0 122.7 184.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	62.0 0.0 122.7 184.7	A	NON-EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
 BY IMPLEMENTING AGENCY 1997-1999
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/WEST BEND	518	PARADISE DR. PARK/RIDE LOT PROJECT AND RIDE-SHARE PROMOTION PROGRAM IN THE CITY OF WEST BEND: 1993	EE	PE	5.0	0.0	0.0	5.0	LOCAL	16.0	11.5	0.0	27.5	A	NON-EXEMPT
	*			ROW	75.0	0.0	0.0	75.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	57.5	0.0	57.5	FED	64.0	46.0	0.0	110.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	80.0	57.5	0.0	137.5	TOTAL	80.0	57.5	0.0	137.5		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE	1997	1998	1999	TOTAL TIP	1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	519	RECONDITIONING OF IH 94 FROM GOERKES CORNERS TO MILWAUKEE COUNTY LINE (5.20 MILES)	HP	PE 0.0 ROW 0.0 CONST 7,323.3 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 310.0 0.0	0.0 0.0 7,633.3 0.0	LOCAL 0.0 STATE 732.3 FED 6,591.0 IH-M 0.0	0.0 0.0 0.0 0.0	0.0 0.0 310.0 0.0	0.0 1,042.3 6,591.0 0.0	A	EXEMPT
			TOTAL	7,323.3	0.0	310.0	7,633.3	TOTAL	7,323.3	0.0	310.0	7,633.3	
	520	RECONSTRUCT RAMP AND FRONTAGE ROAD IN THE NW QUADRANT OF THE IH 94 AND STH 83 INTERCHANGE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 800.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 800.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 IH-M 0.0	0.0 80.0 720.0 0.0	0.0 0.0 0.0 0.0	0.0 80.0 720.0 0.0	A	EXEMPT
			TOTAL	0.0	800.0	0.0	800.0	TOTAL	0.0	800.0	0.0	800.0	
	521	PURCHASE OF RIGHT OF WAY TO ACCOMMODATE RAMP AND FRONTAGE ROAD UNBRAIDING ALONG THE EAST-WEST FREEWAY (I94) IN WAUKESHA COUNTY	HP	PE 0.0 ROW 3,300.0 CONST 0.0 OTHER 0.0	0.0 1,900.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 5,200.0 10,000.0 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 1,900.0 0.0 0.0	0.0 7,100.0 8,100.0 0.0	P	EXEMPT
			TOTAL	3,300.0	1,900.0	0.0	15,200.0	TOTAL	3,300.0	1,900.0	0.0	15,200.0	
	522	RECONDITIONING OF USH 18 FROM WEST COUNTY LINE TO STH 83 IN WAUKESHA COUNTY	HP	PE 0.0 ROW 0.0 CONST 5,100.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 5,100.0 0.0	LOCAL 0.0 STATE 0.0 FED 4,080.0 STP-O 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 1,020.0 4,080.0 0.0	A	EXEMPT
			TOTAL	5,100.0	0.0	0.0	5,100.0	TOTAL	5,100.0	0.0	0.0	5,100.0	
	523	RESURFACE USH 18 (EB ST PAUL AVE & WB NORTH ST) FROM MORELAND BLVD. TO MADISON ST IN THE CITY OF WAUKESHA (2.00 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	700.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	700.0 0.0 1,200.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-O 0.0	0.0 140.0 560.0 0.0	0.0 0.0 0.0 0.0	0.0 380.0 1,520.0 0.0	A	EXEMPT
			TOTAL	0.0	700.0	0.0	1,900.0	TOTAL	0.0	700.0	0.0	1,900.0	
	524	PAVEMENT MARKING ON USH 18 IN WAUKESHA COUNTY AND STH 50 IN KENOSHA COUNTY	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 151.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 151.0	LOCAL 0.0 STATE 151.0 FED 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 151.0 0.0 0.0	A	EXEMPT
			TOTAL	151.0	0.0	0.0	151.0	TOTAL	151.0	0.0	0.0	151.0	
	525	REPLACE STH 16 BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY (B67-0943)	HP	PE 100.0 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	100.0 0.0 254.0 0.0	LOCAL 0.0 STATE 20.0 FED 80.0 BRF 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 70.8 283.2 0.0	P	EXEMPT
			TOTAL	100.0	0.0	0.0	354.0	TOTAL	100.0	0.0	0.0	354.0	
	526	RESURFACE STH 16 FROM ST PAUL TO LAPHAM ST IN OCONOMOWOC WITH NO ADDITIONAL LANES (0.60 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	200.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	200.0 0.0 700.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-O 0.0	0.0 40.0 160.0 0.0	0.0 0.0 0.0 0.0	0.0 180.0 720.0 0.0	A	EXEMPT
			TOTAL	0.0	200.0	0.0	900.0	TOTAL	0.0	200.0	0.0	900.0	
	527	RECONDITIONING OF STH 74 FROM PILGRIM RD. TO JEFFERSON AVE. IN THE VILLAGE OF MENOMONEE FALLS (0.50 MILES)	HP	PE 210.0 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	210.0 0.0 1,585.0 0.0	LOCAL 0.0 STATE 0.0 FED 155.0 STP-M 0.0	55.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	55.0 317.0 1,423.0 0.0	A	EXEMPT
			TOTAL	210.0	0.0	0.0	1,795.0	TOTAL	210.0	0.0	0.0	1,795.0	
	528	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAIN ST (STH 74) FROM SHERIDAN DR TO MILL ST IN THE VILLAGE OF MENOMONEE FALLS (0.34M)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0	0.0 0.0 400.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 100.0 300.0	0.0 100.0 300.0 0.0	A	EXEMPT
			TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0	

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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.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	529	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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 948.0 0.0 948.0	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	0.0 189.6 758.4 0.0 948.0	A	EXEMPT
	530	RECONDITION STH 83 FROM STH 16 TO WAUKESHA NORTH COUNTY LINE (5.50 MI)	HP	PE ROW CONST OTHER TOTAL	650.0 0.0 0.0 0.0 650.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	650.0 0.0 0.0 0.0 650.0	LOCAL STATE FED STP-O TOTAL	0.0 130.0 520.0 0.0 650.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 130.0 520.0 0.0 650.0	P	EXEMPT
	531	RECONDITIONING OF STH 99 FROM STH 67 TO STH 83 IN WAUKESHA COUNTY (8.53 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 946.0 0.0 946.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 946.0 0.0 946.0	LOCAL STATE FED TOTAL	0.0 946.0 0.0 946.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 946.0 0.0 946.0	A	EXEMPT
	532	RECONSTRUCTION TO PROVIDE TURNING LANES ON 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 40.0 1,644.0 0.0 1,684.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 40.0 1,644.0 0.0 1,684.0	LOCAL STATE FED STP-M TOTAL	110.8 229.3 1,276.9 0.0 1,684.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	110.8 429.3 1,276.9 0.0 1,684.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	533	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	175.0 0.0 0.0 0.0 175.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,667.0 0.0 1,667.0	175.0 0.0 1,667.0 0.0 1,842.0	LOCAL STATE FED NHS TOTAL	0.0 41.3 133.7 0.0 175.0	0.0 0.0 0.0 0.0 0.0	0.0 323.4 1,273.6 0.0 1,667.0	0.0 434.7 1,407.3 0.0 1,842.0	A	EXEMPT
	534	RECONDITIONING OF APPLETON AVE. (STH 175) FROM CLEVELAND AVE. TO MILL ST. IN THE VILLAGE OF MENOMONEE FALLS (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 86.0 0.0 86.0	0.0 0.0 86.0 0.0 86.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	22.4 63.6 0.0 0.0 86.0	22.4 63.6 0.0 0.0 86.0	A	EXEMPT
	535	RECONSTRUCTION OF CTH G INTERCHANGE WITH IH 94 AND SEPARATION OF FRONTAGE ROADS FROM FWY ON- AND OFF-RAMPS IN THE TOWN OF PEWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 1,900.0 0.0 0.0 1,900.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,900.0 18,000.0 0.0 19,900.0	LOCAL STATE FED IH-M TOTAL	0.0 1,900.0 0.0 0.0 1,900.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 3,700.0 12,200.0 0.0 19,900.0	A	EXEMPT
	536	REPLACEMENT OF CTH SS BRIDGE OVER I 94 AND SEPARATION OF FRONTAGE ROADS FROM FREEWAY ON AND OFF RAMPS IN THE TOWN OF PEWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 1,300.0 0.0 0.0 1,300.0	0.0 0.0 6,000.0 0.0 6,000.0	0.0 1,300.0 6,000.0 0.0 7,300.0	LOCAL STATE FED IH-M TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 1,130.0 1,170.0 0.0 1,300.0	0.0 0.0 5,400.0 0.0 6,000.0	0.0 730.0 6,570.0 0.0 7,300.0	A	EXEMPT
	537	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MOORLAND ROAD INTERSECTION BETWEEN IH-94 RAMP TERMINI (0.20 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 TOTAL	0.0 200.0 0.0 200.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 200.0 0.0 200.0	A	EXEMPT
	538	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 3,000.0 0.0 0.0 3,000.0	0.0 2,000.0 0.0 0.0 2,000.0	0.0 5,000.0 10,000.0 0.0 15,000.0	LOCAL STATE FED NHS TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 300.0 2,700.0 1,800.0 3,000.0	0.0 200.0 1,800.0 0.0 2,000.0	0.0 1,500.0 13,500.0 0.0 15,000.0	P	NON-EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	539	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 0.0 9,300.0 0.0 9,300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 9,300.0 0.0 9,300.0	LOCAL STATE FED STP-M	0.0 1,860.0 7,440.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 1,860.0 7,440.0 0.0	A	NON-EXEMPT
	540	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM CALHOUN RD. TO THE MILWAUKEE LINE IN THE CITY OF NEW BERLIN (2.97 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 1,885.0 0.0 0.0 1,885.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,885.0 7,519.0 0.0 9,404.0	LOCAL STATE FED STP-M	0.0 1,885.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 3,764.8 5,639.2 9,404.0	A	NON-EXEMPT
	541	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 1,500.0 0.0 0.0 1,500.0	0.0 0.0 1,500.0 0.0 1,500.0	0.0 0.0 0.0 0.0 0.0	0.0 1,500.0 1,500.0 0.0 3,000.0	LOCAL STATE FED	0.0 1,500.0 0.0	0.0 1,500.0 0.0	0.0 0.0 0.0	0.0 3,000.0 0.0	A	NON-EXEMPT
	542	RECONSTRUCTION OF STH 164 OVER I-94 RAMP AND ROADWAY IN THE TOWN OF PEWAUKEE (0.30 MILES)	HI	PE ROW CONST OTHER TOTAL	500.0 40.0 0.0 0.0 540.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	500.0 40.0 6,151.0 0.0 6,691.0	LOCAL STATE FED IH-M	0.0 90.0 450.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 705.1 5,985.9 6,691.0	P	NON-EXEMPT
	543	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 43 TO STH 59 (4.37 MILES)	HI	PE ROW CONST OTHER TOTAL	975.0 1,169.0 0.0 0.0 2,144.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	975.0 1,169.0 13,300.0 0.0 15,444.0	LOCAL STATE FED NHS	0.0 2,144.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 4,804.0 10,640.0 15,444.0	A	NON-EXEMPT
	544	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	0.0 472.0 0.0 0.0 472.0	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	0.0 472.0 0.0 472.0	P	NON-EXEMPT
	545	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 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 950.0 0.0 950.0	0.0 0.0 950.0 0.0 950.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	950.0 950.0 0.0	950.0 950.0 0.0	A	NON-EXEMPT
	546 ^d	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	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	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 60.0 240.0 300.0	P	NON-EXEMPT
	547	RECONSTRUCTION WITH ADDITIONAL LANES OF THE BARKER ROAD BRIDGE OVER IH 94 IN WAUKESHA COUNTY	HI	PE ROW CONST OTHER TOTAL	975.0 0.0 4,102.0 0.0 5,077.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	975.0 0.0 4,102.0 0.0 5,077.0	LOCAL STATE FED STP-O	679.2 11.2 4,386.3 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	679.2 11.2 4,386.3 5,077.0	P	NON-EXEMPT
	548	CITY OF OCONOMOWOC NORTH BYPASS CONSISTING OF THE COMPLETION OF THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (7.4 MI)	HE	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	0.0 370.0 0.0 0.0 370.0	0.0 776.0 0.0 0.0 776.0	LOCAL STATE FED	0.0 200.0 0.0	0.0 0.0 0.0	0.0 370.0 0.0	0.0 776.0 0.0	P	NON-EXEMPT

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^d 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 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP			
STATE OF WISCONSIN	549	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	0.0 366.0 0.0 0.0 366.0	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	366.0 0.0 0.0 366.0	P	NON-EXEMPT	
	550	ELDERLY/DISABLED TRANS. THE RANCH - WAUKESHA 2 VANS 7/1 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 55.8 55.8	0.0 0.0 0.0 55.8 55.8	LOCAL STATE FED FTA 5310 TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.2 0.0 44.6 55.8	11.2 0.0 44.6 55.8	A	EXEMPT	
	551	ELDERLY/DISABLED TRANS. THE RANCH - WAUKESHA 4 VANS 14/0: 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 84.7 84.7	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 84.7 84.7	LOCAL STATE FED FTA 5310 TOTAL	17.0 0.0 0.0 67.7 84.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	17.0 0.0 0.0 67.7 84.7	A	EXEMPT	
	552	ELDERLY/DISABLED TRANS. THE RANCH - WAUKESHA 2 VANS 14/0 1998	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 84.7 84.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 84.7 84.7	LOCAL STATE FED FTA 5310 TOTAL	0.0 0.0 0.0 0.0 0.0	17.0 0.0 67.7 84.7	0.0 0.0 0.0 0.0 0.0	17.0 0.0 0.0 67.7 84.7	A	EXEMPT	
	553	ELDERLY/DISABLED TRANS. THE RANCH - WAUKESHA 4 VANS 14/0 2000-2001	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 80.7 80.7	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	16.2 0.0 0.0 0.0 16.2	A	EXEMPT	
	554	ELDERLY/DISABLED TRANS. WAUKESHA TRAINING CTR 3 MODIFIED BUSES 28/2 2001	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 0.0 168.7 168.7	LOCAL STATE FED FTA 5310 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	33.7 0.0 135.0 168.7	33.7 0.0 135.0 168.7	A	EXEMPT
	555	ELDERLY/DISABLED TRANS. WAUKESHA TRAINING CTR 3 MODIFIED BUSES 28/2 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 0.0 168.7 168.7	0.0 0.0 0.0 168.7 168.7	LOCAL STATE FED FTA 5310 TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	33.7 0.0 135.0 168.7	33.7 0.0 135.0 168.7	A	EXEMPT	
	556	ELDERLY/DISABLED TRANS. WAUKESHA TRAINING CENTER 3 MODIFIED BUSES 28/2: 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 168.7 168.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 168.7 168.7	LOCAL STATE FED FTA 5310 TOTAL	33.7 0.0 135.0 0.0 168.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	33.7 0.0 135.0 168.7	A	EXEMPT	
	557	ELDERLY/ DISABLED TRANSPORTATION - LUTHERAN SOCIAL SERVICES - WAUKESHA 1 STD VAN 14/0 2 MOD VANS 7/1 : 1997	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 76.3 76.3	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 76.3 76.3	LOCAL STATE FED FTA 5310 TOTAL	15.2 0.0 61.1 0.0 76.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	15.2 0.0 61.1 76.3	A	EXEMPT	
	558	ELDERLY/DISABLED TRANSPORTATION WAUKESHA MEMORIAL HOSPITAL - 3 MODIFIED VANS/L 7/1: 1997	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 91.1 91.1	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 91.1 91.1	LOCAL STATE FED FTA 5310 TOTAL	18.2 0.0 72.9 0.0 91.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.2 0.0 72.9 91.1	A	EXEMPT	

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	559*	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 0.0 7,200.0 0.0 7,200.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 7,200.0 0.0 7,500.0	LOCAL STATE FED COMB TOTAL	0.0 60.0 240.0 0.0 300.0	150.0 1,091.1 5,958.9 0.0 7,200.0	0.0 0.0 0.0 0.0 0.0	150.0 1,151.1 6,198.9 0.0 7,500.0	A	EXEMPT
	560*	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 1,000.0 0.0 1,000.0	0.0 700.0 1,000.0 0.0 1,700.0	LOCAL STATE FED TOTAL	0.0 700.0 0.0 700.0	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 1,700.0 0.0 1,700.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	561*	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. 119				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 119				A	EXEMPT
	562*	INSTALL BEAM GUARD ON STH BRIDGES IN ALL COUNTIES	HS	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 STP-S 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	A	EXEMPT
	563*	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
	564*	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
	565*	OLD WORLD WISCONSIN ENHANCEMENT--HISTORIC LANDSCAPING FOR EDUCATIONAL AND AESTHETIC IMPROVEMENT ON 3 SIDES OF HISTORIC SITE	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 70.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 70.0 0.0 70.0	LOCAL STATE FED STP-E 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	A	EXEMPT
	566*	COMPREHENSIVE STUDY OF EXISTING AND FUTURE PARK & RIDE FACILITY NEEDS IN DOT DISTRICT 2 AND ADJOINING AREAS OF DISTRICT 1 AND ILLINOIS	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 TOTAL	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 50.0 0.0 50.0	A	EXEMPT
	567*	RESURFACE BIKE/PED TRAIL WITH ASPHALT FROM THE CITY OF WAUKESHA TO THE VILLAGE OF WALES	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 227.0 0.0 227.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 227.0 0.0 227.0	LOCAL STATE FED STP-E TOTAL	45.4 0.0 181.6 0.0 227.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	45.4 0.0 181.6 0.0 227.0	P	EXEMPT
	568*	IMPROVE INTERSECTION OF CTH K & CTH KF & CTH MD IN WAUKESHA COUNTY (1.0 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 26.0 0.0 0.0 26.0	0.0 0.0 737.0 0.0 737.0	0.0 0.0 0.0 0.0 0.0	0.0 26.0 737.0 0.0 763.0	LOCAL STATE FED TOTAL	26.0 0.0 0.0 26.0	737.0 0.0 0.0 737.0	0.0 0.0 0.0 0.0	763.0 0.0 0.0 763.0	A	NON-EXEMPT AIR QUALITY NEUTRAL

