MEMORANDUM REPORT NO. 147

ASSESSMENT OF CONFORMITY OF THE AMENDED YEAR 2000-2002 TRANSPORTATION IMPROVEMENT PROGRAM AND AMENDED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN—SIX COUNTY SEVERE OZONE NONATTAINMENT AREA AND WALWORTH COUNTY OZONE MAINTENANCE AREA

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INTRODUCTION

This report is intended to provide the basis for a determination that the amended year 2000-2002 transportation improvement program, and also the amended year 2020 regional transportation system plan are 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 (USEPA) by the Wisconsin Department of Natural Resources (WDNR) in November 1993, December 1995, December 1997, and February 2000. The report is also intended to demonstrate that the amended year 2000-2002 Transportation Improvement Program serves to implement the amended year 2020 transportation 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 maintenance area for ozone standards.

An initial stage of the Federally required State Implementation Plan was submitted to the Federal government by the Wisconsin Department of Natural 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 (USEPA) approved Wisconsin's 15 percent plan in March 1996.

A maintenance plan for air quality was submitted for Walworth County by WDNR on December 15, 1995, and was approved by USEPA on August 26, 1996. The maintenance plan establishes year 2007 volatile organic compound and nitrogen oxides mobile source emissions budgets for Walworth County, as part of the State Implementation Plan for Air Quality. The WDNR requested a revision of the volatile organic compound

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[1] *The year 2020 regional transportation plan is documented in SEWRPC Planning Report No. 46,* A Regional Transportation System Plan for Southeastern Wisconsin: 2020. *The 2000-2002 Transportation Improvement Program is documented in a report entitled,* A Transportation Improvement Program for Southeastern Wisconsin: 2000-2002. *The amendment to this plan and program is located in the six county area and is the removal of the Park East Freeway west of Jefferson Street and the construction of a new freeway terminus west of the Milwaukee River.*

emissions budget for transportation on September 8, 2000, and this revised emissions budget and maintenance plan were approved by the USEPA, and made effective on December 26, 2000.

The 1990 Clean Air Act Amendments originally required Wisconsin to submit an attainment demonstration State Implementation Plan for the six county severe ozone nonattainment area 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 II 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 were actively involved in the study of long range ozone transport with the OTAG. Wisconsin submitted on December 11, 1997, to the USEPA a nine percent Rate-of-Progress Plan which provided for 3 percent per year ozone emission reductions through 1999. The USEPA approved this plan on November 3, 1999, including a 1999 mobile source emissions budget for volatile organic compounds. The WDNR also submitted in February 2000 an initial phase of an ozone attainment demonstration including state implementation plan transportation conformity budgets for volatile organic compounds and nitrogen oxides for the year 2007. The Wisconsin Department of Natural Resources is currently preparing the attainment plan for ozone for southeastern Wisconsin, and the current schedule for submittal of the plan to USEPA is December 2000.

The U. S. Environmental Protection Agency and U. S. 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; November 14, 1995; and August 15, 1997 Federal Register. These Federal regulations identify the conformity criteria which should be applied at this time with respect to the six county severe ozone nonattainment area and to Walworth County as a maintenance area. The Commission, the Wisconsin Department of Natural Resources, and the Wisconsin Department of Transportation have adopted a memorandum of agreement regarding the conduct of transportation plan and program conformity determinations, which has been approved by the U. S. Environmental Protection Agency.

The U.S. Environmental Protection Agency has advised the Regional Planning Commission staff that the conformity criteria which--given the existing situation--should now be applied to the six county area with respect to volatile organic compounds require the satisfaction of emission budget tests, as well as emission reduction tests. With respect to nitrogen oxides, an emission budget test is also required. With respect to Walworth County, the conformity criteria require satisfaction of the emission budget with respect to both volatile organic compounds and nitrogen oxide mobile source emissions. Appendix A provides a summary of the interagency agreement on the conformity criteria and tests which should be applied in this conformity determination. The principal agencies involved were the Southeastern Wisconsin Regional Planning Commission, Wisconsin Department of Transportation, Wisconsin Department of Natural Resources, U. S. Department of Transportation, Federal Highway Administration, and U. S. Environmental Protection Agency.

The next section of this report describes the regional transportation system plan as amended for the year 2020 for the seven-county Southeastern Wisconsin Region. The following section describes the 2000-2002 transportation improvement program as amended which continues to implement the plan. The remaining sections of this report then identify the specific conformity procedure requirements and conformity determination 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 conformity analysis and the transportation improvement program, as well as the regional transportation system plan, meet each of these requirements and criteria. The assessment of conformity with respect to each requirement and criterion concludes that the amended year 2020 regional transportation system plan and the amended 2000-2002 transportation improvement program are in conformance with the State Implementation Plan for Air Quality in the six county severe ozone nonattainment area and in Walworth County.

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 forecasts of vehicle-miles of travel and air pollutant emissions utilized in the preparation of the regional transportation system plan were based on the official Commission intermediate growth forecasts, and the forecasts of emissions under the Phase II ozone attainment demonstration State Implementation Plan were based on alternative high growth vehicle miles of travel and emissions forecasts. The emission factors which the Commission utilized to estimate the air pollutant emissions under the regional transportation system plan and transportation improvement program, and in the preparation of this conformity determination of the transportation plan and program were provided by the Wisconsin Department of Natural Resources and for this conformity analysis include the emission reduction benefits attendant to Tier 2 motor vehicle and low sulfur fuel regulations. The emission factors which were used to establish the transportation emission budgets in the Phase II Ozone Attainment Demonstration element of the State Implementation Plan do not account for the emission reduction

benefits attendant to these more recent regulations. 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: 2020

The design year 2020 regional transportation system plan is an extension in time of the design year 2010 plan, which was completed and adopted by the Commission in December 1994. The year 2020 plan is documented in SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, and the previous year 2010 plan is documented in SEWRPC Planning Report No. 41, *A Regional Transportation System Plan for Southeastern Wisconsin: 2010*. The year 2020 regional transportation system plan is based upon a year 2020 regional land use plan, which seeks to preserve and enhance the environment within the Region, including the containment of urban sprawl, the preservation of environmental corridors, and the preservation of prime agricultural lands. The year 2010 regional land use and transportation plans, upon which the new year 2020 plans are based, 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 improvement 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 plan reaffirmation.

Also, the year 2020 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 transportation 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. In addition, the funding attendant to implementing the plan through the transportation improvement program is consistent with existing available Federal, State and local revenues.

Land Use Plan

The regional transportation system plan is designed to serve the adopted regional land use plan for the year 2020. The adopted design year 2020 regional land use plan is described in summary form in Chapter III entitled, "Regional Growth and Change and the Year 2020 Regional Land Use Plan," of SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, and is fully documented in SEWRPC Planning Report No. 45, *A Regional Land Use Plan for Southeastern Wisconsin: 2020*. 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 as infill in existing urban centers, and 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.

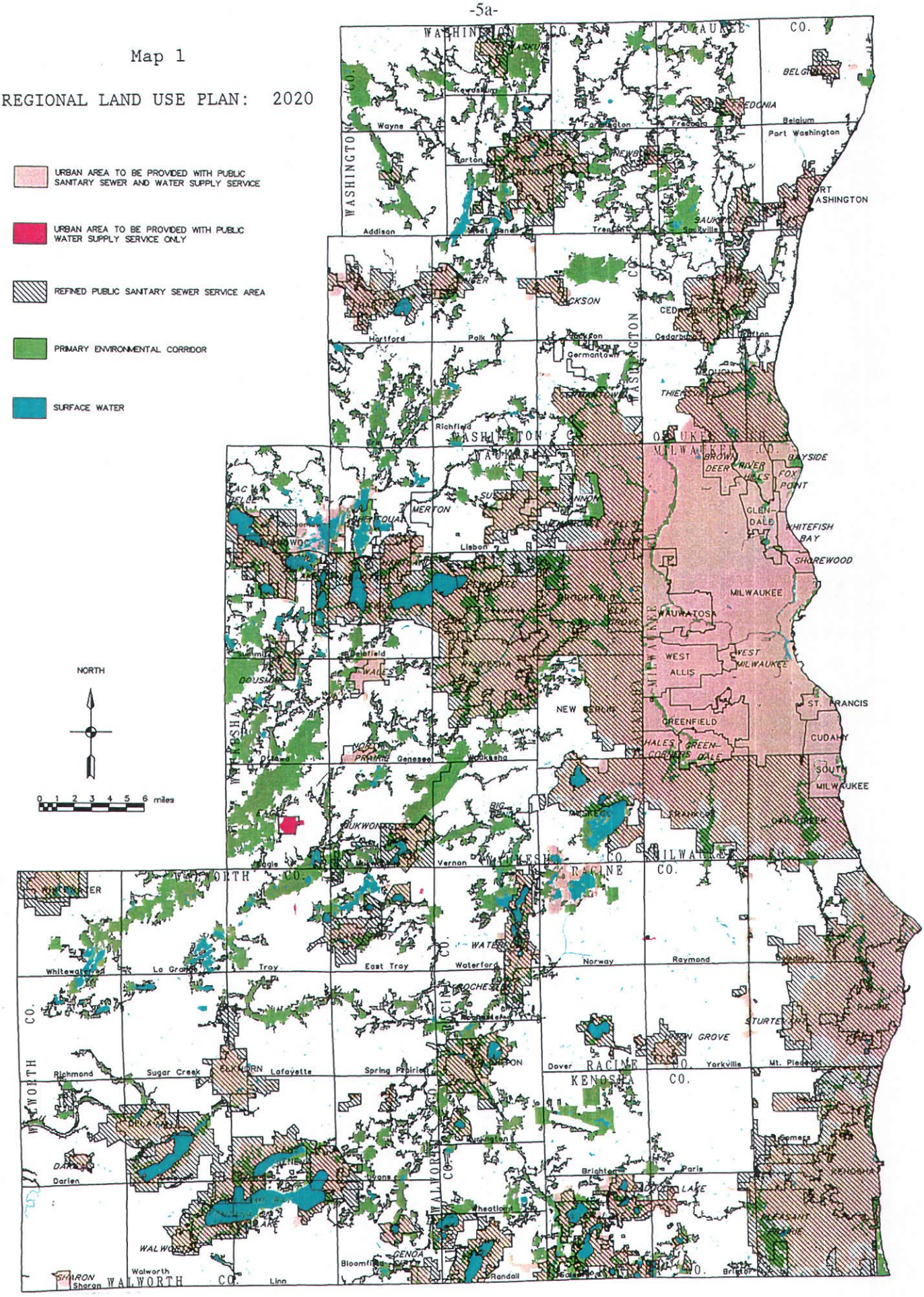
The plan also seeks to discourage and reduce urban sprawl, which typically involves use of onsite sewage disposal and water supply facilities. Such decentralized development is costly and difficult, if not impossible, to serve efficiently with public transit, and reduces the potential for carpooling.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

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

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

Map 1

REGIONAL LAND USE PLAN: 2020



Source: SEWRPC.

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 neighborhoods at medium urban densities, averaging about five 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 27 major industrial centers and 18 major commercial centers within existing urban areas and areas proposed to be converted to urban use by the plan design year 2020.

Second, the plan recommends the protection of all remaining primary environmental corridors of the Region from intrusion by incompatible urban development, and discourages the location of urban development, as well, in the secondary environmental corridors and isolated natural areas. The primary environmental corridors encompass only about 17 percent of the total area of the Region and include 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 year 2020 transportation system plan has three principal components: public transit, transportation systems management, and arterial streets and highways. These three components are described in the following sections.

Public Transit: The regional transportation system plan calls for major increases in the levels of rapid and express transit service provided within the Region, as well as increases in the level of local service provided (see Table 1). The plan proposes the development of a true system of rapid and express transit routes integrated with local transit service. Rapid transit routes would operate within all major travel corridors oriented to the Milwaukee central business district (CBD), with express transit operating over a grid pattern of routes largely within Milwaukee County. In total, the plan proposes an approximately 69 percent increase in transit service as measured by vehicle-miles of service, from the current 66,100 vehicle-miles of such service in 1995 to 111,500 vehicle-miles in 2020. 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, and northerly to the Cities of Mequon, Cedarburg, and Port Washington. The plan also proposes the enhancement of the level of freeway flyer bus service provided in these corridors. The plan also calls for the expansion of such service in the south corridor to the Cities of Racine and Kenosha, and 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. The network of rapid transit routes is shown in red on Map 2. The planned rapid transit system would serve intermediate stations spaced about every three to five miles and would provide service in both directions during both peak periods.

The plan recommends that the number of rapid transit revenue vehicle-miles of service provided be increased by 11,900 vehicle-miles, from 3,800 in 1995 to 14,700 by 2020. Similarly, the plan recommends that the number of rapid transit revenue vehicle-hours of service be increased by 400 vehicle-hours, from 200 in 1995 to 600 by 2020.

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 from 3:30 p.m. to 6:30 p.m. on weekdays. Midday service would be provided over some routes, with limited weekend and evening service. 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.

Table 1

TRANSIT SYSTEM OPERATING CHARACTERISTICS IN THE REGION: 1995 AND 2020 FINAL RECOMMENDED PLAN

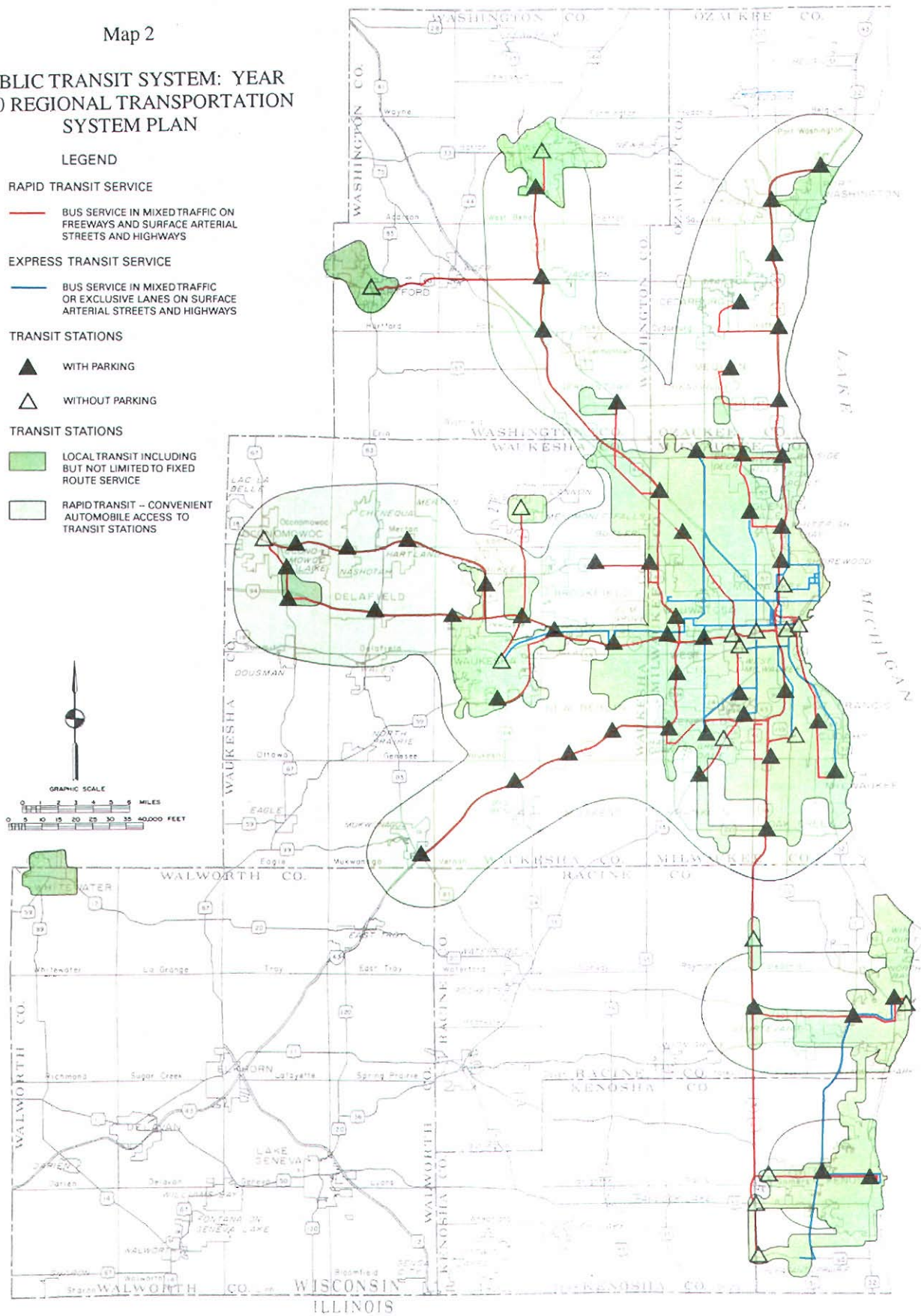
Transit Service Characteristics	Existing 1995	2020
Round-Trip Route Length (miles)		
Rapid Routes	523	1,360
Express Routes	437	430
Local Routes		
Kenosha Urbanized Area	192	210
Milwaukee Urbanized Area	1,135	1,530
Racine Urbanized Area	186	200
Subtotal	1,513	1,940
Total	2,473	3,730
Average Weekday Vehicle Requirements[a]		
Peak Period	537	819
Midday Off-Peak Period	286	375
Revenue Vehicle-Miles (average weekday)		
Rapid	3,800	14,700
Express	5,500	21,500
Local	56,800	75,300
Total	66,100	111,500
Revenue Vehicle-Hours (average weekday)		
Rapid	200	600
Express	320	1,400
Local	4,810	6,600
Total	5,330	8,600

[a] *Represents only the vehicles required for daily system operation. Excludes vehicles needed as spare or backup.*

Source: SEWRPC.

Map 2

PUBLIC TRANSIT SYSTEM: YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN



Under the regional transportation system plan, rapid transit busway/high-occupancy-vehicle facilities, rapid transit commuter rail facilities, and express transit light rail facilities would be considered as alternatives to motor-bus transit service over arterial street and highway lanes. Consideration of such fixed-guideway transit service facilities would be initiated as part of federally required detailed transit planning alternatives analysis studies for each of the corridors identified under the plan. The potential corridors for busway, commuter rail, and light rail facilities are shown on Maps 30 and 31 of SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, December 1997. The implementation of these fixed-guideway transit facilities would depend upon the outcome of the corridor studies. Upon completion of each study, the local units of government concerned—particularly, the potential transit operator involved—the Wisconsin Department of Transportation, and the Regional Planning Commission would have to affirm the study findings and, if necessary, amend the regional transportation system plan.

The fares for rapid transit service would remain at the plan base year 1997 levels, adjusted only for future general price inflation. (Fares have not increased through 2000.) The freeway flyer rapid transit bus fare for a trip within Milwaukee County would be $1.60. The fare charged for a trip between points within Milwaukee County and the limits of the Milwaukee urbanized area would be $2.10. The fare charged for a trip between the Milwaukee CBD and the outer limits of the rapid transit system would be $3.10.

The plan identifies a potential system of about 60 miles of exclusive busway facilities (see Map 31 of SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*). 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 corridor alternatives analysis study/preliminary engineering study/final environmental impact statement of the corridors. Therefore, these facilities have not been explicitly included in the regional transportation plan and the conformity determination of the plan. An alternatives analysis is underway in the Milwaukee CBD investigating bus, light rail, and historic trolley transit circulator systems.

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 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 30 of SEWRPC Planning Report No. 46, *A Regional Transportation system Plan for Southeastern Wisconsin: 2020*). Corridor alternatives analysis 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. Feasibility studies—a precursor to alternatives analysis studies—are underway in

two potential commuter rail corridors—Burlington to Chicago, and Walworth to Chicago—and have been completed in the Milwaukee to Kenosha corridor. A transit alternatives analysis study is underway in the Milwaukee to Kenosha corridor.

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. Within the Milwaukee urbanized area, the express transit would be provided in major travel corridors to connect major activity centers, including the Milwaukee CBD and high- and medium-density residential areas. One express transit route would also connect the CBD's of the Cities of Racine and Kenosha. The planned express routes are shown in blue on Map 2.

Five travel corridors are identified in the plan as having potential for light-rail express or express bus guideway transit service and would represent upgrading of the proposed express bus transit routes. (See Map 31 of SEWRPC Planning Report No. 46, *A Regional Transportation system Plan for Southeastern Wisconsin: 2020*). The ultimate decision concerning the provision of light-rail or express bus guideway facilities in these corridors would be determined in Federally required alternative analysis studies/preliminary engineering studies/final environmental impact statements. Therefore, these facilities have not been explicitly included in the regional transportation plan and the conformity determination of the plan. The potential light-rail or express bus guideway 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 and express bus guideway 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. An alternatives analysis is underway in the Milwaukee CBD investigating bus, light rail, and historic trolley transit circulator system alternatives.

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 16,000 vehicle-miles, from about 5,500 in 1995 to about 21,500 in 2020. Similarly, vehicle-hours of express service provided on an average weekday would increase by 1,080 vehicle-hours, from 320 in 1995 to 1,400 in 2020.

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 the plan base year 1997 levels, $1.35 in

Milwaukee County and $1.00 on the Racine-Kenosha route. (Fares have not increased through 2000). 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 service enhancement and 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 plan, local transit service would operate over 75,300 vehicle-miles of service on an average weekday round trip route-miles within the Region, representing an increase of 18,500 vehicle-miles, or 33 percent, over the approximately 56,800 vehicle-miles provided in 1995.

The frequency of local transit service would be substantially improved over 1995 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 plan, local transit fares would remain at plan base year 1997 levels, adjusted only for the effects of general price inflation. Accordingly, fares within Milwaukee County would be $1.35; (Milwaukee County fares have not increased through 2000); within the Cities of Kenosha, Racine, and Waukesha, $1.00, increasing only with general price inflation. The plan also recognizes the need to provide local transit service in the smaller urban communities of the Region, particularly through shared-ride taxi service, including 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 2001, 2007, 2010, and 2020. The transit plan element implementation schedule anticipates that the planned 69 percent increase in vehicle-miles of transit service over 1995 levels may largely not be expected to be initiated until 2002--after the second State biennial budget prepared following the completion of the year 2020 regional plan with approximately equal annual increments of just about 2.8 percent annually of the planned increase of 45,400 vehicle-miles of transit

service.[2] Thus, compared to 1995 service levels, there would be a 21 percent increase in service by 2007, and a 30 percent increase by 2010, and a 69 percent increase by 2020. 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 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 2020 is summarized in Table 4 including the proposed amendment to remove the Park East Freeway west of the current terminus at Jefferson Street and construct a new terminus west of the Milwaukee River. In 1995, the arterial street and highway system in the Region consisted of about 3,277 route-miles of facilities. Under the regional plan, the arterial system would be increased by about 336 route-miles, by the year 2020, to a total of 3,613 route-miles. The additional arterial mileage reflects primarily the conversion of existing nonarterial facilities to arterial status and function as urban development proceeds within the Region. About 124 route-miles, or 3.4 percent of the proposed total arterial system mileage, would be added through new construction.

The recommended year 2020 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.