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* The Federal funds for this project include: \$600,000 CMAQ; \$2,090,000 STP-S; \$3,508,900 STP-M.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
WAUKESHA COUNTY	569	REPLACEMENT OF THE CTH K (LISBON RD.) BRIDGE OVER THE BARK RIVER	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 303.0 0.0 303.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 303.0 0.0 303.0	LOCAL STATE FED BRF	60.6 0.0 242.4 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	60.6 0.0 242.4 0.0	A	EXEMPT
	570	CONSTRUCT AUXILIARY TURN LANES ON CTH T FROM NORTHVIEW TO SILVERNAIL ROAD	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 1,279.0 0.0 1,279.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,279.0 0.0 1,279.0	LOCAL STATE FED	1,279.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	1,279.0 0.0 0.0	P	EXEMPT
	571	RECONSTRUCTION AND SIGNILIZATION OF THE INTERSECTION OF CTH P AND LISBON RD IN WAUKESHA COUNTY	HP	PE ROW CONST OTHER TOTAL	65.0 0.0 0.0 0.0 65.0	0.0 0.0 366.0 0.0 366.0	0.0 0.0 0.0 0.0 0.0	65.0 0.0 366.0 0.0 431.0	LOCAL STATE FED	65.0 0.0 0.0	366.0 0.0 0.0	0.0 0.0 0.0	431.0 0.0 0.0	A	EXEMPT
	572	RECONSTRUCT WITH NO ADDITIONAL LANES OF CTH P OVER THE ASHIPUN RIVER IN WAUKESHA COUNTY	HP	PE ROW CONST OTHER TOTAL	9.0 20.0 0.0 0.0 29.0	0.0 0.0 421.0 0.0 421.0	0.0 0.0 0.0 0.0 0.0	9.0 20.0 421.0 0.0 450.0	LOCAL STATE FED BRF	21.8 0.0 7.2	84.2 0.0 336.8	0.0 0.0 0.0	106.0 0.0 344.0	P	EXEMPT
	573	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH W FROM STH 74 TO CTH YY	HP	PE ROW CONST OTHER TOTAL	0.0 1,372.0 0.0 0.0 1,372.0	0.0 0.0 2,247.0 0.0 2,247.0	0.0 0.0 0.0 0.0 0.0	0.0 1,372.0 2,247.0 0.0 3,619.0	LOCAL STATE FED	1,372.0 0.0 0.0	2,247.0 0.0 0.0	0.0 0.0 0.0	3,619.0 0.0 0.0	A	EXEMPT
	574	REPLACEMENT OF THE CTH BB BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY	HP	PE ROW CONST OTHER TOTAL	24.0 0.0 0.0 0.0 24.0	0.0 22.0 0.0 0.0 22.0	0.0 0.0 281.0 0.0 281.0	24.0 22.0 281.0 0.0 327.0	LOCAL STATE FED BRF	24.0 0.0 0.0	22.0 0.0 0.0	58.0 0.0 223.0	104.0 0.0 223.0	P	EXEMPT
	575	REPLACE DELAFIELD RD (CTH DR) BRIDGE OVER THE BARK RIVER IN WAUKESHA COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 321.0 0.0 0.0 321.0	0.0 0.0 261.0 0.0 261.0	0.0 0.0 0.0 0.0 0.0	0.0 321.0 261.0 0.0 582.0	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
	576	REHABILITATION AND INTERSECTION IMPROVE- MENTS ON CTH ES FROM CTH NN TO HILO DR. IN WAUKESHA COUNTY (3.0 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 572.0 0.0 0.0 572.0	0.0 0.0 1,572.0 0.0 1,572.0	0.0 0.0 0.0 0.0 0.0	0.0 572.0 1,572.0 0.0 2,144.0	LOCAL STATE FED STP-O	572.0 0.0 0.0	314.4 0.0 1,257.6	0.0 0.0 0.0	886.4 0.0 1,257.6	A	EXEMPT
	577	RECONSTRUCTION WITH AUXILIARY LANES OF CTH ES FROM SOUTH COUNTY LINE TO THE MUKWONAGO RIVER IN WAUKESHA COUNTY (1.0 M)	HP	PE ROW CONST OTHER TOTAL	0.0 336.0 0.0 0.0 336.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 336.0 1,978.0 0.0 2,310.0	LOCAL STATE FED STP-O	336.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	730.8 0.0 1,579.2	P	EXEMPT
	578	REPLACE EXISTING BOX CULVERT ON CTH HH AT TESS CORNERS DR	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 435.0 0.0 435.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 435.0 0.0 435.0	LOCAL STATE FED	435.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	435.0 0.0 0.0	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
WAUKESHA COUNTY	579	REPLACE EXISTING BOX CULVERT ON CTH JK WEST OF CTH KE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	171.0	0.0	0.0	171.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	171.0	0.0	0.0	171.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	171.0	0.0	0.0	171.0	TOTAL	171.0	0.0	0.0	171.0		
	580	RECONSTRUCTION AND SIGNALIZATION OF THE INTERSECTION OF CTH VV AND MARCY RD IN WAUKESHA COUNTY	HP	PE	65.0	0.0	0.0	65.0	LOCAL	65.0	366.0	0.0	431.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	366.0	0.0	366.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	65.0	366.0	0.0	431.0	TOTAL	65.0	366.0	0.0	431.0		
	581	PAVEMENT REHABILITATION AND INTERSECTION IMPROVEMENT ON CTH VV FROM CTH YY TO N. 124TH ST.	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,365.0	0.0	0.0	1,365.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,365.0	0.0	0.0	1,365.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,365.0	0.0	0.0	1,365.0	TOTAL	1,365.0	0.0	0.0	1,365.0		
	582	REHABILITATION AND INTERSECTION IMPROVEMENT OF CTH VV FROM STH 83 TO CTH J	HP	PE	270.0	0.0	0.0	270.0	LOCAL	270.0	616.0	1,530.0	7,516.0	A	EXEMPT
				ROW	0.0	616.0	0.0	616.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,530.0	6,630.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
			TOTAL	270.0	616.0	1,530.0	7,516.0	TOTAL	270.0	616.0	1,530.0	7,516.0			
583	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA 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			
584	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WAUKESHA 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			
585	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	0.0	0.0	0.0	0.0	LOCAL	0.0	816.6	0.0	816.6	A	NON-EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	4,083.0	0.0	4,083.0	FED	0.0	3,266.4	0.0	3,266.4			
			OTHER	0.0	0.0	0.0	0.0	STP-M							
			TOTAL	0.0	4,083.0	0.0	4,083.0	TOTAL	0.0	4,083.0	0.0	4,083.0			
586	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (BARKER RD) FROM STH 59 TO IH 94 (1.00 MILE)	HI	PE	145.0	0.0	0.0	145.0	LOCAL	600.6	0.0	0.0	600.6	A	NON-EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	2,522.0	0.0	0.0	2,522.0	FED	2,066.4	0.0	0.0	2,066.4			
			OTHER	0.0	0.0	0.0	0.0	STP-M							
			TOTAL	2,667.0	0.0	0.0	2,667.0	TOTAL	2,667.0	0.0	0.0	2,667.0			
587	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH VV TO CTH W (2.00 MILES)	HI	PE	526.0	0.0	0.0	526.0	LOCAL	526.0	949.0	1,300.0	2,775.0	A	NON-EXEMPT	
*			ROW	0.0	949.0	0.0	949.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	6,496.0	6,496.0	FED	0.0	0.0	5,196.0	5,196.0			
			OTHER	0.0	0.0	0.0	0.0	STP-M							
			TOTAL	526.0	949.0	6,496.0	7,971.0	TOTAL	526.0	949.0	6,496.0	7,971.0			
588	CONSTRUCTION OF (CTH O) MOORLAND RD FROM GRANGE AVE TO COLLEGE AVE IN THE CITY OF NEW BERLIN (1.00 MILE)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	1,500.0	0.0	0.0	1,500.0	P	NON-EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	1,500.0	0.0	0.0	1,500.0	FED	0.0	0.0	0.0	0.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0			

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
WAUKESHA COUNTY	589	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 1,748.0 0.0 1,768.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 1,748.0 0.0 1,768.0	LOCAL STATE FED STP-M TOTAL	891.2 0.0 876.8 0.0 1,768.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	891.2 0.0 876.8 0.0 1,768.0	P	NON-EXEMPT
	590	CONSTRUCT ON NEW ALIGNMENT CTH KE FROM STH 83 TO CTH E & REHABILITATE CTH KE FROM CTH E TO CTH GR	HE	PE ROW CONST OTHER TOTAL	225.0 0.0 0.0 0.0 225.0	0.0 746.0 0.0 0.0 746.0	0.0 0.0 3,331.0 0.0 3,331.0	225.0 0.0 746.0 0.0 4,302.0	LOCAL STATE FED TOTAL	225.0 0.0 0.0 225.0	746.0 0.0 0.0 746.0	3,331.0 0.0 0.0 3,331.0	4,302.0 0.0 0.0 4,302.0	P	NON-EXEMPT
	591	CONSTRUCT ON A NEW ALIGNMENT CTH TT FROM US 18 TO NORTHVIEW ROAD IN WAUKESHA COUNTY (1.1 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 TOTAL	250.0 0.0 0.0 250.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	250.0 0.0 0.0 250.0	A	NON-EXEMPT
	592	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 1997-2002	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 1,670.5	0.0 0.0 0.0 0.0 1,726.3	0.0 0.0 0.0 0.0 1,786.2	0.0 0.0 0.0 0.0 10,735.8	LOCAL STATE FED FTA 5307 TOTAL	280.9 1,312.6 75.0 0.0 1,670.5	296.0 1,380.3 50.0 0.0 1,726.3	311.9 1,449.3 25.0 0.0 1,786.2	1,872.6 8,713.2 150.0 0.0 10,735.8	A	EXEMPT
	593	PROVISION OF SPECIAL SERVICE FOR THE DISABLED IN WAUKESHA COUNTY TO PARALLEL THE WAUKESHA COUNTY TRANSIT SERVICE: 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 85.0 85.0	0.0 0.0 0.0 89.2 89.2	0.0 0.0 0.0 93.7 93.7	0.0 0.0 0.0 577.9 577.9	LOCAL STATE FED TOTAL	42.3 35.7 0.0 85.0	51.7 37.5 0.0 89.2	54.3 39.4 0.0 93.7	335.3 242.6 0.0 577.9	A	EXEMPT
	594	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS SERVICES FOR ELDERLY & DISABLED PEOPLE IN WAUKESHA CO. 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 356.9 356.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 356.9 356.9	LOCAL STATE FED TOTAL	52.6 297.3 0.0 356.9	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	52.6 297.3 0.0 356.9	A	EXEMPT
	595	PROVISION OF USER-SIDE SUBSIDY ADVANCE RESERVATION AND DRIVER ESCORT FOR THE ELDERLY AND DISABLED IN WAUKESHA CTY: 1997-2002	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 603.7 603.7	0.0 0.0 0.0 634.0 634.0	0.0 0.0 0.0 665.5 665.5	0.0 0.0 0.0 3,902.7 3,902.7	LOCAL STATE FED TOTAL	300.7 303.0 0.0 603.7	315.8 318.2 0.0 634.0	331.5 334.0 0.0 665.5	1,942.5 1,960.2 0.0 3,902.7	A	EXEMPT
	596	CAPITAL DEPRECIATION AND OVERHEAD EXPENSES FOR WAUKESHA COUNTY TRANSIT SERVICE: 1997-2002	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 306.2 306.2	0.0 0.0 0.0 321.5 321.5	0.0 0.0 0.0 337.6 337.6	0.0 0.0 0.0 2,035.3 2,035.3	LOCAL STATE FED FTA 5307 TOTAL	0.0 61.2 245.0 0.0 306.2	0.0 64.3 257.2 0.0 321.5	0.0 67.7 270.1 0.0 337.6	0.0 405.0 1,630.3 0.0 2,035.3	A	EXEMPT
	597	REPLACEMENT OF THE CTH G BRIDGE OVER THE DRUMLIN TRAIL IN WAUKESHA COUNTY	OH	PE ROW CONST OTHER TOTAL	15.0 0.0 0.0 0.0 15.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 745.0 0.0 745.0	15.0 0.0 745.0 0.0 760.0	LOCAL STATE FED TOTAL	3.0 12.0 0.0 15.0	0.0 0.0 0.0 0.0	149.0 596.0 0.0 745.0	152.0 608.0 0.0 760.0	A	EXEMPT
	598	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH TJ FROM CTH T WESTERLY 0.6 MILES	OH	PE ROW CONST OTHER TOTAL	166.0 0.0 0.0 0.0 166.0	0.0 151.0 0.0 0.0 151.0	0.0 0.0 1,665.0 0.0 1,665.0	166.0 151.0 1,665.0 0.0 1,982.0	LOCAL STATE FED TOTAL	166.0 0.0 0.0 166.0	151.0 0.0 0.0 151.0	1,665.0 0.0 0.0 1,665.0	1,982.0 0.0 0.0 1,982.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
WAUKESHA COUNTY	599	SIGNALIZATION OF THE INTERSECTION OF CTH Y AND WATERTOWN RD	HS	PE 0.0 ROW 0.0 CONST 170.0 OTHER 0.0 TOTAL 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 0.0 0.0 0.0	0.0 0.0 170.0 0.0 170.0	LOCAL STATE FED	170.0 0.0 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	170.0 0.0 0.0 0.0 170.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	600	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WAUKESHA COUNTY	HS	PE 10.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 10.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 0.0 0.0 10.0	LOCAL STATE FED STP-S	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
	601	DEVELOPMENT OF AN INSPECTION/MAINTENANCE 240 MECHANIC TRAINING PROG & CONST OF RELATED FACILITIES AT WAUKESHA COUNTY TECH COLLEGE	EE	PE 10.0 ROW 0.0 CONST 122.5 OTHER 179.9 TOTAL 312.4	0.0 0.0 7.0 62.9 69.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 129.5 242.8 382.3	LOCAL STATE FED CMAQ	62.5 0.0 249.9 0.0 312.4	14.0 0.0 55.9 0.0 69.9	0.0 0.0 0.0 0.0 0.0	76.5 0.0 305.8 0.0 382.3	A	NON-EXEMPT
	602	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/PEDESTRIAN PROJECTS IN WAUKESHA COUNTY	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	25.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 0.0 0.0 25.0	LOCAL STATE FED CMAQ	0.0 0.0 0.0 20.0 20.0	5.0 0.0 0.0 20.0 25.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 0.0 20.0 25.0	A	NON-EXEMPT
	603	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 0.0 ROW 0.0 CONST 50.0 OTHER 0.0 TOTAL 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 0.0 0.0	0.0 0.0 50.0 0.0 50.0	LOCAL STATE FED STP-E	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	P	EXEMPT
	604	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 90.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 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 0.0 0.0 0.0	90.0 0.0 0.0 0.0 90.0	LOCAL STATE FED STP-M	18.0 0.0 72.0 0.0 90.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.0 0.0 72.0 0.0 90.0	A	EXEMPT
	605	RECONSTRUCTION OF THE INTERSECTION OF NORTH AVENUE AND HIGHLAND DRIVE IN THE CITY OF BROOKFIELD (0.15 MILES)	HP	PE 50.0 ROW 20.0 CONST 270.0 OTHER 0.0 TOTAL 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 0.0 0.0	50.0 20.0 270.0 0.0 340.0	LOCAL STATE FED STP-M	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	P	NON-EXEMPT AIR QUALITY NEUTRAL
	606	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO GREENFIELD AVENUE IN THE CITY OF BROOKFIELD (0.36 MILES)	HE	PE 75.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 75.0	0.0 0.0 425.0 0.0 425.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 425.0 0.0 500.0	LOCAL STATE FED STP-M	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
	607	CONSTRUCTION OF A BIKE LANE ADJACENT TO SB LANE OF LILLY ROAD FROM BURLEIGH TO RIDGEWOOD IN THE CITY OF BROOKFIELD	EE	PE 0.0 ROW 0.0 CONST 65.0 OTHER 0.0 TOTAL 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 0.0 0.0 0.0	0.0 0.0 65.0 0.0 65.0	LOCAL STATE FED STP-E	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
	608	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 0.0 ROW 0.0 CONST 73.0 OTHER 0.0 TOTAL 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 0.0 0.0 0.0	0.0 0.0 73.0 0.0 73.0	LOCAL STATE FED STP-E	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

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/BROOKFIELD	609	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 0.0 ROW 0.0 CONST 130.0 OTHER 0.0 TOTAL 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 0.0 0.0	0.0 0.0 130.0 0.0 130.0	LOCAL STATE FED STP-O	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
	610	MAJOR REHABILITATION OF BROOKFIELD ROAD BRIDGE OVER DEER CREEK IN TOWN OF BROOKFIELD	HP	PE 11.5 ROW 0.0 CONST 160.0 OTHER 0.0 TOTAL 171.5	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	11.5 0.0 160.0 0.0 171.5	LOCAL STATE FED BRF	34.3 137.2 0.0 0.0 171.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	34.3 137.2 0.0 0.0 171.5	P	EXEMPT
	611	CONSTRUCTION OF A BIKE LANE FROM DAVIDSON RD TO PLEASANT HILL SCHOOL IN CONJUNCTION WITH THE RECONSTRUCTION OF BARKER RD (0.40 MI)	EE	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 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 STP-M	0.0 0.0 0.0 32.0 0.0	8.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.0 0.0 0.0 32.0 0.0	A	NON-EXEMPT
T/BROOKFIELD	612	CONSTRUCTION OF A BIKE LANE FROM DAVIDSON RD TO PLEASANT HILL SCHOOL IN CONJUNCTION WITH THE RECONSTRUCTION OF BARKER RD (0.40 MI)	EE	PE 0.0 ROW 0.0 CONST 40.0 OTHER 0.0 TOTAL 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 0.0 0.0	0.0 0.0 40.0 0.0 40.0	LOCAL STATE FED STP-M	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
	613	ENGINEERING AND DESIGN FOR CONSTRUCTION OF BIKE LANE IN CONJUNCTION WITH THE RECONSTRUCTION OF BARKER RD AND OTHER ARTERIALS	EE	PE 25.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 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 0.0 0.0	25.0 0.0 0.0 0.0 25.0	LOCAL STATE FED STP-M	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	A	EXEMPT
	614	REHABILITATION OF NAGAWICKA ROAD BRIDGE OVER BARK RIVER IN CITY OF DELAFIELD	HP	PE 30.0 ROW 0.0 CONST 202.0 OTHER 0.0 TOTAL 232.0	0.0 0.0 0.0 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 0.0 202.0 0.0 232.0	LOCAL STATE FED BRF	46.4 24.0 161.6 0.0 232.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	46.4 24.0 161.6 0.0 232.0	P	EXEMPT
V/ELM GROVE	615	MAJOR REHABILITATION OF WATERTOWN PLANK ROAD BRIDGE OVER UNDERWOOD CREEK IN VILLAGE OF ELM GROVE	HP	PE 4.0 ROW 0.0 CONST 51.0 OTHER 0.0 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	4.0 0.0 51.0 0.0 55.0	LOCAL STATE FED BRF	11.0 44.0 0.0 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 44.0 0.0 0.0 55.0	P	EXEMPT
	616	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 32.0 ROW 0.0 CONST 288.1 OTHER 0.0 TOTAL 320.1	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 0.0 0.0	32.0 0.0 288.1 0.0 320.1	LOCAL STATE FED	320.1 0.0 0.0 0.0 320.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	320.1 0.0 0.0 0.0 320.1	A	EXEMPT
	617	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STN 175 FROM N LILLY RD TO W MILL ST IN THE VILLAGE OF MENOMONEE FALLS (2.14 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	420.0 0.0 0.0 0.0 420.0	420.0 0.0 0.0 0.0 420.0	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	84.0 0.0 336.0 0.0 420.0	84.0 0.0 336.0 0.0 420.0	A	EXEMPT
V/MENOMONEE FALLS	618	REPLACEMENT OF PILGRIM RD BRIDGE OVER MENOMONEE RIVER	HP	PE 74.3 ROW 0.0 CONST 526.0 OTHER 0.0 TOTAL 600.3	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	74.3 0.0 526.0 0.0 600.3	LOCAL STATE FED BRF	120.1 0.0 480.2 0.0 600.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	120.1 0.0 480.2 0.0 600.3	A	EXEMPT

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
V/MENOMONEE FALLS	619	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	0.0 187.0 1,575.0 0.0 1,762.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 187.0 1,575.0 0.0 1,762.0	LOCAL STATE FED STP-M TOTAL	352.4 0.0 1,409.6 0.0 1,762.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	352.4 0.0 1,409.6 0.0 1,762.0	A	NON-EXEMPT
	620	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	142.0 0.0 0.0 0.0 142.0	0.0 0.0 805.0 0.0 805.0	142.0 0.0 805.0 0.0 947.0	LOCAL STATE FED STP-M TOTAL	0.0 0.0 0.0 113.6 0.0	28.4 0.0 644.0 0.0 805.0	161.0 0.0 0.0 0.0 947.0	189.4 0.0 757.6 0.0 947.0	A	NON-EXEMPT
	621	CONSTRUCTION OF SHADY LANE FROM ST. THOMAS DR TO ROGER AVE. IN THE VILLAGE OF MENOMONEE FALLS (0.15 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 78.3 680.0 0.0 758.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 78.3 680.0 0.0 758.3	LOCAL STATE FED STP-M TOTAL	151.7 0.0 606.6 0.0 758.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	151.7 0.0 606.6 0.0 758.3	P	NON-EXEMPT
	622	REPLACEMENT WITH NO ADDITIONAL CAPACITY OF ARTHUR AVENUE BRIDGE OVER MENOMONEE RIVER IN VILLAGE OF MENOMONEE FALLS	OH	PE ROW CONST OTHER TOTAL	39.3 0.0 250.0 0.0 289.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	39.3 0.0 250.0 0.0 289.3	LOCAL STATE FED BRF TOTAL	57.9 231.4 0.0 0.0 289.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	57.9 231.4 0.0 0.0 289.3	P	EXEMPT
	623	REPLACEMENT OF ROOSEVELT DR. BRIDGE OVER THE MENOMONEE RIVER	OH	PE ROW CONST OTHER TOTAL	75.0 35.0 661.6 0.0 771.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 35.0 661.6 0.0 771.6	LOCAL STATE FED BRF TOTAL	154.3 0.0 617.3 0.0 771.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	154.3 0.0 617.3 0.0 771.6	A	EXEMPT
	624	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WATER ST. FROM MAIN ST. TO RICHFIELD WAY IN THE VILLAGE OF MENOMONEE FALLS (0.55 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	80.0 0.0 0.0 0.0 80.0	80.0 0.0 450.0 0.0 530.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 0.0 0.0 80.0	530.0 0.0 0.0 0.0 530.0	A	EXEMPT
	625	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 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
	626	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 0.0 370.5 0.0 448.0	0.0 0.0 0.0 0.0 0.0	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	89.6 358.4 0.0 0.0 448.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	89.6 358.4 0.0 0.0 448.0	P	EXEMPT
	627	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	175.0 72.0 0.0 0.0 247.0	0.0 0.0 1,898.0 0.0 1,898.0	0.0 0.0 0.0 0.0 0.0	175.0 72.0 1,898.0 0.0 2,145.0	LOCAL STATE FED STP-M TOTAL	50.2 0.0 196.8 0.0 247.0	379.6 0.0 1,518.4 0.0 1,898.0	0.0 0.0 0.0 0.0 0.0	429.8 0.0 1,715.2 0.0 2,145.0	A	EXEMPT
	628	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	50.0 0.0 0.0 0.0 50.0	0.0 0.0 300.0 0.0 300.0	50.0 0.0 300.0 0.0 350.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	300.0 0.0 0.0 0.0 300.0	350.0 0.0 0.0 0.0 350.0	P	EXEMPT

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/NEW BERLIN	629	RECONSTRUCTION WITH NO ADDITIONAL LANES OF SUNNYSLOPE RD FROM NATIONAL AVE TO GREENFIELD AVE IN THE CITY OF NEW BERLIN (2.20 MI)	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	800.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	800.0 0.0 0.0	A	EXEMPT
	630	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	25.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	25.0 25.0 500.0 0.0 550.0	LOCAL STATE FED STP-M	0.0 0.0 0.0 0.0	25.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	130.0 0.0 420.0 550.0	P	NON-EXEMPT
	631	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	164.0 164.0 400.0 0.0 676.0	LOCAL STATE FED	0.0 0.0 0.0	164.0 0.0 0.0	112.0 0.0 0.0	676.0 0.0 0.0	A	EXEMPT
	632	CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE CITY OF NEW BERLIN	EE	PE ROW CONST OTHER TOTAL	62.5 0.0 250.0 0.0 312.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	62.5 0.0 250.0 0.0 312.5	LOCAL STATE FED CMAQ	62.5 0.0 250.0	0.0 0.0 0.0	0.0 0.0 0.0	62.5 0.0 250.0	A	NON-EXEMPT
	633	REPLACEMENT WITH NO ADDITIONAL CAPACITY OF CONCORD ROAD BRIDGE OVER OCONOMOWOC RIVER IN CITY OF OCONOMOWOC	HP	PE ROW CONST OTHER TOTAL	36.7 0.0 225.0 0.0 261.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	36.7 0.0 225.0 0.0 261.7	LOCAL STATE FED BRF	52.3 29.4 180.0	0.0 0.0 0.0	0.0 0.0 0.0	52.3 29.4 180.0	P	EXEMPT
	634	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE TWIN BRIDGES ON GROVE ST OVER THE OCONOMOWOC RIVER IN THE CITY OF OCONOMOWOC	OH	PE ROW CONST OTHER TOTAL	20.0 0.0 130.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 130.0 0.0 150.0	LOCAL STATE FED BRF	30.0 120.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	30.0 120.0 0.0	P	EXEMPT
	635	DEVELOPEMENT OF A BIKE/PED PLAN FOR FOWLER LAKE IN THE CITY OF OCONOMOWOC	EE	PE ROW CONST OTHER TOTAL	16.0 0.0 0.0 0.0 16.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.0 0.0 0.0 0.0 16.0	LOCAL STATE FED STP-E	3.2 0.0 12.8	0.0 0.0 0.0	0.0 0.0 0.0	3.2 0.0 12.8	P	EXEMPT
	636	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE MILL STREET BRIDGE OVER THE ASHIPUN RIVER IN THE TOWN OF OCONOMOWOC	OH	PE ROW CONST OTHER TOTAL	25.0 0.0 0.0 0.0 25.0	0.0 0.0 168.0 0.0 168.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 168.0 0.0 193.0	LOCAL STATE FED BRF	5.0 20.0 0.0	33.6 134.4 0.0	0.0 0.0 0.0	38.6 154.4 0.0	P	EXEMPT
	637	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 0.0 600.0 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	600.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	600.0 0.0 0.0	A	EXEMPT
	638	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	30.0 0.0 0.0 0.0 30.0	0.0 300.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	30.0 300.0 0.0 0.0 330.0	LOCAL STATE FED	30.0 0.0 0.0	300.0 0.0 0.0	0.0 0.0 0.0	330.0 0.0 0.0	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
V/SUSSEX	639	RESURFACE MAIN ST FROM LOCUST AVE TO WAUKESHA IN THE VILLAGE OF SUSSEX (1.0 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 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	750.0 0.0 0.0	750.0 0.0 0.0	A	EXEMPT
	*		TOTAL		0.0	0.0	750.0	750.0	TOTAL	0.0	0.0	750.0	750.0		
	640	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAPLE AVE FROM MAIN ST TO CLOVER DR IN THE VILLAGE OF SUSSEX (0.50 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 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	1,500.0 0.0 0.0	A	EXEMPT
	*		TOTAL		0.0	0.0	0.0	1,500.0	TOTAL	0.0	0.0	0.0	1,500.0		
	641	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAPLE AVE FROM DONNA DR TO GOOD HOPE RD IN THE VILLAGE OF SUSSEX (0.40 MILES)	HP	PE 0.0 ROW 0.0 CONST 400.0 OTHER 0.0	0.0	0.0	0.0	0.0	LOCAL STATE FED	400.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	400.0 0.0 0.0	A	EXEMPT
	*		TOTAL		400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	642	INSTALL TRAFFIC SIGNAL AT INTERSECTION OF WAUKESHA AVE AND MAIN ST IN THE VILLAGE OF SUSSEX	HS	PE 0.0 ROW 0.0 CONST 0.0 OTHER 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	70.0 0.0 0.0	70.0 0.0 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*		TOTAL		0.0	0.0	70.0	70.0	TOTAL	0.0	0.0	70.0	70.0		
	643	CONSTRUCT AN INTERMODAL RAIL/HIGHWAY TERMINAL ON THE WISCONSIN CENTRAL RR NEAR STH 164 & CTH VV IN THE VILLAGE OF SUSSEX	EE	PE 351.8 ROW 0.0 CONST 902.0 OTHER 0.0	0.0	0.0	0.0	0.0	LOCAL STATE FED CMAQ	250.8 0.0 1,003.0 0.0	51.0 0.0 204.0 0.0	0.0 0.0 0.0 0.0	301.8 0.0 1,207.0 0.0	A	NON-EXEMPT
	*		TOTAL		1,253.8	255.0	0.0	1,508.8	TOTAL	1,253.8	255.0	0.0	1,508.8		
	644	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 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	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 0.0 0.0 0.0	210.0 0.0 840.0 0.0	A	EXEMPT
	*		TOTAL		0.0	0.0	0.0	1,050.0	TOTAL	0.0	0.0	0.0	1,050.0		
C/WAUKESHA	645	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. BROADWAY FROM LAKE ST. TO PORTER AVE. IN THE CITY OF WAUKESHA (0.50 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	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 0.0 0.0 0.0	216.0 0.0 864.0 0.0	A	EXEMPT
	*		TOTAL		0.0	0.0	0.0	1,080.0	TOTAL	0.0	0.0	0.0	1,080.0		
	646	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	175.0	175.0	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		
	647	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	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		
	648	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. EAST AVE. FROM WISCONSIN AVE. TO COLLEGE AVE. IN THE CITY OF WAUKESHA (0.65 MI)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 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	550.0 0.0 0.0 0.0	A	EXEMPT
	*		TOTAL		0.0	0.0	0.0	550.0	TOTAL	0.0	0.0	0.0	550.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/WAUKESHA	649	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	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							
		TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0				
	650	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. RACINE AVE. FROM BROADWAY TO OAKLAND AVE. IN THE CITY OF WAUKESHA (0.25 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	350.0	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	350.0	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	350.0	TOTAL	0.0	0.0	0.0	350.0				
	651	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. SUNSET DR FROM BIG BEND ROAD TO TENNY AVE IN THE CITY OF WAUKESHA (0.15 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	0.0	150.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	150.0	0.0	0.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
		TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0				
	652	RESURFACING OF E. SUNSET DR. FROM GRAMLING LN. TO STH 59 IN THE CITY OF WAUKESHA (0.34 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	275.0	0.0	0.0	275.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	275.0	0.0	0.0	275.0	FED	0.0	0.0	0.0	0.0		
OTHER				0.0	0.0	0.0	0.0								
	TOTAL	275.0	0.0	0.0	275.0	TOTAL	275.0	0.0	0.0	275.0					
653	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WEST AVE. FROM WISCONSIN AVE. TO NEWHALL AVE. IN THE CITY OF WAUKESHA (0.7M)	HP	PE	0.0	0.0	0.0	275.0	LOCAL	0.0	0.0	0.0	305.0	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	1,250.0	FED	0.0	0.0	0.0	1,220.0			
			OTHER	0.0	0.0	0.0	0.0	STP-M							
	TOTAL	0.0	0.0	0.0	1,525.0	TOTAL	0.0	0.0	0.0	1,525.0					
654	INSTALLATION OF EMERGENCY VEHICLE TRAFFIC SIGNAL PREEMPTOR SYSTEM AT VARIOUS SIGNALIZED INTERSECTIONS	HP	PE	73.0	0.0	0.0	73.0	LOCAL	14.6	43.6	0.0	58.2	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	218.0	0.0	218.0	FED	58.4	174.4	0.0	232.8			
			OTHER	0.0	0.0	0.0	0.0	STP-M							
	TOTAL	73.0	218.0	0.0	291.0	TOTAL	73.0	218.0	0.0	291.0					
655	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	0.0	0.0	0.0	LOCAL	69.0	0.0	0.0	69.0	A	NON-EXEMPT	
*			ROW	345.0	0.0	0.0	345.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	0.0	0.0	FED	276.0	0.0	0.0	276.0			
			OTHER	0.0	0.0	0.0	0.0	STP-M							
	TOTAL	345.0	0.0	0.0	345.0	TOTAL	345.0	0.0	0.0	345.0					
656	RECONSTRUCTION WITH ADDITIONAL LANES OF E. SUNSET DR FROM TENNY AV TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	295.0	0.0	0.0	295.0	A	NON-EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	295.0	0.0	0.0	295.0	FED	0.0	0.0	0.0	0.0			
			OTHER	0.0	0.0	0.0	0.0								
	TOTAL	295.0	0.0	0.0	295.0	TOTAL	295.0	0.0	0.0	295.0					
657	OPERATING ASSISTANCE FOR CITY OF WAUKESHA TRANSIT SYSTEM UTILITY: 1996-2001	TP	PE	0.0	0.0	0.0	0.0	LOCAL	448.2	583.6	754.4	4,263.8	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	824.4	908.6	983.2	5,908.1			
			CONST	0.0	0.0	0.0	0.0	FED	95.0	95.0	95.0	570.0			
			OTHER	1,367.6	1,587.2	1,832.6	10,741.9	FTA 5307							
	TOTAL	1,367.6	1,587.2	1,832.6	10,741.9	TOTAL	1,367.6	1,587.2	1,832.6	10,741.9					
658	REPLACE BASE RADIO SYSTEM FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1.5	0.0	1.5	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	6.0	0.0	6.0			
			OTHER	0.0	7.5	0.0	7.5	FTA 5307							
	TOTAL	0.0	7.5	0.0	7.5	TOTAL	0.0	7.5	0.0	7.5					

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/WAUKESHA	659	REPLACEMENT OF 14 URBAN TRANSIT COACHES FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	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 0.0 0.0	LOCAL STATE FED FTA 5307	672.0 0.0 2,688.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	672.0 0.0 2,688.0 0.0	A	EXEMPT
				TOTAL	3,360.0	0.0	0.0	3,360.0	TOTAL	3,360.0	0.0	0.0	3,360.0		
	660	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 25.0	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 5307	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		
	661	PURCHASE MICROCOMPUTER HARDWARE AND SOFTWARE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	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 30.0	0.0 0.0 0.0 10.0	0.0 0.0 0.0 170.0	LOCAL STATE FED FTA 5307	20.0 0.0 80.0 0.0	6.0 0.0 24.0 0.0	2.0 0.0 8.0 0.0	34.0 0.0 136.0 0.0	A	EXEMPT
				TOTAL	100.0	30.0	10.0	170.0	TOTAL	100.0	30.0	10.0	170.0		
	662	PURCHASE MISCELLANEOUS TOOLS AND EQUIPMENT FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 10.0	0.0 0.0 0.0 10.0	0.0 0.0 0.0 10.0	0.0 0.0 0.0 5.0	0.0 0.0 0.0 50.0	LOCAL STATE FED FTA 5307	2.0 0.0 8.0 0.0	2.0 0.0 8.0 0.0	1.0 0.0 4.0 0.0	10.0 0.0 40.0 0.0	A	EXEMPT
				TOTAL	10.0	10.0	5.0	50.0	TOTAL	10.0	10.0	5.0	50.0		
	663	PURCHASE MISCELLANEOUS BUS PARTS 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 25.0	0.0 0.0 0.0 25.0	0.0 0.0 0.0 25.0	0.0 0.0 0.0 150.0	LOCAL STATE FED FTA 5307	5.0 0.0 20.0 0.0	5.0 0.0 20.0 0.0	5.0 0.0 20.0 0.0	30.0 0.0 120.0 0.0	A	EXEMPT
				TOTAL	25.0	25.0	25.0	150.0	TOTAL	25.0	25.0	25.0	150.0		
	664	DOWNTOWN TRAFFIC, PARKING, LAND USE, AND TRANSIT STUDY FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	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 STATE FED FTA 5307	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		
	665	ENGINE AND TRANSMISSION REBUILDS FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 125.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 125.0	LOCAL STATE FED FTA 5307	0.0 0.0 0.0 0.0	25.0 0.0 100.0 0.0	0.0 0.0 0.0 0.0	25.0 0.0 100.0 0.0	A	EXEMPT
				TOTAL	0.0	125.0	0.0	125.0	TOTAL	0.0	125.0	0.0	125.0		
	666	ANTI-FREEZE RECOVERY SYSTEM FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 8.0	0.0 0.0 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	LOCAL STATE FED FTA 5307	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
				TOTAL	8.0	0.0	0.0	8.0	TOTAL	8.0	0.0	0.0	8.0		
	667	TIRE LEASE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY: 1997-2002	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 25.0	0.0 0.0 0.0 25.0	0.0 0.0 0.0 25.4	0.0 0.0 0.0 26.0	0.0 0.0 0.0 160.4	LOCAL STATE FED FTA 5307	5.0 0.0 20.0 0.0	5.1 0.0 20.3 0.0	5.2 0.0 20.8 0.0	32.1 0.0 128.3 0.0	A	EXEMPT
				TOTAL	25.0	25.4	26.0	160.4	TOTAL	25.0	25.4	26.0	160.4		
	668	CAPITAL MAINTENANCE OVERHAUL PROJECTS FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 56.0	0.0 0.0 0.0 56.0	0.0 0.0 0.0 58.1	0.0 0.0 0.0 60.5	0.0 0.0 0.0 371.1	LOCAL STATE FED FTA 5307	11.2 0.0 44.8 0.0	11.6 0.0 46.5 0.0	12.1 0.0 48.4 0.0	74.2 0.0 296.9 0.0	A	EXEMPT
				TOTAL	56.0	58.1	60.5	371.1	TOTAL	56.0	58.1	60.5	371.1		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;
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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/WAUKESHA	669	DESIGN AND CONSTRUCT DOWNTOWN TERMINAL ADDITION FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	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 5307 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
	670	GLOBAL POSITIONING SYSTEM FOR THE 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 0.0 260.0 260.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 260.0 260.0	LOCAL STATE FED FTA 5307 TOTAL	0.0 0.0 0.0 0.0 0.0	52.0 0.0 208.0 0.0 260.0	0.0 0.0 0.0 0.0 0.0	52.0 0.0 208.0 0.0 260.0	A	EXEMPT
	671	NIGHT TRANSIT SERVICE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 268.4 268.4	0.0 0.0 0.0 281.8 281.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 550.2 550.2	LOCAL STATE FED CMAQ TOTAL	34.8 112.7 120.9 0.0 268.4	34.7 118.4 128.7 0.0 281.8	0.0 0.0 0.0 0.0 0.0	69.5 231.1 249.6 0.0 550.2	A	NON-EXEMPT
	672	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 0.0 400.0 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 TOTAL	400.0 0.0 0.0 400.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	400.0 0.0 0.0 400.0	A	EXEMPT
	673	RECONSTRUCTION OF THE INTERSECTION OF N. PRAIRIE AVE AND ST PAUL AVE IN THE CITY OF WAUKESHA	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	6.0 0.0 0.0 0.0 6.0	0.0 2.0 0.0 0.0 2.0	6.0 2.0 0.0 0.0 8.0	LOCAL STATE FED STP-S TOTAL	0.0 0.0 0.0 5.4 0.0	0.6 0.0 1.8 0.0 6.0	0.2 0.0 1.8 0.0 2.0	0.8 0.0 7.2 0.0 8.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	674	CONSTRUCTION OF NEW RR INTERCHANGE OF WI CENTRAL & C&NW RR'S IN V/ SUSSEX & ELIMINATION OF 15 GRADE CROSSINGS IN CITY OF WAUKESHA	HS	PE ROW CONST OTHER TOTAL	55.0 115.0 0.0 0.0 170.0	0.0 0.0 960.0 6.0 966.0	0.0 0.0 275.0 0.0 275.0	55.0 115.0 1,235.0 6.0 1,411.0	LOCAL STATE FED STP-S TOTAL	17.0 0.0 153.0 0.0 170.0	96.6 0.0 869.4 0.0 966.0	0.0 0.0 247.5 0.0 275.0	113.6 27.2 1,269.9 0.0 1,411.0	A	NON-EXEMPT
	675	CONSTRUCTION OF A BICYCLE PATH ALONG MEADOWBROOK RD FROM THE GLACIAL DRUMLIN TRAIL TO THE LAKE COUNTRY TRAIL IN C\ WAUKESHA	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 88.0 88.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 88.0 88.0	LOCAL STATE FED CMAQ TOTAL	0.0 0.0 0.0 0.0 0.0	17.6 0.0 70.4 0.0 88.0	0.0 0.0 0.0 0.0 0.0	17.6 0.0 70.4 0.0 88.0	A	NON-EXEMPT
	676	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 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-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
	677	INSTALLATION OF A TRAFFIC-RESPONSIVE SIGNAL SYSTEM ON GRANDVIEW BLVD IN THE CITY OF WAUKESHA	EE	PE ROW CONST OTHER TOTAL	50.4 0.0 0.0 0.0 50.4	0.0 0.0 263.5 0.0 263.5	0.0 0.0 0.0 0.0 0.0	50.4 0.0 263.5 0.0 313.9	LOCAL STATE FED CMAQ TOTAL	10.1 0.0 40.3 0.0 50.4	52.7 0.0 210.8 0.0 263.5	0.0 0.0 0.0 0.0 0.0	62.8 0.0 251.1 0.0 313.9	A	NON-EXEMPT