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[2] *Estimated 1997 transit service levels represent approximately a 3 percent increase compared to estimated 1995 levels with respect to vehicle-miles and hours of service. Estimated 1999 transit service levels represent approximately an 18 percent increase compared to estimated 1995 levels with respect to vehicle miles and hours of service.*

Table 2

POTENTIAL STAGES OF TRANSIT PLAN ELEMENT: 2001, 2007, 2010, AND 2020

Transit Service Element	Year			
	2001	2007	2010	2020
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 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 • From STH 59 and S. West Avenue in the City of Waukesha via STH 59, Moreland Boulevard and IH 94 Extend existing rapid route operated between Capitol Drive and W. 124th Street and the City of Milwaukee central business district to Capitol Drive and Calhoun Road in the City of Brookfield Extend existing rapid route operated between the Village of Menomonee Falls and the City of Milwaukee central business district to STH 167 and Pilgrim Road in the Village of Germantown Restructure existing rapid and express routes between the Waukesha and Brookfield areas and the City of Milwaukee central business district to create two routes: • From Clinton Street and Broadway in the City of Waukesha via IH 94 • From Moorland Road and IH 94 in the City of Brookfield via 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 Restructure existing rapid route between the Cities of Cudahy and South Milwaukee to the City of Milwaukee central business district to operate via E. Rawson Avenue, Pennsylvania Avenue, Lake Arterial, and IH 794	Reduce headways on rapid service to provide 10 to 20 minute service during peak periods on routes serving Milwaukee County, and 20 to 30 minute service during peak periods on all other routes. Operate all rapid services in both directions of travel	Reduce headways on rapid service to provide 5 to 20 minute service during peak periods on routes serving Milwaukee County Expand service to the City of Milwaukee central business district by adding new routes, including: • 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 • From IH 94 and STH 100 in the City of Oak Creek via IH 94 • From the LakeView Corporate Park in the Village of Pleasant Prairie via STH 165 and IH 94 • From S. 43rd Street and Morgan Avenue in the City of Milwaukee via S. 43rd Street and IH 94 • From Green Bay Avenue and Congress Street (extended) in the City of Glendale via Green Bay Road and IH 43 • From IH 94 and STH 164 in the Town of Pewaukee via IH 94 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			
	2001	2007	2010	2020
Rapid Transit – continued		Restructure existing rapid route between IH 43 and STH 32/84 in the Town of Port Washington to the City of Milwaukee central business district and central Milwaukee County to create three routes: • From S. 1st Avenue and Wisconsin Avenue in the Village of Grafton via STH 57, CTH C, and IH 43 • From Cedarburg Road and High Road in the City of Mequon via STH 57, STH 167, and IH 43 • From IH 43 and STH 32/84 in the Town of Port Washington via IH 43		
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 • 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 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	Reduce headways on existing express routes in Milwaukee County, and expand service periods on selected routes in all areas to include weekday middays and evening periods	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 South-ridge 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 IH 94 in the City of West Allis to the City of Milwaukee central business district via S. 76th Street, National Avenue, S. 2nd Street • 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 N. 124th Street and W. Capitol Drive in the City of Brookfield to the University of Wisconsin-Milwaukee via Capitol Drive and Downer Avenue

Table 2 (continued)

Transit Service Element	Year			
	2001	2007	2010	2020
Express Transit – continued				Extend service between the Cities of Racine and Kenosha to the Lakeview Corporate Park in the Village of Pleasant Prairie via Green Bay Road, 95th Street, CTH H, and STH 165
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 west side of City of Racine • The west side of City of Kenosha • The northwest side of the City of Waukesha Make modest route realignments and reduce peak and off-peak headways on selected routes in Milwaukee County Add weekday and Saturday evening service until 10:00 p.m. in the Cities of Kenosha and Racine 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 City of New Berlin area 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 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, Menomonee Falls, and Sussex and City of Waukesha areas in Waukesha County • 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 • The Germantown, Jackson, Slinger, and Hartford areas in Washington 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 Continue existing shared-ride taxi services and expand to new areas as warranted

[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 be reduced over the planning period and by 2020 range from five to 30 minutes during morning and afternoon peak period, and from 30 to 60 minutes during the midday period.

[b]New express transit services would initially be implemented as peak period services. By 2020 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]Headways on new local transit routes would be similar to existing local service headways. Operating Headways on existing local transit services would be reduced over the planning period. By 2020 local headways during the morning and afternoon peak periods 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 CHANGE IN REVENUE VEHICLE-MILES OF TRANSIT SERVICE IN THE REGION BY SERVICE TYPE AND IMPLEMENTATION SCHEDULE: 2001, 2007, 2010, AND 2020

Transit Service Type	Existing Transit Vehicle-Miles of Revenue Service: 1995[a] (Average Weekday)	Proposed Transit Vehicle-Miles of Revenue Service (Average Weekday)							
		2001		2007		2010		2020	
		Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Rapid.....	3,800	3,800	5.8	7,900	10.1	9,700	11.5	14,700	13.2
Express	5,500	5,500	8.3	9,200	11.8	10,300	12.2	21,500	19.3
Local.....	56,800	56,800	85.9	60,900	78.1	64,700	76.3	75,300	67.5
Total	66,100	66,100[b]	100.0	78,000	100.0	84,700	100.0	111,500	100.0

[a] *Since 1995, transit vehicle-miles of service in Southeastern Wisconsin have increased by nearly 18 percent to 77,900 vehicle-miles of service in 1999, with the bulk of the expansion occurring since 1997. Service expansion has included the initiation of new service between Milwaukee County and Ozaukee and Washington Counties, new evening service in the Waukesha and Racine areas, and additional service in Milwaukee and Waukesha Counties including in the IH 94 East-West travel corridor. Thus, the transit service element of the plan may be considered to be ahead of the plan implementation schedule.*

[b] *The year 2020 plan anticipated that transit service may not be expected to be expanded until after the year 2001. However, by the end of 199 transit service is estimated to have expanded to 77,900 vehicle miles of service on an average weekday approaching the level of service anticipated by the year 2007.*

Source: SEWRPC.

Table 4

ARTERIAL STREET AND HIGHWAY SYSTEM PRESERVATION, IMPROVEMENT, AND EXPANSION BY ARTERIAL FACILITY TYPE BY COUNTY: 2020 PROPOSED REGIONAL TRANSPORTATION SYSTEM PLAN[a]

County	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha				
Freeway	12.0	0.0	0.0	12.0
Standard Arterial	290.3	44.8	8.5	343.6
Subtotal	302.3	44.8	8.5	355.6
Milwaukee				
Freeway	68.5	0.0	0.0	68.5
Standard Arterial	678.2	40.3	10.3	728.8
Subtotal	746.7	40.3	10.3	797.3
Ozaukee				
Freeway	27.4	0.0	0.0	27.4
Standard Arterial	223.9	47.7	7.0	278.6
Subtotal	251.3	47.7	7.0	306.0
Racine				
Freeway	12.0	0.0	0.0	12.0
Standard Arterial	342.0	50.6	21.5	414.1
Subtotal	354.0	50.6	21.5	426.1
Walworth				
Freeway	50.0	0.0	16.7	66.7
Standard Arterial	361.0	36.7	17.8	415.5
Subtotal	411.0	36.7	34.5	482.2
Washington				
Freeway	42.7	0.0	0.0	42.7
Standard Arterial	361.0	43.1	21.5	425.6
Subtotal	403.7	43.1	21.5	468.3
Waukesha				
Freeway	58.6	1.0	5.7	65.3
Standard Arterial	555.7	141.1	15.0	711.8
Subtotal	614.3	142.1	20.7	777.1
Region				
Freeway	271.2	1.0	22.4	294.6
Standard Arterial	2,812.1	404.3	101.6	3317.5
Total	3,083.3	405.3	124.0	3612.6

[a]*To date, since the completion of the year 2020 in 1997, an estimated 39.5 miles of the 529.3 miles of system improvement and expansion have been completed.*

Source: SEWRPC

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 3 through 9 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 anticipated implementation stages for all highway capacity improvement and expansion recommended under the plan; more specifically, the planned capacity improvement and expansion to be open to traffic by the years 2001, 2007, 2010, and 2020 are identified. Table 6 summarizes the mileage of system improvement and expansion anticipated to be implemented by 2001, 2007, 2010, and 2020. Given the potential for individual projects to be deferred or advanced due to considerations such as right-of-way acquisition, the anticipated implementation schedule for the plan is considered to be the mileage of county and local arterial system improvement and expansion, and the mileage of state trunk highway improvement and expansion as set forth in Table 6.

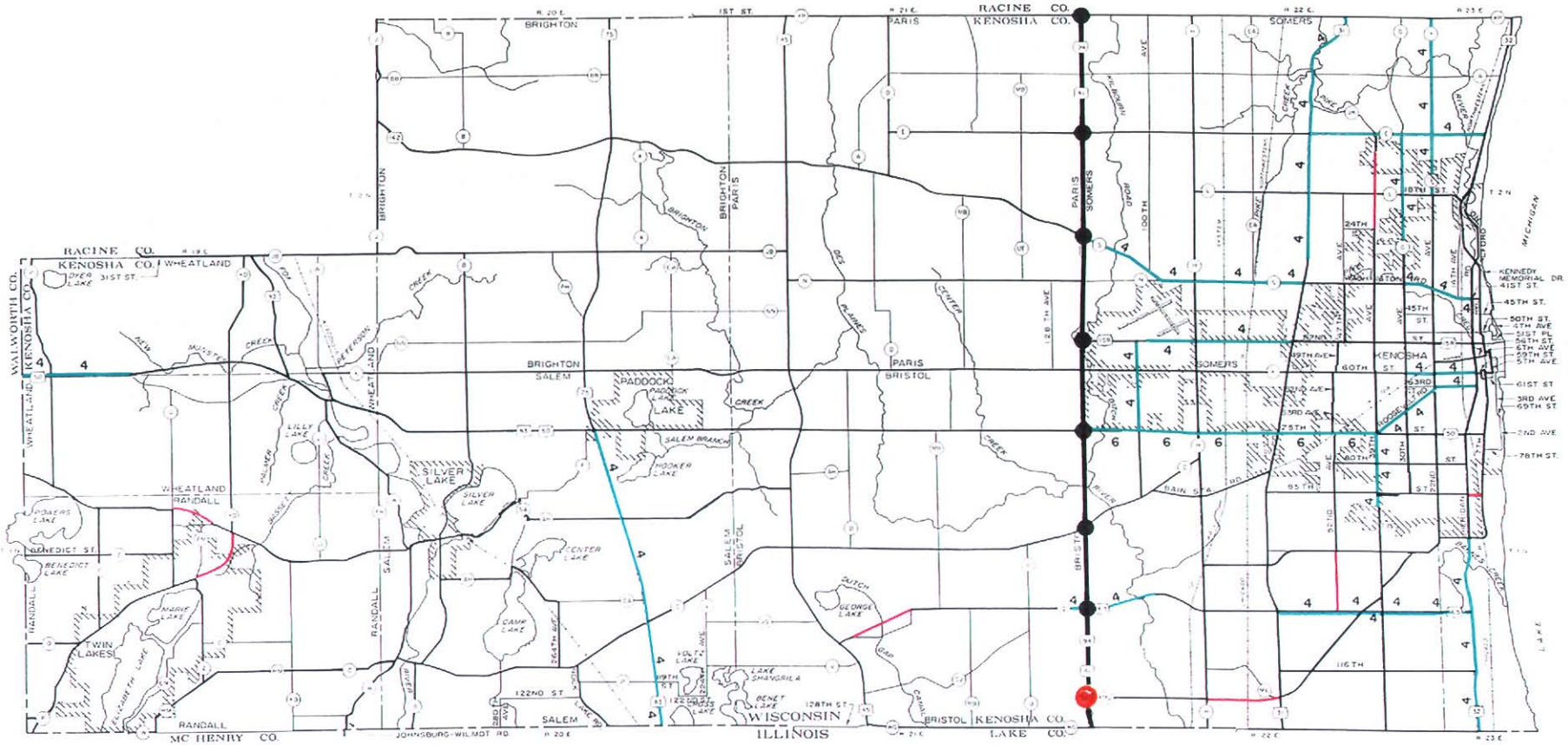
System Expansion: Constructing New Facilities: System expansion consists of all projects which would significantly increase the capacity of the existing system through construction of new facilities. The plan would provide for the construction of 124 route-miles of new arterial facilities. These include such long-planned facilities as the STH 16 freeway bypass of Oconomowoc, the completion of the Waukesha bypass, and the STH 36 bypass of Burlington. In all, proposed new arterial street and highway facilities would represent about 3.5 percent of the total planned arterial route-miles in the year 2020.

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 405 route-miles of facilities would be widened and improved with respect to traffic carrying capacity. Proposed improvements would include the widening of 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) and Ryan Road (STH 100) in Milwaukee County; and the completion of the widening of STH 50 in Kenosha and Walworth Counties. The system improvement activities would comprise about 11.2 percent of the total planned arterial system.

System Preservation: Maintaining Existing Facilities: System preservation consists of all arterial preservation 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 plan proposes system preservation activities for about 3,083 route-miles of the arterial system representing about 85 percent of the total planned arterial system in the year 2020.

Map 3

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN KENOSHA COUNTY: 2020



LEGEND

ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENTS 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)

FREEWAY INTERCHANGE

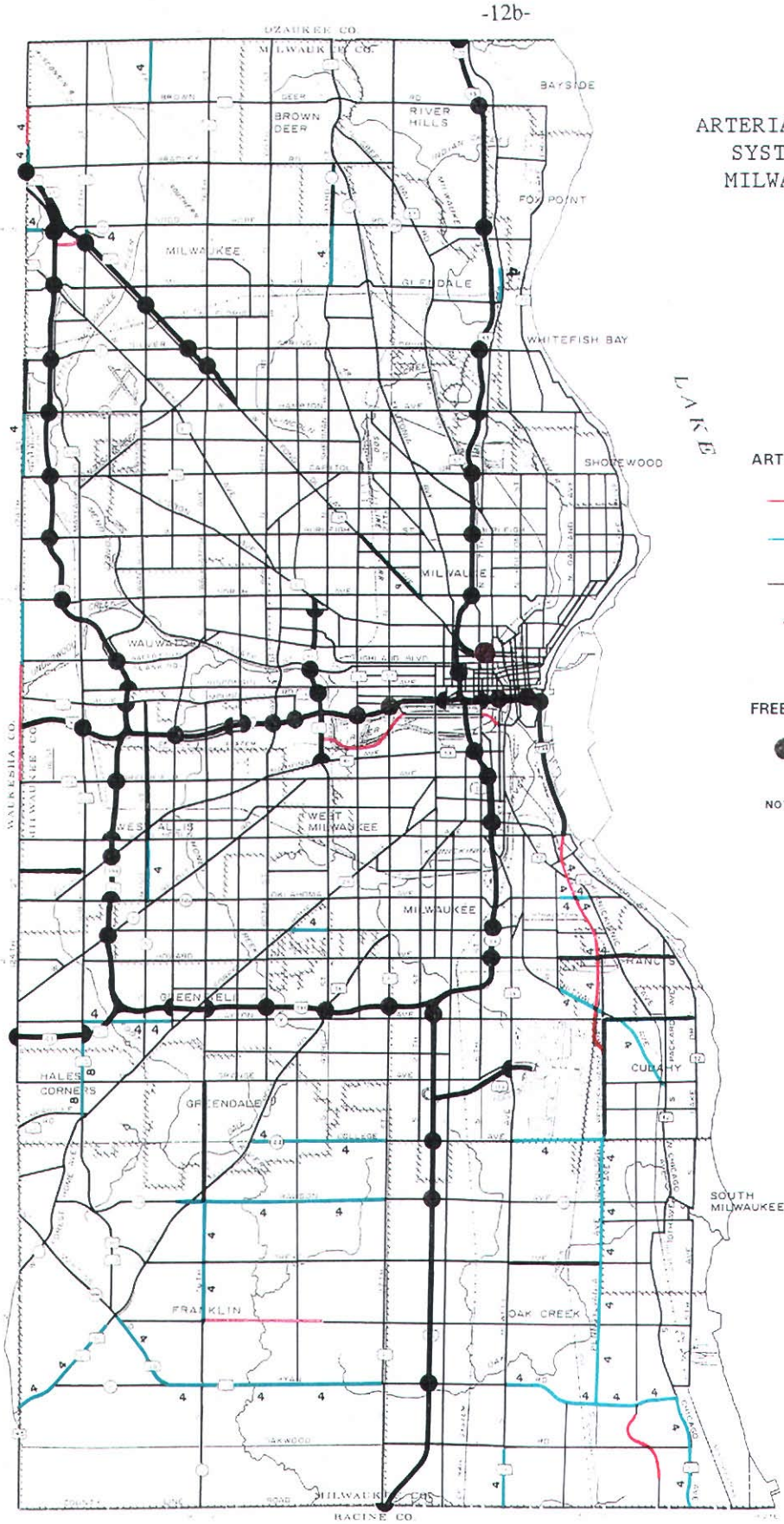
- NEW
- EXISTING

GRAPHIC SCALE
0 1 2 MILES
0 4000 8000 12000 FEET

Source: SEWRPC.

Map 4

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN MILWAUKEE COUNTY: 2020



LEGEND

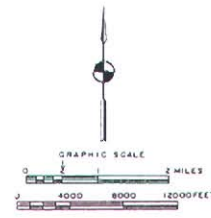
ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENTS 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)

FREEWAY INTERCHANGE

- EXISTING

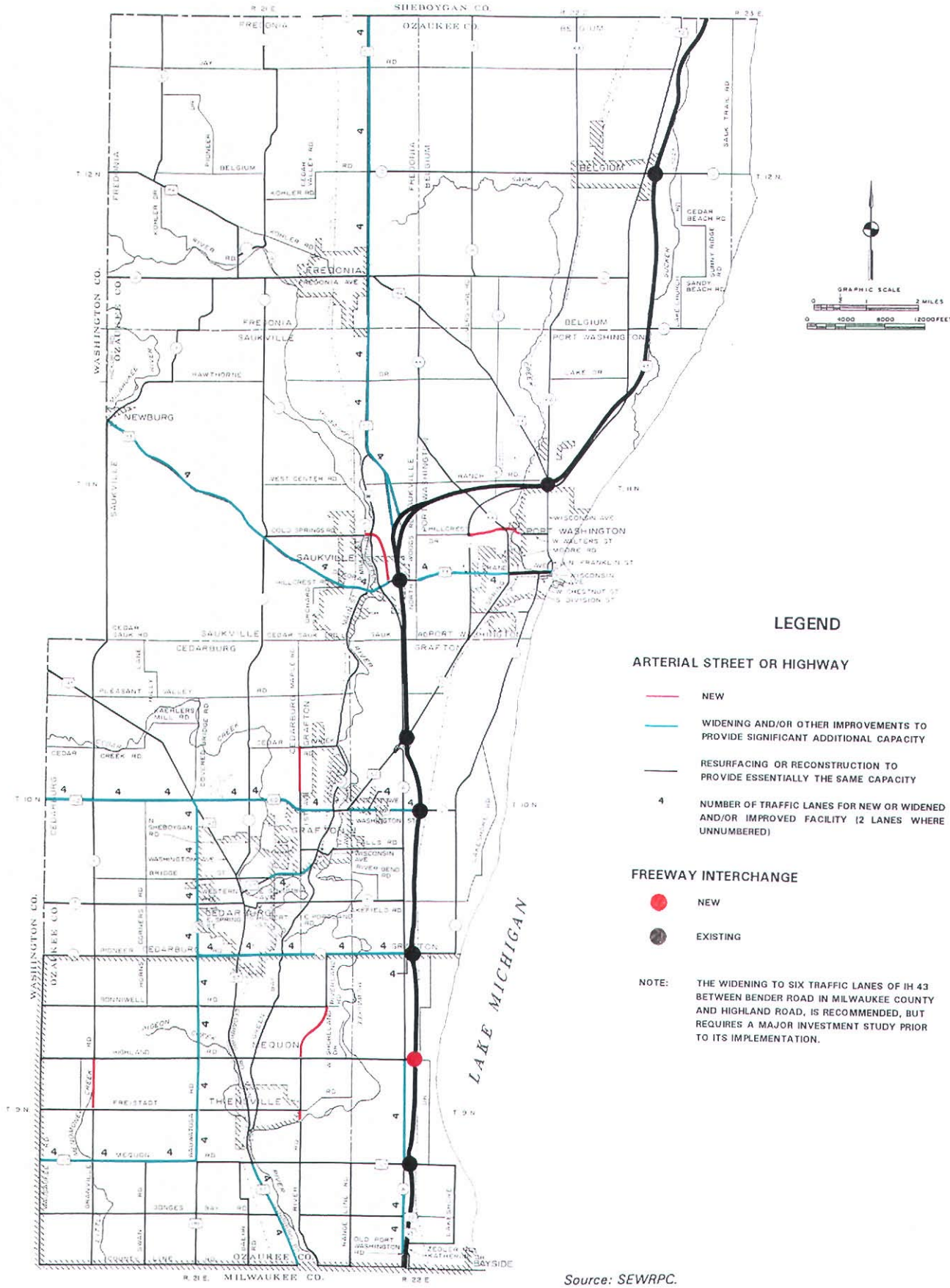
NOTE: THE WIDENING TO SIX TRAFFIC LANES OF IH 43 BETWEEN BENDER ROAD AND HIGHLAND ROAD IN OZAUKEE COUNTY, IS RECOMMENDED, BUT REQUIRES A MAJOR INVESTMENT STUDY PRIOR TO ITS IMPLEMENTATION.



Source: SEWRPC.

Map 5

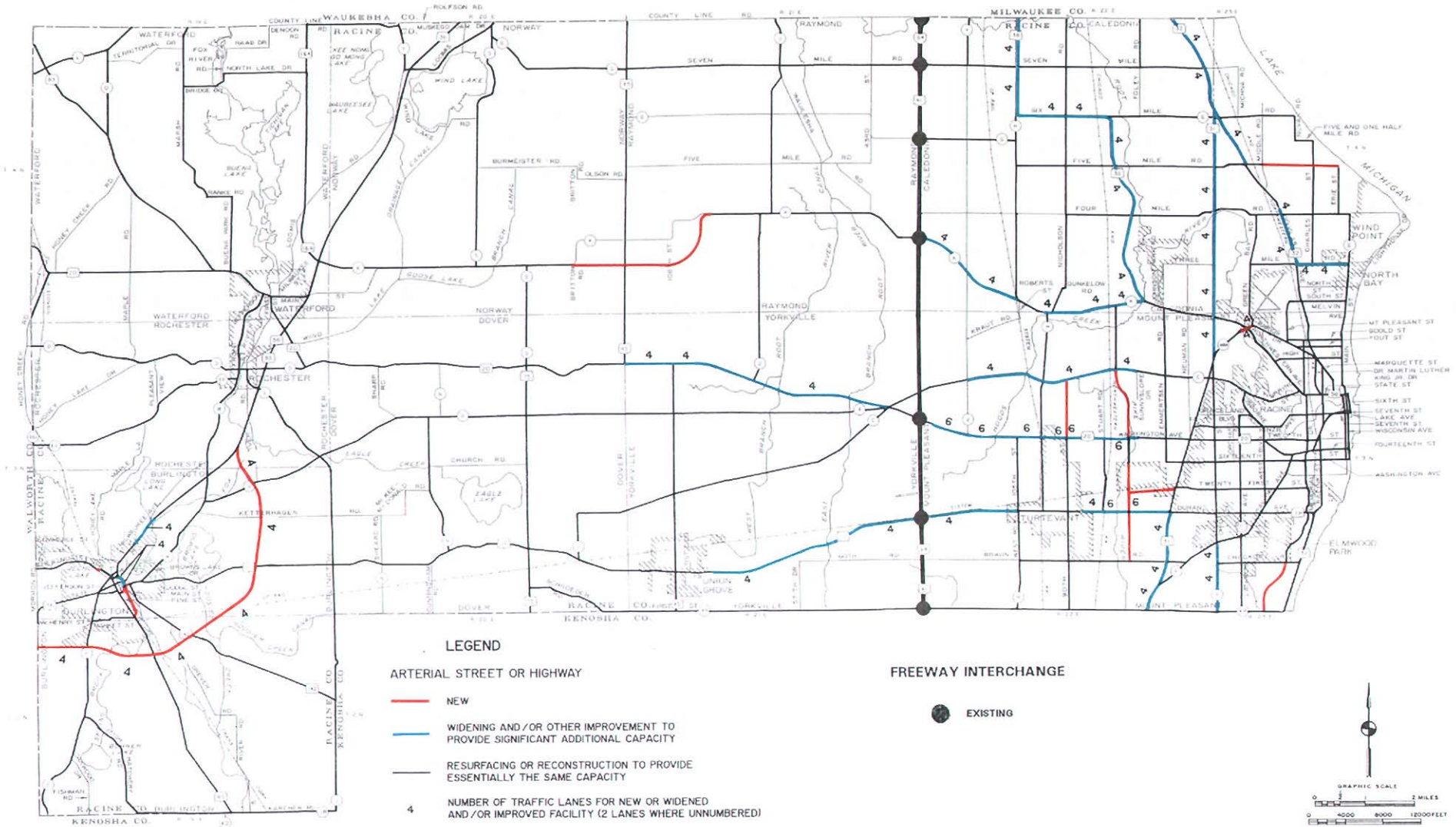
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY: 2020



Source: SEWRPC.