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	678	CORRIDOR STUDY OF I-94 TO IDENTIFY ALTERNATIVES OR MODIFICATIONS TO 12 INTERCHANGES IN RACINE AND KENOSHA COUNTIES	HP	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 0.0 0.0 0.0 0.0	500.0 0.0 0.0 0.0 500.0	LOCAL STATE FED IH-M TOTAL	0.0 50.0 450.0 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 50.0 450.0 0.0 500.0	A	EXEMPT
	679	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH AND WASHINGTON COUNTIES	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 4				LOCAL STATE FED STP-O TOTAL	Source of Project funds is reported in Project No. 4				A	EXEMPT
	680	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 1				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 1				A	EXEMPT
	681	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE STH SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 2				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 2				A	EXEMPT
	682	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 3				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 3				A	EXEMPT
	683	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 5				LOCAL STATE FED IH-M TOTAL	Source of Project funds is reported in Project No. 5				A	EXEMPT
	684	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 6				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 6				A	EXEMPT
	685	MAINTENANCE OF TRAFFIC DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 7				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 7				A	EXEMPT
	686	CONSULTANT MANAGEMENT OF THE LOCAL PROGRAM IN SOUTHEASTERN WISCONSIN	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 11				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 11				A	EXEMPT
	687	RESURFACING OF IH 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 12,000.0 0.0 12,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 12,000.0 0.0 12,000.0	LOCAL STATE FED IH-M TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 1,200.0 10,800.0 0.0 12,000.0	0.0 0.0 0.0 0.0 0.0	0.0 1,200.0 10,800.0 0.0 12,000.0	P	EXEMPT

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	688	RECONSTRUCTION OF WEIGH STA 21 ON WB EAST-WEST FREEWAY (1-94) IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	86.7 0.0 0.0 0.0 86.7	0.0 515.0 4,153.0 0.0 4,668.0	0.0 0.0 0.0 0.0 0.0	86.7 515.0 4,153.0 0.0 4,754.7	LOCAL STATE FED STP-0 TOTAL	0.0 8.7 78.0 0.0 86.7	0.0 930.3 3,737.7 0.0 4,668.0	0.0 0.0 0.0 0.0 0.0	0.0 939.0 3,815.7 0.0 4,754.7	A	EXEMPT
	689	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 63.0 1,203.0 0.0 1,266.0	LOCAL STATE FED STP-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	0.0 303.6 962.4 0.0 1,266.0	A	EXEMPT
	690	PAVEMENT MARKING ON STH 50 IN KENOSHA COUNTY AND USH 18 IN WAUKESHA COUNTY	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 524				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 524				A	EXEMPT
	691	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 0.0 1,911.0 0.0 1,911.0	LOCAL STATE FED STP-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	0.0 382.2 1,528.8 0.0 1,911.0	A	EXEMPT
	692	REHABILITATION OF STH 83 FROM STH 50 TO CTH JB/KD IN THE TOWN OF WHEATLAND (1.53 MILES)	HP	PE ROW CONST OTHER TOTAL	140.0 11.0 0.0 0.0 151.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	140.0 11.0 1,451.0 0.0 1,602.0	LOCAL STATE FED STP-0 TOTAL	0.0 142.1 106.9 0.0 251.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 451.1 1,250.9 0.0 1,702.0	A	EXEMPT
	693	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH ML BRIDGE OVER I194 IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	391.7 0.0 0.0 0.0 391.7	0.0 0.0 5,625.0 0.0 5,625.0	0.0 0.0 0.0 0.0 0.0	391.7 0.0 5,625.0 0.0 6,016.7	LOCAL STATE FED IH-M TOTAL	0.0 392.5 352.5 0.0 391.7	0.0 562.5 5,062.5 0.0 5,625.0	0.0 0.0 0.0 0.0 0.0	0.0 601.7 5,415.0 0.0 6,016.7	A	EXEMPT
	694	CONTINUING REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SEWRPC	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 18				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 18				A	EXEMPT
	695	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 1,200.0 0.0 0.0 1,200.0	0.0 3,000.0 0.0 0.0 3,000.0	0.0 0.0 12,000.0 0.0 12,000.0	0.0 0.0 22,000.0 0.0 22,000.0	LOCAL STATE FED TOTAL	0.0 1,200.0 0.0 0.0 1,200.0	0.0 3,000.0 0.0 0.0 3,000.0	0.0 0.0 0.0 0.0 0.0	0.0 26,200.0 0.0 0.0 26,200.0	P	NON-EXEMPT
	696	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 2,000.0 0.0 0.0 2,000.0	0.0 1,000.0 0.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 3,000.0 24,000.0 0.0 27,000.0	LOCAL STATE FED TOTAL	0.0 2,000.0 0.0 0.0 2,000.0	0.0 1,000.0 0.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 27,000.0 0.0 0.0 27,000.0	P	NON-EXEMPT
	697	ELDERLY/DISABLED TRANS. KENOSHA ACHIEVEMENT CENTER - KENOSHA MODIFIED BUS 14/2: 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 40.3 40.3	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 40.3 40.3	LOCAL STATE FED FTA 5310 TOTAL	8.1 32.2 0.0 0.0 40.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.1 32.2 0.0 0.0 40.3	A	EXEMPT

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
STATE OF WISCONSIN	698	ELDERLY/DISABLED TRANS. KENOSHA ACHIEVEMENT CENTER - KENOSHA	TP	PE	0.0	0.0	0.0	0.0	LOCAL	11.3	0.0	0.0	11.3	A	EXEMPT
	*	1 STANDARD BUS 24/0	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		1 MODIFIED VAN 7/1: 1997	CONST	0.0	0.0	0.0	0.0	FED	45.4	0.0	0.0	45.4			
			OTHER	56.7	0.0	0.0	56.7	FTA 5310							
			TOTAL		56.7	0.0	0.0	56.7	TOTAL	56.7	0.0	0.0	56.7		
	699	COMMUTER RAIL FEASIBILITY STUDY IN THE BURLINGTON TO ANTIOCH CORRIDOR	TI	PE	0.0	0.0	0.0	0.0	LOCAL	12.0	0.0	0.0	12.0	A	EXEMPT
			ROW	0.0	0.0	0.0	0.0	STATE	48.0	0.0	0.0	48.0			
			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0			
			OTHER	60.0	0.0	0.0	60.0								
			TOTAL		60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	700	COMMUTER RAIL FEASIBILITY STUDY IN THE MILWAUKEE RACINE AND KENOSHA LAKESHORE CORRIDOR	TI	PE	Project costs are reported in Project No. 109				LOCAL	Source of Project funds is reported in Project No. 109				A	EXEMPT
			ROW					STATE							
			CONST					FED							
			OTHER												
		TOTAL					TOTAL								
701	REPLACEMENT OF BEAM-GUARD ENDS ON THE NATIONAL HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HS	PE	Project costs are reported in Project No. 115				LOCAL	Source of Project funds is reported in Project No. 115				A	EXEMPT	
		ROW					STATE								
		CONST					FED								
		OTHER					STP-S								
		TOTAL					TOTAL								
702	CONSTRUCTION OF BARRIER WALLS AT BRIDGE APPROACHES ON I-94 FROM N. KENOSHA CO. LINE TO ILLINOIS BORDER (12.2 MILES)	HS	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	0.0				
		CONST	0.0	0.0	2,000.0	2,000.0	FED	0.0	0.0	200.0	200.0				
		OTHER	0.0	0.0	0.0	0.0	IH-M	0.0	0.0	1,800.0	1,800.0				
		TOTAL		0.0	0.0	2,000.0	2,000.0	TOTAL	0.0	0.0	2,000.0	2,000.0			
703	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN MIL KEN WAL WALK WASH AND OZ COUNTIES	HS	PE	Project costs are reported in Project No. 119				LOCAL	Source of Project funds is reported in Project No. 119				A	EXEMPT	
*		ROW					STATE								
		CONST					FED								
		OTHER													
		TOTAL					TOTAL								
704	IMPROVE SIGNAGE, BUS SHELTERS, LIGHTING, AND OTHER USER AMENITIES AT VARIOUS PARK AND RIDE LOTS IN SOUTHEASTERN WISCONSIN	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	10.0	0.0	0.0	10.0				
		CONST	10.0	0.0	0.0	10.0	FED	0.0	0.0	0.0	0.0				
		OTHER	0.0	0.0	0.0	0.0									
		TOTAL		10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0			
705	CONSTRUCTION OF A WELCOME TO WISCONSIN SIGN AT THE KENOSHA COUNTY SOUTH COUNTY LINE	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	0.0	0.0	0.0				
		CONST	0.0	107.1	0.0	107.1	FED	0.0	107.1	0.0	107.1				
		OTHER	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0				
		TOTAL		0.0	107.1	0.0	107.1	TOTAL	0.0	107.1	0.0	107.1			
706	WETLAND MITIGATION BANKING SITES FOR VARIOUS HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	Project costs are reported in Project No. 121				LOCAL	Source of Project funds is reported in Project No. 121				A	EXEMPT	
		ROW					STATE								
		CONST					FED								
		OTHER													
		TOTAL					TOTAL								
707	INSTALL COMPREHENSIVE RIDESHARE SIGNAGE ALONG INTERSTATE HIGHWAYS IN THE 6 NON-ATTAINMENT COUNTIES & IN ADJOINING AREAS:1995	EE	PE	Project costs are reported in Project No. 136				LOCAL	Source of Project funds is reported in Project No. 136				A	EXEMPT	
*		ROW					STATE								
		CONST					FED								
		OTHER					CMAQ								
		TOTAL					TOTAL								

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998			1999	TOTAL TIP
STATE OF WISCONSIN	708	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. 126				LOCAL STATE FED CMAQ TOTAL	Source of Project funds is reported in Project No. 126				A	NON-EXEMPT
	709	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 131				LOCAL STATE FED CMAQ TOTAL	Source of Project funds is reported in Project No. 131				A	NON-EXEMPT
KENOSHA COUNTY	710	RECONSTRUCTION WITH NO ADDITIONAL LANES AND BRIDGE REPLACEMENT OF WILMOT RD (CTH C/H) FROM IH 94 TO STH 50 (2.7 MI/4.36 KM)	HP	PE ROW CONST OTHER TOTAL	414.0 0.0 0.0 0.0 414.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	414.0 0.0 0.0 0.0 414.0	LOCAL STATE FED STP-O TOTAL	82.8 0.0 331.2 0.0 414.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	82.8 0.0 331.2 0.0 414.0	P	EXEMPT
	711	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	229.0 283.0 2,410.0 0.0 2,922.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	229.0 283.0 2,410.0 0.0 2,922.0	LOCAL STATE FED STP-O TOTAL	587.0 0.0 2,335.0 0.0 2,922.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	587.0 0.0 2,335.0 0.0 2,922.0	A	EXEMPT
	712	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH G (30TH AVE.) BRIDGE OVER THE PIKE RIVER IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	44.2 0.0 0.0 0.0 44.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	44.2 0.0 0.0 0.0 44.2	LOCAL STATE FED BRF TOTAL	8.8 35.4 0.0 0.0 44.2	0.0 0.0 0.0 0.0 0.0	3.5 13.8 0.0 0.0 17.3	12.3 46.2 0.0 0.0 61.5	A	EXEMPT
	713	RECONDITIONING OF 88TH AVE (CTH H) FROM BAIN STATION ROAD TO CTH C IN KENOSHA COUNTY (0.25 MI) (0.40 KM)	HP	PE ROW CONST OTHER TOTAL	5.0 0.0 120.0 0.0 125.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 120.0 0.0 125.0	LOCAL STATE FED STP-O 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
	714	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE 60TH ST (CTH K) BRIDGE OVER THE KILBOURN ROAD DITCH IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	10.0 0.0 0.0 0.0 10.0	0.0 0.0 202.4 0.0 202.4	0.0 0.0 0.0 0.0 0.0	10.0 0.0 202.4 0.0 212.4	LOCAL STATE FED BRF TOTAL	10.0 0.0 0.0 0.0 10.0	40.5 161.9 0.0 0.0 202.4	0.0 0.0 0.0 0.0 0.0	50.5 161.9 0.0 0.0 212.4	P	EXEMPT
	715	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 0.0 218.5 0.0 223.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 218.5 0.0 223.5	LOCAL STATE FED BRF TOTAL	44.7 178.8 0.0 0.0 223.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	44.7 178.8 0.0 0.0 223.5	P	EXEMPT
	716	RECONSTRUCTION OF CTH EZ AND CTH ML INTERSECTION IN THE VILLAGE OF PLEASANT PRAIRIE	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 STP-S TOTAL	41.0 0.0 284.0 0.0 325.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	41.0 0.0 284.0 0.0 325.0	A	EXEMPT
	717	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE 160TH AVE (CTH MB) BRIDGE OVER THE DES PLAINES RIVER IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	15.0 0.0 0.0 0.0 15.0	0.0 0.0 395.6 0.0 395.6	0.0 0.0 0.0 0.0 0.0	15.0 0.0 395.6 0.0 410.6	LOCAL STATE FED BRF TOTAL	15.0 0.0 0.0 0.0 15.0	79.1 316.3 0.0 0.0 395.6	0.0 0.0 0.0 0.0 0.0	94.1 316.3 0.0 0.0 410.6	P	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--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
KENOSHA COUNTY	718	RECONSTRUCTION OF NEW ALIGNMENT OF CTH ML FROM CTH H TO STH 31 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	150.0	150.0	LOCAL 0.0 STATE 0.0 FED 0.0 STP-S 0.0	0.0	0.0	30.0	570.0	A	NON-EXEMPT
	* 719	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH ML FROM A PT 1500' WEST OF CTH EZ TO A PT 500' EAST OF CTH EZ IN V/PLEASANT PRAIRIE (.4)	HP	PE 0.0 ROW 235.0 CONST 732.0 OTHER 0.0 TOTAL 967.9	0.0	0.0	0.0	235.0	LOCAL 193.6 STATE 0.0 FED 774.3 STP-O 0.0	0.0	0.0	0.0	193.6	A	EXEMPT
	* 720	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN KENOSHA COUNTY	HP	PE 50.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 50.0	0.0	0.0	0.0	50.0	LOCAL 10.0 STATE 0.0 FED 40.0 STP-O 0.0	0.0	0.0	0.0	10.0	A	EXEMPT
	* 721	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN KENOSHA COUNTY	HP	PE 50.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 50.0	0.0	0.0	0.0	50.0	LOCAL 10.0 STATE 0.0 FED 40.0 BRF 0.0	0.0	0.0	0.0	10.0	A	EXEMPT
	* 722	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON-URBANIZED KENOSHA COUNTY: 1997	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 171.9 TOTAL 171.9	0.0	0.0	0.0	0.0	LOCAL 28.6 STATE 143.3 FED 0.0	0.0	0.0	0.0	28.6	A	EXEMPT
	* 723	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN KENOSHA COUNTY	HS	PE 10.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 10.0	0.0	0.0	0.0	10.0	LOCAL 1.0 STATE 0.0 FED 9.0 STP-S 0.0	0.0	0.0	0.0	1.0	A	EXEMPT
	* 724	NATURAL GAS FUELING FACILITY SERVING THE KENOSHA COUNTY FLEET, TO BE LOCATED IN THE VILLAGE OF BRISTOL: 1995 (1996 FUNDS)	EE	PE 75.0 ROW 0.0 CONST 200.0 OTHER 0.0 TOTAL 275.0	0.0	0.0	0.0	75.0	LOCAL 55.0 STATE 0.0 FED 220.0 CMAQ 0.0	0.0	0.0	0.0	55.0	A	NON-EXEMPT
	* 725	ACQUISITION OF ALTERNATIVE-FUEL (CNG) VEHICLES FOR KENOSHA COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 188.0 TOTAL 188.0	0.0	0.0	0.0	0.0	LOCAL 38.0 STATE 0.0 FED 150.0 CMAQ 0.0	0.0	0.0	0.0	38.0	A	NON-EXEMPT
	* 726 ^f	CONSTRUCTION OF PARK & RIDE LOT IN THE VILLAGE OF WILMOT (TOWN OF SALEM): 1995-96	EE	PE 15.0 ROW 0.0 CONST 132.6 OTHER 0.0 TOTAL 147.6	0.0	0.0	0.0	15.0	LOCAL 29.5 STATE 0.0 FED 118.1 CMAQ 0.0	0.0	0.0	0.0	29.5	A	NON-EXEMPT
	727	CONSTRUCTION OF PLEASANT PRAIRIE NUCON RR SPUR TRACK IN KENOSHA COUNTY	EE	PE 0.0 ROW 0.0 CONST 100.0 OTHER 0.0 TOTAL 100.0	0.0	0.0	0.0	0.0	LOCAL 50.0 STATE 50.0 FED 0.0 TEA 0.0	0.0	0.0	0.0	50.0	A	EXEMPT
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		

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^f The site selection process should maximize the provision of bicycle, pedestrian, and transit access. Air quality analysis 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 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
KENOSHA COUNTY	728	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/PEDESTRIAN PROJECTS IN KENOSHA COUNTY	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 0.0 0.0 10.0	10.0 0.0 0.0 0.0 10.0	10.0 0.0 0.0 0.0 10.0	60.0 0.0 0.0 0.0 60.0	LOCAL STATE FED CMAQ TOTAL	0.0 0.0 10.0 0.0 10.0	0.0 0.0 10.0 0.0 10.0	0.0 0.0 10.0 0.0 10.0	0.0 0.0 60.0 0.0 60.0	A	EXEMPT
C/KENOSHA	729	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 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	112.5 337.5 0.0 450.0	P	EXEMPT
	730	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	150.0 450.0 0.0 600.0	A	EXEMPT
	731	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	100.0 300.0 0.0 400.0	A	EXEMPT
	732	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVE. FROM 23RD ST. TO 14TH ST. IN THE CITY OF KENOSHA (1.02 MILES)	HI	PE ROW CONST OTHER TOTAL	543.0 120.0 0.0 0.0 663.0	0.0 0.0 2,862.0 0.0 2,862.0	0.0 0.0 0.0 0.0 0.0	543.0 120.0 2,862.0 0.0 3,525.0	LOCAL STATE FED STP-0 TOTAL	132.6 0.0 530.4 0.0 663.0	572.4 0.0 2,289.6 0.0 2,862.0	0.0 0.0 0.0 0.0 0.0	705.0 0.0 2,820.0 0.0 3,525.0	A	NON-EXEMPT
	733	REPLACE RADIO SYSTEM INCLUDING IVTS TRACKING FEATURES FOR THE KENOSHA TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 105.0 105.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 105.0 105.0	LOCAL STATE FED FTA 5307 TOTAL	21.0 0.0 84.0 0.0 105.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	21.0 0.0 84.0 0.0 105.0	A	EXEMPT
	734	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM (INCLUDING PARATRANSIT SERVICE): 1997-2002	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 2,402.0 2,402.0	0.0 0.0 0.0 2,526.5 2,526.5	0.0 0.0 0.0 2,597.6 2,597.6	0.0 0.0 0.0 15,876.2 15,876.2	LOCAL STATE FED FTA 5307 TOTAL	719.3 1,307.7 375.0 0.0 2,402.0	779.5 1,372.0 375.0 0.0 2,526.5	808.2 1,414.4 375.0 0.0 2,597.6	4,988.2 8,637.3 2,250.0 0.0 15,876.2	A	EXEMPT
	735	CONSTRUCT NEW TRANSIT OPERATING AND MAINTENANCE FACILITY	TP	PE ROW CONST OTHER TOTAL	500.0 0.0 0.0 0.0 500.0	0.0 0.0 5,000.0 250.0 5,250.0	0.0 0.0 0.0 0.0 0.0	500.0 0.0 5,000.0 250.0 5,750.0	LOCAL STATE FED FTA 5307 TOTAL	100.0 0.0 400.0 0.0 500.0	1,050.0 0.0 4,200.0 0.0 5,250.0	0.0 0.0 0.0 0.0 0.0	1,150.0 0.0 4,600.0 0.0 5,750.0	A	EXEMPT
	736	REHABILITATE AND EXPAND TRANSIT GARAGE FACILITY: 1994	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 281.0 0.0 281.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 281.0 0.0 281.0	LOCAL STATE FED FTA 5307 TOTAL	58.0 0.0 223.0 0.0 281.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	58.0 0.0 223.0 0.0 281.0	A	EXEMPT
737	NORTHWESTERN DEPOT ADA UPGRADES FOR THE KENOSHA TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 315.0 315.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 315.0 315.0	LOCAL STATE FED FTA 5307 TOTAL	32.0 0.0 283.0 0.0 315.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	32.0 0.0 283.0 0.0 315.0	P	EXEMPT	