Map 6

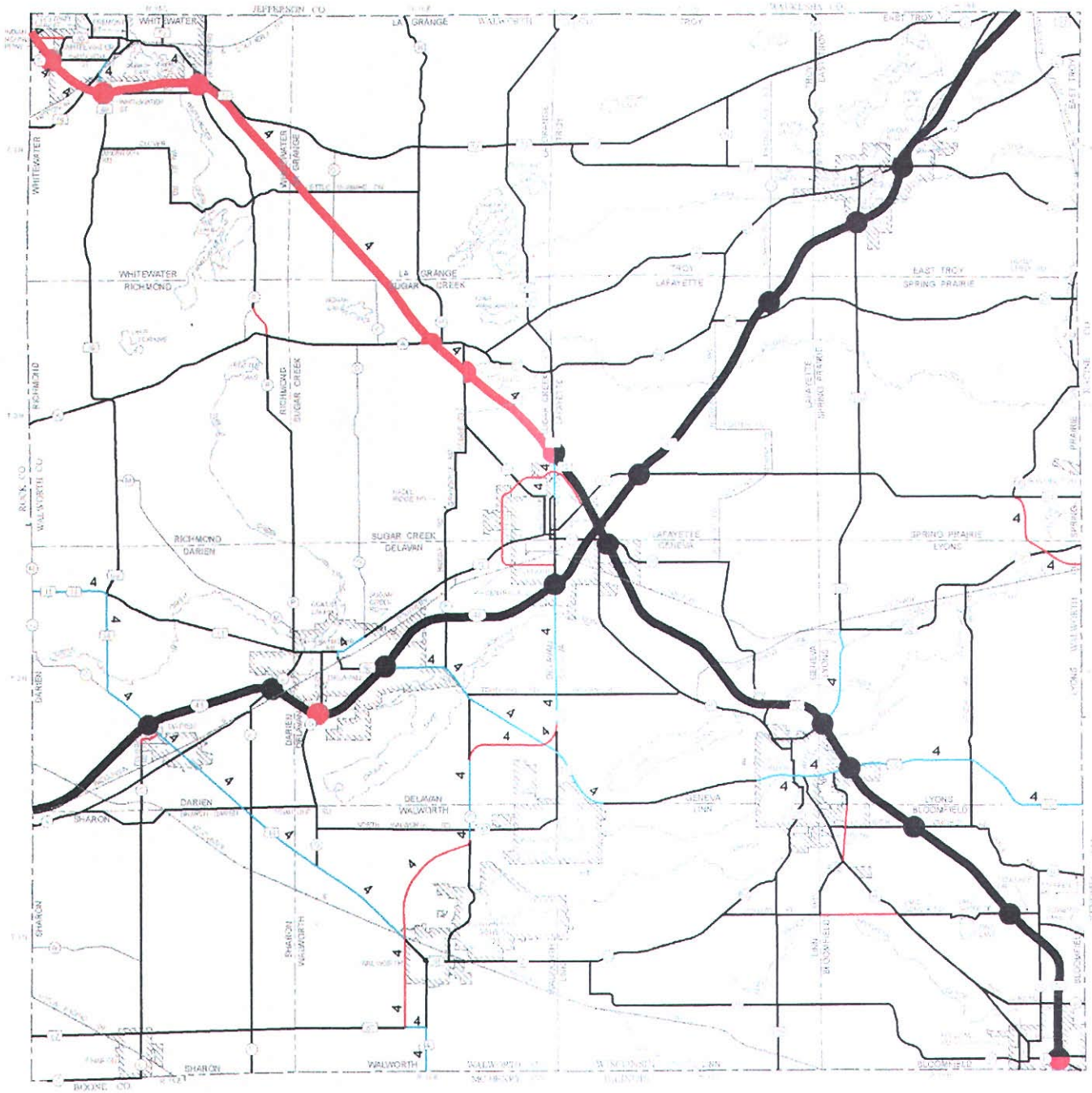
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY: 2020



Source: SEWRPC

Map 7

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY: 2020



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)

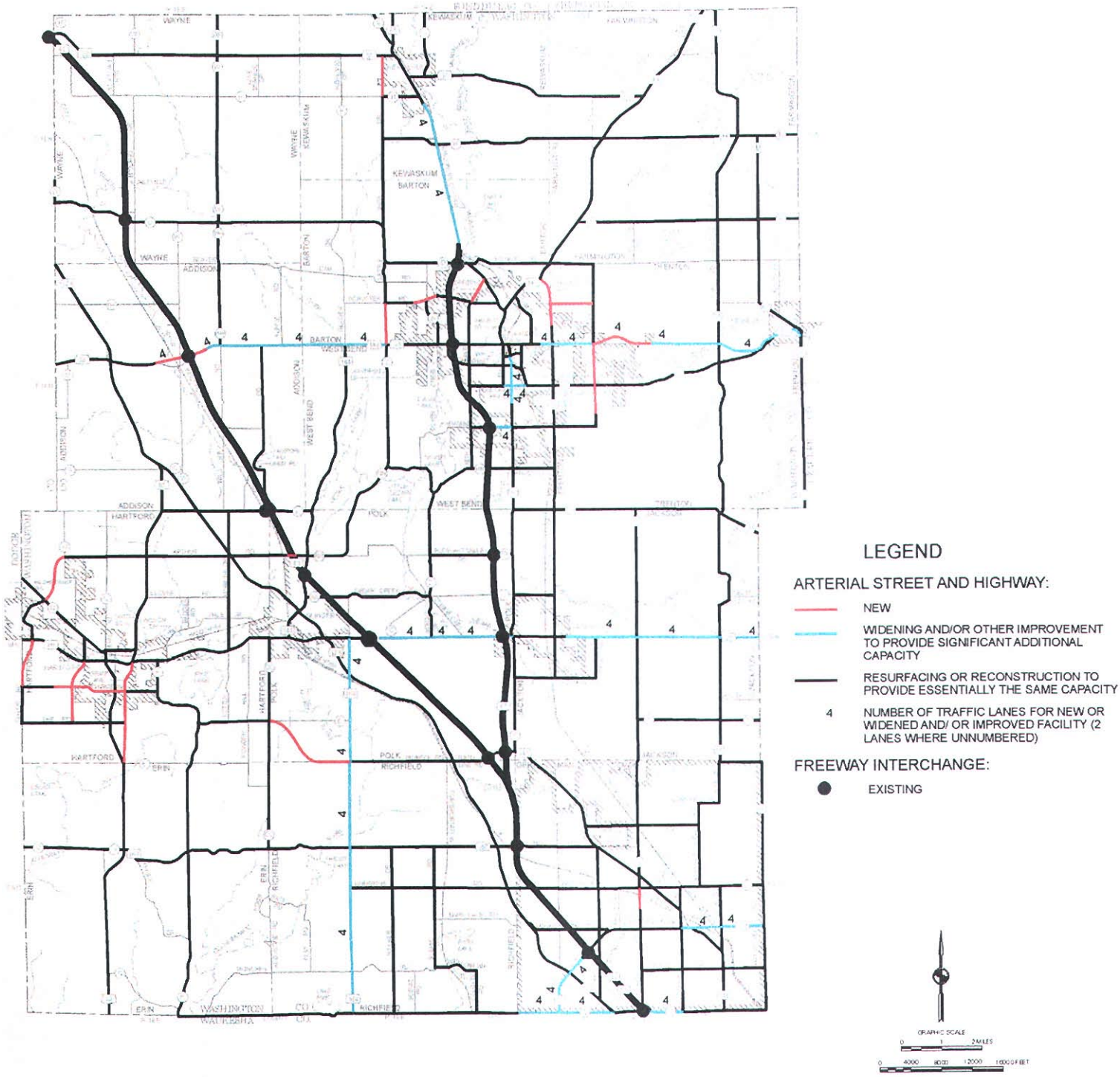
FREEWAY INTERCHANGE:

- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

Source: SEWRPC.

Map 8

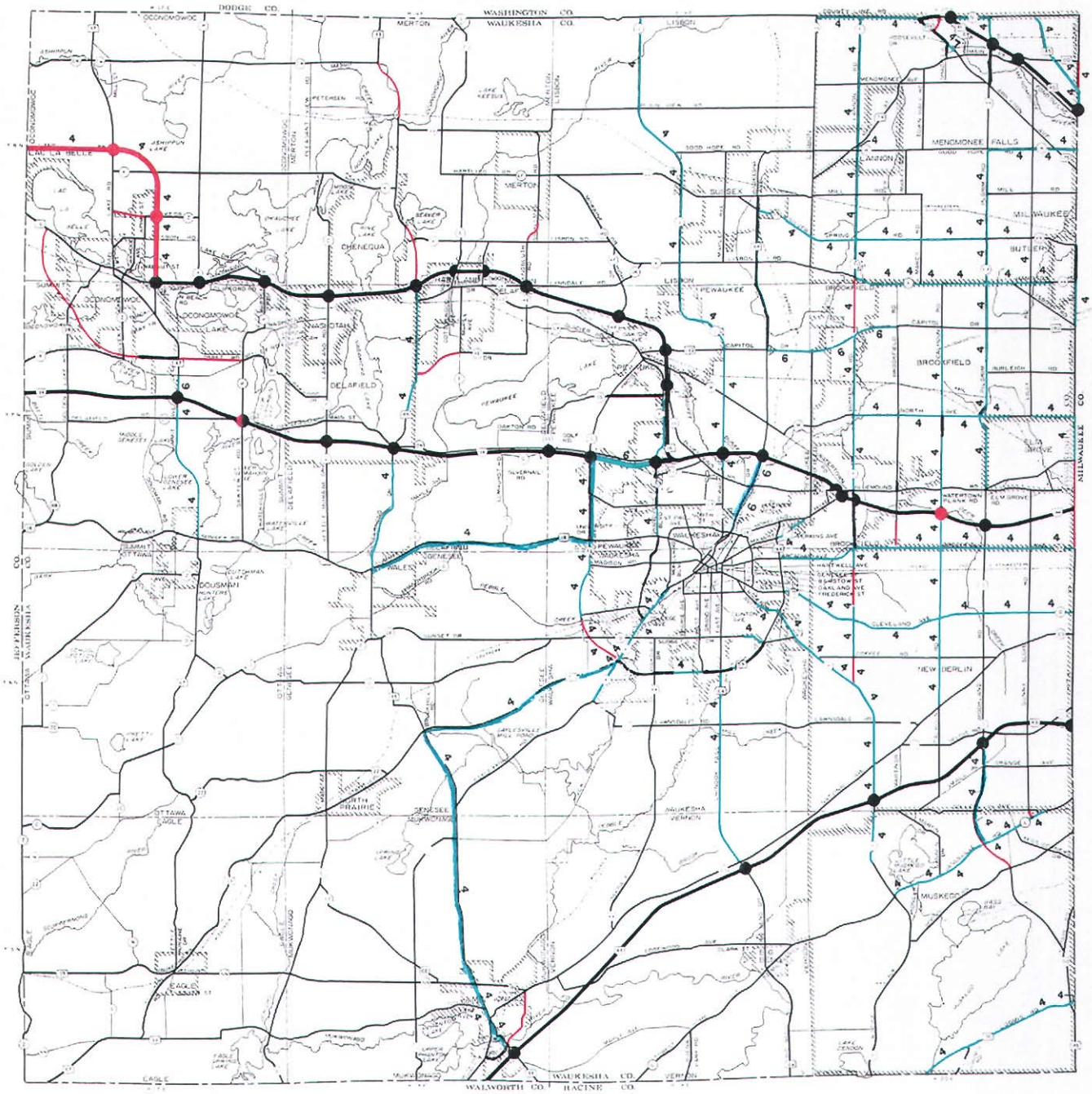
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY: 2020



Source: SEWRPC.

Map 9

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WAUKESHA COUNTY: 2020



LEGEND

ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENTS 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)

FREEWAY INTERCHANGE

- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

GRAPHIC SCALE

Source: SEWRPC.

Table 5

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

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2001[a,b]	Kenosha	Widening	STH 31	CTH S to CTH KR	Widen from two to four traffic lanes
2001[a,b]			STH 50	Walworth County line to 381st Avenue	Widen from two to four traffic lanes
2001[a]		Expansion	CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2001[a,b]			39th Avenue extension	18th Street to 15th Street	Construct two lanes on new alignment
2001[a,b]	Milwaukee	Widening	CTH BB	Hawthorne Lane to USH 41	Widen from two to four traffic lanes
2001[a,b]			Good Hope Road	Waukesha County line to USH 41/USH 45	Widen from two to four traffic lanes
2001[a,b]			Layton Avenue	108th Street to 84th Street	Widen from two to four traffic lanes
2001[a]			Whitnall Avenue	CTH Y to Nicholson Avenue	Widen from two to four traffic lanes
2001[a]			Whitnall Avenue	Clement Avenue to Brust Avenue	Widen from two to four traffic lanes
2001[a,b]			124th Street	STH 145 to USH 41/USH 45	Widen from two to four traffic lanes
2001[a,b]		Expansion	124th Street extension	STH 100 to STH 145	Construct four lanes on new alignment
2001[a]	Ozaukee	Widening	CTH W	Sunnydale Lane to Zedler lane	Widen from two to four traffic lanes
2001[a,b]	Racine	Widening	STH 31	CTH KR to STH 11	Widen from two to four traffic lanes
2001[a,b]			STH 32	A point about 0.3 mile north of CTH G to Three Mile Road	Widen from two to four traffic lanes
2001[a,b]			STH 36/STH 83	Wegge Road to Tuet Road	Widen from two to four traffic lanes
2001[a]			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes
2001[a,b]	Walworth	Widening	STH 50	USH 12 to the Kenosha County line	Widen from two to four traffic lanes
2001[a,b]	Waukesha	Widening	IH 94	CTH G to CTH T	Widen from four to six traffic lanes
2001[a,b]			STH 59	Calhoun Road to Milwaukee County Line	Widen from two to four traffic lanes
2001[a,b]			STH 59	Poplar Creek to Johnson Road	Widen from two to four traffic lanes
2001[a,b]			STH 164	STH 59 to CTH ES	Widen from two to four traffic lanes
2001[a]			CTH YY	CTH VV to CTH W	Widen from two to four traffic lanes
2001[a,b]		Expansion	Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2007	Kenosha	Widening	STH 50	IH 94/USH 41 to 39th Avenue	Widen from four to six traffic lanes
2007			STH 165	IH 94/USH 41 to a point approximately one mile West of CTH H	Widen from two to four traffic lanes
2007			Washington Road	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2007			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2007			39th Avenue	Van Buren Road to STH 50	Widen from two to four traffic lanes
2007			60th Street	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			63rd Street	22nd Avenue to STH 32	Widen from two to four traffic lanes
2007			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2007		Expansion	IH 94/USH 41	CTH ML	Construct new interchange
2007			CTH ML extension	CTH H to STH 31	Construct two lanes on new alignment
2007			52nd Avenue extension	93rd Street to STH 165	Construct two lanes on new alignment
2007			85th Street extension	Sheridan Road to 7th Avenue	Construct two lanes on new alignment
2007[a]	Milwaukee	Widening	STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2007[a]			STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007[a]			STH 100	STH 36 to 81st Street	Widen from two to four traffic lanes
2007[a]			STH 100	81st Street to 60th Street	Widen from two to four traffic lanes
2007[a]			STH 100	60th Street to USH 41	Widen from two to four traffic lanes
2007[a]			CTH U	Rawson Avenue to Puetz Road	Widen from two to four traffic lanes
2007[a]			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2007			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2007[a]			Whitnall Avenue	Nicholson Avenue to Packard Avenue	Widen from two to four traffic lanes
2007			91st Street	STH 100 to Ozaukee County Line	Widen from two to four traffic lanes
2007			107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2007[a]			124th Street	STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007		Expansion	Canal Street extension	USH 41 to 21st Street	Construct two lanes on new alignment
2007			Canal Street extension	6th Street to 2nd Street	Construct two lanes on new alignment
2007[a]			Park East Removal/Reconstruction[e]	Jefferson Street to North 6th Street	Remove Freeway/Construct 4/6 lane arterial
2007	Ozaukee	Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007[a]			STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
2007[a]			STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2007[a]			STH 60	Wisconsin Avenue to IH 43	Widen from two to four traffic lanes
2007[a]			CTH W	STH 167 to Highland Road	Widen from two to four traffic lanes
2007			Columbia Road	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	STH 181 to Green Bay Road	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	Green Bay Road to IH 43	Widen from two to four traffic lanes
2007[a]			Wauwatosa Road (STH 181)	STH 167 to CTH C	Widen from two to four traffic lanes
2007[a]	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2007[a]			STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2007[a]			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007	Racine (continued)	Widening (continued)	STH 20	Oakes Road to Sunnyslope Road	Widen from four to six traffic lanes
2007[a]			STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2007[a]			CTH K	Union Pacific Railway to STH 38	Widen from two to four traffic lanes
2007			Calumet Street	Robert Street to Bridge Street	Widen from two to four traffic lanes
2007			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2007[a]		Expansion	Burlington bypass	(STH 36) Milwaukee Avenue to Walworth County line	Construct four lanes on new alignment
2007			Calumet Street extension	Market Street to Robert Street	Construct four lanes on new alignment
2007			Commerce Street/Pine Street	Herman Street to Origen Street	Construct two lanes on new alignment
2007			Memorial Drive extension	Chicory Road to CTH KR	Construct two lanes on new alignment
2007			Oakes Road extension	STH 20 to Airline Road	Construct two lanes on new alignment
2007			Oakes Road extension	Braun Road to STH 11	Construct two lanes on new alignment
2007[a]			State Street/Adams Street Connection	Calumet Street to STH 11	Construct two lanes on new alignment
2007[a]	Walworth	Widening	USH 14	Proposed STH 67 bypass to McHenry County line	Widen from two to four traffic lanes
2007[a]			STH 50	STH 67 to Geneva Street	Widen from two to four traffic lanes
2007[a]			STH 50	CTH H to Edwards Boulevard	Widen from two to four traffic lanes
2007[a,b]		Expansion	USH 12 freeway	Cold Spring Road to Howard Road[c]	Construct four lanes on new alignment
2007[a]			Burlington bypass	STH 11 Racine-Walworth County Line	Construct four lanes on new alignment
2007[a]			STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new alignment
2007[a]	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2007[a]			STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007[a]			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2007[a]			CTH Y	CTH Q to USH 41/45	Widen from two to four traffic lanes
2007			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2007[a]			STH 164	STH 175 to STH 60	Widen from two to four traffic lanes
2007			Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2007			Paradise Drive	A point 1,250 feet east of USH 45 to Main Street	Widen from two to four traffic lanes
2007			STH 33	East Branch of the Rock River to USH 41	Widen from two to four traffic lanes
2007[a]		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2007[a]			STH 83	CTH E to Monroe Avenue	Construct two lanes on new alignment
2007			STH 83	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment
2007			Arthur Road extension	CTH N to Arthur Road	Construct two lanes on new alignment
2007			Monroe Avenue extension	Monroe Avenue to Pond Road	Construct two lanes on new alignment
2007			N. River Road extension	N. River Road to STH 144	Construct two lanes on new alignment
2007			18th Avenue extension	Jefferson Street to CTH D	Construct two lanes on new alignment
2007[a]	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2007[a]			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2007			STH 83	IH 94 to USH 18	Widen from two to four traffic lanes
2007[a]			STH 83	Mariner Drive to STH 16	Widen from two to four traffic lanes
2007[a]			STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2007			STH 164	City of Waukesha north corporate limit to IH 94	Widen from four to six traffic lanes
2007[a]			STH 164	STH 190 to Washington County line	Widen from two to four traffic lanes
2007			STH 190	CTH Y to Brookfield Road	Widen from four to six traffic lanes
2007			CTH D	Moorland Road to Milwaukee County line	Widen from two to four traffic lanes
2007[a]			CTH L	CTH Y to CTH HH	Widen from two to four traffic lanes
2007[a]			CTH J	Rockwood Drive to STH 190	Widen from two to four traffic lanes
2007			CTH Q	CTH V to STH 175	Widen from two to four traffic lanes
2007			CTH X	CTH H to STH 59	Widen from two to four traffic lanes
2007			CTH X	STH 59 to Moreland Boulevard	Widen from two to four traffic lanes
2007			CTH Y	Hillendale Drive to CTH HH	Widen from two to four traffic lanes
2007[a]			CTH Y	USH 18 to North Avenue	Widen from two to four traffic lanes
2007			CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007[a]			CTH VV	CTH Y to Bette Drive	Widen from two to four traffic lanes
2007			CTH YY	Lisbon Road to CTH VV	Widen from two to four traffic lanes
2007[a]			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2007[a]			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2007[a]			Calhoun Road	CTH D to STH 59	Widen from two to four traffic lanes
2007			North Avenue	Barker Road to 147th Street	Widen from two to four traffic lanes
2007			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2007[a]			Sunset Drive	Tenny Avenue to STH 59/STH 164	Widen from two to four traffic lanes
2007		Expansion	IH 94	CTH P	Construct new interchange
2007[a]			STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2007			Lake Drive extension	Lapham Street to STH 67	Construct two lanes on new alignment
2007			Mukwonago bypass	IH 43 to CTH ES	Construct two lanes on new alignment
2007			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2010			STH 83	128th Street to STH 50	Widen from two to four traffic lanes
2010			STH 158	104th Avenue to STH 31	Widen from two to four traffic lanes

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Kenosha (continued)	Widening (continued)	STH 165	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH E	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH S	IH 94 to STH 31	Widen from two to four traffic lanes
2010		Expansion	CTH F extension	CTH O to 89th Street	Construct two lanes on new alignment
2010			39th Avenue extension	24th Street to 18th Street	Construct two lanes on new alignment
2010	Milwaukee	Widening	STH 38	County Line Road to Oakwood Road	Widen from two to four traffic lanes
2010			Morgan Avenue	Forest Home Avenue to 43rd Street	Widen from two to four traffic lanes
2010			Pennsylvania Avenue	Drexel Avenue to College Avenue	Widen from two to four traffic lanes
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2010	Ozaukee	Widening	STH 33	Washington County line to Progress Drive	Widen from two to four traffic lanes
2010			STH 57	Milwaukee County line to STH 167	Widen from two to four traffic lanes
2010			STH 60	Washington County line to STH 181	Widen from two to four traffic lanes
2010			STH 60	STH 181 to Wisconsin Avenue	Widen from two to four traffic lanes
2010			STH 167	Washington County line to Wauwatosa Road	Widen from two to four traffic lanes
2010			Wauwatosa Road (STH 181)	CTH C to STH 60	Widen from two to four traffic lanes
2010		Expansion	IH 43	Highland Road	Construct new interchange
2010			Cold Springs Road	CTH O to STH 33	Construct two lanes on new alignment
2010			Maple Road extension	Cedar Creek Road to Rose Street in the Village of Grafton	Construct two lanes on new alignment
2010	Racine	Widening	STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six 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	CTH H to Union Pacific Railway	Widen from two to four traffic lanes
2010		Expansion	Five Mile Road extension	STH 32 to Erie Street	Construct two lanes on new alignment
2010			Oakes Road extension	21st Street to 16th Street	Construct two lanes on new alignment
2010			Oakes Road extension	STH 11 to 21st Street	Construct two lanes on new alignment
2010			21st Street extension	STH 31 to Oakes Road	Construct two lanes on new alignment
2010			90th Street extension	STH 20 to CTH C	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	IH 43 to STH 67	Widen from two to four traffic lanes
2010			STH 67	IH 43 to the proposed STH 67 bypass at STH 50	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	Main Street extension	Frontage Road to Rock County line	Construct two lanes on new alignment
2010			New facility	CTH H east to STH 11	Construct two lanes on new alignment
2010[a]	Washington	Widening	STH 33	Oak Road to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 33	USH 41 to CTH Z	Widen from two to four traffic lanes
2010			STH 60	Wilshire Drive to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 167	Pilgrim Road to Ozaukee County line	Widen from two to four traffic lanes
2010		Expansion	Division Road extension	STH 167 to Freistadt Road	Construct two lanes on new alignment
2010			Jefferson Street extension	Trenton Road to N. River Road	Construct two lanes on new alignment
2010			Pioneer Road extension	CTH J to CTH CC	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	Waukesha	Widening	STH 59	STH 83 to St. Paul Avenue	Widen from two to four traffic lanes
2010			STH 67	CTH B to IH 94	Widen from four to six traffic lanes
2010			STH 83	CTH NN to STH 59	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	Golf Road to CTH SS	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	STH 59/STH 164 to Coffee Road	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	STH 59 to IH 94	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			Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2010			Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes
2010			Moorland Road	CTH L to IH 43	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	North Avenue to Lisbon Road	Widen from two to four traffic lanes
2010			Pilgrim Road	USH 18 to North Avenue	Widen from two to four traffic lanes
2010			Racine Avenue	Downing Drive to STH 59/STH 164	Widen from two to four traffic lanes
2010			Waukesha west bypass	Northview Road to USH 18	Widen from two to four traffic lanes

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010[a]	Waukesha (continued)	Expansion (continued)	IH 94	Calhoun Road	Construct new interchange
2010			CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment
2010			Moorland Road extension	Woods Road to CTH L	Construct two lanes on new alignment
2010			Oconomowoc Parkway	CTH Z to STH 67	Construct two lanes on new alignment
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2020	Kenosha	Widening	Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2020			22nd Avenue	CTH E to CTH KR	Widen from two to four traffic lanes
2020		Expansion	CTH Q	184th Street extended to 168th Street	Construct two lanes on new alignment
2020	Milwaukee	Widening	STH 100	IH 43 to STH 24	Widen from six to eight traffic lanes
2020			CTH ZZ	STH 36 to USH 41	Widen from two to four traffic lanes
2020			Pennsylvania Avenue	STH 100 to Drexel Avenue	Widen from two to four traffic lanes
2020		Expansion	15th Avenue extension	STH 100 to Elm Road	Construct two lanes on new alignment
2020	Ozaukee	Expansion	Granville Road	Highland Road to Freistadt Road	Construct two lanes on new alignment
2020			River Road extension	Bonniwell Road to Highland Road	Construct two lanes on new alignment
2020			River Road extension	Freistadt Road to Grace Avenue	Construct two lanes on new alignment
2020			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment
2020	Racine	Widening	STH 11	71st Street in the Village of Union Grove to IH 94	Widen from two to four traffic lanes
2020			STH 20	USH 45 to a point 0.73 mile west of CTH C	Widen from two to four traffic lanes
2020			STH 31	Four Mile Road to STH 32	Widen from two to four traffic lanes
2020		Expansion	CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
2020	Walworth	Widening	STH 50	Pearson Drive to Madison Street	Widen from two to four traffic lanes
2020			STH 120	STH 36 to USH 12	Widen from two to four traffic lanes
2020		Expansion	IH 43	CTH O	Construct new interchange
2020			USH 12 freeway[d]	Howard Road to Elkhorn	Construct four lanes on new alignment
2020			USH 12 freeway	CTH H to McHenry County line	Construct four lanes on new alignment
2020			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 generally on new alignment
2020			CTH P realignment	Territorial Road to CTH A	Construct two lanes on new alignment
2020			Willow Road extension	West Side Road to CTH H	Construct two lanes on new alignment
2020			New facility	STH 67 west to STH 11	Construct two lanes on new alignment
2020			New facility	STH 11 north to CTH H	Construct two lanes on new alignment
2020[a]	Washington	Widening	STH 164	CTH Q to STH 175	Widen from two to four traffic lanes
2020		Expansion	Kettleview Road extension	CTH H to STH 28	Construct two lanes on new alignment
2020			Kettleview Road extension	STH 33 to Schuster Drive	Construct two lanes on new alignment
2020			Schuster Drive extension	Schuster Drive to Beaver Dam Rd	Construct two lanes on new alignment
2020			Wacker Drive extension	STH 60 to Lee Road	Construct two lanes on new alignment
2020	Waukesha	Widening	USH 18	STH 83 to CTH TT	Widen from two to four traffic lanes
2020			STH 67	IH 94 to USH 18	Widen from two to four traffic lanes
2020			CTH Y	STH 74 to CTH Q	Widen from two to four traffic lanes
2020			CTH Y	CTH K to STH 74	Widen from two to four traffic lanes
2020			CTH Y	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Calhoun Road	CTH ES to CTH D	Widen from two to four traffic lanes
2020			Calhoun Road	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Johnson Road	Coffee Road to Lincoln Avenue	Widen from two to four traffic lanes
2020			Johnson Road	A point about 2,000 feet south of STH 59 to STH 59	Widen from two to four traffic lanes
2020		Expansion	STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2020			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2020			CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment
2020			Johnson Road extension	A point about 2,000 feet south of STH 59 to Lincoln Avenue	Construct four lanes on new alignment
2020			Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment
2020			Oconomowoc Parkway	STH 16 to CTH Z	Construct two lanes on new alignment
2020			Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2020			Waukesha west bypass	CTH X to Macarthur Road	Construct four lanes on new alignment
2020			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment

[a] *Transportation improvement project is included in the amended 2000-2002 Transportation Improvement Program.*

[b] *Transportation improvement project is included in the baseline transportation system".*

[c] *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.*

[d] *Initial two lanes of four lane freeway proposed to be constructed and open to traffic by the year 2020.*

[e] *Project includes removal of Park East Freeway west of existing terminus at Jefferson Street; construction of new terminus west of Milwaukee River; and construction of connecting 4/6 lane arterial to intersection of E. Knapp Street and N. Water Street, including new E. Knapp Street bridge over the Milwaukee River.*

Source: SEWRPC.

Table 6

IMPLEMENTATION SCHEDULE FOR ARTERIAL STREET SYSTEM PLAN ELEMENT
CAPACITY IMPROVEMENT AND EXPANSION: 2001, 2007, 2010, AND 2020

Southeastern Wisconsin Region	Proposed Incremental Arterial System Improvement and Expansion Route Miles				
	2001[a]	2007	2010	2020	Total
State Trunk Highway	50	124	97	58	329
County and Local Trunk Highway	18	74	59	50	201
Total Regional Arterial System	68	198	156	108	530

[a] *Since the completion of the plan in 1997, approximately 40 miles of the proposed arterial improvement and expansion have been implemented.*

Source: SEWRPC

included in the category of preservation are extensive improvements needed to renew the freeway system in the Milwaukee area. That freeway system, and particularly the IH 94 East-West Freeway 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.

Importantly, the plan recommends the reconstruction and modernization of the Milwaukee area freeway system--particularly the East-West Freeway IH 94, including the Zoo, Stadium, and Marquette interchanges--and the reconstruction of freeway interchanges as needed in Waukesha, Racine, and Kenosha Counties to urban design standards. Consideration in reconstruction should be given to elimination of lane drops at interchanges, provision of adequate merging and diverging lane lengths, provision of auxiliary lanes, provision of adequate shoulders and lateral clearance, improvements in horizontal and vertical curvature, and conversion of left-hand off-ramps and on-ramps to the right hand side of the freeway.

Highway improvements are recommended in the regional transportation plan only as a last resort, that is, to address the congestion which may not be expected to be alleviated by land use, systems management, or public transit measures. The first elements considered for inclusion in the regional transportation plan were the transit and transportation system management elements. The potential of these elements to eliminate congestion was explicitly identified. Highway improvements were then recommended to be added to the regional transportation plan to resolve to the extent practicable the residual existing and probable future traffic congestion.

Transportation Systems Management Element

The transportation systems management element of the plan is intended to encourage more efficient use of the existing transportation system. It includes travel demand management measures to encourage carpooling and transit travel and thereby reduce vehicular travel. It also includes traffic management measures which seek to obtain the maximum vehicular capacity practicable from existing arterial street and highway facilities. The transportation systems management element of the plan includes the following seven measures:

1. Freeway Traffic Management

   Implementation of an areawide freeway traffic management system, including an operational control strategy that would, through restricted access of single-occupancy vehicles at ramp meters, attempt to minimize freeway traffic flow breakdown and stop-and-go traffic and provide for minimum average operating speeds of about 30 to 35 miles per hour on all freeway segments during peak traffic periods.

Buses and high-occupancy vehicles would receive preferential access at the ramps. The system would also include elements to provide advisory information and to better manage traffic incidents.

2. Arterial Curb-Lane Parking Restrictions

   Restriction of curb-lane parking as needed during peak periods along about 400 miles, or about 12 percent, of the planned 3,612-mile arterial street and highway system in order to reduce traffic congestion and help provide good transit service. Local governmental units would consider the proposed curb-lane parking restrictions as traffic volumes and congestion increase, and implement these restrictions rather than considering expansion of highway capacity through widening and new construction beyond that envisioned in the plan.

3. Traffic Engineering

   The use of state-of-the-art traffic engineering practices to assist in achieving efficient traffic flow on arterial facilities, including intersection treatments with turn lanes as needed, and efficient traffic signalization, and the facilitation of pedestrian and bicycle movements on arterial streets and highways.

4. Traffic Management Technology

   The application of advanced traffic management technology, known as Intelligent Transportation Systems (ITS), as such technology becomes practicable and available over the plan implementation period. This may include traveler information for transit and highway travel, and advanced traffic management systems for improved transportation facility operation.

5. Travel Demand Management Promotion

   A regionwide program to promote travel through ridesharing, transit use, bicycle use, and pedestrian movement, together with telecommuting and work-time rescheduling as may be found feasible.

6. Detailed Land Use Planning and Site Design

   The preparation and implementation by local governmental units of detailed, site-specific neighborhood land use plans to facilitate travel by transit, bicycle, and pedestrian movement, as recommended in the adopted regional land use plan.

7. Transit Systems Management and Service Enhancement Measures

   The undertaking by the transit agencies in the Region of a range of activities to enhance the quality of transit services and to facilitate transit use, including conduct of marketing and public information and education activities, improvement of bus speeds through priority systems and signal preemption, and promotion of innovative fare-payment systems.

2000 THROUGH 2002 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR SOUTHEASTERN WISCONSIN

The proposed 2000 through 2002 transportation improvement program for Southeastern Wisconsin is documented in the SEWRPC report entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 1998-2000.* The 2000 through 2002 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 2000 through 2002. A listing of all projects in the transportation improvement program is referenced in Appendix B of this report. The proposed amendments to the TIP which address the partial removal of the Park East Freeway, and the construction of a new freeway terminus west of the Milwaukee River are provided in Appendix C.

The transportation improvement program 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 2000 through 2002 transportation improvement program as amended includes 892 projects. The transportation improvement program for the seven-county Southeastern Wisconsin Region for the years 2000, 2001, and 2002 represents a total programmed investment in transportation improvements of about $1.56 billion. Of this total, about $903 million, or about 58 percent, is proposed to be provided in Federal aids; $411 million, or about 26 percent, in State aids; and $247 million, or about 16 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 $685 million. Of this total, about $419 million, or about 61 percent, is proposed to be provided in Federal aids; $171 million, or about 25 percent, in State aids; and $95 million, or about 14 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.[3] 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 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.

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

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 68 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 $17.4 million, or less than 3 percent of total programmed expenditures in the Region. The expenditures for highway improvement are approximately $103.9 million, or 15 percent of total expenditures. This compares to the $334.6 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 25 percent of the programmed resources. Of the total programmed resources for public transit, 60 percent is for preservation, only 31 percent and 9 percent, respectively, for service improvement and expansion.

The transportation improvement program has been developed to be fiscally constrained, pursuant to U. S. Department of Transportation metropolitan planning regulations (23CFR Part 450). The funding attendant to implementing the transportation improvement program has been determined to be consistent with existing available Federal, State, and local funding levels.

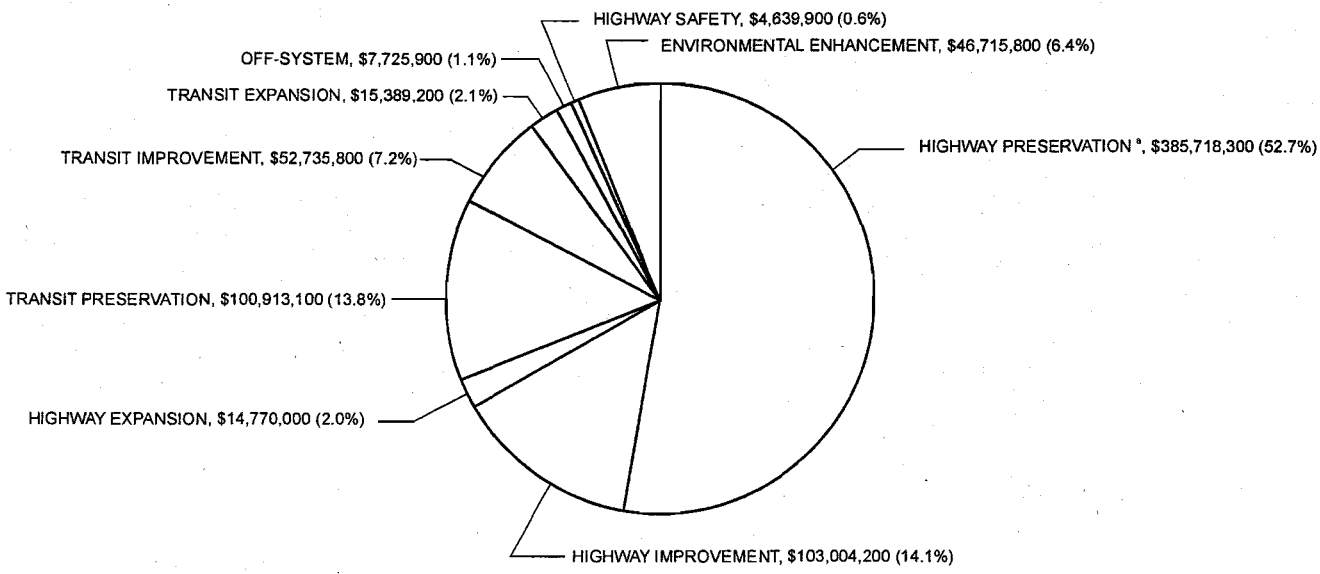
ASSESSMENT OF CONFORMITY OF THE AMENDED YEAR 2020 REGIONAL TRANSPORTATION PLAN AND THE AMENDED 2000 THROUGH 2002 TRANSPORTATION IMPROVEMENT PROGRAM

This section of the report demonstrates the conformity of the amended year 2020 regional transportation system plan and the amended year 2000 through 2002 transportation improvement program for Southeastern Wisconsin with respect to each of the conformity criteria, as well as with respect to the procedures to be used to demonstrate conformity as established by the U. S. Environmental Protection Agency for such conformity assessment. This conformity demonstration is for the six county ozone severe nonattainment area, including Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, and for the ozone maintenance area for Walworth County.

Figure 1

DISTRIBUTION OF EXPENDITURES IN 2000 OF THE 2000-2002 TRANSPORTATION IMPROVEMENT PROGRAM BY CATEGORY

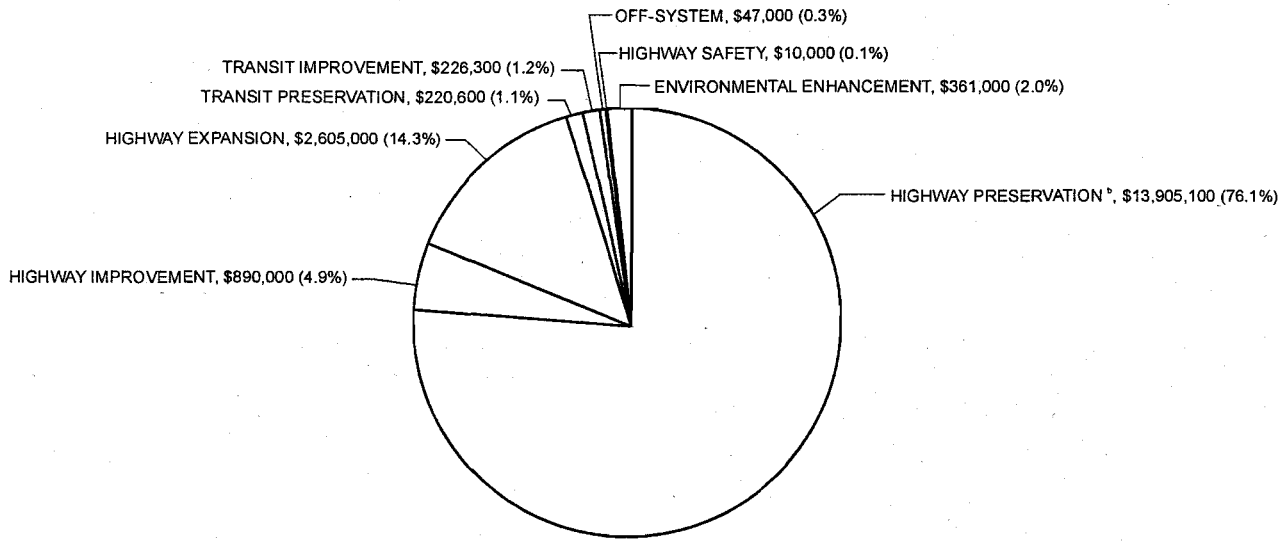
KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES



TOTAL $731,612,200

([a] INCLUDES ESTIMATED $60 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

WALWORTH COUNTY



TOTAL $18,265,000

([a] INCLUDES ESTIMATED $5 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

Source: SEWRPC

Conformity Determination Procedural Requirements

The procedures to determine conformity set forth in the August 15, 1997, *Federal Register* (40CFR Parts 51 and 93), 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) transportation plan content, and 6) procedures for determining regional transportation plan related emissions.

Use of Latest Planning Assumptions

This conformity determination procedural requirement (40 CFR, Part 93.110) 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 models used in this conformity analysis are the same as used by the Commission in its regional planning efforts, and as well in support of air quality planning by the Wisconsin Department of Natural Resources. The Phase II Ozone Attainment Demonstration State Implementation Plan includes a motor vehicle emissions budget (MVEB) that was considered adequate by the EPA for the purposes of transportation conformity. This MVEB was predicated on a high growth scenario with attendant growth in vehicle-miles of travel of 2% per year for 1990 – 2000, 1.7% per year for 2000-2007, and 1.2% per year for 2007 – 2020 and did not include the emissions reductions associated with the Tier 2 motor vehicle standards or low sulfur gasoline regulations. This conformity assessment assumes the Commission official intermediate growth year 2020 forecasts with attendant 2% annual increase in vehicles miles travel to the year 2000, 1.2% annual increase from 2000-2007, and 0.7% annual increase from 2007-2020 and includes the emission reductions associated with Tier 2 motor vehicle standards and low sulfur gasoline regulations.

The determination of conformity of the transportation system plan and transportation improvement program requires specific travel and emission forecasts for the years 2001, 2007, 2010, and 2020. The population, household, and employment data at regional and subregional levels for the years 2001, 2007, and 2010 have been projected by interpolation between existing 1990 regional and subregional estimates and the year 2020 regional forecasts and subregional planned forecast allocations based upon the year 2020 regional land use plan. The regional level 1990 estimates and 2020 forecasts for population, households, and employment are set forth in Table 7, along with the interpolated 2001, 2007, and 2010 population, household, and employment levels.

Table 7

CURRENT AND FORECAST POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS FOR SOUTHEASTERN WISCONSIN: 1990, 2001, 2007, 2010, AND 2020

Southeastern Wisconsin					
Characteristics	Existing 1990	Forecast Year 2001	2007	2010	2020
Population	1,810,700	1,967,600	2,009,600	2,030,600	2,077,900
Households	676,100	750,400	776,600	789,700	827,100
Employment	1,067,200	1,172,200	1,213,200	1,233,700	1,277,100

Six-County Area: Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties					
Characteristics	Existing 1990	Forecast Year 2001	2007	2010	2020
Population	1,735,700	1,880,600	1,919,600	1,939,100	1,982,900
Households	648,500	717,700	742,400	754,800	790,200
Employment	1,027,000	1,117,600	1,156,300	1,175,700	1,217,100

Walworth County					
Characteristics	Existing 1990	Forecast Year 2001	2007	2010	2020
Population	75,000	87,000	90,000	91,500	95,000
Households	27,600	32,700	34,200	34,900	36,900
Employment	40,200	54,600	56,900	58,000	60,000

Source: SEWRPC

The new year 2020 regional transportation plan is an extension 10 years in time of the year 2010 regional transportation plan, and is substantially based on that 2010 plan. As part of the year 2010 regional transportation plan preparation, 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 1.0 percent to 2.0 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 for less than 0.1 percent variation in annual growth. Variations in regional economic growth and substantial changes in the perceived cost of automobile use may be expected to account each for about 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 years 1990 and 1991 by applying the models with Census data and 1991 transportation network data and comparing model estimates of trip generation, trip distribution, highway traffic, and transit ridership to estimates derived from travel surveys and 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 procedural requirement, 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 changed significantly since conformity determination completed in 1997 with respect to the year 2020 plan and the year 1998-2000 transportation improvement program, as well as with respect to previous conformity determinations completed in 1996 for the 1997-1999 transportation improvement program and completed in 1994 on the year 2010 transportation plan and the 1995-1997 improvement program. Transit service levels are estimated to have increased by about 1 percent between 1994 and 1996 as measured by vehicle-miles of bus service, and to have increased by about 4 percent between 1996 and 1997, and by about

13 percent between 1997 and 1999. Since 1995, the base year of the regional transportation plan, transit service levels have increased by nearly 20 percent, transit ridership has increased by about 10 percent, and transit annual operating subsidies have increased by about 25 percent. Transit fares have increased at less than the level of general price inflation estimated to have experienced an increase of 9 percent from 1994 to 1999. 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 and has remained at $1.35 through 2000. 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, and in 1999 is estimated to have declined to $0.81 per revenue passenger. 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 measured in terms of vehicle-miles of transit service will be increased from 1995 levels beginning in 2002 by approximately 69 percent over the time period from 1995 to 2020, or by about 2.8 percent annually beginning in 2002, and transit fare increases on average over the 23-year period will be held to increases consistent with general price inflation.

The State Implementation Plan assumed within the six county severe nonattainment area emissions consistent with a 2.0 percent annual increase in vehicle-miles of travel to the year 1999, and 1.4 percent annually beyond the year 1999.[4] The Walworth County maintenance plan for air quality assumes a 2.7 percent annual increase in vehicle-miles of travel to 1999, and 2.2 percent annual increase from 1999 to 2007. The official intermediate year 2020 transportation system plan forecast is for approximately a 2.0 percent annual increase in vehicle miles of travel to the year 2000, 1.2 percent annual increase from the year 2000 to 2007, and 0.7 percent annual increase from 2007 to the year 2020. The vehicle-miles of travel forecasts in the State implementation plan, and the regional transportation plan are consistent, with the State Implementation Plan forecast being equal to, or greater than, the regional plan forecasts. The higher rate of growth assumed in the State Implementation Plan provides latitude for potential vehicle-miles of travel increases in a year or short-term period of years which may exceed long-term average increases, for example, during short-term periods of rapid economic growth and gasoline price decline. Both the State Implementation Plan and regional transportation plan expect more substantial increases in vehicle-miles of travel between 1990 and 2000, (2.0

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[4] *The Wisconsin 15 percent State Implementation Plan also assumed a 2 percent decrease in vehicle-miles of travel in 1996 due to implementation of the Federal Employee Commute Options program. The Employee Commute Options Federal 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 has substituted the voluntary Wisconsin Partners for Clean Air program for the Employee Commute Options program. The Partners program requests that large employers and others voluntarily continue with vehicle trip reduction activities, Ozone Action Day efforts, or make point and area source emission reductions beyond federal and state requirements.*

percent per year) due to anticipated continuing higher rates of increase in employment levels, declining household size and resultant growth in households and decreases in vehicle occupancy, and declines in the fuel-related costs of operating an automobile. Lower rates of increase in vehicle-miles of travel are anticipated beyond the year 2000 (0.7 to 1.2 percent per year for regional plan and 1.2 to 1.7 percent per year for State Implementation Plan) due to anticipated slower growth in employment and labor force levels, stability in household size and slower growth in household levels, and modest increases in the fuel-related costs of operating a motor vehicle.

The Wisconsin Department of Transportation has prepared an estimate of the actual growth in vehicle-miles of travel for the years 1990 to 1998 in the Southeastern Wisconsin Region based upon traffic counts taken by the Department which represents the universe of Highway Performance Monitoring System (HPMS) data. Traffic counts are performed by the Department every three years in each County. Based upon these counts, the vehicle-miles of travel in Southeastern Wisconsin is estimated to have increased by about 2.0 percent annually from 1990 to 1998, or about the same as incorporated in the State Implementation Plan.[5]

Use of Latest Emissions Model

A second procedural requirement for the plan and program conformity determination (40CFR Part 93.111) 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 2001, 2007, 2010, and 2020 and the specific emission factors used in this conformity analysis, 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 Phase II Ozone Attainment Demonstration State Implementation Plan; however, the Phase II motor vehicle emissions budget was based on emission factors that do not include the benefits of the Tier 2 motor vehicle standards, or low sulfur gasoline regulations. The specific emission factors used for each of the years of analysis in the conformity determination were provided

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[5]*The traffic counts as taken by the Wisconsin Department of Transportation are as follows: Kenosha County (9 percent of Region vehicle-miles of travel (VMT) in 1990), 2.24 percent annual growth from 1990 to 1996; Milwaukee County (46 percent of Region VMT in 1990) 0.65 percent annual growth from 1990 to 1998; Ozaukee County (5 percent of Region VMT in 1990) 2.87 percent annual growth in VMT from 1989 to 1998; Racine County (10 percent of Region VMT in 1990) 1.50 percent annual growth in VMT from 1990 to 1996; Walworth County (6 percent of Region VMT in 1990) 1.21 percent annual growth in VMT from 1990 to 1996; Washington County (6 percent of Region VMT in 1990) 3.41 percent annual growth in VMT from 1989 to 1998, and; Waukesha County (19 percent of Region VMT in 1990) 3.21 percent annual growth in VMT from 1991 to 1997. (See Appendix D.)*

The Regional Planning Commission also prepared an estimate of the growth in vehicle-miles of travel within the Southeastern Wisconsin Region. The Commission used annual traffic counts available on the Region's freeway system, traffic counts on the surface arterial system which are available every three years, and special surface arterial counts conducted every year to factor the counts which are only available every three years. The Commission's estimate of the growth in vehicle-miles of travel from 1990 to 1996 was 2.0 percent annually, or about the same as the Wisconsin Department of Transportation estimate.