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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--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/KENOSHA	738	INSTALL NEW OR REMANUFACTURED ENGINES IN 1987 GMC BUSES (PARTIALLY WI-03-0056 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 150.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 150.0 150.0	LOCAL STATE FED FTA 5307 TOTAL	0.0 0.0 0.0 0.0 0.0	30.0 0.0 120.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 120.0 0.0 150.0	A	EXEMPT
	739	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 1,550.0 1,550.0	0.0 0.0 0.0 1,550.0 1,550.0	LOCAL STATE FED FTA 5307 TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,240.0 1,550.0	310.0 0.0 0.0 0.0 1,550.0	310.0 0.0 1,240.0 0.0 1,550.0	A	EXEMPT
	740	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 2,873.6 2,873.6	LOCAL STATE FED FTA 5307 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	574.7 0.0 0.0 0.0 2,298.9	A	EXEMPT
	741	REPLACE SERVICE AND MAINTENANCE TRUCKS: 1996 AND 2000	TP	PE ROW CONST OTHER TOTAL	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 0.0 0.0	0.0 0.0 0.0 61.0 61.0	LOCAL STATE FED FTA 5307 TOTAL	5.6 0.0 0.0 22.4 28.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	12.2 0.0 0.0 48.8 61.0	A	EXEMPT
	742	PURCHASE MISCELLANEOUS SHOP EQUIPMENT FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 100.0 100.0	0.0 0.0 0.0 100.0 100.0	0.0 0.0 0.0 400.0 400.0	LOCAL STATE FED FTA 5307 TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 20.0 0.0 80.0 100.0	20.0 0.0 0.0 80.0 100.0	80.0 0.0 0.0 320.0 400.0	A	EXEMPT
	743	CONSTRUCT TRANSIT HUB FACILITIES AT GATEWAY AND DOWNTOWN LOCATIONS FOR THE KENOSHA TRANSIT SYSTEM	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 402.0 0.0 402.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 402.0 0.0 402.0	LOCAL STATE FED FTA 5307 TOTAL	80.4 0.0 321.6 0.0 402.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	80.4 0.0 321.6 0.0 402.0	A	EXEMPT
	744	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 37.4 57.7 0.0 109.5	14.4 37.4 57.7 0.0 109.5	28.8 74.8 115.4 0.0 219.0	A	NON-EXEMPT
	745 ^g	ALTERNATE FUELED DOWNTOWN CIRCULATOR (ELECTRIC)	TI	PE ROW CONST OTHER TOTAL	100.0 0.0 3,000.0 100.0 3,200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 3,000.0 100.0 3,200.0	LOCAL STATE FED FTA 5307 TOTAL	720.0 0.0 2,480.0 0.0 3,200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	720.0 0.0 2,480.0 0.0 3,200.0	P	EXEMPT
	746	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	A	NON-EXEMPT
	747	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	A	NON-EXEMPT

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^g The inclusion of this project in the 1997-1999 transportation improvement program is contingent on City of Kenosha Common Council approval of the conceptual lakefront development plan prepared for the city by the Urban Land Institute.

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/KENOSHA	748 ^h	WEST KENOSHA PARK AND RIDE FACILITY: 1994	EE	PE ROW CONST OTHER TOTAL	30.0 0.0 276.6 0.0 306.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 276.6 0.0 306.6	LOCAL STATE FED CMAQ TOTAL	61.3 0.0 245.3 0.0 306.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	61.3 0.0 245.3 0.0 306.6	A	NON-EXEMPT
	749	INSTALLATION OF BIKE LOCKERS IN SEVERAL AREAS IN THE CITY OF KENOSHA: 1993	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 9.8 0.0 9.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 9.8 0.0 9.8	LOCAL STATE FED CMAQ TOTAL	2.0 0.0 7.8 0.0 9.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2.0 0.0 7.8 0.0 9.8	A	EXEMPT
	750	PIKE BIKE TRAIL LOOP IMPROVEMENT IN THE CITY OF KENOSHA: 1993 AND 1995 FUNDS	EE	PE ROW CONST OTHER TOTAL	86.3 0.0 500.0 0.0 586.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	86.3 0.0 500.0 0.0 586.3	LOCAL STATE FED CMAQ TOTAL	517.3 0.0 69.0 0.0 586.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	517.3 0.0 69.0 0.0 586.3	P	EXEMPT
	751	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 ROW CONST OTHER TOTAL	0.0 0.0 1,689.1 0.0 1,689.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,689.1 0.0 1,689.1	LOCAL STATE FED STP-O TOTAL	337.8 0.0 1,351.3 0.0 1,689.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	337.8 0.0 1,351.3 0.0 1,689.1	A	EXEMPT
	752	RECONSTRUCTION OF 95TH ST. AND 93RD ST. INTERSECTION WITH GREEN BAY RD. IN THE VILLAGE OF PLEASANT PRAIRIE (0.31 MILES)	HP	PE ROW CONST OTHER TOTAL	222.0 200.0 0.0 0.0 422.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,642.0 0.0 1,642.0	222.0 200.0 1,642.0 0.0 2,064.0	LOCAL STATE FED STP-O TOTAL	84.4 0.0 337.6 0.0 422.0	0.0 0.0 0.0 0.0 0.0	328.4 0.0 1,313.6 0.0 1,651.2	412.8 0.0 1,651.2 0.0 2,064.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	753	RECONSTRUCTION WITH NO ADDITIONAL LANES OF COOPER RD FROM 76TH ST TO 75TH ST IN THE VILLAGE OF PLEASANT PRAIRIE (0.18 MILES)	HS	PE ROW CONST OTHER TOTAL	0.0 122.1 363.6 0.0 485.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 122.1 363.6 0.0 485.7	LOCAL STATE FED STP-S TOTAL	165.9 0.0 319.8 0.0 485.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	165.9 0.0 319.8 0.0 485.7	A	EXEMPT
	754	IMPROVE VERTICAL ALIGNMENT OF 264TH AVE AT CANADIAN PACIFIC (SDO LINE) RR CROSSING IN THE TOWN OF SALEM (0.10 MI) (0.16 KM)	OH	PE ROW CONST OTHER TOTAL	10.0 0.0 50.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 50.0 0.0 60.0	LOCAL STATE FED STP-S TOTAL	6.0 0.0 54.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.0 0.0 54.0 0.0 60.0	A	NON-EXEMPT
	755	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS IN SOUTHEAST WISCONSIN: 1995-96	EE	PE ROW CONST OTHER TOTAL					LOCAL STATE FED CMAQ TOTAL					A	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.

^h It is anticipated that responsibility for implementation of this project will be transferred to the WisDOT if the project location is outside the City of Kenosha corporate limits.

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	756	RECONSTRUCTION OF BRIDGE ON IH 94 OVER CTH K 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	0.0 0.0 0.0 0.0 0.0	0.0 540.0 0.0 0.0 540.0	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	0.0 198.0 432.0 0.0 540.0	P	EXEMPT
	757	REPLACE BRIDGES ON IH 94 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	0.0 0.0 1,715.0 0.0 1,715.0	0.0 0.0 1,715.0 0.0 1,715.0	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 1,543.5 0.0 1,543.5	0.0 0.0 1,543.5 0.0 1,715.0	A	EXEMPT
	758	RESURFACING OF IH 94 FROM NORTH RACINE COUNTY LINE TO TO NORTH KENOSHA COUNTY LINE (12.04 MILES)	HP	PE ROW CONST OTHER TOTAL	1,000.0 0.0 0.0 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	1,000.0 0.0 12,000.0 0.0 13,000.0	LOCAL STATE FED IH-M TOTAL	0.0 100.0 900.0 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 1,300.0 11,700.0 0.0 13,000.0	A	EXEMPT
	759	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	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 500.0 1,500.0 0.0 2,000.0	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	0.0 200.0 1,800.0 0.0 2,000.0	A	EXEMPT
	760	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	176.0 0.0 0.0 0.0 176.0	0.0 0.0 0.0 0.0 0.0	0.0 31.0 0.0 0.0 31.0	176.0 31.0 783.0 0.0 990.0	LOCAL STATE FED NHS TOTAL	0.0 41.6 134.4 0.0 176.0	0.0 0.0 0.0 0.0 0.0	0.0 31.0 0.0 0.0 31.0	0.0 253.6 736.8 0.0 990.0	A	EXEMPT
	761	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	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 0.0 636.0 0.0 736.0	LOCAL STATE FED BRF TOTAL	0.0 20.0 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	0.0 147.2 588.8 0.0 736.0	P	EXEMPT
	762	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	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	LOCAL STATE FED STP-O TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 80.0 320.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 80.0 320.0 0.0 400.0	A	EXEMPT
	763	RECONDITIONING OF STH 20 FROM CTH D TO STH 45 SOUTH IN RACINE COUNTY (7.64 MILES)	HP	PE ROW CONST OTHER TOTAL	1,000.0 824.0 0.0 0.0 1,824.0	0.0 0.0 8,280.0 0.0 8,280.0	0.0 0.0 0.0 0.0 0.0	1,000.0 824.0 8,280.0 0.0 10,104.0	LOCAL STATE FED STP-O TOTAL	0.0 1,024.0 800.0 0.0 1,824.0	0.0 1,652.0 6,624.0 0.0 8,280.0	0.0 0.0 0.0 0.0 0.0	0.0 2,680.0 7,424.0 0.0 10,104.0	A	EXEMPT
	764	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 1,266.0 0.0 1,266.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,266.0 0.0 1,266.0	LOCAL STATE FED STP-O TOTAL	0.0 253.2 1,012.8 0.0 1,266.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 253.2 1,012.8 0.0 1,266.0	A	EXEMPT
	765	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 0.0 203.0 0.0 203.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 203.0 0.0 203.0	LOCAL STATE FED BRF TOTAL	0.0 40.6 162.4 0.0 203.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 40.6 162.4 0.0 203.0	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.

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	766	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 20 FROM SUNNYSLOPE RD TO ROOSEVELT AVE IN RACINE COUNTY (1.15 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 1,600.0 0.0 1,600.0	0.0 0.0 1,600.0 0.0 1,600.0	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	0.0 320.0 1,280.0 0.0 1,600.0	0.0 320.0 1,280.0 0.0 1,600.0	A	EXEMPT
	767	RECONDITIONING OF STH 20 FROM ROOSEVELT ST. TO WEST BLVD IN THE CITY OF RACINE (0.82 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 570.0 0.0 570.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 570.0 0.0 570.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0	85.5 482.5 0.0 570.0	0.0 0.0 0.0 0.0	85.5 482.5 0.0 570.0	A	EXEMPT
	768	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	70.0 0.0 0.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	70.0 0.0 459.0 0.0 529.0	LOCAL STATE FED STP-O TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 14.0 56.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	0.0 102.8 423.2 0.0 529.0	A	EXEMPT
	769	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 0.0 496.0 0.0 496.0	0.0 0.0 496.0 0.0 496.0	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 99.2 396.8 0.0 496.0	0.0 99.2 396.8 0.0 496.0	A	EXEMPT
	770	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 5.0 446.0 0.0 451.0	0.0 0.0 0.0 0.0 0.0	0.0 5.0 446.0 0.0 451.0	LOCAL STATE FED BRF TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 92.2 356.8 0.0 451.0	0.0 0.0 0.0 0.0 0.0	0.0 92.2 356.8 0.0 451.0	A	EXEMPT
	771	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	260.0 122.0 0.0 0.0 382.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	260.0 122.0 2,799.0 0.0 3,181.0	LOCAL STATE FED STP-O TOTAL	0.0 183.4 198.6 0.0 382.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 962.4 2,218.6 0.0 3,181.0	A	EXEMPT
	772	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 98.0 0.0 0.0 98.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 925.0 0.0 925.0	0.0 98.0 925.0 0.0 1,023.0	LOCAL STATE FED TOTAL	0.0 98.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 925.0 0.0 0.0	0.0 1,023.0 0.0 0.0	A	EXEMPT
	773	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	0.0 0.0 0.0 0.0 0.0	0.0 1,010.0 0.0 0.0 1,010.0	0.0 0.0 0.0 0.0 0.0	0.0 1,010.0 2,050.0 0.0 3,060.0	LOCAL STATE FED STP-O TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 1,010.0 0.0 0.0 1,010.0	0.0 0.0 0.0 0.0 0.0	0.0 1,420.0 1,640.0 0.0 3,060.0	A	NON-EXEMPT
	774	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 20 FROM OAKS ROAD TO SUNNYSLOPE ROAD IN RACINE COUNTY (0.40 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 1,200.0 0.0 1,200.0	0.0 0.0 1,200.0 0.0 1,200.0	LOCAL STATE FED TOTAL	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 1,200.0 0.0 1,200.0	A	NON-EXEMPT
	775	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. 695				Source of Project funds is reported in Project No. 695						

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

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WAUKESHA TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP				
STATE OF WISCONSIN	776	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH MM TO STH 38 IN THE TOWN OF MT. PLEASANT (0.60 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 730.0 0.0 0.0 730.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 3,172.0 0.0 3,172.0	0.0 730.0 3,172.0 0.0 3,902.0	LOCAL STATE FED NHS TOTAL	0.0 730.0 0.0 0.0 730.0	0.0 0.0 0.0 0.0 0.0	0.0 634.4 2,537.6 0.0 2,537.6	1,364.4 2,537.6 0.0 0.0 3,902.0	A	NON-EXEMPT		
	777	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	500.0 896.0 0.0 0.0 1,396.0	0.0 0.0 4,538.0 0.0 4,538.0	0.0 0.0 0.0 0.0 0.0	500.0 896.0 4,538.0 0.0 5,934.0	LOCAL STATE FED NHS TOTAL	0.0 996.0 400.0 0.0 1,396.0	0.0 911.6 3,626.4 0.0 4,538.0	0.0 0.0 0.0 0.0 0.0	1,907.6 4,026.4 0.0 0.0 5,934.0	P	NON-EXEMPT		
	778	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 1,237.0 0.0 0.0 1,237.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,237.0 3,587.0 0.0 4,824.0	LOCAL STATE FED NHS TOTAL	0.0 1,237.0 0.0 0.0 1,237.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,924.4 2,869.6 0.0 0.0 4,824.0	A	NON-EXEMPT		
	779	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 1,300.0 0.0 0.0 1,300.0	0.0 0.0 9,000.0 0.0 9,000.0	0.0 0.0 0.0 0.0 0.0	0.0 1,300.0 11,300.0 0.0 11,300.0	LOCAL STATE FED STP-O TOTAL	0.0 260.0 1,040.0 0.0 1,300.0	0.0 9,000.0 0.0 0.0 9,000.0	0.0 0.0 0.0 0.0 0.0	9,460.0 1,840.0 0.0 0.0 11,300.0	A	NON-EXEMPT		
	780	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS OF STH 36 (6.0 MILES)	HE	PE ROW CONST OTHER TOTAL	1,800.0 0.0 0.0 0.0 1,800.0	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 0.0 0.0 1,800.0	LOCAL STATE FED TOTAL	0.0 1,800.0 0.0 0.0 1,800.0	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 0.0 0.0 1,800.0	P	NON-EXEMPT		
	781	COMMUTER RAIL FEASIBILITY STUDY IN THE BURLINGTON TO ANTIOCH CORRIDOR	TI	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 699					LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 699					A	EXEMPT
	782	COMMUTER RAIL FEASIBILITY STUDY IN THE MILWAUKEE, RACINE AND KENOSHA LAKESHORE CORRIDOR	TI	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 109					LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 109					A	EXEMPT
	783	RESURFACING OF THE CTH A BRIDGE OVER THE E. BRANCH OF THE ROOT RIVER CANAL IN THE TOWN OF YORKVILLE	HP	PE ROW CONST OTHER TOTAL	0.0 15.0 0.0 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 15.0 0.0 0.0 15.0	LOCAL STATE FED LRIP TOTAL	7.5 0.0 0.0 0.0 7.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.5 0.0 0.0 0.0 7.5	P	EXEMPT		
	784	RESURFACING OF CTH C (SPRING ST) FROM OHIO ST. TO THE WESTERN RACINE CITY LIMITS	HP	PE ROW CONST OTHER TOTAL	25.0 0.0 0.0 0.0 25.0	0.0 0.0 500.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 500.0 0.0 525.0	LOCAL STATE FED STP-O TOTAL	5.0 0.0 20.0 0.0 25.0	100.0 0.0 400.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	105.0 0.0 420.0 0.0 525.0	A	EXEMPT		
	785	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH D BRIDGE OVER THE FOX RIVER IN THE VILLAGE OF ROCHESTER	HP	PE ROW CONST OTHER TOTAL	0.0 40.0 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	0.0 40.0 0.0 0.0 40.0	LOCAL STATE FED LRIP TOTAL	20.0 20.0 0.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.0 20.0 0.0 0.0 40.0	P	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.

¹ It is anticipated that reconstruction of STH 36 between Wegge Drive and Teut Road will occur in 2002, the resurfacing of the original two lanes of STH 36 between Teut Road and STH 20 will occur in 1997, and the reconstruction of STH 36 from CTH G to STH 100 will occur in 1998.

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP			
RACINE COUNTY	786	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH H FROM STH 11 TO STH 20 IN RACINE COUNTY (0.62 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 155.0 0.0 155.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 155.0 0.0 155.0	LOCAL STATE FED	0.0 0.0 0.0	112.4 42.6 0.0	0.0 0.0 0.0	112.4 42.6 0.0	A	EXEMPT	
	787	RESURFACING AND INTERSECTION IMPROVEMENTS AT INTERSECTION OF CTH K AND CTH S IN RACINE COUNTY	HP	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	40.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	40.0 0.0 0.0	A	EXEMPT	
	788	RECONDITIONING OF CTH K FROM USH 45 TO CTH U IN RACINE COUNTY (3.35 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 410.0 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-O	82.0 0.0 328.0	0.0 0.0 0.0	0.0 0.0 0.0	82.0 0.0 328.0	A	EXEMPT	
	789	RECONDITIONING OF FOUR MILE RD (CTH K) FROM CTH U TO IH 94 IN RACINE COUNTY (3.25 MI) (5.23 KM)	HP	PE ROW CONST OTHER TOTAL	60.0 0.0 610.0 0.0 670.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 610.0 0.0 670.0	LOCAL STATE FED STP-O	134.0 0.0 536.0	0.0 0.0 0.0	0.0 0.0 0.0	134.0 0.0 536.0	A	EXEMPT	
	790	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH P FROM THE KENOSHA/RACINE COUNTY LINE TO THE CITY OF BURLINGTON IN RACINE COUNTY	HP	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	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	
	791	RECONDITIONING OF CTH S FROM S. WIND LAKE RD. TO CTH G IN RACINE COUNTY (1.91 MILES)	HP	PE ROW CONST OTHER TOTAL	52.3 0.0 0.0 0.0 52.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	52.3 0.0 0.0 0.0 52.3	LOCAL STATE FED STP-M	20.3 0.0 32.0	0.0 0.0 0.0	0.0 0.0 0.0	20.3 0.0 32.0	A	EXEMPT	
	792	RECONDITIONING OF CTH W FROM STH 11 TO THE FOX RIVER (2.2 MILES)	HP	PE ROW CONST OTHER TOTAL	57.0 0.0 535.0 0.0 592.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	57.0 0.0 535.0 0.0 592.0	LOCAL STATE FED STP-O	136.0 0.0 456.0	0.0 0.0 0.0	0.0 0.0 0.0	136.0 0.0 456.0	A	EXEMPT	
	793	RECONDITIONING OF CTH W FROM THE FOX RIVER TO STH 36 IN RACINE COUNTY (0.35 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 70.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 70.0 0.0 70.0	LOCAL STATE FED	70.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	70.0 0.0 0.0	A	EXEMPT	
	794	RECONDITIONING OF CTH Y FROM CTH KR TO CTH X IN RACINE COUNTY (1.40 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 285.0 0.0 285.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 285.0 0.0 285.0	LOCAL STATE FED	285.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	285.0 0.0 0.0	A	EXEMPT	
	795	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	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	
						50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		

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.

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
RACINE COUNTY	796	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
	797	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY & DISABLED PEOPLE IN RACINE COUNTY: 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 231.6 231.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 231.6 231.6	LOCAL STATE FED TOTAL	38.6 193.0 0.0 231.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	38.6 193.0 0.0 231.6 231.6	A	EXEMPT
	798	RECONDITIONING OF MAPLE ROAD FROM STH 20 TO STH 83 IN RACINE COUNTY (1.67 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 127.5 0.0 127.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 127.5 0.0 127.5	LOCAL STATE FED TOTAL	127.5 0.0 0.0 127.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	127.5 0.0 0.0 127.5 127.5	A	EXEMPT
	799	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN RACINE 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
	800	CONSTRUCTION OF A BICYCLE PATH FROM WILLOW RD TO WEST BLVD IN CITY OF RACINE AND TOWN OF MT PLEASANT IN RACINE COUNTY (3.20 MI)	EE	PE ROW CONST OTHER TOTAL	54.0 0.0 0.0 0.0 54.0	0.0 0.0 306.0 0.0 306.0	0.0 0.0 0.0 0.0 0.0	54.0 0.0 306.0 0.0 360.0	LOCAL STATE FED CMAQ TOTAL	10.8 0.0 43.2 0.0 54.0	61.2 0.0 244.8 0.0 306.0	0.0 0.0 0.0 0.0 0.0	72.0 0.0 288.0 0.0 360.0	A	NON-EXEMPT
	801	CONSTRUCTION OF OFF-ROAD BICYCLE TRAIL ON WEPKO 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
	802	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/PEDESTRIAN PROJECTS IN RACINE COUNTY	EE	PE ROW CONST OTHER TOTAL	25.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 0.0 0.0 25.0	LOCAL STATE FED CMAQ 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	A	EXEMPT
	803	CONSTRUCTION OF PARK & RIDE FACILITY IN RACINE COUNTY NEAR I-94 INTERCHANGE WITH STH 20: 1995	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 92.5 0.0 102.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 92.5 0.0 102.5	LOCAL STATE FED CMAQ TOTAL	0.0 0.0 102.5 0.0 102.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 102.5 0.0 102.5	A	NON-EXEMPT
	804	CONSTRUCT COMMERCIAL COMPRESSED NATURAL GAS FUELING STATION AT WILLKOMM MOBIL SPONSORED BY RACINE COUNTY: 1995	EE	PE ROW CONST OTHER TOTAL	75.0 0.0 200.0 0.0 275.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 200.0 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
	805	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 0.0 103.8 103.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 103.8 103.8	LOCAL STATE FED CMAQ TOTAL	20.8 0.0 83.0 0.0 103.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.8 0.0 83.0 0.0 103.8	A	NON-EXEMPT

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^j The site selection process should maximize the provision of bicycle, pedestrian, and transit access. Air quality analysis 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 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
RACINE COUNTY	806	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 66.0 66.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 66.0 66.0	LOCAL STATE FED CMAQ TOTAL	13.2 0.0 52.8 0.0 66.0	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	A	NON-EXEMPT
	807	ACQUISITION OF ALTERNATIVE FUEL (CNG) PICKUP TRUCKS AND VAN FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 80.0 80.0	0.0 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 80.0	LOCAL STATE FED CMAQ TOTAL	16.0 0.0 64.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.0 0.0 64.0 0.0 80.0	A	NON-EXEMPT
	808	INSTALLATION OF TRAFFIC SIGNALS AT JEFFERSON ST AND PINE ST AND JEFFERSON ST AND DODGE ST AND INTERCONNECTION OF SIGNALS WITH WIS. SO. RR	HS	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-S TOTAL	100.0 0.0 150.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 150.0 0.0 250.0	P	NON-EXEMPT AIR QUALITY NEUTRAL
T/CALEDONIA	809	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE FIVE MILE ROAD BRIDGE OVER THE ROOT RIVER IN THE TOWN OF CALEDONIA	HP	PE ROW CONST OTHER TOTAL	60.0 0.0 0.0 0.0 60.0	0.0 10.0 483.0 0.0 493.0	0.0 0.0 0.0 0.0 0.0	60.0 10.0 483.0 0.0 553.0	LOCAL STATE FED BRF TOTAL	12.0 0.0 48.0 0.0 60.0	98.6 0.0 394.4 0.0 493.0	0.0 0.0 0.0 0.0 0.0	110.6 0.0 442.4 0.0 553.0	P	EXEMPT
T/MOUNT PLEASANT	810	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-Q TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 28.0 0.0	7.0 0.0 0.0 0.0 35.0	79.8 0.0 0.0 319.2 399.0	A	EXEMPT
T/NORWAY	811	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE JACOBS ROAD BRIDGE OVER THE GOOSE LAKE CANAL IN THE TOWN OF NORWAY	HP	PE ROW CONST OTHER TOTAL	25.0 0.0 0.0 0.0 25.0	0.0 95.0 0.0 0.0 95.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 95.0 0.0 120.0	LOCAL STATE FED BRF TOTAL	5.0 20.0 0.0 0.0 25.0	19.0 76.0 0.0 0.0 95.0	0.0 0.0 0.0 0.0 0.0	24.0 96.0 0.0 0.0 120.0	P	EXEMPT
C/RACINE	812	RESURFACING OF STH 20 FROM WEST BLVD. TO S. MEMORIAL DR. IN THE CITY OF RACINE (1.0 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 760.0 0.0 0.0 760.0	0.0 0.0 0.0 0.0 0.0	0.0 760.0 0.0 0.0 760.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	152.0 608.0 0.0 0.0 760.0	0.0 0.0 0.0 0.0 0.0	152.0 608.0 0.0 0.0 760.0	A	EXEMPT
	813	RESURFACING OF STH 20 FROM S. MEMORIAL DR. TO STH 32 (0.45 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	0.0 360.0 0.0 0.0 360.0	0.0 0.0 360.0 0.0 360.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 288.0 0.0	72.0 0.0 0.0 0.0 0.0	72.0 288.0 0.0 0.0 360.0	A	EXEMPT
	814	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM 24TH ST. TO STH 20 IN THE CITY OF RACINE (1.40 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 1,800.0 0.0 1,800.0	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	360.0 1,440.0 0.0 0.0 1,800.0	A	EXEMPT
	815	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM STH 20 TO MARQUETTE ST. IN THE CITY OF RACINE (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	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	100.0 400.0 0.0 0.0 500.0	A	EXEMPT

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

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WAUKESHA TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/RACINE	816	RESURFACING OF STH 32 FROM DODGE ST. TO KEWAUNEE ST. IN THE CITY OF RACINE (0.35 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 0.0 300.0 0.0	0.0 0.0 300.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	60.0 240.0 0.0	60.0 240.0 0.0	A	EXEMPT
			TOTAL		0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		
	817	RESURFACING OF STH 32 FROM 7TH ST. TO STATE ST. IN THE CITY OF RACINE (0.40 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 0.0 315.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	63.0 252.0 0.0	A	EXEMPT
			TOTAL		0.0	0.0	0.0	315.0	TOTAL	0.0	0.0	0.0	315.0		
	818	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CHICKORY RD. FROM LATHROP AVE. TO STH 32 IN CITY OF RACINE & TN. MT. PLEASANT (1.2 MI)	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 3,100.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 3,100.0 0.0	LOCAL STATE FED STP-0	0.0 0.0 0.0	620.0 0.0 2,480.0	0.0 0.0 0.0	620.0 0.0 2,480.0	A	EXEMPT
			TOTAL		0.0	3,100.0	0.0	3,100.0	TOTAL	0.0	3,100.0	0.0	3,100.0		
	819	RESURFACING OF KINZIE AVE. FROM LATHROP AVE. TO WEST BLVD. IN THE CITY OF RACINE (0.50 MILES)	HP	PE 0.0 ROW 0.0 CONST 200.0 OTHER 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 0.0 200.0 0.0	LOCAL STATE FED LRIP	100.0 100.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	100.0 100.0 0.0	A	EXEMPT
			TOTAL		200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	820	RESURFACING OF LAKE AVE FROM 7TH ST TO STATE ST IN THE CITY OF RACINE (0.40 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 0.0 135.0 0.0	0.0 0.0 135.0 0.0	LOCAL STATE FED STP-0	0.0 0.0 0.0	0.0 0.0 0.0	27.0 0.0 108.0	27.0 0.0 108.0	A	EXEMPT
			TOTAL		0.0	0.0	135.0	135.0	TOTAL	0.0	0.0	135.0	135.0		
	821	RESURFACING OF LATHROP AVE. FROM REPUBLIC AVE. TO HAVEN AVE. IN THE CITY OF RACINE (1.10 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 0.0 300.0 0.0	0.0 0.0 300.0 0.0	LOCAL STATE FED LRIP	0.0 0.0 0.0	0.0 0.0 0.0	150.0 150.0 0.0	150.0 150.0 0.0	A	EXEMPT
			TOTAL		0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		
A-87	822	RESURFACING OF MT. PLEASANT ST FROM RAPIDS DR. TO ROMAYNE AVE. IN THE CITY OF RACINE (0.26 MI) (0.40 KM)	HP	PE 6.0 ROW 0.0 CONST 0.0 OTHER 0.0	6.0 0.0 0.0 0.0	219.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	6.0 219.0 0.0 0.0	LOCAL STATE FED	3.0 3.0 0.0	109.5 109.5 0.0	0.0 0.0 0.0	112.5 112.5 0.0	A	EXEMPT
			TOTAL		6.0	219.0	0.0	225.0	TOTAL	6.0	219.0	0.0	225.0		
	823	RECONSTRUCTION WITH NO ADDITIONAL LANES OF RAPIDS DRIVE FROM NORTHWESTERN AVE TO MR PLEASANT ST IN THE CITY OF RACINE (0.90MI)	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 1,300.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,300.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	1,300.0 0.0 0.0	0.0 0.0 0.0	1,300.0 0.0 0.0	A	EXEMPT
			TOTAL		0.0	1,300.0	0.0	1,300.0	TOTAL	0.0	1,300.0	0.0	1,300.0		
	824	RECONSTRUCTION WITH NO ADDITIONAL LANES OF SOUTH ST FROM MT. PLEASANT ST TO DOUGLAS AVE IN THE CITY OF RACINE (0.22 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 380.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 380.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	380.0 0.0 0.0	0.0 0.0 0.0	380.0 0.0 0.0	A	EXEMPT
			TOTAL		0.0	380.0	0.0	380.0	TOTAL	0.0	380.0	0.0	380.0		
	825	RECONSTRUCTION OF THE C&NW RR OVERPASS ON 6TH ST IN THE CITY OF RACINE	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	0.0 0.0 0.0 0.0	0.0 0.0 2,300.0 0.0	LOCAL STATE FED STP-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	P	NON-EXEMPT
			TOTAL		0.0	0.0	0.0	2,300.0	TOTAL	0.0	0.0	0.0	2,300.0		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/RACINE	826	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 0.0 0.0 0.0 0.0	0.0 700.0 0.0 0.0 700.0	0.0 0.0 1,310.0 0.0 1,310.0	0.0 700.0 1,310.0 0.0 2,010.0	LOCAL STATE FED STP-0 TOTAL	0.0 0.0 0.0 0.0 0.0	140.0 0.0 560.0 0.0 700.0	262.0 0.0 1,048.0 0.0 1,310.0	402.0 0.0 1,608.0 0.0 2,010.0	P	NON-EXEMPT
	827	REPLACE MAINTENANCE GARAGE OVERHEAD DOORS FOR THE RACINE TRANSIT SYSTEM WI-03-0050 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 5309 TOTAL	4.0 0.0 12.0 0.0 16.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.0 0.0 12.0 0.0 16.0	A	EXEMPT
	828	REPLACEMENT OF TWO BUSES AND CAPITAL SPARES FOR THE RACINE TRANSIT SYSTEM: 1992 WI-90-X174 FUNDED	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 603.0 603.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 603.0 603.0	LOCAL STATE FED CMAQ TOTAL	120.6 0.0 482.4 0.0 603.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	120.6 0.0 482.4 0.0 603.0	A	EXEMPT
	829	REPLACE BUS MAINTENANCE HOIST AT THE RACINE TRANSIT SYSTEM GARAGE 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 5309 TOTAL	3.0 0.0 12.0 0.0 15.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	3.0 0.0 12.0 0.0 15.0	A	EXEMPT
	830	REPLACE ENGINE HOIST FOR THE BELLE URBAN SYSTEM WI-03-0056 FUNDED	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 5309 TOTAL	1.6 0.0 6.4 0.0 8.0	0.0 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 8.0	A	EXEMPT
	831	REPLACEMENT OF RIDING SWEEPER FOR MAINTENANCE AND STORAGE GARAGES FOR THE RACINE TRANSIT 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 5309 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
	832	REPLACE MAINTENANCE GARAGE LIGHTING FOR THE BELLE URBAN SYSTEM WI-03-0056 FUNDED	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 5309 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
	833	REPLACE ALL LIGHTING IN STORAGE GARAGE FOR THE BELLE URBAN SYSTEM	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 5309 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	A	EXEMPT
	834	REPLACE BUS HOIST FOR THE BELLE URBAN SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 60.0 60.0	0.0 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 60.0	LOCAL STATE FED FTA 5309 TOTAL	12.0 0.0 48.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	12.0 0.0 48.0 0.0 60.0	A	EXEMPT
	835	REPLACEMENT OF THREE BUSES FOR THE RACINE TRANSIT SYSTEM: 1994 WI-03-0055 FUNDED	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 812.0 812.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 812.0 812.0	LOCAL STATE FED FTA 5309 TOTAL	162.4 0.0 649.6 0.0 812.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	162.4 0.0 649.6 0.0 812.0	A	EXEMPT

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/RACINE	836	REPLACE SECOND VEHICLE MAINTENANCE HOIST FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	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	0.0	0.0	0.0	56.0		
				OTHER	0.0	0.0	0.0	70.0	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	0.0	0.0	0.0	70.0	TOTAL	0.0	0.0	0.0	70.0		
	837	REPLACE SUPERVISORY AUTO FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	3.6	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	0.0	0.0	14.4		
				OTHER	0.0	0.0	0.0	18.0	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	0.0	0.0	0.0	18.0	TOTAL	0.0	0.0	0.0	18.0		
	838	REPLACEMENT OF TELEPHONE AND TELEPHONE INFORMATION SYSTEM FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	3.0	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	0.0	0.0	12.0	12.0		
				OTHER	0.0	0.0	15.0	15.0	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	0.0	0.0	15.0	15.0	TOTAL	0.0	0.0	15.0	15.0		
	839	REPLACE AND RELOCATE TWO-WAY RADIO ANTENNA AND TOWER FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	10.0	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	0.0	0.0	40.0	40.0		
				OTHER	0.0	0.0	50.0	50.0	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		
	840	REPLACE ALL LIGHTING IN VEHICLE STORAGE GARAGE FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	7.0	0.0	7.0	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	28.0	0.0	28.0		
				OTHER	0.0	35.0	0.0	35.0	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	0.0	35.0	0.0	35.0	TOTAL	0.0	35.0	0.0	35.0		
	841	REPLACEMENT OF BUSES 3 IN 1998, 8 IN 2000, 8 IN 2001, FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	190.0	0.0	1,398.1	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	760.0	0.0	5,592.4		
				OTHER	0.0	950.0	0.0	6,990.5	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	0.0	950.0	0.0	6,990.5	TOTAL	0.0	950.0	0.0	6,990.5		
	842	REPLACE BUS WASHER AT THE CITY TRANSIT GARAGE FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	16.0	0.0	0.0	16.0	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	64.0	0.0	0.0	64.0		
				OTHER	80.0	0.0	0.0	80.0	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	80.0	0.0	0.0	80.0	TOTAL	80.0	0.0	0.0	80.0		
	843	REPLACEMENT OF SIX EXISTING TRANSIT BUSES FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	335.0	0.0	0.0	335.0	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	1,340.0	0.0	0.0	1,340.0		
				OTHER	1,675.0	0.0	0.0	1,675.0	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	1,675.0	0.0	0.0	1,675.0	TOTAL	1,675.0	0.0	0.0	1,675.0		
	844	PURCHASE OF ELEVEN REPLACEMENT BUSES FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	287.0	0.0	0.0	287.0	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	1,148.0	0.0	0.0	1,148.0		
				OTHER	1,435.0	0.0	0.0	1,435.0	STP-0	0.0	0.0	0.0	0.0		
				TOTAL	1,435.0	0.0	0.0	1,435.0	TOTAL	1,435.0	0.0	0.0	1,435.0		
	845	REPLACE SERVICE TRUCK FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	9.0	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	0.0	0.0	36.0		
				OTHER	0.0	0.0	0.0	45.0	FTA 5309	0.0	0.0	0.0	0.0		
				TOTAL	0.0	0.0	0.0	45.0	TOTAL	0.0	0.0	0.0	45.0		