Table 8

ASSUMPTIONS ASSOCIATED WITH MOBILE 5A EMISSIONS ESTIMATING MODEL: 2001, 2007, 2010, AND 2020[a]

Six-County Area[b,c]				
Category	2001 Projected	2007 Projected	2010 Projected	2020 Projected
Fuel Inputs				
Reformulated Gasoline	Yes	Yes	Yes	Yes
Low Sulfur Gasoline	No	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	NA	NA	NA	NA
Alcohol Blends				
Market Share	NA	NA	NA	NA
Oxygen Content	NA	NA	NA	NA
1 PSI RVP Waiver	NA	NA	NA	NA
Ether Blends				
Market Share	NA	NA	NA	NA
Oxygen Content	NA	NA	NA	NA
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)--Tailpipe/Evaporative	1984/2000	1984/2000	1984/2000	1984/2000
Pre-1981 Stringency	35 percent	35 percent	35 percent	35 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
IM240 Cutpoints (grams/mile)				
HC (1981-1986)	1.20	1.20	1.20	1.20
HC (1987 or later)	0.80	0.80	0.80	0.80
CO	20.0	20.0	20.0	20.0
Nox	None	None	None	None
Gas Cap Test	1971+	1971-1995	1971-1995	1971-1995
Pressure Test	None	1996+[d]	1996+[d]	1996+[d]
Purge Test	1971+	1971+	1971+	1971+
Vehicle Emissions Standards				
Tier One	Yes	Yes	Yes	Yes
National Low Emission Vehicle	Yes	Yes	Yes	Yes
New 2004 Heavy Duty Diesel	No	Yes	Yes	Yes
Tier Two	No	Yes	Yes	Yes
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	WisDNR	WisDNR	WisDNR	WisDNR
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)

Category	Walworth County[e] 2001 Projected	2007 Projected	2010 Projected	2020 Projected
Fuel Inputs				
Reformulated Gasoline	Yes	Yes	Yes	Yes
Low Sulfur Gasoline	No	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	NA	NA	NA	NA
Alcohol Blends				
Market Share	NA	NA	NA	NA
Oxygen Content	NA	NA	NA	NA
1 PSI RVP Waiver	NA	NA	NA	NA
Ether Blends				
Market Share	NA	NA	NA	NA
Oxygen Content	NA	NA	NA	NA
Vehicle Emissions Standards				
Tier One	Yes	Yes	Yes	Yes
National Low Emission Vehicle	Yes	Yes	Yes	Yes
New 2004 Heavy Duty Diesel	No	Yes	Yes	Yes
Tier Two	No	Yes	Yes	Yes
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	WisDNR	WisDNR	WisDNR	WisDNR
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

Mobile Source Emission Rates (grams per vehicle mile of travel)

Six County Area

Speed Range (miles per hour)	2001 VOC'S	2001 NOX	2007 VOC'S	2007 NOX	2010 VOC'S	2010 NOX	2020 VOC'S	2020 NOX
Standard Arterials								
0 to 10	3.441	2.166	2.151	1.273	1.623	0.849	1.198	0.742
10 to 15	1.710	1.819	1.083	1.046	0.814	0.676	0.619	0.629
15 to 20	1.350	1.727	0.860	0.987	0.643	0.629	0.492	0.599
20 to 25	1.117	1.700	0.709	0.969	0.528	0.614	0.409	0.588
25 to 30	0.966	1.702	0.609	0.971	0.451	0.615	0.356	0.587
30 to 35	0.857	1.713	0.537	0.976	0.396	0.619	0.318	0.588
35 to 40	0.773	1.729	0.482	0.987	0.354	0.627	0.288	0.593
40 to 45	0.706	1.754	0.438	1.004	0.322	0.642	0.265	0.604
45 to 50	0.651	1.792	0.404	1.029	0.295	0.663	0.246	0.619
50 to 55	0.635	2.042	0.394	1.190	0.286	0.783	0.239	0.700
55 to 60	0.654	2.337	0.404	1.380	0.293	0.926	0.242	0.796
Over 60	0.733	2.840	0.452	1.702	0.325	1.175	0.258	0.962

Table 8 (continued)

Speed Range (miles per hour)	2001		2007		2010		2020	
	VOC'S	NOX	VOC'S	NOX	VOC'S	NOX	VOC'S	NOX
Freeways								
0 to 10	3.614	2.685	2.322	1.650	1.789	1.174	1.379	0.976
10 to 15	1.838	2.232	1.203	1.355	0.931	0.943	0.742	0.823
15 to 20	1.451	2.096	0.954	1.267	0.735	0.876	0.588	0.776
20 to 25	1.198	2.037	0.786	1.229	0.603	0.845	0.487	0.756
25 to 30	1.035	2.022	0.673	1.222	0.515	0.838	0.421	0.749
30 to 35	0.917	2.026	0.592	1.224	0.451	0.840	0.373	0.754
35 to 40	0.827	2.048	0.532	1.241	0.403	0.853	0.337	0.762
40 to 45	0.756	2.092	0.485	1.269	0.366	0.877	0.309	0.780
45 to 50	0.699	2.157	0.447	1.314	0.337	0.915	0.288	0.807
50 to 55	0.680	2.442	0.434	1.501	0.326	1.055	0.278	0.900
55 to 60	0.697	2.790	0.444	1.725	0.332	1.231	0.279	1.021
Over 60	0.771	3.431	0.487	2.144	0.362	1.556	0.295	1.244
Non-Arterials								
Urban	1.510	1.768	0.958	1.013	0.718	0.650	0.549	0.611
Rural	0.738	1.739	0.459	0.996	0.337	0.635	0.276	0.599

Mobile Source Emission Rates (grams per vehicle mile of travel)
Walworth County

Speed Range (miles per hour)	2001		2007		2010		2020	
	VOC'S	NOX	VOC'S	NOX	VOC'S	NOX	VOC'S	NOX
Standard Arterials								
0 to 10	7.562	2.334	6.49	1.718	6.159	1.492	5.9	1.176
10 to 15	3.465	1.964	2.951	1.409	2.804	1.205	2.678	0.913
15 to 20	2.711	1.868	2.34	1.334	2.231	1.137	2.13	0.854
20 to 25	2.232	1.84	1.93	1.315	1.841	1.122	1.753	0.845
25 to 30	1.925	1.845	1.649	1.322	1.569	1.131	1.488	0.857
30 to 35	1.707	1.856	1.451	1.332	1.378	1.142	1.303	0.868
35 to 40	1.542	1.873	1.304	1.346	1.237	1.155	1.166	0.88
40 to 45	1.413	1.9	1.19	1.365	1.128	1.172	1.061	0.895
45 to 50	1.307	1.937	1.099	1.392	1.041	1.195	0.977	0.913
50 to 55	1.265	2.212	1.062	1.626	1.006	1.417	0.943	1.123
55 to 60	1.298	2.532	1.088	1.897	1.031	1.672	0.968	1.362
Over 60	1.451	3.071	1.213	2.342	1.153	2.086	1.087	1.743
Freeways								
0 to 10	7.628	2.846	6.538	2.064	6.189	1.777	5.93	1.383
10 to 15	3.551	2.37	3.021	1.689	2.862	1.438	2.736	1.089
15 to 20	2.78	2.229	2.395	1.585	2.276	1.348	2.175	1.016
20 to 25	2.29	2.172	1.975	1.547	1.877	1.319	1.79	0.997
25 to 30	1.975	2.16	1.688	1.544	1.601	1.319	1.521	1.003
30 to 35	1.751	2.165	1.487	1.551	1.407	1.328	1.332	1.014
35 to 40	1.583	2.188	1.337	1.569	1.263	1.345	1.193	1.03
40 to 45	1.452	2.231	1.222	1.6	1.153	1.372	1.086	1.052
45 to 50	1.346	2.298	1.13	1.647	1.065	1.412	1.001	1.082
50 to 55	1.302	2.605	1.091	1.902	1.028	1.649	0.966	1.301
55 to 60	1.331	2.976	1.113	2.205	1.05	1.929	0.988	1.555
Over 60	1.474	3.65	1.231	2.737	1.164	2.412	1.1	1.981
Non-Arterials								
Urban	3.04	1.909	2.603	1.366	2.476	1.166	2.363	0.879

Table 8 (continued)

Rural	1.474	1.885	1.244	1.355	1.179	1.163	1.11	0.887

NOTE: The following abbreviations have been used in this table: PSI = Pounds per Square Inch; RVP = Reid Vapor Pressure; CO = Carbon Monoxide; HC = Hydrocarbons; NOx = Nitrogen Oxide; 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.

[a]*Since the MOBILE 5A emission estimating model does not provide summertime emission factors for years beyond 2019, the emission rates for vehicles operating in the plan design year 2020 are based on projected year 2019 emission rates.*

[b]*Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.*

[c]*No anti-tampering program was assumed for the six-county area.*

[d] *The pressure test reductions for model years 1996+ are a result of on-board diagnostics (OBD) checks.*

[e] *No inspection/maintenance programs and no anti-tampering program was assumed for Walworth County.*

Source: Wisconsin Department of Natural Resources and SEWRPC.

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to the Regional Planning Commission by the State of Wisconsin Department of Natural Resources to assure consistency between this conformity determination and the State plan. The emission factors for this conformity determination do assume implementation of, and assume credit for, Tier 2 motor vehicle standards and low sulfur gasoline regulations.

Interagency and Public Consultation

A third procedural requirement for plan and program conformity determination (40CFR Part 93.112) relates to interagency and public consultation. The development of the new year 2020 regional transportation system plan, and, as well, the previous year 2010 plan upon which it was substantially based, involved 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 2000-2002 transportation improvement program directly implements the plan and is consistent with the plan schedule for implementation. In particular, the State of Wisconsin Department of Transportation, the State of Wisconsin Department of Natural Resources, the U. S. Department of Transportation, and the county and local units of government were all extensively involved in the development of the year 2010 plan, and, as well, in its extension to the year 2020, including with respect to the consideration of alternatives, the consideration of the financial resources necessary to implement the plan, and the evaluation of the potential air quality impacts of the plan and plan alternatives. 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 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. The consultation on the year 2020 plan includes a public informational meeting and hearing. The consultation on the previous year 2010 plan upon which the 2020 plan is based includes 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. The public consultation on the 2020 plan is documented in *Record of Public Informational Meetings and Hearings: Preliminary Regional Land Use and Transportation System Plans for Southeastern Wisconsin: 2020.* The public consultation on the previous 2010 plan 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 these

reports are responses to every comment received on the plan and its social, economic, and environmental impacts.

State and county and municipal governments have also been directly involved in the preparation of the 2000-2002 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 2000-2002 transportation improvement program and the attendant year 2020 plan which the program implements, and the attendant conformity determination. The notice for the public hearing on the program, the comments received, and the staff and Advisory Committee response to the comments are presented in an appendix to the transportation improvement program. In addition, the 2000-2002 transportation improvement program and its conformity determination, and, as well, the year 2020 plan and the year 2010 plan upon which the 2020 plan was based, were reviewed and approved 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 local units of government within the three urbanized areas of Southeastern Wisconsin 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. With respect to the amendment to the regional plan and improvement program regarding the Park East Freeway removal and new terminus, a public hearing was held on December 13, 2000 and a public informational meeting was held on June 15, 2000.

Provision for Timely Implementation of Transportation Control Measures

A fourth procedural requirement for plan and program conformity determination, (40CFR Part 93.113) 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, and the transportation plan or program may not interfere with the implementation of any transportation control measure in the State Implementation Plan. There are no transportation control measures in the State Plan. The State plan submitted in November 1993 by the State of Wisconsin Department of Natural Resources did include 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 year 2020 regional transportation system plan and 2000 through 2002 transportation improvement program, and their proposed amendments 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 assist in the implementation of the trip reduction goals that are a key component of the Partners program, including the recommendation of an expansion of transit service which should make transit a more available and attractive option for commuters. 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. The 2000-2002 transportation improvement program includes a number of measures which should serve to significantly assist in the implementation of the Partners program, including the provision of transit service as an option for commuters.

Transportation Plan Content

A fifth procedural requirement for plan and program conformity determination is the content, or level of detail, of the transportation plan. The transportation plan and the travel simulation modeling analysis of attendant plan emissions fully meet the requirements of transportation plan content (40CFR 93.106). 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 state, county, and municipal 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 arterial and public transit facilities. Also, 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.

Transportation Emissions and Travel Modeling Procedures

The procedures for estimating the regional transportation plan and program emissions also fully meet the emission and travel modeling requirements, (40CFR 93.122).[6] Specifically, the travel simulation modeling analysis for this conformity determination incorporates in the analysis all planned highway capacity improvements and expansion, 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. 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, 1997, (40 CFR 93.122(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 approved for use in a Federal Transit Administration transit fixed-guideway alternatives analysis.[7]

The models were validated for the years 1990 and 1991 using 1990 census data and land use inventory data, and 1991 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 future

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[6] *A U. S. Department of Transportation, Federal Highway Administration report issued May 21, 1997, on the recently completed Federal Review of the travel modeling conducted by the Commission, is provided in Appendix E, along with a Commission report which cites how each requirement in 40CFR 93.122 is met.*

[7] *The models were documented in a methods report prepared for the east-west corridor transit study,* Travel Simulation Models for the East-West Corridor Transit Study, *May 1993.*

travel and traffic forecasts from the models have been compared to historic trends. The population, employment, land use, and other assumptions attendant to the travel and traffic forecast are documented.

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 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, transit ridership, and route choice 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 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 plans, 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 vehicle-miles of travel estimated by the models in a base year of its validation (1990 and 1991) 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 traveling under peak-hour and congested conditions and the proportion of traffic traveling 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.

Conformity Determination Criteria--Consistency with Motor Vehicle Emissions Budget

One test of transportation plan and program conformity (40CFR 93.118) 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 budget, 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 motor vehicle emissions budget must be determined to be adequate by the U.S. Environmental Protection Agency).

With respect to the six county area, the State Implementation Plan for this conformity analysis includes the implementation plan submitted to the Federal government by the Wisconsin Department of Natural Resources in November 1993, which presents a motor vehicle emissions budget for the year 1996 (58.13 tons per hot

summer weekday) as part of the required implementation plan to reduce total volatile organic compound emissions by 15 percent between 1990 and 1996. The State Implementation Plan for the six county area also includes a motor vehicle emissions budget of 50.27 tons on a hot summer weekday for the year 1999 from the implementation plan submitted in December 1997 by the Wisconsin Department of Natural Resources to reduce further volatile organic compound emissions by 1999. Also, the State Implementation Plan for the six county area includes a motor vehicle emissions budget of 31.98 tons of volatile organic compounds and 78.53 tons of nitrogen oxides per hot summer weekday for the year 2007 as submitted by the Wisconsin Department of Natural Resources in February, 2000. The budget was determined to be adequate by the U.S. Environmental Protection Agency on May 1, 2000.

With respect to Walworth County, the State Implementation Plan is the maintenance plan submitted by the Wisconsin Department of Natural Resources in December 1995, and as proposed to be revised at a August 15, 2000 public hearing. The proposed revised motor vehicle emission budgets are 4.89 tons of volatile organic compounds and 7.20 tons of nitrogen oxides on a hot summer weekday in the year 2007. The transportation system emissions attendant to the amended year 2020 transportation system plan and amended 2000-2002 transportation improvement program were forecast through application of the Commission travel and traffic simulation models to the transportation system plan and improvement program under the year 2020 population, households, and employment forecasts and the year 2020 regional land use plan. Table 9 presents the forecast vehicle-miles of travel attendant to the forecast years of 2001, 2007, 2010 and 2020. The transportation plan projects incorporated in each forecast year were listed in Tables 2 (transit) and 5 (arterial street and highway).

The transportation system emissions attendant to the amended year 2020 transportation system plan and amended 2000-2002 transportation improvement program were forecast through application of the Commission travel and traffic simulation models to the amended transportation system plan and improvement program under the year 2020 population, households, and employment forecasts and the year 2020 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 forecast years of 2001, 2007, 2010, and 2020. The transportation plan projects incorporated in each forecast year were listed in Tables 2 (transit) and 5 (arterial street and highway).

The amended year 2000-2002 transportation improvement program is consistent with the amended year 2020 regional transportation system plan and the plan's implementation schedule. All year 2000-2002 amended transportation improvement program projects, that is, projects with air quality impacts, are included in the amended year 2020 plan. Also, the year 2000-2002 amended transportation improvement program includes all projects essential to implement the amended year 2020 plan on schedule. The satisfaction of these two tests are demonstrated in Tables 10 and 11.

Table 9

SUMMER WEEKDAY VEHICLE-MILES OF TRAVEL WITHIN SOUTHEASTERN WISCONSIN: FORECAST YEAR 2001, 2007, 2010, AND 2020[a,b]

Facility Type	Speed Range	2001 Model	2007 Model	2010 Model	2020 Model
Standard Arterials	0-10	25,601	22,391	23,050	31,666
Six-County Area	10-15	309,398	328,421	331,179	350,609
	15-20	1,530,943	1,577,716	1,598,503	1,695,079
	20-25	3,364,126	3,482,325	3,553,243	3,769,000
	25-30	3,867,485	4,001,969	4,073,400	4,400,485
	30-35	2,637,854	2,834,149	2,893,875	3,119,643
	35-40	5,836,915	6,249,963	6,473,803	7,058,844
	40-45	2,484,702	2,684,993	2,709,267	2,942,805
	45-50	3,113,393	3,381,004	3,459,411	3,833,441
	50-55	272,968	334,658	335,234	370,876
	55-60	164,519	187,858	191,485	212,331
	60+	1,956	2,663	2,931	2,931
Subtotal	--	23,609,960	25,088,110	25,645,381	27,787,710
Freeway	0-10	188,320	191,080	188,059	200,476
Six-County Area	10-15	108,024	111,542	113,340	120,654
	15-20	72,046	86,159	99,276	106,503
	20-25	142,272	132,090	134,534	142,869
	25-30	251,805	277,171	299,908	437,403
	30-35	267,936	272,539	267,328	221,464
	35-40	266,010	299,846	295,530	317,983
	40-45	365,067	370,490	394,897	435,830
	45-50	1,115,553	1,139,506	1,148,026	1,162,477
	50-55	1,268,486	1,283,830	1,273,061	1,360,272
	55-60	2,716,764	2,753,676	2,836,752	3,124,723
	60+	9,104,975	9,736,208	9,907,624	10,427,111
Subtotal	--	15,867,258	16,654,137	16,958,335	18,057,765
Total	--	39,477,218	41,742,247	42,603,716	45,845,475
Standard Arterials	0-10	1,979	2,125	2,198	1,388
Walworth County	10-15	5,786	6,890	7,530	5,817
	15-20	31,377	27,152	28,047	37,997
	20-25	71,383	66,523	66,570	60,145
	25-30	101,489	101,847	102,356	102,368
	30-35	138,857	151,261	160,570	173,172
	35-40	395,271	404,225	416,379	424,510
	40-45	378,374	427,682	441,126	487,057
	45-50	663,322	731,513	760,535	749,245
	50-55	21,069	42,370	25,421	129,934
	55-60	6,948	7,263	7,486	11,086
	60+	0	0	0	0
Subtotal	--	1,815,855	1,968,851	2,018,218	2,182,719
Freeway	0-10	0	0	0	0
Walworth County	10-15	0	0	0	0
	15-20	0	0	0	0
	20-25	0	0	0	0
	25-30	13,579	14,922	15,440	20,304
	30-35	0	0	0	0
	35-40	19,373	20,465	21,250	26,887
	40-45	0	0	0	0
	45-50	1,720	1,812	1,862	1,549
	50-55	0	0	0	0
	55-60	0	0	0	0
	60+	932,206	1,003,578	1,043,467	1,148,984
Subtotal	--	966,878	1,040,777	1,082,019	1,197,724
Total	--	2,782,733	3,009,628	3,100,237	3,380,443
Region Total	--	42,259,951	44,751,875	45,703,953	49,225,918

[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.*

[b] *Summer average weekday traffic is estimated to be 4% greater than annual average weekday traffic based upon analysis of 1996-1998 traffic count data from approximately 65 continuous or monthly traffic count locations on freeways, other state trunk highways, and county and municipal arterials in Southeastern Wisconsin.*

Source: SEWRPC

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	88	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM S. CO. LINE TO STH 100 IN THE CITY OF OAK CREEK (1.75 MI.)	HI	PE	350.0	0.0	0.0	350.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	70.0	0.0	0.0	70.0		
				CONST	0.0	0.0	0.0	0.0	FED	280.0	0.0	0.0	280.0		
	(84)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	89	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	PE	0.0	60.0	0.0	60.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	12.0	156.2	168.2		
				CONST	0.0	0.0	781.0	781.0	FED	0.0	48.0	624.8	672.8		
	(88)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	60.0	781.0	841.0	TOTAL	0.0	60.0	781.0	841.0		
	90	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	140.0	0.0	0.0	140.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	28.0	551.8	0.0	579.8		
				CONST	0.0	2,759.0	0.0	2,759.0	FED	112.0	2,207.2	0.0	2,319.2		
	(89)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	140.0	2,759.0	0.0	2,899.0	TOTAL	140.0	2,759.0	0.0	2,899.0		
	91	RECONSTRUCTION OF RYAN RD (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN	HI	PE	100.0	200.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	200.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(90)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	100.0	200.0	0.0	300.0	TOTAL	100.0	200.0	0.0	300.0		
	92	RECONSTRUCT GOOD HOPE ROAD WITH ADDITIONAL LANES FROM MILWAUKEE W. CO. LINE TO USH 41/45 (1.0 MI.)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	2,660.0	1,673.0	0.0	4,333.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	490.0	0.0	550.0		
				CONST	2,720.0	2,660.0	0.0	5,380.0	FED	0.0	497.0	0.0	497.0		
	(87)			OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	2,720.0	2,660.0	0.0	5,380.0	TOTAL	2,720.0	2,660.0	0.0	5,380.0		
	93	CONSTRUCTION OF THE USH 41/45 INTERCHANGE AND RECONSTRUCTION OF 124TH STREET FROM FOND DU LAC AVE. TO DRETZKA PARK	HE	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	7,500.0	0.0	0.0	7,500.0		
				CONST	7,500.0	0.0	0.0	7,500.0	FED	0.0	0.0	0.0	0.0		
	(91)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,500.0	0.0	0.0	7,500.0	TOTAL	7,500.0	0.0	0.0	7,500.0		
	94	CONSTRUCT 124TH STREET ON NEW LOCATION WITH ADDITIONAL LANES FROM DRETZKA PARK TO BROWN DEER ROAD IN THE CITY OF MILW & VILL. M FALLS	HE	PE	0.0	0.0	0.0	0.0	LOCAL	2,925.0	0.0	0.0	2,925.0	A	NON-EXEMPT
				ROW	360.0	0.0	0.0	360.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,565.0	0.0	0.0	2,565.0	FED	0.0	0.0	0.0	0.0		
	(92)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,925.0	0.0	0.0	2,925.0	TOTAL	2,925.0	0.0	0.0	2,925.0		
	130	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'A' SET	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	263.0	0.0	0.0	263.0		
				CONST	1,315.0	0.0	0.0	1,315.0	FED	1,052.0	0.0	0.0	1,052.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,315.0	0.0	0.0	1,315.0	TOTAL	1,315.0	0.0	0.0	1,315.0		
MILWAUKEE COUNTY	172	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST (CTH U) FROM TERRACE DR TO PUETZ RD IN THE CITY OF FRANKLIN	HI	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	50.0	1,140.0	1,290.0	A	NON-EXEMPT
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	5,700.0	5,700.0	FED	400.0	200.0	4,560.0	5,160.0		
	(161)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	250.0	5,700.0	6,450.0	TOTAL	500.0	250.0	5,700.0	6,450.0		
	173	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	0.0	0.0	0.0	0.0	LOCAL	1,220.0	0.0	0.0	1,220.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	6,100.0	0.0	0.0	6,100.0	FED	4,880.0	0.0	0.0	4,880.0		
	(162)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	6,100.0	0.0	0.0	6,100.0	TOTAL	6,100.0	0.0	0.0	6,100.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE		ESTIMATED COST ($000) 2000	2001	2002	TOTAL TIP		SOURCE OF FUNDS ($000) 2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	174 (163)	RECONSTRUCTION WITH ADDITIONAL LANES OF W RAWSON AVE FROM HAWTHORNE LANE TO S 27TH ST	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,400.0	0.0	0.0	1,400.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	7,000.0	0.0	0.0	7,000.0	FED	5,600.0	0.0	0.0	5,600.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	7,000.0	0.0	0.0	7,000.0	TOTAL	7,000.0	0.0	0.0	7,000.0		
	175 (165)	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	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1,600.0	1,600.0	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	6,400.0	6,400.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	8,000.0	8,000.0	TOTAL	0.0	0.0	8,000.0	8,000.0		
	200 (194)	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	2,100.0	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	5,500.0	5,500.0	FED	0.0	4,000.0	4,400.0	8,400.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	0.0	5,000.0	5,500.0	10,500.0	TOTAL	0.0	5,000.0	5,500.0	10,500.0		
C/CUDAHY	228	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AND LADISH AVES FROM PACKARD AVE. TO NICHOLSON AVE IN THE CITY OF CUDAHY	HI	PE	664.1	0.0	0.0	664.1	LOCAL	132.8	10.4	632.5	775.7	A	NON-EXEMPT
				ROW	0.0	51.8	0.0	51.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,162.5	3,162.5	FED	531.3	41.4	2,530.0	3,102.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	664.1	51.8	3,162.5	3,878.4	TOTAL	664.1	51.8	3,162.5	3,878.4		
	229 (231)	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)	HI	PE	172.5	0.0	0.0	172.5	LOCAL	41.3	174.8	0.0	216.1	A	NON-EXEMPT
				ROW	34.0	0.0	0.0	34.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	874.0	0.0	874.0	FED	165.2	699.2	0.0	864.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	206.5	874.0	0.0	1,080.5	TOTAL	206.5	874.0	0.0	1,080.5		
C/MILWAUKEE	308 (332)	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AVE FROM S CLEMENT AVE TO S BRUST AVE IN THE CITY OF MILWAUKEE (0.27 MILES)	HI	PE	60.0	0.0	0.0	60.0	LOCAL	95.0	0.0	0.0	95.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	415.0	0.0	0.0	415.0	FED	380.0	0.0	0.0	380.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	475.0	0.0	0.0	475.0	TOTAL	475.0	0.0	0.0	475.0		
MILWAUKEE COUNTY	153 amend-ed	REMOVE PARK EAST FWY WEST OF JEFFERSON ST. AND CONSTRUCT NEW TERMINUS WEST OF MILWAUKEE RIVER IN CITY OF MILWAUKEE	HP	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	1,080.0	0.0	1,080.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0		
				CONST	0.0	7,200.0	0.0	7,200.0	FED	850.0	6,120.0	0.0	6,970.0		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	1,000.0	7,200.0	0.0	8,200.0	TOTAL	1,000.0	7,200.0	0.0	8,200.0		
C/MILWAUKEE	241 amend-ed	CONSTRUCTION OF LOCAL STREET CONNECTIONS AND IMPROVEMENTS/MODIFICATIONS ASSOCIATED WITH REMOVAL/NEW TERMINUS OF PARK EAST FWY	HP	PE	350.0	0.0	0.0	350.0	LOCAL	52.5	1,200.0	0.0	1,252.5	A	NON-EXEMPT
				ROW	0.0	1,000.0	0.0	1,000.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,500.0	0.0	4,500.0	FED	297.5	6,800.0	0.0	7,097.5		
				OTHER	0.0	2,500.0	0.0	2,500.0	IH-C/S						
				TOTAL	350.0	8,000.0	0.0	8,350.0	TOTAL	350.0	8,000.0	0.0	8,350.0		
	309 amend-ed	CONSTRUCTION OF A NEW MCKINLEY/KNAPP STREET BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	PE	690.0	0.0	0.0	690.0	LOCAL	133.5	1,050.0	0.0	1,183.5	A	NON-EXEMPT
				ROW	200.0	0.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	7,000.0	0.0	7,000.0	FED	756.5	5,950.0	0.0	6,706.5		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	890.0	7,000.0	0.0	7,890.0	TOTAL	890.0	7,000.0	0.0	7,890.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	394	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO	HI	PE	0.0	600.0	0.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	8,417.0	7,880.0	16,297.0		NON-EXEMPT
				CONST	0.0	7,817.0	7,880.0	15,697.0	FED	0.0	0.0	0.0	0.0		
	(394)	OZAUKEE - SHEBOYGAN COUNTY LINE		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	8,417.0	7,880.0	16,297.0	TOTAL	0.0	8,417.0	7,880.0	16,297.0		
	395	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM IH 43 TO	HI	PE	600.0	0.0	0.0	600.0	LOCAL	150.0	0.0	0.0	150.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	543.6	0.0	543.6		NON-EXEMPT
				CONST	0.0	2,718.0	0.0	2,718.0	FED	450.0	2,174.4	0.0	2,624.4		
	(395)	THE VILLAGE OF GRAFTON (0.94 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	600.0	2,718.0	0.0	3,318.0	TOTAL	600.0	2,718.0	0.0	3,318.0		
	396	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 FROM MEQUON RD	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	5,500.0	0.0	0.0	5,500.0	STATE	5,500.0	0.0	0.0	5,500.0		NON-EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(396)	(STH 167) TO CTH C IN THE CITY OF MEQUON (4.00 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,500.0	0.0	0.0	5,500.0	TOTAL	5,500.0	0.0	0.0	5,500.0		
OZAUKEE COUNTY	407	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W (N. PORT	HI	PE	0.0	0.0	0.0	0.0	LOCAL	684.0	0.0	0.0	684.0	A	
				ROW	222.0	0.0	0.0	222.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
				CONST	3,200.0	0.0	0.0	3,200.0	FED	2,738.0	0.0	0.0	2,738.0		
	(408)	WASHINGTON RD.) FROM SUNNY DALE LN. TO ZEDLER LN. (1.00 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,422.0	0.0	0.0	3,422.0	TOTAL	3,422.0	0.0	0.0	3,422.0		
	408	RECONSTRUCTION WITH ADDITIONAL LANES OF PORT WASHINGTON RD	HI	PE	636.0	0.0	0.0	636.0	LOCAL	177.2	826.8	0.0	1,004.0	A	
				ROW	250.0	0.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
				CONST	0.0	4,134.0	0.0	4,134.0	FED	708.8	3,307.2	0.0	4,016.0		
	(409)	(CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LANE IN THE C/MEQUON		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	886.0	4,134.0	0.0	5,020.0	TOTAL	886.0	4,134.0	0.0	5,020.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	448	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	PE	630.0	0.0	0.0	630.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	126.0	0.0	1,800.0	1,926.0		
				CONST	0.0	0.0	9,000.0	9,000.0	FED	504.0	0.0	7,200.0	7,704.0		
	(435)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	630.0	0.0	9,000.0	9,630.0	TOTAL	630.0	0.0	9,000.0	9,630.0		
	449	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM USH 41 TO EAST BRANCH OF ROCK RIVER (0.34 MILES)	HI	PE	317.4	0.0	0.0	317.4	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	63.5	0.0	308.0	371.5		
				CONST	0.0	0.0	1,540.0	1,540.0	FED	253.9	0.0	1,232.0	1,485.9		
	(432)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	317.4	0.0	1,540.0	1,857.4	TOTAL	317.4	0.0	1,540.0	1,857.4		
	450	RECONSTRUCTION ON NEW ALIGNMENT AND WITH ADDITIONAL LANES OF STH 33 FROM TRENTON RD TO OAK RD IN THE TOWN OF TRENTON (1.3 MILES)	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	0.0	STATE	73.6	0.0	0.0	73.6		
				CONST	0.0	0.0	0.0	0.0	FED	294.4	0.0	0.0	294.4		
	(438)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	368.0	0.0	0.0	368.0	TOTAL	368.0	0.0	0.0	368.0		
	451	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON CO	HI	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	452	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HI	PE	250.0	0.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	250.0	0.0	1,562.0	1,812.0		
				CONST	0.0	0.0	1,562.0	1,562.0	FED	0.0	0.0	0.0	0.0		
	(439)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	250.0	0.0	1,562.0	1,812.0	TOTAL	250.0	0.0	1,562.0	1,812.0		
	453	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM CTH Q TO STH 175 IN WASHINGTON COUNTY (9.0 MILES)	HI	PE	1,500.0	0.0	0.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,200.0	0.0	0.0	1,200.0		
	(440)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
WASHINGTON COUNTY	464	RECONSTRUCTION WITH ADDITIONAL LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM ROAD	HI	PE	414.0	0.0	0.0	414.0	LOCAL	82.8	115.0	0.0	197.8	A	NON-EXEMPT
				ROW	0.0	575.0	0.0	575.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	331.2	460.0	0.0	791.2		
	(456)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	414.0	575.0	0.0	989.0	TOTAL	414.0	575.0	0.0	989.0		
	465	RECONSTRUCTION WITH ADDITIONAL LANES OF LANNON RD(CTH Y) FROM CTH Q TO STH 175 IN THE VILLAGE OF GERMANTOWN	HI	PE	500.0	0.0	0.0	500.0	LOCAL	500.0	40.0	760.0	1,300.0	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,800.0	3,800.0	FED	0.0	160.0	3,040.0	3,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	200.0	3,800.0	4,500.0	TOTAL	500.0	200.0	3,800.0	4,500.0		
C/HARTFORD	475	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	269.0	269.0	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	269.0	269.0	FED	0.0	0.0	0.0	0.0		
	(467)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	269.0	269.0	TOTAL	0.0	0.0	269.0	269.0		
V/KEWASKUM	481	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE OF KEWASKUM	EE	PE	0.0	0.0	5.8	5.8	LOCAL	0.0	0.0	10.0	10.0	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	44.2	44.2	FED	0.0	0.0	40.0	40.0		
	(474)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	517 (506)	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	0.0	0.0	0.0	0.0	LOCAL	3,112.5	0.0	0.0	3,112.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	12,400.0	0.0	0.0	12,400.0	FED	9,287.5	0.0	0.0	9,287.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	12,400.0	0.0	0.0	12,400.0	TOTAL	12,400.0	0.0	0.0	12,400.0		
	518 (507)	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	362.0	0.0	0.0	362.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	549.4	0.0	0.0	549.4		
				CONST	2,387.0	0.0	0.0	2,387.0	FED	2,199.6	0.0	0.0	2,199.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,749.0	0.0	0.0	2,749.0	TOTAL	2,749.0	0.0	0.0	2,749.0		
	519	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM STH 164 TO CALHOUN ROAD	HI	PE	2,000.0	2,000.0	0.0	4,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	400.0	0.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,600.0	1,600.0	0.0	3,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,000.0	2,000.0	0.0	4,000.0	TOTAL	2,000.0	2,000.0	0.0	4,000.0		
	520	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM STH 16 TO MARINER DRIVE IN THE CITY OF DELAFIELD	HI	PE	1,100.0	0.0	0.0	1,100.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	2,200.0	2,200.0	STATE	220.0	0.0	2,200.0	2,420.0		
				CONST	0.0	0.0	0.0	0.0	FED	880.0	0.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,100.0	0.0	2,200.0	3,300.0	TOTAL	1,100.0	0.0	2,200.0	3,300.0		
	521 (508)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE VILLAGE OF MUKWONAGO (2.0 MILES)	HI	PE	550.0	0.0	0.0	550.0	LOCAL	503.5	0.0	0.0	503.5	A	NON-EXEMPT
				ROW	366.0	0.0	0.0	366.0	STATE	412.5	0.0	6,464.0	6,876.5		
				CONST	0.0	0.0	6,464.0	6,464.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	916.0	0.0	6,464.0	7,380.0	TOTAL	916.0	0.0	6,464.0	7,380.0		
	522 (509)	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	0.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	450.0	0.0	0.0	450.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	523 (510)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 43 TO STH 59 (4.37 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	2,142.0	0.0	0.0	2,142.0		
				CONST	10,710.0	0.0	0.0	10,710.0	FED	8,568.0	0.0	0.0	8,568.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	10,710.0	0.0	0.0	10,710.0	TOTAL	10,710.0	0.0	0.0	10,710.0		
	524 (513)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM CTH Q TO STH 190 IN WAUKESHA CO. (15.50 MILES)	HI	PE	1,500.0	0.0	0.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	526 (515)	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	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	800.0	1,100.0	0.0	1,900.0	STATE	800.0	1,100.0	0.0	1,900.0		
				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	800.0	1,100.0	0.0	1,900.0	TOTAL	800.0	1,100.0	0.0	1,900.0		
WAUKESHA COUNTY	562	RECONSTRUCTION WITH ADDITIONAL LANES OF PEWAUKEE RD(CTH J) FROM ROCKWOOD DR TO CAPITAL DR (STH 190) WAUKESHA CO	HI	PE	883.2	0.0	0.0	883.2	LOCAL	765.4	1,426.0	1,514.2	3,705.6	A	NON-EXEMPT
				ROW	0.0	1,426.0	0.0	1,426.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	7,571.0	7,571.0	FED	117.8	0.0	6,056.8	6,174.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	883.2	1,426.0	7,571.0	9,880.2	TOTAL	883.2	1,426.0	7,571.0	9,880.2		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
WAUKESHA COUNTY	563	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO	HI	PE	621.0	0.0	0.0	621.0	LOCAL	621.0	3,000.0	4,800.0	8,421.0	A	NON-EXEMPT
				ROW	0.0	3,000.0	4,800.0	7,800.0	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	621.0	3,000.0	4,800.0	8,421.0	TOTAL	621.0	3,000.0	4,800.0	8,421.0		
	564	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH VV FROM CTH Y TO BETTE DRIVE IN THE VILLAGE OF MENOMONEE FALLS	HI	PE	0.0	796.0	0.0	796.0	LOCAL	0.0	796.0	40.0	836.0	A	NON-EXEMPT
				ROW	0.0	0.0	40.0	40.0	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	796.0	40.0	836.0	TOTAL	0.0	796.0	40.0	836.0		
	565	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH VV TO CTH W (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	2,188.0	1,300.0	0.0	3,488.0	A	NON-EXEMPT
				ROW	2,188.0	0.0	0.0	2,188.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	6,496.0	0.0	6,496.0	FED	0.0	5,196.0	0.0	5,196.0		
	(549)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,188.0	6,496.0	0.0	8,684.0	TOTAL	2,188.0	6,496.0	0.0	8,684.0		
C/BROOKFIELD	590	RECONSTRUCT WITH ADDITIONAL LANES OF CALHOUN RD FROM GEB-HARDT RD TO WISCONSIN AVE IN THE CITY OF BROOKFIELD	HI	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	669.7	0.0	693.7	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,348.4	0.0	3,348.4	FED	96.0	2,678.7	0.0	2,774.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	120.0	3,348.4	0.0	3,468.4	TOTAL	120.0	3,348.4	0.0	3,468.4		
	591	RECONSTRUCTION WITH ADDITIONAL LANES OF S CALHOUN RD FROM I-94	HI	PE	400.0	0.0	0.0	400.0	LOCAL	80.0	50.0	320.0	450.0	A	NON-EXEMPT
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,600.0	1,600.0	FED	320.0	200.0	1,280.0	1,800.0		
	(568)	TO A PT 500 FEET SOUTH OF BLUEMOUND RD IN THE CITY OF BROOKFIELD		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	400.0	250.0	1,600.0	2,250.0	TOTAL	400.0	250.0	1,600.0	2,250.0		
	592	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO	HE	PE	0.0	0.0	0.0	0.0	LOCAL	220.0	0.0	0.0	220.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,100.0	0.0	0.0	1,100.0	FED	880.0	0.0	0.0	880.0		
	(569)	GREENFIELD AVENUE IN THE CITY OF BROOKFIELD (0.19 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,100.0	0.0	0.0	1,100.0	TOTAL	1,100.0	0.0	0.0	1,100.0		
V/MENOMONEE FALLS	605	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MEGAL	HI	PE	300.0	0.0	0.0	300.0	LOCAL	60.0	70.0	302.1	432.1	A	NON-EXEMPT
				ROW	0.0	350.0	0.0	350.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,510.5	1,510.5	FED	240.0	280.0	1,208.4	1,728.4		
	(577)	DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	300.0	350.0	1,510.5	2,160.5	TOTAL	300.0	350.0	1,510.5	2,160.5		
C/NEW BERLIN	609	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM	HI	PE	0.0	0.0	400.0	400.0	LOCAL	0.0	0.0	400.0	400.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(584)	GREENFIELD AVE (STH 59) TO CLEVELAND AVE INCITY OF NEW BERLIN (1.60 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0		
C/WAUKESHA	631	RECONSTRUCTION WITH ADDITIONAL LANES OF E SUNSET DR FROM TENNY AV	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	460.0	460.0	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	460.0	460.0	FED	0.0	0.0	0.0	0.0		
	(607)	TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	460.0	460.0	TOTAL	0.0	0.0	460.0	460.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	676	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	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	9,355.0	7,845.0	0.0	17,200.0		
	(650)			CONST	9,355.0	7,845.0	0.0	17,200.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	9,355.0	7,845.0	0.0	17,200.0	TOTAL	9,355.0	7,845.0	0.0	17,200.0		
	678	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM LAKE GENEVA TO SLADES CORNERS IN KENOSHA AND WALWORTH COUNTIES (7.40 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	2,647.4	0.0	0.0	2,647.4		
	(651)			CONST	13,237.0	0.0	0.0	13,237.0	FED	10,589.6	0.0	0.0	10,589.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	13,237.0	0.0	0.0	13,237.0	TOTAL	13,237.0	0.0	0.0	13,237.0		
KENOSHA COUNTY	691	CONSTRUCTION OF LANCE DRIVE EXTENSION (CTH KD/352ND AVE) FROM WILMOT AVE (CTH Z) TO BASSETT RD (CTH F) IN V/TWIN LKS & T/RANDALL	HE	PE	478.0	0.0	0.0	478.0	LOCAL	95.6	576.0	0.0	671.6	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(665)			CONST	0.0	2,880.0	0.0	2,880.0	FED	382.4	2,304.0	0.0	2,686.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	478.0	2,880.0	0.0	3,358.0	TOTAL	478.0	2,880.0	0.0	3,358.0		
T/SOMERS	727	CONSTRUCTION OF 39TH AVENUE FROM 18TH STREET TO 15TH STREET IN CITY OF KENOSHA & TOWN OF SOMERS (0.2 MILES)	HE	PE	150.0	0.0	0.0	150.0	LOCAL	249.4	0.0	0.0	249.4	A	NON-EXEMPT
				ROW	57.0	0.0	0.0	57.0	STATE	0.0	0.0	0.0	0.0		
	(697)			CONST	1,040.0	0.0	0.0	1,040.0	FED	997.6	0.0	0.0	997.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,247.0	0.0	0.0	1,247.0	TOTAL	1,247.0	0.0	0.0	1,247.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	749 (720)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE OF STURTEVANT LINE (1.58 MILES)	HI	PE	400.0	0.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	325.0	405.0		
				CONST	0.0	0.0	3,000.0	3,000.0	FED	320.0	0.0	2,675.0	2,995.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	3,000.0	3,400.0	TOTAL	400.0	0.0	3,000.0	3,400.0		
	750 (954)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM EASTERN VILLAGE OF STURTEVANT LIMITS TO STH 31 (2.0 MILES)	HI	PE	1,800.0	0.0	0.0	1,800.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	100.0	0.0	100.0	STATE	360.0	100.0	0.0	460.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,440.0	0.0	0.0	1,440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,800.0	100.0	0.0	1,900.0	TOTAL	1,800.0	100.0	0.0	1,900.0		
	751 (717)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM 5-MI RD TO N. COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MI.)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	752 (724)	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	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	717.4	0.0	0.0	717.4		
				CONST	3,587.0	0.0	0.0	3,587.0	FED	2,869.6	0.0	0.0	2,869.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	3,587.0	0.0	0.0	3,587.0	TOTAL	3,587.0	0.0	0.0	3,587.0		
	753 (718)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 FROM WEGGE RD TO TEUT RD IN THE TOWN OF BURLINGTON (.72 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	453.8	0.0	0.0	453.8		
				CONST	2,369.0	0.0	0.0	2,369.0	FED	1,815.2	0.0	0.0	1,815.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,369.0	0.0	0.0	2,369.0	TOTAL	2,369.0	0.0	0.0	2,369.0		
	754 (726)	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS FOR STH 36 AND STH 11 (6.0 MILES)	HE	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	150.0	0.0	250.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	150.0	0.0	150.0							
				TOTAL	100.0	150.0	0.0	250.0	TOTAL	100.0	150.0	0.0	250.0		
	755	CONSTRUCTION OF A NEW STATE STREET BRIDGE FROM DODGE STREET TO MAIN STREET IN THE CITY OF BURLINGTON	HE	PE	320.0	0.0	0.0	320.0	LOCAL	80.0	700.0	0.0	780.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	240.0	2,200.0	0.0	2,440.0		
				CONST	0.0	2,900.0	0.0	2,900.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	320.0	2,900.0	0.0	3,220.0	TOTAL	320.0	2,900.0	0.0	3,220.0		
	757	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'B' SET	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	178.0	0.0	0.0	178.0		
				CONST	890.0	0.0	0.0	890.0	FED	712.0	0.0	0.0	712.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	890.0	0.0	0.0	890.0	TOTAL	890.0	0.0	0.0	890.0		
RACINE COUNTY	767 (956)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH K FROM THE UNION PACIFIC RR TO STH 38 IN THE TOWN OF CALEDONIA (0.72 MILES)	HI	PE	200.0	0.0	0.0	200.0	LOCAL	40.0	0.0	0.0	40.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	768 (738)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y FROM CTH KR TO CTH X IN RACINE COUNTY (1.40 MILES)	HI	PE	260.0	0.0	0.0	260.0	LOCAL	52.0	555.0	0.0	607.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,415.0	0.0	2,415.0	FED	208.0	1,860.0	0.0	2,068.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	260.0	2,415.0	0.0	2,675.0	TOTAL	260.0	2,415.0	0.0	2,675.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	838	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM CENTER ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	PE	400.0	0.0	0.0	400.0	LOCAL	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(800)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	839	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO GENEVA LAKES ROAD IN THE TOWN OF GENEVA (1.70 MILES)	HI	PE	490.0	0.0	0.0	490.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	500.0	0.0	500.0	STATE	98.0	500.0	0.0	598.0		
				CONST	0.0	0.0	0.0	0.0	FED	392.0	0.0	0.0	392.0		
	(801)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	490.0	500.0	0.0	990.0	TOTAL	490.0	500.0	0.0	990.0		
	840	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	500.0	15,000.0	0.0	15,500.0		
				CONST	0.0	15,000.0	0.0	15,000.0	FED	0.0	0.0	0.0	0.0		
	(803)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	15,000.0	0.0	15,500.0	TOTAL	500.0	15,000.0	0.0	15,500.0		
	841	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (4.40 MI)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	526.2	0.0	0.0	526.2	A	NON-EXEMPT
				ROW	2,105.0	0.0	0.0	2,105.0	STATE	1,578.8	0.0	0.0	1,578.8		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(804)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,105.0	0.0	0.0	2,105.0	TOTAL	2,105.0	0.0	0.0	2,105.0		

Source: SEWRPC.