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BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/RACINE	846	PURCHASE REPLACEMENT SERVICE TRUCK FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	7.5	0.0	0.0	7.5	A	EXEMPT
	*	WI-03-0055 FUNDED		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	30.1	0.0	0.0	30.1		
				OTHER	37.6	0.0	0.0	37.6	FTA 5309						
				TOTAL	37.6	0.0	0.0	37.6	TOTAL	37.6	0.0	0.0	37.6		
	847	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 1997-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	794.6	852.0	910.1	5,643.7		
	*			ROW	0.0	0.0	0.0	0.0	STATE	1,932.0	1,990.0	2,049.7	12,497.0		
				CONST	0.0	0.0	0.0	0.0	FED	559.4	542.6	526.3	3,114.3		
				OTHER	3,286.0	3,384.6	3,486.1	21,255.2	FTA 5307						
				TOTAL	3,286.0	3,384.6	3,486.1	21,255.2	TOTAL	3,286.0	3,384.6	3,486.1	21,255.2		
	848	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/MILWAUKEE BUS SERVICE: 1997-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	104.8	107.9	111.1	677.7		
	*			ROW	0.0	0.0	0.0	0.0	STATE	405.8	417.7	429.0	2,621.1		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	510.0	525.3	541.0	3,298.8							
				TOTAL	510.0	525.3	541.0	3,298.8	TOTAL	510.0	525.3	541.0	3,298.8		
	849	PURCHASE FOUR PORTABLE WHEEL HOISTS FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	0.0	0.0	5.0		
				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	20.0	0.0	0.0	20.0		
				OTHER	25.0	0.0	0.0	25.0	FTA 5309						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	850	PURCHASE 4,000 WATT PORTABLE GENERATOR FOR THE BELLE URBAN SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1.2	0.0	0.0	1.2		
	*	WI-03-0059 FUNDED		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	4.8	0.0	0.0	4.8		
				OTHER	6.0	0.0	0.0	6.0	FTA 5309						
				TOTAL	6.0	0.0	0.0	6.0	TOTAL	6.0	0.0	0.0	6.0		
	851	PURCHASE RTS TRANSMISSION JACKS FOR THE BELLE URBAN SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.8	0.0	0.0	0.8		
	*	WI-03-0059 FUNDED		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	3.2	0.0	0.0	3.2		
				OTHER	4.0	0.0	0.0	4.0	FTA 5309						
				TOTAL	4.0	0.0	0.0	4.0	TOTAL	4.0	0.0	0.0	4.0		
	852	PURCHASE TIRE CHANGING UNIT FOR THE BELLE URBAN SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1.9	0.0	0.0	1.9		
	*			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	7.6	0.0	0.0	7.6		
				OTHER	9.5	0.0	0.0	9.5	FTA 5309						
				TOTAL	9.5	0.0	0.0	9.5	TOTAL	9.5	0.0	0.0	9.5		
	853	MODIFICATIONS TO FARE COLLECTION SYSTEM TO PROVIDE FOR PASSENGER COUNTING/RECONCILIATION FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	12.0	12.0		
				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	0.0	48.0	48.0		
				OTHER	0.0	0.0	60.0	60.0	FTA 5309						
				TOTAL	0.0	0.0	60.0	60.0	TOTAL	0.0	0.0	60.0	60.0		
	854	INSTALLATION OF SECURITY ALARM SYSTEM FOR BOTH BUS GARAGE BUILDINGS FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	5.0	5.0		
				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	0.0	20.0	20.0		
				OTHER	0.0	0.0	25.0	25.0	FTA 5309						
				TOTAL	0.0	0.0	25.0	25.0	TOTAL	0.0	0.0	25.0	25.0		
	855	BUILDING IMPROVEMENTS AND REPAIRS INCLUDING ELECTRICAL WORK, ROOF REPAIRS, AND MAINTENANCE AREA IMPROVEMENTS FOR RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	18.0	0.0	18.0		
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	90.0	0.0	90.0	FED	0.0	72.0	0.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	0.0	90.0	0.0	90.0	TOTAL	0.0	90.0	0.0	90.0		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/RACINE	856	UPDATE FIRE SPRINKLER SYSTEM IN BUS STORAGE AND MAINTENANCE GARAGES FOR THE RACINE TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	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 75.0 75.0	LOCAL STATE FED FTA 5309	0.0 0.0 0.0 0.0 0.0	15.0 0.0 60.0 0.0 75.0	0.0 0.0 0.0 0.0 0.0	15.0 0.0 60.0 0.0 75.0	A	EXEMPT
	857	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & DISABLED IN THE RACINE URBANIZED AREA: 1997-2002	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 156.0 156.0	0.0 0.0 0.0 156.0 156.0	0.0 0.0 0.0 156.0 156.0	0.0 0.0 0.0 936.0 936.0	LOCAL STATE FED FTA 5307	37.7 81.7 26.6 0.0 156.0	38.5 81.7 25.8 0.0 156.0	39.3 81.7 25.0 0.0 156.0	237.7 550.2 148.1 0.0 936.0	A	EXEMPT
	858	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	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	A	NON-EXEMPT
	859	RESURFACING OF GRANGE AVE. FROM 18TH ST. TO WRIGHT AVE. IN THE CITY OF RACINE (0.45 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 0.0 125.0 0.0 125.0	0.0 0.0 125.0 0.0 125.0	LOCAL STATE FED LRIP	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	62.5 62.5 0.0 0.0 125.0	62.5 62.5 0.0 0.0 125.0	A	EXEMPT
	860	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE HORLICK DR. BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 295.0 0.0 295.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 295.0 0.0 295.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	295.0 0.0 0.0 0.0 295.0	0.0 0.0 0.0 0.0 0.0	295.0 0.0 0.0 0.0 295.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	861	REMOVAL OF LEUDTKE COURT BRIDGE OVER ROOT RIVER IN CITY OF RACINE	OH	PE ROW CONST OTHER TOTAL	20.0 0.0 0.0 0.0 20.0	0.0 0.0 87.0 0.0 87.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 87.0 0.0 107.0	LOCAL STATE FED BRF	4.0 12.0 0.0 0.0 20.0	17.4 69.6 0.0 0.0 87.0	0.0 0.0 0.0 0.0 0.0	21.4 85.6 0.0 0.0 107.0	P	EXEMPT
	862	RELOCATION OF MOUND AVE NORTH OF W. 6TH STREET IN THE CITY OF RACINE	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 0.0 160.0 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 0.0	0.0 0.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0 160.0	P	EXEMPT
	863	RECONSTRUCTION OF THE INTERSECTIONS OF STH 20 AND 14TH ST AND JUNCTION AVE IN THE CITY OF RACINE	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	0.0 0.0 100.0 0.0 100.0	0.0 0.0 100.0 0.0 100.0	LOCAL STATE FED STP-S	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 90.0 0.0 100.0	10.0 0.0 90.0 0.0 100.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	864	COMPRESSED NATURAL GAS FUELING FACILITY SERVING THE CITY OF RACINE MUNICIPAL FLEET	EE	PE ROW CONST OTHER TOTAL	31.5 0.0 233.5 0.0 265.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	31.5 0.0 233.5 0.0 265.0	LOCAL STATE FED CMAQ	53.0 0.0 212.0 0.0 265.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	53.0 0.0 212.0 0.0 265.0	A	NON-EXEMPT
	865	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE THREE MILE ROAD BRIDGE OVER THE WEST BRANCH OF THE ROOT RIVER CANAL IN THE TOWN OF RAYMOND	OH	PE ROW CONST OTHER TOTAL	30.0 0.0 0.0 0.0 30.0	0.0 0.0 115.0 0.0 115.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 115.0 0.0 145.0	LOCAL STATE FED BRF	6.0 24.0 0.0 0.0 30.0	23.0 92.0 0.0 0.0 115.0	0.0 0.0 0.0 0.0 0.0	29.0 116.0 0.0 0.0 145.0	P	EXEMPT

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
 BY IMPLEMENTING AGENCY 1997-1999
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
V/STURTEVANT	866	RECONSTRUCTION WITH AUXILIARY LANES OF 90TH ST. FROM STH 20 TO THE SOO LINE TRACKAGE IN THE VILLAGE OF STURTEVANT (1.20 MILES)	HP	PE ROW CONST OTHER TOTAL	250.0 0.0 0.0 0.0 250.0	0.0 0.0 1,750.0 0.0 1,750.0	0.0 0.0 0.0 0.0 0.0	250.0 0.0 1,750.0 0.0 2,000.0	LOCAL STATE FED- STP-0 TOTAL	100.0 0.0 150.0 0.0 250.0	700.0 0.0 1,050.0 0.0 1,750.0	0.0 0.0 0.0 0.0 0.0	800.0 0.0 1,200.0 0.0 2,000.0	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 1997-1999

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	867	RECONSTRUCTION WITH NO ADDITIONAL LANES OF TWO USH 12 BRIDGES OVER STH 11 IN THE CITY OF ELKHORN	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 804.0 0.0 804.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 804.0 0.0 804.0	LOCAL STATE FED NHS TOTAL	0.0 160.8 643.2 0.0 804.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 160.8 643.2 0.0 804.0	P	EXEMPT
	868	RECONDITIONING OF STH 11 FROM WISCONSIN ST TO EAST CONST LIMIT IN THE CITY OF ELKHORN (0.56 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 612.0 0.0 612.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 612.0 0.0 612.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0	0.0 612.0 0.0 612.0	0.0 0.0 0.0 0.0	0.0 612.0 0.0 612.0	A	EXEMPT
	869	RESURFACING OF STH 11 FROM ELKHORN TO STH 120 IN WALWORTH COUNTY (6.7 MILES)	HP	PE ROW CONST OTHER TOTAL	15.0 0.0 0.0 0.0 15.0	0.0 0.0 1,100.0 0.0 1,100.0	0.0 0.0 0.0 0.0 0.0	15.0 0.0 1,100.0 0.0 1,115.0	LOCAL STATE FED TOTAL	0.0 15.0 0.0 15.0	0.0 1,100.0 0.0 1,100.0	0.0 0.0 0.0 0.0	0.0 1,115.0 0.0 1,115.0	A	EXEMPT
	870	RECONDITIONING OF WALWORTH AVE (STH 11) FROM TURTLE CREEK DRIVE TO CUMMINGS STREET IN THE CITY OF DELAVAN (0.77 MILES)	HP	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 20.0 0.0 0.0 20.0	40.0 20.0 300.0 0.0 360.0	LOCAL STATE FED STP-O TOTAL	0.0 0.0 0.0 0.0 0.0	10.0 30.0 0.0 0.0 40.0	0.0 20.0 0.0 0.0 20.0	70.0 50.0 240.0 0.0 360.0	A	EXEMPT
	871	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	51.0 0.0 0.0 0.0 51.0	0.0 0.0 0.0 0.0 0.0	51.0 0.0 335.0 0.0 386.0	LOCAL STATE FED STP-O TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 10.2 40.8 0.0 51.0	0.0 0.0 0.0 0.0 0.0	0.0 77.2 308.8 0.0 386.0	A	EXEMPT
	872	RESURFACING OF SEVENTH STREET (STH 50) FROM WALWORTH AVE TO WISCONSIN STREET IN THE CITY OF DELAVAN (.13 MILES)	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 0.0 118.0 0.0 138.0	LOCAL STATE FED STP-O TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 4.0 16.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	0.0 27.6 110.4 0.0 138.0	A	EXEMPT
	873	REPLACE BRIDGE DECK ON STH 67 NB AND SB BRIDGES 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 1,678.0 0.0 1,678.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,678.0 0.0 1,678.0	LOCAL STATE FED BRF TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 335.6 1,342.4 0.0 1,678.0	0.0 0.0 0.0 0.0 0.0	0.0 335.6 1,342.4 0.0 1,678.0	A	EXEMPT
	874	RECONDITIONING OF STH 67 FROM USH 14 TO THE VILLAGE OF WILLIAMS BAY IN WALWORTH COUNTY (4.80 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,387.0 0.0 1,387.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,387.0 0.0 1,387.0	LOCAL STATE FED STP-O TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 277.4 1,109.6 0.0 1,387.0	0.0 0.0 0.0 0.0 0.0	0.0 277.4 1,109.6 0.0 1,387.0	A	EXEMPT
	875	BRIDGE DECK OVERLAY ON CTH B OVER USH 12 IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 33.0 0.0 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 33.0 0.0 33.0	LOCAL STATE FED TOTAL	0.0 33.0 0.0 33.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 33.0 0.0 33.0	A	EXEMPT
	876	BRIDGE DECK OVERLAY ON BLOOMFIELD RD OVER USH 12 IN WALWORTH COUNTY	HP	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 TOTAL	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 65.0 0.0 65.0	A	EXEMPT

A-93

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	877	BRIDGE DECK OVERLAY ON CLOVER RD OVER USH 12 IN WALWORTH COUNTY	HP	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	0.0 40.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 40.0 0.0	A	EXEMPT
	878	BRIDGE DECK OVERLAY ON COMO RD OVER USH 12 IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 36.0 0.0 36.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 36.0 0.0 36.0	LOCAL STATE FED	0.0 36.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 36.0 0.0	A	EXEMPT
	879	BRIDGE DECK OVERLAY ON SPRINGFIELD RD OVER USH 12 IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 32.0 0.0 32.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 32.0 0.0 32.0	LOCAL STATE FED	0.0 32.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 32.0 0.0	A	EXEMPT
	880	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 12 (MAIN ST) FROM W CITY LIMIT TO SECOND STREET IN THE CITY OF WHITEWATER (1.58 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 675.0 4,400.0 0.0 5,075.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 675.0 4,400.0 0.0 5,075.0	LOCAL STATE FED NHS	880.0 975.0 3,520.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	880.0 975.0 3,520.0 0.0	A	NON-EXEMPT
	881	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	0.0 415.0 2,108.0 0.0 2,523.0	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	0.0 504.6 2,018.4 0.0	P	NON-EXEMPT
	882	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO THE EXISTING DIVIDED SECTION IN THE TOWN OF GENEVA (1.70 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 4,000.0 0.0 4,000.0	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	0.0 800.0 3,200.0 0.0	A	NON-EXEMPT
	883	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. 696				LOCAL STATE FED	Source of Project funds is reported in Project No. 696				P	NON-EXEMPT
	884	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	250.0 375.0 0.0 0.0 625.0	0.0 0.0 1,080.0 0.0 1,080.0	0.0 0.0 0.0 0.0 0.0	250.0 375.0 1,080.0 0.0 1,705.0	LOCAL STATE FED STP-O	93.8 343.8 187.5 0.0	270.0 0.0 810.0 0.0	0.0 0.0 0.0 0.0	363.8 343.8 997.5 0.0	A	NON-EXEMPT
	885	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 2,122.0 0.0 0.0 2,122.0	0.0 1,093.0 0.0 0.0 1,093.0	0.0 3,215.0 9,890.4 0.0 13,105.4	LOCAL STATE FED	0.0 0.0 0.0	0.0 2,122.0 0.0	0.0 1,093.0 0.0	0.0 13,105.4 0.0	P	NON-EXEMPT
	886	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (4.40 MI) (7.08 KM)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 1,200.0 0.0 0.0 1,200.0	0.0 0.0 0.0 0.0 0.0	0.0 1,200.0 5,200.0 0.0 6,400.0	LOCAL STATE FED	0.0 0.0 0.0	300.0 900.0 0.0	0.0 0.0 0.0	1,600.0 4,800.0 0.0	P	NON-EXEMPT

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
BY IMPLEMENTING AGENCY 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
STATE OF WISCONSIN	887	ELDERLY/DISABLED TRANS. FOR VOCATIONAL INDUSTRIES ELKHORN 2 MODIFIED BUSES 28/2	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 112.5 112.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 112.5 112.5	LOCAL STATE FED FTA 5310 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	A	EXEMPT
	888	ELDERLY/DISABLED TRANS. VOCATIONAL INDUSTRIES - ELKHORN 2 MODIFIED BUSES 28/2 1 VAN 14/0 1 MODIFIED VAN 7/1 1998	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 168.1 168.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 168.1 168.1	LOCAL STATE FED FTA 5310 TOTAL	0.0 0.0 0.0 134.5 0.0	33.6 0.0 134.5 0.0 168.1	0.0 0.0 0.0 0.0 0.0	33.6 0.0 134.5 0.0 168.1	A	EXEMPT
	889	ELDERLY/DISABLED TRANS. VOCATIONAL INDUSTRIES - ELKHORN 2 MODIFIED VANS 7/1: 2 MODIFIED BUSES 28/2: 2 VANS 14/0 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 0.0 234.9 234.9	0.0 0.0 0.0 234.9 234.9	LOCAL STATE FED FTA 5310 TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 187.9 234.9	47.0 0.0 0.0 0.0 234.9	47.0 0.0 0.0 187.9 234.9	A	EXEMPT
	890	ELDERLY/DISABLED TRANS. VOCATIONAL INDUSTRIES - ELKHORN 4 VANS 14/0: 2 MODIFIED VANS 7/1 2000-2001	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 0.0 215.8 215.8	LOCAL STATE FED FTA 5310 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	43.2 0.0 0.0 172.6 215.8	A	EXEMPT
	891	COMMUTER RAIL FEASIBILITY STUDY IN THE WALWORTH TO FOX LAKE RAPID TRANSIT TRAVEL CORRIDOR	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 38.0 38.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 38.0 38.0	LOCAL STATE FED STP-S TOTAL	7.6 30.4 0.0 0.0 38.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.6 30.4 0.0 0.0 38.0	A	EXEMPT
	892	ELDERLY/DISABLED TRANS- PORTATION, SECTION 16 COMMUNITY LIVING AR- RANGEMENTS (ELKHORN) 1997: 3 MODIFIED VAN/LIFT 7/1	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 81.0 81.0	0.0 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 81.0	LOCAL STATE FED FTA 5310 TOTAL	16.2 0.0 64.8 0.0 81.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.2 0.0 64.8 0.0 81.0	A	EXEMPT
	893	RECONSTRUCTION OF CURVE ON STH 20 EAST OF WEBER LANE AT SPRING 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	0.0 0.0 200.0 0.0 200.0	0.0 0.0 200.0 0.0 200.0	LOCAL STATE FED STP-S TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 160.0 160.0	0.0 40.0 160.0 0.0 200.0	0.0 40.0 160.0 0.0 200.0	A	EXEMPT
	894	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	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 0.0 300.0 0.0 300.0	LOCAL STATE FED STP-S 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 0.0 300.0 0.0 300.0	A	EXEMPT
	895	RESURFACING OF CTH NN FROM USH 12 TO LAKELAND COMPLEX IN WALWORTH COUNTY (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 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 1,800.0	360.0 0.0 0.0 1,440.0 1,800.0	A	EXEMPT
	896	RESURFACING OF CTH B FROM CTH BB TO STH 120 IN WALWORTH COUNTY (5.6 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 490.0 0.0 490.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 490.0 0.0 490.0	LOCAL STATE FED STP-O TOTAL	490.0 0.0 0.0 0.0 490.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	490.0 0.0 0.0 0.0 490.0	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 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
WALWORTH COUNTY	897	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 0.0 304.0 0.0 304.0	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	LOCAL STATE FED	304.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	304.0 0.0 0.0 304.0	A	EXEMPT
	898	RESURFACING OF CTH O FROM USH 12 TO CTH A IN WALWORTH COUNTY (5.4 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 503.0 0.0 503.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 503.0 0.0 503.0	LOCAL STATE FED	503.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	503.0 0.0 0.0 503.0	A	EXEMPT
	899	RESURFACING OF CTH P FROM USH 12 TO CTH A IN WALWORTH COUNTY (6.7 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 415.0 0.0 415.0	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 0.0 415.0	LOCAL STATE FED	415.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	415.0 0.0 0.0 415.0	A	EXEMPT
	900	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 0.0 230.0 0.0 230.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 230.0 0.0 230.0	LOCAL STATE FED	0.0 0.0 0.0	230.0 0.0 0.0	0.0 0.0 0.0	230.0 0.0 0.0 230.0	A	EXEMPT
	901	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 0.0 106.0 0.0 106.0	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	106.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	106.0 0.0 0.0 106.0	A	EXEMPT
	902	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	10.0 0.0 40.0	0.0 0.0 0.0	0.0 0.0 0.0	10.0 0.0 40.0 50.0	A	EXEMPT
	903	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	10.0 0.0 40.0	0.0 0.0 0.0	0.0 0.0 0.0	10.0 0.0 40.0 50.0	A	EXEMPT
	904	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY:1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 111.6 111.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 111.6 111.6	LOCAL STATE FED	18.6 93.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	18.6 93.0 0.0 111.6	A	EXEMPT
	905	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	1.0 0.0 9.0	0.0 0.0 0.0	0.0 0.0 0.0	1.0 0.0 9.0 10.0	A	EXEMPT
	906	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/PEDESTRIAN PROJECTS IN WALWORTH COUNTY	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 0.0 0.0 10.0	10.0 0.0 0.0 0.0 10.0	10.0 0.0 0.0 0.0 10.0	60.0 0.0 0.0 0.0 60.0	LOCAL STATE FED CMAQ	0.0 0.0 10.0	0.0 0.0 10.0	0.0 0.0 10.0	0.0 0.0 60.0 60.0	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 1997-1999
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
V/EAST TROY	907 *	RESTORATION AND PRESERVATION OF THE EAST TROY ELECTRIC RAILROAD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	58.8	0.0	0.0	58.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	294.0	0.0	0.0	294.0	FED	235.2	0.0	0.0	235.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E	0.0	0.0	0.0	0.0		
				TOTAL	294.0	0.0	0.0	294.0	TOTAL	294.0	0.0	0.0	294.0		
C/ELKHORN	908 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 11 (COURT, WISCONSIN AND WALWORTH STREETS) FROM CHURCH ST TO EX-CMSTP&P RR (1.66 KM)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	603.0	0.0	0.0	603.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	114.0	0.0	0.0	114.0		
				CONST	850.0	0.0	0.0	850.0	FED	133.0	0.0	0.0	133.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O	0.0	0.0	0.0	0.0		
				TOTAL	850.0	0.0	0.0	850.0	TOTAL	850.0	0.0	0.0	850.0		
T/SPRING PRAIRIE	909 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE POTTER ROAD BRIDGE OVER SUGAR CREEK IN THE TOWN OF SPRING PRAIRIE	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	43.6	0.0	53.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	174.4	0.0	214.4		
				CONST	0.0	218.0	0.0	218.0	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	50.0	218.0	0.0	268.0	TOTAL	50.0	218.0	0.0	268.0		
T/TROY	910 *	INSTALL BEAM GUARD ON TOWNLINE RD. BETWEEN CTH J AND STH 120 IN THE TOWN OF TROY (0.10 MILES)	HS	PE	0.0	0.0	3.0	3.0	LOCAL	0.0	0.0	1.0	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	7.0	7.0	FED	0.0	0.0	9.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S	0.0	0.0	0.0	0.0		
				TOTAL	0.0	0.0	10.0	10.0	TOTAL	0.0	0.0	10.0	10.0		
C/WHITEWATER (PART)	911	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N FREEMONT ST FROM NORTH ST TO STARIN RD IN CITY OF WHITEWATER (0.34 MILES)	HP	PE	0.0	0.0	0.0	63.0	LOCAL	0.0	0.0	0.0	416.6	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	353.6	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	0.0	0.0	416.6	TOTAL	0.0	0.0	0.0	416.6		
	912 *	OPERATING ASSISTANCE FOR THE CITY OF WHITE-WATER TAXI BASED TRANSIT SYSTEM: 1995-1997	TI	PE	0.0	0.0	0.0	0.0	LOCAL	2.8	3.1	3.3	9.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	74.4	81.8	85.2	242.1		
				CONST	0.0	0.0	0.0	0.0	FED	63.4	69.8	73.3	206.5		
				OTHER	140.6	154.7	162.5	457.8	FTA 5311	0.0	0.0	0.0	0.0		
				TOTAL	140.6	154.7	162.5	457.8	TOTAL	140.6	154.7	162.5	457.8		
	913	RECONSTRUCTION WITH NO ADDITIONAL LANES OF ELIZABETH STREET FROM HIGHLAND ST TO COURT ST IN CITY OF WHITEWATER (0.22 MILES)	OH	PE	0.0	0.0	0.0	19.5	LOCAL	0.0	0.0	0.0	130.0	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	110.5	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	0.0	0.0	130.0	TOTAL	0.0	0.0	0.0	130.0		
	914 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF ELIZABETH ST FROM COURT ST TO WALWORTH ST IN THE CITY OF WHITEWATER	OH	PE	0.0	0.0	30.0	30.0	LOCAL	0.0	0.0	206.0	206.0	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	176.0	176.0	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	0.0	206.0	206.0	TOTAL	0.0	0.0	206.0	206.0		
	915 *	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	0.0	0.0	0.0	25.0	LOCAL	0.0	0.0	0.0	221.7	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	196.7	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	0.0	0.0	221.7	TOTAL	0.0	0.0	0.0	221.7		
	916 *	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	0.0	0.0	0.0	52.5	LOCAL	0.0	0.0	0.0	350.0	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	297.5	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	0.0	0.0	350.0	TOTAL	0.0	0.0	0.0	350.0		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
 BY IMPLEMENTING AGENCY 1997-1999
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1997	1998	1999	TOTAL TIP		1997	1998	1999	TOTAL TIP		
C/WHITEWATER (PART)	917	CONSTRUCTION OF STARIN RD FROM FREEMONT ST TO JEFFERSON ST IN CITY OF WHITEWATER (0.27 MILES)	OH	PE	0.0	0.0	0.0	37.7	LOCAL	0.0	0.0	0.0	249.7	P	EXEMPT
				ROW	0.0	0.0	0.0	212.0	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	0.0	0.0	249.7	TOTAL	0.0	0.0	0.0	249.7		