Table 11

PROJECTS WITH AIR QUALITY IMPACTS IN THE AMENDED REGIONAL TRANSPORTATION SYSTEM PLAN AND THEIR RELATIONSHIP TO PROJECTS IN THE AMENDED 2000-2002 TRANSPORTATION IMPROVEMENT PROGRAM

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2001[a,b]	Kenosha	Widening	STH 31	CTH S to CTH KR	Widen from two to four traffic lanes
2001[a,b]			STH 50	Walworth County line to 381st Avenue	Widen from two to four traffic lanes
2001[a]		Expansion	CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2001[a,b]			39th Avenue extension	18th Street to 15th Street	Construct two lanes on new alignment
2001[a,b]	Milwaukee	Widening	CTH BB	Hawthorne Lane to USH 41	Widen from two to four traffic lanes
2001[a,b]			Good Hope Road	Waukesha County line to USH 41/USH 45	Widen from two to four traffic lanes
2001[a,b]			Layton Avenue	108th Street to 84th Street	Widen from two to four traffic lanes
2001[a]			Whitnall Avenue	CTH Y to Nicholson Avenue	Widen from two to four traffic lanes
2001[a]			Whitnall Avenue	Clement Avenue to Brust Avenue	Widen from two to four traffic lanes
2001[a,b]			124th Street	STH 145 to USH 41/USH 45	Widen from two to four traffic lanes
2001[a,b]		Expansion	124th Street extension	STH 100 to STH 145	Construct four lanes on new alignment
2001[a]	Ozaukee	Widening	CTH W	Sunnydale Lane to Zedler lane	Widen from two to four traffic lanes
2001[a,b]	Racine	Widening	STH 31	CTH KR to STH 11	Widen from two to four traffic lanes
2001[a,b]			STH 32	A point about 0.3 mile north of CTH G to Three Mile Road	Widen from two to four traffic lanes
2001[a,b]			STH 36/STH 83	Wegge Road to Tuet Road	Widen from two to four traffic lanes
2001[a]			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes
2001[a,b]	Walworth	Widening	STH 50	USH 12 to the Kenosha County line	Widen from two to four traffic lanes
2001[a,b]	Waukesha	Widening	IH 94	CTH G to CTH T	Widen from four to six traffic lanes
2001[a,b]			STH 59	Calhoun Road to Milwaukee County Line	Widen from two to four traffic lanes
2001[a,b]			STH 59	Poplar Creek to Johnson Road	Widen from two to four traffic lanes
2001[a,b]			STH 164	STH 59 to CTH ES	Widen from two to four traffic lanes
2001[a]			CTH YY	CTH VV to CTH W	Widen from two to four traffic lanes
2001[a,b]		Expansion	Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2007	Kenosha	Widening	STH 50	IH 94/USH 41 to 39th Avenue	Widen from four to six traffic lanes
2007			STH 165	IH 94/USH 41 to a point approximately one mile West of CTH H	Widen from two to four traffic lanes
2007			Washington Road	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2007			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2007			39th Avenue	Van Buren Road to STH 50	Widen from two to four traffic lanes
2007			60th Street	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			63rd Street	22nd Avenue to STH 32	Widen from two to four traffic lanes
2007			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2007		Expansion	IH 94/USH 41	CTH ML	Construct new interchange
2007			CTH ML extension	CTH H to STH 31	Construct two lanes on new alignment
2007			*52nd Avenue extension*	*93rd Street to STH 165*	Construct two lanes on new alignment
2007			85th Street extension	Sheridan Road to 7th Avenue	Construct two lanes on new alignment
2007[a]	Milwaukee	Widening	STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2007[a]			STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007[a]			STH 100	STH 36 to 81st Street	Widen from two to four traffic lanes
2007[a]			STH 100	81st Street to 60th Street	Widen from two to four traffic lanes
2007[a]			STH 100	60th Street to USH 41	Widen from two to four traffic lanes
2007[a]			CTH U	Rawson Avenue to Puetz Road	Widen from two to four traffic lanes
2007[a]			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2007			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2007[a]			Whitnall Avenue	Nicholson Avenue to Packard Avenue	Widen from two to four traffic lanes
2007			91st Street	STH 100 to Ozaukee County Line	Widen from two to four traffic lanes
2007			107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2007[a]			124th Street	STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007		Expansion	Canal Street extension	USH 41 to 21st Street	Construct two lanes on new alignment
2007			Canal Street extension	6th Street to 2nd Street	Construct two lanes on new alignment
2007[a]			Park East Removal/Reconstruction[e]	Jefferson Street to North 6th Street	Remove Freeway/Construct 4/6 lane arterial
2007	Ozaukee	Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007[a]			STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
2007[a]			STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2007[a]			STH 60	Wisconsin Avenue to IH 43	Widen from two to four traffic lanes
2007[a]			CTH W	STH 167 to Highland Road	Widen from two to four traffic lanes
2007			Columbia Road	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	STH 181 to Green Bay Road	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	Green Bay Road to IH 43	Widen from two to four traffic lanes
2007[a]			Wauwatosa Road (STH 181)	STH 167 to CTH C	Widen from two to four traffic lanes
2007[a]	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2007[a]			STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2007[a]			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes
2007			STH 20	Oakes Road to Sunnyslope Road	Widen from four to six traffic lanes

Table 11 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007[a]	Racine (continued)	Widening (continued)	STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2007[a]			CTH K	Union Pacific Railway to STH 38	Widen from two to four traffic lanes
2007			Calumet Street	Robert Street to Bridge Street	Widen from two to four traffic lanes
2007			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2007[a]		Expansion	Burlington bypass	(STH 36) Milwaukee Avenue to Walworth County line	Construct four lanes on new alignment
2007			Calumet Street extension	Market Street to Robert Street	Construct four lanes on new alignment
2007			Commerce Street/Pine Street	Herman Street to Origen Street	Construct two lanes on new alignment
2007			Memorial Drive extension	Chicory Road to CTH KR	Construct two lanes on new alignment
2007			Oakes Road extension	STH 20 to Airline Road	Construct two lanes on new alignment
2007			Oakes Road extension	Braun Road to STH 11	Construct two lanes on new alignment
2007[a]			State Street/Adams Street Connection	Calumet Street to STH 11	Construct two lanes on new alignment
2007[a]	Walworth	Widening	USH 14	Proposed STH 67 bypass to McHenry County line	Widen from two to four traffic lanes
2007[a]			STH 50	STH 67 to Geneva Street	Widen from two to four traffic lanes
2007[a]			STH 50	CTH H to Edwards Boulevard	Widen from two to four traffic lanes
2007[a,b]		Expansion	USH 12 freeway	Cold Spring Road to Howard Road[c]	Construct four lanes on new alignment
2007[a]			Burlington bypass	STH 11 Racine-Walworth County Line	Construct four lanes on new alignment
2007[a]			STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new alignment
2007[a]	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2007[a]			STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007[a]			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2007[a]			CTH Y	CTH Q to USH 41/45	Widen from two to four traffic lanes
2007			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2007[a]			STH 164	STH 175 to STH 60	Widen from two to four traffic lanes
2007			Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2007			Paradise Drive	A point 1,250 feet east of USH 45 to Main Street	Widen from two to four traffic lanes
2007			STH 33	East Branch of the Rock River to USH 41	Widen from two to four traffic lanes
2007[a]		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2007[a]			STH 83	CTH E to Monroe Avenue	Construct two lanes on new alignment
2007			STH 83	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment
2007			Arthur Road extension	CTH N to Arthur Road	Construct two lanes on new alignment
2007			Monroe Avenue extension	Monroe Avenue to Pond Road	Construct two lanes on new alignment
2007			N. River Road extension	N. River Road to STH 144	Construct two lanes on new alignment
2007			18th Avenue extension	Jefferson Street to CTH D	Construct two lanes on new alignment
2007[a]	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2007[a]			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2007			STH 83	IH 94 to USH 18	Widen from two to four traffic lanes
2007[a]			STH 83	Mariner Drive to STH 16	Widen from two to four traffic lanes
2007[a]			STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2007			STH 164	City of Waukesha north corporate limit to IH 94	Widen from four to six traffic lanes
2007[a]			STH 164	STH 190 to Washington County line	Widen from two to four traffic lanes
2007			STH 190	CTH Y to Brookfield Road	Widen from four to six traffic lanes
2007			CTH D	Moorland Road to Milwaukee County line	Widen from two to four traffic lanes
2007[a]			CTH L	CTH Y to CTH HH	Widen from two to four traffic lanes
2007[a]			CTH J	Rockwood Drive to STH 190	Widen from two to four traffic lanes
2007			CTH Q	CTH V to STH 175	Widen from two to four traffic lanes
2007			CTH X	CTH H to STH 59	Widen from two to four traffic lanes
2007			CTH X	STH 59 to Moreland Boulevard	Widen from two to four traffic lanes
2007			CTH Y	Hillendale Drive to CTH HH	Widen from two to four traffic lanes
2007[a]			CTH Y	USH 18 to North Avenue	Widen from two to four traffic lanes
2007			CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007[a]			CTH VV	CTH Y to Bette Drive	Widen from two to four traffic lanes
2007			CTH YY	Lisbon Road to CTH VV	Widen from two to four traffic lanes
2007[a]			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2007[a]			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2007[a]			Calhoun Road	CTH D to STH 59	Widen from two to four traffic lanes
2007			North Avenue	Barker Road to 147th Street	Widen from two to four traffic lanes
2007			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2007[a]			Sunset Drive	Tenny Avenue to STH 59/STH 164	Widen from two to four traffic lanes
2007		Expansion	IH 94	CTH P	Construct new interchange
2007[a]			STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2007			Lake Drive extension	Lapham Street to STH 67	Construct two lanes on new alignment
2007			Mukwonago bypass	IH 43 to CTH ES	Construct two lanes on new alignment
2007			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2010			STH 83	128th Street to STH 50	Widen from two to four traffic lanes
2010			STH 158	104th Avenue to STH 31	Widen from two to four traffic lanes
2010			STH 165	STH 31 to STH 32	Widen from two to four traffic lanes

Table 11 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Kenosha (continued)	Widening (continued)	CTH E	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH S	IH 94 to STH 31	Widen from two to four traffic lanes
2010		Expansion	CTH F extension	CTH O to 89th Street	Construct two lanes on new alignment
2010			39th Avenue extension	24th Street to 18th Street	Construct two lanes on new alignment
2010	Milwaukee	Widening	STH 38	County Line Road to Oakwood Road	Widen from two to four traffic lanes
2010			Morgan Avenue	Forest Home Avenue to 43rd Street	Widen from two to four traffic lanes
2010			Pennsylvania Avenue	Drexel Avenue to College Avenue	Widen from two to four traffic lanes
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2010	Ozaukee	Widening	STH 33	Washington County line to Progress Drive	Widen from two to four traffic lanes
2010			STH 57	Milwaukee County line to STH 167	Widen from two to four traffic lanes
2010			STH 60	Washington County line to STH 181	Widen from two to four traffic lanes
2010			STH 60	STH 181 to Wisconsin Avenue	Widen from two to four traffic lanes
2010			STH 167	Washington County line to Wauwatosa Road	Widen from two to four traffic lanes
2010			Wauwatosa Road (STH 181)	CTH C to STH 60	Widen from two to four traffic lanes
2010		Expansion	IH 43	Highland Road	Construct new interchange
2010			Cold Springs Road	CTH O to STH 33	Construct two lanes on new alignment
2010			Maple Road extension	Cedar Creek Road to Rose Street in the Village of Grafton	Construct two lanes on new alignment
2010	Racine	Widening	STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six 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	CTH H to Union Pacific Railway	Widen from two to four traffic lanes
2010		Expansion	Five Mile Road extension	STH 32 to Erie Street	Construct two lanes on new alignment
2010			Oakes Road extension	21st Street to 16th Street	Construct two lanes on new alignment
2010			Oakes Road extension	STH 11 to 21st Street	Construct two lanes on new alignment
2010			21st Street extension	STH 31 to Oakes Road	Construct two lanes on new alignment
2010			90th Street extension	STH 20 to CTH C	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	IH 43 to STH 67	Widen from two to four traffic lanes
2010			STH 67	IH 43 to the proposed STH 67 bypass at STH 50	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	Main Street extension	Frontage Road to Rock County line	Construct two lanes on new alignment
2010			New facility	CTH H east to STH 11	Construct two lanes on new alignment
2010[a]	Washington	Widening	STH 33	Oak Road to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 33	USH 41 to CTH Z	Widen from two to four traffic lanes
2010			STH 60	Wilshire Drive to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 167	Pilgrim Road to Ozaukee County line	Widen from two to four traffic lanes
2010		Expansion	Division Road extension	STH 167 to Freistadt Road	Construct two lanes on new alignment
2010			Jefferson Street extension	Trenton Road to N. River Road	Construct two lanes on new alignment
2010			Pioneer Road extension	CTH J to CTH CC	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	Waukesha	Widening	STH 59	STH 83 to St. Paul Avenue	Widen from two to four traffic lanes
2010			STH 67	CTH B to IH 94	Widen from four to six traffic lanes
2010			STH 83	CTH NN to STH 59	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	Golf Road to CTH SS	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	STH 59/STH 164 to Coffee Road	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	STH 59 to IH 94	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			Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2010			Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes
2010			Moorland Road	CTH L to IH 43	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	North Avenue to Lisbon Road	Widen from two to four traffic lanes
2010			Pilgrim Road	USH 18 to North Avenue	Widen from two to four traffic lanes
2010			Racine Avenue	Downing Drive to STH 59/STH 164	Widen from two to four traffic lanes
2010			Waukesha west bypass	Northview Road to USH 18	Widen from two to four traffic lanes
2010[a]		Expansion	IH 94	Calhoun Road	Construct new interchange

Table 11 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Waukesha (continued)	Expansion (continued)	CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment
2010			Moorland Road extension	Woods Road to CTH L	Construct two lanes on new alignment
2010			Oconomowoc Parkway	CTH Z to STH 67	Construct two lanes on new alignment
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2020	Kenosha	Widening	Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2020			22nd Avenue	CTH E to CTH KR	Widen from two to four traffic lanes
2020		Expansion	CTH Q	184th Street extended to 168th Street	Construct two lanes on new alignment
2020	Milwaukee	Widening	STH 100	IH 43 to STH 24	Widen from six to eight traffic lanes
2020			CTH ZZ	STH 36 to USH 41	Widen from two to four traffic lanes
2020			Pennsylvania Avenue	STH 100 to Drexel Avenue	Widen from two to four traffic lanes
2020		Expansion	15th Avenue extension	STH 100 to Elm Road	Construct two lanes on new alignment
2020	Ozaukee	Expansion	Granville Road	Highland Road to Freistadt Road	Construct two lanes on new alignment
2020			River Road extension	Bonniwell Road to Highland Road	Construct two lanes on new alignment
2020			River Road extension	Freistadt Road to Grace Avenue	Construct two lanes on new alignment
2020			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment
2020	Racine	Widening	STH 11	71st Street in the Village of Union Grove to IH 94	Widen from two to four traffic lanes
2020			STH 20	USH 45 to a point 0.73 mile west of CTH C	Widen from two to four traffic lanes
2020			STH 31	Four Mile Road to STH 32	Widen from two to four traffic lanes
2020		Expansion	CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
2020	Walworth	Widening	STH 50	Pearson Drive to Madison Street	Widen from two to four traffic lanes
2020			STH 120	STH 36 to USH 12	Widen from two to four traffic lanes
2020		Expansion	IH 43	CTH O	Construct new interchange
2020			USH 12 freeway[d]	Howard Road to Elkhorn	Construct four lanes on new alignment
2020			USH 12 freeway	CTH H to McHenry County line	Construct four lanes on new alignment
2020			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 generally on new alignment
2020			CTH P realignment	Territorial Road to CTH A	Construct two lanes on new alignment
2020			Willow Road extension	West Side Road to CTH H	Construct two lanes on new alignment
2020			New facility	STH 67 west to STH 11	Construct two lanes on new alignment
2020			New facility	STH 11 north to CTH H	Construct two lanes on new alignment
2020[a]	Washington	Widening	STH 164	CTH Q to STH 175	Widen from two to four traffic lanes
2020		Expansion	Kettleview Road extension	CTH H to STH 28	Construct two lanes on new alignment
2020			Kettleview Road extension	STH 33 to Schuster Drive	Construct two lanes on new alignment
2020			Schuster Drive extension	Schuster Drive to Beaver Dam Rd	Construct two lanes on new alignment
2020			Wacker Drive extension	STH 60 to Lee Road	Construct two lanes on new alignment
2020	Waukesha	Widening	USH 18	STH 83 to CTH TT	Widen from two to four traffic lanes
2020			STH 67	IH 94 to USH 18	Widen from two to four traffic lanes
2020			CTH Y	STH 74 to CTH Q	Widen from two to four traffic lanes
2020			CTH Y	CTH K to STH 74	Widen from two to four traffic lanes
2020			CTH Y	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Calhoun Road	CTH ES to CTH D	Widen from two to four traffic lanes
2020			Calhoun Road	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Johnson Road	Coffee Road to Lincoln Avenue	Widen from two to four traffic lanes
2020			Johnson Road	A point about 2,000 feet south of STH 59 to STH 59	Widen from two to four traffic lanes
2020		Expansion	STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2020			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2020			CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment
2020			Johnson Road extension	A point about 2,000 feet south of STH 59 to Lincoln Avenue	Construct four lanes on new alignment
2020			Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment
2020			Oconomowoc Parkway	STH 16 to CTH Z	Construct two lanes on new alignment
2020			Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2020			Waukesha west bypass	CTH X to Macarthur Road	Construct four lanes on new alignment
2020			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment

[a] *Transportation improvement project is included in the amended 2000-2002 Transportation Improvement Program.*

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

[c] *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.*

[d] *Initial two lanes of four lane freeway proposed to be constructed and open to traffic by the year 2020.*

[e] *Project includes removal of Park East Freeway west of existing terminus at Jefferson Street; construction of new terminus west of Milwaukee River; and construction of connecting 4/6 lane arterial to intersection of E. Knapp Street and N. Water Street, including new E. Knapp Street bridge over the Milwaukee River.*

Source: SEWRPC.

Table 10 lists all projects with air quality impact, so-called "nonexempt" projects in the year 2000-2002 amended transportation improvement program and confirms that they are included in the year 2020 amended 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.[8]

Table 11 lists all projects with air quality impact proposed in the amended year 2020 transportation plan, along with the plan-recommended implementation schedule, and identifies the plan projects with year 2000-2002 amended transportation improvement program projects which implement the plan projects consistent with the year 2020 plan implementation schedule.

Table 12 presents for the years 2001, 2007, 2010, and 2020 forecast volatile organic compound emissions from the transportation system within the six county severe ozone nonattainment area under the amended year 2020 regional transportation plan and amended year 2000-2002 transportation improvement program, and compares those forecast emissions to the year 1996, 1999, and 2007 transportation system emissions budgets in the State Implementation Plan for the Air Quality Implementation Plan for Air Quality. In all cases, the transportation plan and program forecast emissions are less than the emissions budgets in the State Implementation Plan; thus this conformity criteria is fully met by the amended year 2020 regional transportation plan and amended 2000-2002 transportation improvement program. Table 12 also presents for the year 2001, 2007, 2010, and 2020 forecast volatile organic compound and nitrogen oxide emissions from the transportation system within Walworth County under the year 2020 amended regional transportation system plan and 2000-2002 amended transportation improvements program and compares those forecast emissions to the proposed revised year 2007 transportation system emission budgets in the proposed amended State Implementation Plan for Air Quality. In all cases, the transportation plan and program forecast emissions are less than the proposed revised emissions budgets in the proposed amended State Implementation Plan; thus this conformity criteria is full met by the amended year 2020 regional transportation plan and amended 2000-2002 transportation improvement program.

As described earlier in this report, the year 2000-2002 amended transportation improvement program is consistent with the year 2020 amended regional transportation system plan and the plan's implementation schedule. All year 2000-2002 amended transportation improvement program projects, that is, projects with air quality impacts, are included in the amended year 2020 plan. Also, the amended year 2000-2002 transportation improvement program includes all projects essential to implement the amended year 2020 plan on schedule. The satisfaction of these two tests have been demonstrated in Tables 10 and 11.

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[8] *All 2000-2002 transportation improvement program projects are listed in Appendix B of this report.*

Table 12

COMPARISON OF FORECAST FUTURE AIR POLLUTANT EMISSIONS FROM THE TRANSPORTATION SYSTEM OF SOUTHEASTERN WISCONSIN UNDER THE AMENDED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN AND AMENDED YEAR 2000-2002 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO THE AIR POLLUTANT TRANSPORTATION SYSTEM EMISSION BUDGETS UNDER THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY (SIP)

	Six County Area[a]		Walworth County	
	Volatile Organic Compounds[b] (Tons per Hot Summer Weekday) SIP Budget (58.13 tons - 1996 50.27 tons - 1999 31.98 tons - 2007)	Nitrogen Oxides[b] (Tons per Hot Summer Weekday) SIP Budget (78.53 tons - 2007)	Volatile Organic Compounds[b] (Tons per Hot Summer Weekday) SIP Budget (5.39 tons - 2007)	Nitrogen Oxides[b] (Tons per Hot Summer Weekday) SIP Budget (7.20 tons - 2007)
Forecast Year	Amended Year 2020 Plan and 2000-2002 TIP Emissions Forecast	Amended Year 2020 Plan and 2000-2002 TIP Emissions Forecast	Amended Year 2020 Plan and 2000-2002 TIP Emissions Forecast	Amended Year 2020 Plan and 2000-2002 TIP Emissions Forecast
2001	43.38	115.23	5.62	8.91
2007	28.91	69.83	5.11	6.88
2010	21.92	48.46	4.99	6.12
2020	18.93	43.53	5.12	5.20

[a] *Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.*

[b] *The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 2000-2002 transportation improvement program, which has been prepared to continue 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.*

It should be noted also that the transportation plan forecasts have not been adjusted to assume implementation of the Partners for Clean Air program, which is included in the State implementation plan emissions forecasts for the six county area.

Source: Wisconsin Department of Natural Resources and SEWRPC.

Conformity Determination Criteria--Contribution to Emission Reductions

The second test of transportation plan and program conformity is that the transportation plan and improvement program must contribute to emissions reductions (40CFR 93.119). With respect to the six county area, this emissions reductions test only applies to volatile organic compounds, as a nitrogen oxides conformity waiver is in effect in the six county area. With respect to Walworth County, no emissions reduction test is required as a maintenance plan with year 2007 emissions budgets has been approved by the USEPA.

Within the six county area, this emissions reduction conformity criterion will be satisfied if, for the years 2001, 2007, 2010, and 2020, the emissions expected under the amended transportation system plan and program do not exceed the emissions expected under the existing and committed transportation system. The existing and the committed transportation system, which is referred to in the Federal regulations as the "baseline" system, is to include all existing transportation facilities and services and ongoing travel demand management and system management activities; the completion of all projects under construction, or undergoing active right-of-way acquisition; programmed (for final engineering, right-of-way acquisition, or construction) in the first two years of the last conforming transportation improvement program; or have completed the National Environment Policy Act process (record of decision). Those highway capacity improvement and expansion projects determined to be eligible for inclusion in the baseline case are identified in Tables 2 and 5 (see also Appendix B). Tables 2 and 5 also identify the projects in the transit and highway elements of the plan, respectively, in addition to the baseline projects, which are incorporated for each year--2001, 2007, 2010, and 2020--in the forecast of emissions attendant to the amended year 2020 transportation system plan, referred to as the "action" transportation system. Table 13 presents a comparison of transportation system volatile organic compound emissions within the six county area under the existing and committed, or "baseline," plan scenario and under the amended year 2020 transportation plan and 2000-2002 transportation improvement program, or "action," scenario. The analysis shows that for both the six-county severe nonattainment area for ozone of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, the amended transportation plan and program, or "action" scenario, may be expected to result in no increase in volatile organic compound emissions from those under the existing and committed system, or "baseline," plan scenario, for each year: 2001, 2007, 2010, and 2020. It also indicates that the amended transportation plan and program, or "action," scenario, results in a reduction in emissions from year 1990 estimated volatile organic compound emissions. Thus, this conformity criteria is "fully" met by the amended year 2020 regional transportation plan and 2000-2002 transportation improvement program.

* * *

Table 13

COMPARISON OF SIX COUNTY SEVERE OZONE NON-ATTAINMENT AREA TRANSPORTATION SYSTEM VOLATILE ORGANIC COMPOUND EMISSIONS UNDER BASELINE AND ACTION SCENARIOS WITH RESPECT TO YEAR 2020 AMENDED TRANSPORTATION PLAN AND YEAR 2000-2002 AMENDED TRANSPORTATION IMPROVEMENT PROGRAM: FORECAST 2001, 2007, 2010, AND 2020

	Six County Area[a]	
Year	Existing and Committed Transportation System: Baseline (tons per hot summer weekday)	2020 Amended Transportation Plan and 2000-2002 Amended Improvement Program:[b] Action (tons per hot summer weekday)
2001	43.39	43.38
2007	29.15	28.91
2010	22.13	21.92
2020	19.11	18.93

[a]*Estimated 1990 emissions are 147.22 tons.*

[b]*The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the amended 2000-2002 transportation improvement program, which has been prepared to continue 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.*

Source: SEWRPC.