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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Appendix B

1997 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 1997 AND 2010

WisDOT Project Number	Sponsor	Type	Project Title	Reduction in Volatile Organic Compounds Emissions (pounds per day)		Reduction in Nitrogen Oxide Emissions (pounds per day)	
				1997	2010	1997	2010
14	UW-Milwaukee	Alternate Fuel	Local Government Alternative Fuel Vehicle Facilitation and Monitoring	3.64	2.00	--	--
6	City of West Allis	Alternate Fuel	Alternative Fuel Conversion to Compressed Natural Gas (CNG) ^a	Reported as part of Project No. 14	Reported as part of Project No. 14	Reported as part of Project No. 14	Reported as part of Project No. 14
2	City of Cudahy	Alternate Fuel	Compressed Natural Gas Vehicles ^a				
10	City of Greenfield	Alternate Fuel	Compressed Natural Gas Vehicles ^a				
8	City of Kenosha	Alternate Fuel	Kenosha - Compressed Natural Gas Vehicles ^a				
12	City of New Berlin	Alternate Fuel	Compressed Natural Gas Vehicles ^a				
5	City of Oconomowoc	Alternate Fuel	Compressed Natural Gas Vehicles ^a				
7	City of Racine	Alternate Fuel	Racine - Compressed Natural Gas Vehicles ^a				
13	County of Kenosha	Alternate Fuel	Kenosha County Compressed Natural Gas Vehicles ^a				
23	County of Racine	Alternate Fuel	Racine County Compressed Natural Gas Vehicles ^a				
9	Kenosha Unified Schools	Alternate Fuel	Kenosha Unified Schools - Compressed Natural Gas Vehicles ^a				
11	School District of Waukesha	Alternate Fuel	Compressed Natural Gas Vehicles ^a				
22	Town of Mount Pleasant	Alternate Fuel	Mount Pleasant - Compressed Natural Gas Vehicles ^a				
21	Village of Greendale	Alternate Fuel	Compressed Natural Gas Vehicles ^a				
3	Village of Pleasant Prairie	Alternate Fuel	Pleasant Prairie Compressed Natural Gas Vehicles ^a				
1	City of New Berlin	Alternate Fuel	Compressed Natural Gas Fueling Facility	15.66	8.61	--	--
4	City of West Allis	Alternate Fuel	Compressed Natural Gas Fueling Facility	15.66	8.61	--	--
	County of Kenosha	Alternate Fuel	Kenosha County Compressed Natural Gas Vehicles	0.72	0.04	--	--
27	City of Hartford	Bicycle or pedestrian	Rubicon River Pedestrian and Biking Trail	1.68	0.82	2.95	1.97
28	City of Milwaukee	Bicycle or pedestrian	Prepare a Pedestrian Traffic Improvement Plan for the Milwaukee Central Business District	7.04	3.45	12.35	8.24
25	City of Port Washington	Bicycle or pedestrian	Industrial Drive Bike/Pedestrian Commuter Path	6.38	3.20	11.19	7.46
26	County of Racine	Bicycle or pedestrian	Racine-Sturtevant Bicycle/Pedestrian Trail	1.40	0.69	2.46	1.64
39	Waukesha County Technical College	Inspection/maintenance	Waukesha County Technical College Inspection/Maintenance 240 Training Center	--	--	--	--
33	County of Milwaukee	Transportation demand management	Employer Trip Reduction Response (ETRR) Program (2nd Year)	2.65	1.30	4.65	3.10
44	Village of Sussex	Transportation demand management	Sussex Intermodal Facility	5.95	1.57	9.86	7.52
42	Village of Kewaskum	Transportation demand management	Village of Kewaskum Park and Ride Lot	1.41	0.69	2.47	1.65
36	City of Milwaukee	Traffic flow	Installation of a Computer Controlled Traffic Signal System on the 21 Signal System	55.12	16.54	--	--
	City of Milwaukee	Traffic flow	Computer Optimization of a 25 Traffic Signal System	43.17	12.45	--	--
35	City of Waukesha	Traffic flow	Grandview Boulevard Traffic Responsive Closed Loop System	7.50	3.48	--	--
40	Wisconsin Department of Transportation	Traffic flow	Waukesha Bypass (STH 59) Wisconsin Central Railroad Grade Separation (ID 2773-06-70)	0.55	0.24	0.16	0.10

Appendix B (continued)

WisDOT Project Number	Sponsor	Type	Project Title	Reduction in Volatile Organic Compounds Emissions (pounds per day)		Reduction in Nitrogen Oxide Emissions (pounds per day)	
				1997	2010	1997	2010
	City of Kenosha	Transit	City of Kenosha-City of Racine Express Transit Service	0.99	0.49	1.74	1.16
	City of Waukesha	Transit	Airport Industrial Park Shuttle Route	0.89	0.44	1.56	1.04
31	City of Waukesha	Transit	Waukesha Metro Transit Night Service	13.89	6.81	24.37	16.25
41	Ozaukee County Board of Supervisors	Transit	Ozaukee County Transportation Partnership Program	3.31	1.62	5.81	3.87

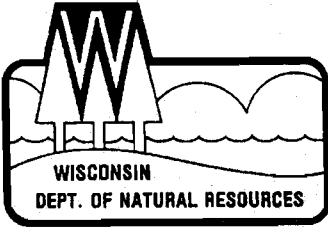
^aThis project would potentially be funded from Project No. 14.

Source: Wisconsin Department of Transportation and SEWRPC.

Appendix C

**CORRESPONDENCE REGARDING CONFORMITY OF THE
1997-1999 TRANSPORTATION IMPROVEMENT PROGRAM TO THE
STATE IMPLEMENTATION PLAN FOR AIR QUALITY**

**State of Wisconsin **
DEPARTMENT OF NATURAL RESOURCES

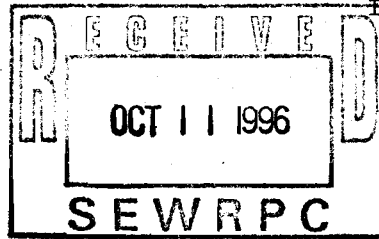


Tommy G. Thompson, Governor
 George E. Meyer, Secretary

PO Box 7921
 101 South Webster Street
 Madison, Wisconsin 53707-7921
 TELEPHONE 608-266-2621
 FAX 608-267-3579
 TDD 608-267-6897

October 1, 1996

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



IN REPLY REFER TO: 4516-18

SUBJECT: Review of Southeastern Wisconsin Regional Planning Commission's
 1997-1999 TIP Transportation Conformity Findings

Dear 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) 1997-1999 Transportation Improvement Program's (TIP) Transportation Conformity findings. 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 providing the appropriate Mobile Model emission factors used in their transportation and air quality modeling process for the Transportation Conformity findings. We have been participants in the committee which reviews their TIP development process and we also participated in the Technical Coordinating and Advisory Committee for the development of the region's Regional Transportation Plan.

The results of SEWRPC's assumptions and analysis indicate that the transportation plan and TIP for the region achieve mobile source emissions that are below those allowed for in the 15% Reasonable Further Progress (RFP) plan our department submitted for the southeastern Wisconsin ozone nonattainment area on November 15, 1993 and which was approved by EPA this past March. SEWRPC has incorporated a Vehicle Miles Traveled (VMT) growth rate of 1.4% per year. The growth rate represents the official anticipated intermediate economic and demographic growth forecasts for the region and the implementation of various public transit and other Transportation Control Measure (TCM) activities. As indicated in SEWRPC's regional plan documentation, their VMT growth rate represents a long term trend. Our November 15, 1993 air quality plan submittal incorporated a somewhat higher VMT growth rate of 2% per year. The Wisconsin 1993 RFP plan incorporated the higher 2% VMT growth 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 and social trends which would keep VMT growth rates close to 2% per year for much of the 1990s and that the major transit improvements in SEWRPC's recommended regional plan are not expected to begin implementation until 1998.

Our 1993 RFP air quality plan included an expected 2% VMT decrease to occur in 1996 as a result of implementing the then required Employee Commute Option (ECO) program. As you are probably aware, Wisconsin formally withdrew the ECO program State Implementation Plan (SIP) element this past May (after formal EPA approval of the 15% Plan SIP in March 1996) in response to a change in federal law approved in December 1995. We further indicated that Wisconsin would be substituting the Wisconsin Partners for Clean Air program for the ECO

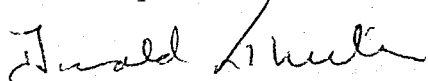
program. The Partners program requests that large employers and other interested parties continue with any previously applicable mandated ECO related trip reduction activities, sign a pledge to encourage trip reduction and transit promotion activities, promote Ozone Action Day efforts or make point and area source emission reductions beyond current federal and state requirements. The transit improvements and other TCM activities in SEWRPC's plan will assist in areawide trip reduction efforts that are a key component of the Partners program.

We note that SEWRPC's analysis indicates that the 1997-1999 TIP Volatile Organic Compounds (VOC) emissions remain within the mobile source budget included in our 15% RFP Plan in spite of a very slight increase in emissions resulting from speed limits being increased to 65 mph on some portions of the region's highway system. The assumed implementation of the ECO program by 1996 still allowed for an annual VMT growth rate of approximately 1.7% per year in the region compared to the current 1.4% rate used for SEWRPC's planning assumptions. In the case of Walworth county, which was recently redesignated from marginal nonattainment to attainment status, SEWRPC's analysis indicates that VOC and NOx emissions are within the budgets included in our Walworth county maintenance plan. The mobile source emission budgets in that plan assumed an annual VMT growth rate of 2.7% per year through 1999 and 2.2% from 2000 to 2007. The forecasts were developed by SEWRPC and reflect high and then intermediate travel growth trends for the county.

SEWRPC conducted a "Build/No-Build" test in response to the absence of an attainment emissions budget for the region. Although the emission reductions are very slight under this test, SEWRPC's TIP projects result in emission reductions. We continue to work with the Ozone Transport Assessment Group (OTAG) on evaluating the implications of ozone transport throughout the eastern United States. After the results of this study are completed, Wisconsin will proceed with the development of an attainment SIP. We expect that the mobile source emission portion of any future attainment SIP will be based on VMT growth forecasts developed by SEWRPC and any TCM analyses incorporated into those assumptions.

We would like to indicate our appreciation for the considerable SEWRPC staff time, expertise and cooperation that have gone into the development of their Transportation Conformity documentation. We also want to acknowledge the importance of continuing federal and state funding for TCM projects (such as those funded under the Congestion Mitigation and Air Quality program) and providing sufficient future public funding resources needed to ensure the successful implementation of SEWRPC's recommended transportation plan. The successful funding of the public transit and other TCMs included in the plan will assist in meeting our SIP mobile source emission goals.

Sincerely,



Donald F. Theiler, Director
Bureau of Air Management

cc: Kurt Bauer/SEWRPC
Thomas Frank/FHWA-Madison
Joel Ettinger/FTA-Region V
Samuel Herrera-Diaz/FHWA-Chicago
Ken Leonard/WISDOT
Carol Cutshall/WISDOT
Dale Darrow/DNR-SER

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Appendix D

NOTICE OF PUBLIC INFORMATIONAL MEETING AND HEARING ON THE 1997-1999 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN AND ITS CONFORMITY DETERMINATION

★ ★ MILWAUKEE JOURNAL SENTINEL WEDNESDAY, SEPTEMBER 11, 1996 9A

PUBLIC NOTICE

PUBLIC REVIEW PERIOD AND PUBLIC HEARING ON SOUTHEASTERN WISCONSIN REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: 1997-1999

The public is invited to review and submit comments on the draft Transportation Improvement Program for Southeastern Wisconsin: 1997-1999 during the public comment period through October 11, 1996. The Transportation Improvement Program (TIP) is a federally required listing of federally and non-federally funded highway and transit projects proposed within the seven county Southeastern Wisconsin Region by county and 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, 1997 and December 31, 1999.

The 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. A companion document to the draft TIP provides an assessment of the consistency of the TIP relative to the State of Wisconsin Air Quality Implementation Plan and is entitled "Assessment of Conformity of the 1997-1999 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan".

Copies of the draft TIP and its conformity assessment with respect to the State Air Quality Implementation Plan may be reviewed starting September 11, 1996, 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 and hearing will be held on Wednesday, September 18, 1996. Staff will be available in an "open house" format from 4:00 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. at the following location:

Milwaukee County Courthouse Annex
3rd floor Assembly Room
907 N. 10th Street
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 no later than Friday, October 11, 1996. 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

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Appendix E

RECOMMENDED ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION PROJECTS IN THE REGIONAL TRANSPORTATION SYSTEM PLAN IN THE 1996, 2001, AND 2007 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	Walworth	Widening	Main Street (USH 12)	Frontage Road to Fremont Street	Widen from two to four traffic lanes
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			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	Waukesha	Widening	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			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		Expansion	CTH SS extension	CTH G to CTH T	Construct two lanes on new alignment
1996			Brookfield Road extension	Davidson Road to STH 59	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			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2001			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2001		Expansion	85th Street extension	39th Avenue to 32nd Avenue	Construct two lanes on new alignment
2001	Milwaukee	Widening	USH 45/STH 36	Waukesha County line to STH 100	Widen from two to four traffic lanes
2001			107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2001			CTH 8B	CTH U to USH 41	Widen from two to four traffic lanes
2001			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2001			Fond du Lac Avenue	35th Street to 20th Street	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			Layton Avenue	108th Street to 84th Street	Widen from two to four traffic lanes
2001			Oklahoma Avenue	Clement Avenue to Kinnickinnic Avenue	Widen from two to four traffic lanes
2001			Whitnall Avenue	CTH Y to Packard Avenue	Widen from two to four traffic lanes
2001			91st Street	Ozaukee County line to STH 100	Widen from two to four traffic lanes
2001			124th Street	STH 145 to USH 41/USH 45	Widen from two to four traffic lanes
2001		Expansion	Lake Arterial	Lincoln Avenue to CTH Y	Construct four lanes on new alignment
2001	Ozaukee	Widening	STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2001			CTH W	Port Washington Lane to a point about 0.5 mile north of Donges Bay Road	Widen from two to four traffic lanes
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 38	STH 20 to Waukesha County	Widen from two to four traffic lanes
2001			STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2001	Walworth	Widening	Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2001			STH 50	USH 12 to the Kenosha County line	Widen from two to four traffic lanes
2001			STH 67	USH 12 to Lincoln Avenue	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	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			Maple Road	STH 167 to Freistadt Road	Widen from two to four traffic lanes
2001		Expansion	USH 41	STH 33	Construct new interchange

Appendix E (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
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 164	STH 59 to CTH ES	Widen from two to four traffic lanes
2001			STH 175	Roosevelt Drive to CTH Q	Widen from two to four traffic lanes
2001			CTH J	Rockwood Drive to CTH M	Widen from two to four traffic lanes
2001			CTH Y	STH 59 to USH 18	Widen from two to four traffic lanes
2001			CTH YY	CTH VV to CTH W	Widen from two to four traffic lanes
2001			Main Street	STH 164 to USH 18	Widen from two to four traffic lanes
2001			Pilgrim Road	USH 41/USH 45 to Washington County line	Widen from two to four traffic lanes
		Expansion	Pilgrim Road realignment	North Avenue to a point about 700 feet north	Construct four lanes on new alignment
2007	Kenosha	Widening	STH 165	IH 94/USH 41 to a point approximately one mile west of CTH H	Widen from two to four traffic lanes
2007		Expansion	CTH ML extension	CTH H to STH 31	Construct two lanes on new alignment
2007	Milwaukee	Widening	STH 100	81st Street to 60th Street	Widen from two to four traffic lanes
2007			STH 100	60th Street to USH 41	Widen from two to four traffic lanes
2007	Ozaukee	Widening	Wauwatosa Road (CTH N)	STH 167 to STH 60	Widen from two to four traffic lanes
2007	Washington	Widening	STH 33	Schmidt Road to Trenton Road	Widen from two to four traffic lanes
2007			CTH J	CTH Q to STH 60	Widen from two to four traffic lanes
2007	Waukesha	Widening	CTH J	CTH M to Washington County line	Widen from two to four traffic lanes
2007		Expansion	STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2010	Racine	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*	Walworth	Expansion	USH 12 freeway	Whitewater to Elkhorn ^b	Construct four lanes on new alignment

*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 2007.

Source: SEWRPC.