APPENDICES

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APPENDIX A

CONFORMITY CRITERIA AND TESTS FOR THE ANALYSIS OF THE YEAR 2000-2002 AMENDED TRANSPORTATION IMPROVEMENT PROGRAM AND YEAR 2020 AMENDED REGIONAL TRANSPORTATION PLAN

- Years for Analysis [Years For Which Projection of Emission Will Be Made For The Amended Regional Transportation Improvement Program (TIP)/Transportation Plan (RTP)]
    - Proposed years are 2001, 2007, 2010, and 2020. Emission projections will be based on official SEWRPC intermediate demographic and economic growth forecasts.

- Emission Budget Tests for Conformity
    - Six county area
        - Volatile Organic Compounds (VOC)-State Implementation Plan (SIP) budget per hot summer weekday is 58.13 tons for 1996, 50.27 tons for 1999, and 31.98 tons for 2007.
        - Nitrogen Oxides (NO_X) - State Implementation Plan (SIP) budget per hot summer weekday is 78.53 tons for 2007.
        - Budget Test-2001 TIP/RTP VOC emission forecasts must not exceed the above 1996 and 1999 budgets, and 2007, 2010, and 2020 TIP/RTP VOC and NO_X emission forecasts must not exceed the 2007 VOC and NO_X Budgets
    - Walworth County
        - Year 2007 proposed revised SIP budgets are 5.39 tons of VOC and 7.20 tons of NO_X per hot summer weekday
        - Budget test - 2007, 2010, and 2020 TIP/RTP emission forecasts must not exceed the above 2007 budgets.
    - Build-No Build Tests
        - Six county area
            - VOC emissions - TIP/RTP emissions must be less than no-build emissions in years 2001, 2007, 2010 and 2020.
        - Walworth county
            - No test

- The conformity analysis will include a comparison of the vehicle-miles of travel (VMT) projections in the SIP to current estimates of VMT through 1998 in Southeastern Wisconsin based on actual traffic counts.

- Emission model will be Mobile 5A. Emission factors will assume Tier 2 and low sulfur fuels and are attached.

Mobile Source Emission Rates (grams per vehicle mile of travel)

Six County Area								
Speed Range (miles per hour)	Year 2001		Year 2007 With Tier 2 Tailpipe Standards and Low Sulfur Fuel		Year 2010 With Tier 2 Tailpipe Standards and Low Sulfur Fuel		Year 2020 With Tier 2 Tailpipe Standards and Low Sulfur Fuel	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
Standard Arterials								
0-10	3.441	2.166	2.1512	1.453	1.6226	1.022	1.198	0.798
10-15	1.71	1.819	1.083	1.2	0.8138	0.824	0.619	0.677
15-20	1.35	1.727	0.86	1.135	0.6428	0.773	0.492	0.645
20-25	1.117	1.7	0.7094	1.117	0.5276	0.757	0.409	0.633
25-30	0.966	1.702	0.609	1.119	0.4514	0.759	0.356	0.632
30-35	0.857	1.713	0.5368	1.126	0.3958	0.765	0.318	0.635
35-40	0.773	1.729	0.482	1.137	0.3542	0.773	0.288	0.642
40-45	0.706	1.754	0.4384	1.154	0.3216	0.789	0.265	0.651
45-50	0.651	1.792	0.4038	1.179	0.2946	0.809	0.246	0.665
50-55	0.635	2.042	0.3936	1.363	0.286	0.953	0.239	0.755
55-60	0.654	2.337	0.4044	1.58	0.2934	1.121	0.242	0.859
65+	0.733	2.84	0.4518	1.94	0.3254	1.405	0.258	1.038
Freeways								
0-10	3.614	2.685	2.3218	1.813	1.7892	1.334	1.379	1.031
10-15	1.838	2.232	1.2032	1.493	0.931	1.079	0.742	0.869
15-20	1.451	2.096	0.9536	1.398	0.7346	1.005	0.588	0.821
20-25	1.198	2.037	0.786	1.359	0.6028	0.975	0.487	0.799
25-30	1.035	2.022	0.6732	1.353	0.5146	0.968	0.421	0.793
30-35	0.917	2.026	0.5924	1.355	0.451	0.97	0.373	0.797
35-40	0.827	2.048	0.5316	1.371	0.4034	0.985	0.337	0.806
40-45	0.756	20.92	0.4846	1.402	0.3658	1.009	0.309	0.824
45-50	0.699	2.157	0.447	1.446	0.3368	1.047	0.288	0.851
50-55	0.68	2.442	0.4342	1.653	0.3262	1.209	0.278	0.954
55-60	0.697	2.79	0.4436	1.904	0.3316	1.407	0.279	1.081
65+	0.771	3.431	0.4874	2.357	0.362	1.767	0.295	1.314
Non-Arterials								
Urban	1.51	1.768	0.9584	1.163	0.718	0.796	0.549	0.659
Rural	0.738	1.739	0.459	1.145	0.3372	0.78	0.276	0.645

Walworth County								
Speed Range (miles per hour)	Year 2001		Year 2007 With Tier 2 Tailpipe Standards and Low Sulfur Fuel		Year 2010 With Tier 2 Tailpipe Standards and Low Sulfur Fuel		Year 2020 With Tier 2 Tailpipe Standards and Low Sulfur Fuel	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
Standard Arterials								
0-10	7.562	2.334	6.49	1.718	6.159	1.492	5.9	1.176
10-15	3.465	1.964	2.951	1.409	2.804	1.205	2.678	0.913
15-20	2.711	1.868	2.34	1.334	2.231	1.137	2.13	0.854
20-25	2.232	1.84	1.93	1.315	1.841	1.122	1.753	0.845
25-30	1.925	1.845	1.649	1.322	1.569	1.131	1.488	0.857
30-35	1.707	1.856	1.451	1.332	1.378	1.142	1.303	0.868
35-40	1.542	1.873	1.304	1.346	1.237	1.155	1.166	0.88
40-45	1.413	1.9	1.19	1.365	1.128	1.172	1.061	0.895
45-50	1.307	1.937	1.099	1.392	1.041	1.195	0.977	0.913
50-55	1.265	2.212	1.062	1.626	1.006	1.417	0.943	1.123
55-60	1.298	2.532	1.088	1.897	1.031	1.672	0.968	1.362
65+	1.451	3.071	1.213	2.342	1.153	2.086	1.087	1.743
Freeways								
0-10	7.628	2.846	6.538	2.064	6.189	1.777	5.93	1.383
10-15	3.551	2.37	3.021	1.689	2.862	1.438	2.736	1.089
15-20	2.78	2.229	2.395	1.585	2.276	1.348	2.175	1.016
20-25	2.29	2.172	1.975	1.547	1.877	1.319	1.79	0.997
25-30	1.975	2.16	1.688	1.544	1.601	1.319	1.521	1.003
30-35	1.751	2.165	1.487	1.551	1.407	1.328	1.332	1.014
35-40	1.583	2.188	1.337	1.569	1.263	1.345	1.193	1.03
40-45	1.452	2.231	1.222	1.6	1.153	1.372	1.086	1.052
45-50	1.346	2.298	1.13	1.647	1.065	1.412	1.001	1.082
50-55	1.302	2.605	1.091	1.902	1.028	1.649	0.966	1.301
55-60	1.331	2.976	1.113	2.205	1.05	1.929	0.988	1.555
65+	1.474	3.65	1.231	2.737	1.164	2.412	1.1	1.981
Non-Arterials								
Urban	3.04	1.909	2.603	1.366	2.476	1.166	2.363	0.879
Rural	1.474	1.885	1.244	1.355	1.179	1.163	1.11	0.887

Source: Wisconsin Department of Natural Resources and SEWRPC

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Appendix B

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

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

Table B-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 3037	FTA Section 3037 Funds—Job Access and Reverse Commute
FTA 5303	FTA Section 5303 Funds—Metropolitan Planning Program
FTA 5309	FTA Section 5309 Funds--Capital Program
FTA 5307	FTA Section 5307 Funds--Urban Formula Program
FTA 5310	FTA Section 5310 Funds--Elderly and Persons with Disabilities Program
FTA 5311	FTA Section 5311 Funds--Nonurban Area Formula Program
FTA 5311	FTA Section 5311 Funds--Nonurban Area Formula Program
FTA 5313/5314	FTA Section 5313/5314 Funds—State Planning and Resaerch Program
GCM	Gary, Chicago, Milwaukee Corridor Intelligent Transportation System Funds
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)
SIB	State Investment Bank 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 No.

1	Project number for project in 2000-2002 TIP
(1)	1998-2000 TIP project number for project contained in 1998-2000 TIP

Project Description

CTH	County trunk highway
IH	Interstate highway
STH	State trunk highway
M or MI	Miles

Project Type

HP	Highway Preservation
HI	Highway Improvement
HE	Highway Expansion
TP	Transit Preservation
TI	Transit Improvement
TE	Transit Expansion
EE	Environmental Enhancement
HS	Highway Safety
OH	Off Arterial Highway System

G29 Approval	Review of a project under Gubernatorial Executive Order No. 29, which replaces the previous A-95 review process.
P	Review of the project could not be conducted at this time due to a lack of complete information, and the approval is pending a more detailed project description.
A	Review of the project has been completed, and the project is approved.

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 AIR QUALITY NEUTRAL	Project implementation requires air quality conformity assessment. However, project is considered to have a minimal impact on air quality and does not need to be included in a regional emissions analysis supporting an air quality conformity assessment.
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 B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	1 (1)	PAVEMENT MARKING FOR VARIOUS STH AND USH IN SOUTHEASTERN WISCONSIN	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	250.0	250.0	250.0	750.0		
				CONST	250.0	250.0	250.0	750.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	250.0	250.0	250.0	750.0	TOTAL	250.0	250.0	250.0	750.0		
	2 (2)	RECONDITIONING OF STH 181 FROM USH 18 TO WISCONSIN AVENUE	HP	PE	24.0	0.0	0.0	24.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	24.0	0.0	90.0	114.0		
				CONST	0.0	0.0	90.0	90.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	24.0	0.0	90.0	114.0	TOTAL	24.0	0.0	90.0	114.0		
	3 (3)	IMPLEMENTATION OF THE AREAWIDE FREEWAY MGMT. SYSTEM	HP	PE	1,802.0	0.0	0.0	1,802.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,151.9	457.4	0.0	1,609.3		
				CONST	5,495.0	4,573.8	0.0	10,068.8	FED	7,045.1	4,116.4	0.0	11,161.5		
				OTHER	900.0	0.0	0.0	900.0	FAI						
				TOTAL	8,197.0	4,573.8	0.0	12,770.8	TOTAL	8,197.0	4,573.8	0.0	12,770.8		
	4 (4)	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	300.0	1,200.0	1,500.0		
				CONST	0.0	300.0	1,200.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	300.0	1,200.0	1,500.0	TOTAL	0.0	300.0	1,200.0	1,500.0		
	5 (5)	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE STH SYSTEM IN SOUTHEASTERN WISCONSIN	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	1,200.0	700.0	1,300.0	3,200.0		
				CONST	1,200.0	700.0	1,300.0	3,200.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,200.0	700.0	1,300.0	3,200.0	TOTAL	1,200.0	700.0	1,300.0	3,200.0		
	6 (6)	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	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	440.0	200.0	200.0	840.0		
				CONST	2,200.0	1,000.0	1,000.0	4,200.0	FED	1,760.0	800.0	800.0	3,360.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	2,200.0	1,000.0	1,000.0	4,200.0	TOTAL	2,200.0	1,000.0	1,000.0	4,200.0		
	7 (7)	BRIDGE REHABILITATION VARIOUS LOCATIONS WITHIN SOUTHEASTERN WISCONSIN INTERSTATE	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	100.0	100.0	100.0	300.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	900.0	900.0	900.0	2,700.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	8 (8)	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH, AND WASHINGTON COUNTIES	HP	PE	1,000.0	1,000.0	1,000.0	3,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	200.0	600.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	800.0	800.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	9 (9)	LIGHTING REHABILITATION AT VARIOUS LOCATIONS ON THE STH SYSTEM IN SOUTHEASTERN WISCONSIN	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	120.0	40.0	0.0	160.0		
				CONST	0.0	0.0	0.0	0.0	FED	480.0	160.0	0.0	640.0		
				OTHER	600.0	200.0	0.0	800.0	STP-O						
				TOTAL	600.0	200.0	0.0	800.0	TOTAL	600.0	200.0	0.0	800.0		
	10 (10)	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM IN SOUTHEASTERN WSICONSIN	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	100.0	100.0	100.0	300.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	900.0	900.0	900.0	2,700.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	11	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	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	500.0	1,000.0	500.0	2,000.0		
	(11)			CONST	500.0	1,000.0	500.0	2,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	1,000.0	500.0	2,000.0	TOTAL	500.0	1,000.0	500.0	2,000.0		
	12	REPAIR OR REPLACEMENT OF SIGN BRIDGES ON MILWAUKEE COUNTY FREEWAYS	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	500.0	250.0	250.0	1,000.0		
	(12)			CONST	500.0	250.0	250.0	1,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	250.0	250.0	1,000.0	TOTAL	500.0	250.0	250.0	1,000.0		
	13	INSTALL TRAFFIC SIGNALS AND RECONFIGURE INTER-SECTIONS ON STATE TRUNK HIGHWAYS IN SOUTH-EASTERN WISCONSIN	HP	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	810.0	0.0	810.0		
	(13)			CONST	0.0	710.0	0.0	710.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	810.0	0.0	810.0	TOTAL	0.0	810.0	0.0	810.0		
	14	TRAFFIC OPERATIONS CENTER (MONITOR) OPERATION AND MAINTEN-ANCE	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	220.0	298.5	298.5	817.0		
				CONST	0.0	0.0	0.0	0.0	FED	880.0	1,194.0	1,194.0	3,268.0		
	(14)			OTHER	1,100.0	1,492.5	1,492.5	4,085.0	CMAQ						
				TOTAL	1,100.0	1,492.5	1,492.5	4,085.0	TOTAL	1,100.0	1,492.5	1,492.5	4,085.0		
	15	AERIAL SURVEILANCE OF MILWAUKEE AREA FREEWAY SYSTEM: EQUIP	HP	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0	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	160.0	0.0	0.0	160.0		
	(15)	HELICOPTER WITH VIDEO AND COLLECT INCIDENT DATA (GCM FUNDED)		OTHER	200.0	0.0	0.0	200.0	GCM FUND						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	16	INTEGRATION OF MILW AREA FWY TRAFFIC MGT SYSTEM WITH OTHER	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	38.0	20.2	0.0	58.2		
				CONST	0.0	0.0	0.0	0.0	FED	151.0	81.0	0.0	232.0		
	(16)	ELEMENTS OF THE GARY-CHICAGO-MILWAUKEE FWY MGT SYSTEM (GCM FUNDED)		OTHER	189.0	101.2	0.0	290.2	GCM FUND						
				TOTAL	189.0	101.2	0.0	290.2	TOTAL	189.0	101.2	0.0	290.2		
	17	CONNECT MILW CO TRANSIT SYSTEM AVL EQUIP TO FREEWAY TRAFFIC MGT	HP	PE	15.0	0.0	0.0	15.0	LOCAL	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	0.0	0.0	30.0		
				CONST	285.0	0.0	0.0	285.0	FED	240.0	0.0	0.0	240.0		
	(17)	SYSTEM TO FACILITATE SCHEDULE MONITORING & CUSTOMER INFO (GCM FD)		OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	18	DEVELOP A SYSTEM TO TRACK CELLULAR PHONE USER TRAVEL SPEEDS AS	HP	PE	20.0	0.0	0.0	20.0	LOCAL	27.0	0.0	0.0	27.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	115.0	0.0	0.0	115.0	FED	108.0	0.0	0.0	108.0		
	(18)	A MEANS OF DETERMINING TRAFFIC CONDITIONS ON OUTLYING HIGHWAYS (GCM)		OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	135.0	0.0	0.0	135.0	TOTAL	135.0	0.0	0.0	135.0		
	19	INSTALL REAL-TIME VIDEO FEEDS FROM FREEWAY TRAFFIC MGT CTR TO	HP	PE	15.0	0.0	0.0	15.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	0.0	80.0		
				CONST	385.0	0.0	0.0	385.0	FED	320.0	0.0	0.0	320.0		
	(19)	VARIOUS POLICE/ SHERIFF DISPATCHING CENTERS IN SE WI (GCM FUNDED)		OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	20	EQUIP MILW COUNTY SHERIFF & STATE PATROL VEHICLES WITH AUTOMATIC	HP	PE	0.0	0.0	0.0	0.0	LOCAL	105.0	0.0	0.0	105.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	45.0	60.0	0.0	105.0		
				CONST	0.0	0.0	0.0	0.0	FED	600.0	240.0	0.0	840.0		
	(20)	VEHICLE LOCATION AND COMPUTER-AIDED DISPATCH SYSTEMS (GCM FUNDED)		OTHER	750.0	300.0	0.0	1,050.0	GCM FUND						
				TOTAL	750.0	300.0	0.0	1,050.0	TOTAL	750.0	300.0	0.0	1,050.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	21	STAFFING OF A POSITION TO ACT AS FACILITATOR, LIASION, & TRAINER IN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	15.0	15.0	0.0	30.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	60.0	60.0	0.0	120.0		
	(21)	JOINT WISDOT/ MILW CO SHERIFF IMPLEMENTATION		OTHER	75.0	75.0	0.0	150.0	GCM FUND						
		OF FWY TRAFF MGT SYST		TOTAL	75.0	75.0	0.0	150.0	TOTAL	75.0	75.0	0.0	150.0		
	22	EXPLORATION OF PUBLIC/ PRIVATE PARTNERSHIPS AS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0		EXEMPT
		A POSSIBLE MEANS OF		CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
	(22)	DEVELOPING INTELLIGENT TRANSPORTATION SYSTEMS		OTHER	200.0	0.0	0.0	200.0	GCM FUND						
		IN WISCONSIN		TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	23	OPERATIONAL TESTS OF TRAFFIC SIGNAL	HP	PE	50.0	0.0	2,250.0	2,300.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	19.4	600.0	719.4		EXEMPT
		INTEGRATION FOR SURFACE		CONST	450.0	0.0	0.0	450.0	FED	400.0	77.6	2,400.0	2,877.6		
	(23)	STREETS PARALLELING & CROSSING THE MILWAUKEE		OTHER	0.0	97.0	750.0	847.0	GCM FUND						
		COUNTY FREEWAY SYSTEM		TOTAL	500.0	97.0	3,000.0	3,597.0	TOTAL	500.0	97.0	3,000.0	3,597.0		
	24	MULTIMODAL TRAVELLER INFORMATION SYSTEM IN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	75.0	0.0	0.0	75.0		EXEMPT
		GARY-CHICAGO-MILWAUKEE		CONST	0.0	0.0	0.0	0.0	FED	375.0	0.0	0.0	375.0		
	(24)	FREEWAY CORRIDOR		OTHER	450.0	0.0	0.0	450.0	GCM FUND						
				TOTAL	450.0	0.0	0.0	450.0	TOTAL	450.0	0.0	0.0	450.0		
	25	TECHNICAL & PLANNING SUPPORT FOR INTELLIGENT	HP	PE	0.0	625.0	625.0	1,250.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		TRANSPORTATION SYSTEM		CONST	0.0	0.0	0.0	0.0	FED	0.0	625.0	625.0	1,250.0		
	(25)	DEVELOPMENT		OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	0.0	625.0	625.0	1,250.0	TOTAL	0.0	625.0	625.0	1,250.0		
	26	INTELLIGENT TRANSPORTATION SYSTEM	HP	PE	500.0	500.0	500.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	1,000.0	1,000.0	3,000.0		EXEMPT
		FOR SOUTHEASTERN		CONST	2,000.0	2,000.0	2,000.0	6,000.0	FED	4,000.0	4,000.0	4,000.0	12,000.0		
	(26)	WISCONSIN		OTHER	2,500.0	2,500.0	2,500.0	7,500.0	STP-O						
				TOTAL	5,000.0	5,000.0	5,000.0	15,000.0	TOTAL	5,000.0	5,000.0	5,000.0	15,000.0		
	27	INTEGRATED TRANSPORTATION	HP	PE	411.0	574.0	0.0	985.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	82.0	115.0	1,000.0	1,197.0		EXEMPT
		SYSTEM MANAGEMENT		CONST	0.0	0.0	3,750.0	3,750.0	FED	329.0	459.0	4,000.0	4,788.0		
	(27)	COMPUTER HARDWARE AND SOFTWARE PROCUREMENT		OTHER	0.0	0.0	1,250.0	1,250.0	COMB						
		AND DEVELOPMENT		TOTAL	411.0	574.0	5,000.0	5,985.0	TOTAL	411.0	574.0	5,000.0	5,985.0		
	28	SPECIAL TRAFFIC OPERATIONS ACTIVITIES:	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	1,000.0	1,000.0	3,000.0		EXEMPT
		SIGN BRIDGES, ELECTRIC		CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	0.0	0.0	0.0	0.0		
	(28)	AND SIGNING MAINTENANCE - DISTRICT WIDE		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	29	INTEGRATED CORRIDOR OPERATIONS SYSTEM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	600.0	600.0		EXEMPT
		ARTERIAL STRATEGY		CONST	0.0	0.0	2,250.0	2,250.0	FED	0.0	0.0	2,400.0	2,400.0		
	(29)	IMPLEMENTATION		OTHER	0.0	0.0	750.0	750.0	COMB						
				TOTAL	0.0	0.0	3,000.0	3,000.0	TOTAL	0.0	0.0	3,000.0	3,000.0		
	30	SOUTHEASTERN WISCONSIN INCIDENT MANAGEMENT --FREEWAY PROGRAM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	600.0	600.0		EXEMPT
				CONST	0.0	0.0	2,250.0	2,250.0	FED	0.0	0.0	2,400.0	2,400.0		
	(30)	STRATEGY IMPLEMENTATION		OTHER	0.0	0.0	750.0	750.0	COMB						
				TOTAL	0.0	0.0	3,000.0	3,000.0	TOTAL	0.0	0.0	3,000.0	3,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
STATE OF WISCONSIN	31	SUPPORT OF SEWRPC TRANSPORTATION PLANNING PROGRAM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	57.8	57.8	57.8	173.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	42.2	42.2	42.2	126.6		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	400.0	400.0	1,200.0		
	(31)			OTHER	500.0	500.0	500.0	1,500.0	STP-M						
				TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		
	32	CONTINUING REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SEWRPC	HP	PE	0.0	0.0	0.0	0.0	LOCAL	226.6	226.6	226.6	679.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	226.7	226.7	226.7	680.1		
				CONST	0.0	0.0	0.0	0.0	FED	1,813.2	1,813.2	1,813.2	5,439.6		
	(32)			OTHER	2,266.5	2,266.5	2,266.5	6,799.5	COMB						
				TOTAL	2,266.5	2,266.5	2,266.5	6,799.5	TOTAL	2,266.5	2,266.5	2,266.5	6,799.5		
	33	DIGITAL AERIAL ORTHO-PHOTOGRAPHY PROGRAM CONDUCTED BY THE SEWRPC	HP	PE	0.0	0.0	0.0	0.0	LOCAL	70.0	0.0	0.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	70.0	0.0	0.0	70.0		
				CONST	0.0	0.0	0.0	0.0	FED	560.0	0.0	0.0	560.0		
	(33)			OTHER	700.0	0.0	0.0	700.0	STP-M						
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	34	REGIONAL FREEWAY RECON-STRUCTION STUDY BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	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	100.0	0.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	900.0	0.0	0.0	900.0		
	(34)			OTHER	1,000.0	0.0	0.0	1,000.0	IH-M						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	35	TRAVEL DATA COLLECTION PROGRAM FOR ARTERIAL STREETS AND HIGHWAYS IN SOUTHEASTERN WISCONSIN	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	485.0	0.0	0.0	485.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(35)			OTHER	485.0	0.0	0.0	485.0							
				TOTAL	485.0	0.0	0.0	485.0	TOTAL	485.0	0.0	0.0	485.0		
	36	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN MILWAUKEE COUNTY	HP	PE	50.0	0.0	0.0	50.0	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	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(36)			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		
	37	IMPLEMENTATION OF THE PARK AND RIDE SYSTEM PLAN (STAFFING COSTS)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	17.5	0.0	17.5		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	70.0	0.0	70.0		
	(37)			OTHER	0.0	87.5	0.0	87.5							
				TOTAL	0.0	87.5	0.0	87.5	TOTAL	0.0	87.5	0.0	87.5		
	38	PAVEMENT MAINTENANCE OF IH 43 AND IH 894--ROUTING AND SEALING OF JOINTS FROM S. 20TH ST. TO THE UP RR. OVERPASS (8.63 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	68.0	0.0	68.0		
				CONST	0.0	680.0	0.0	680.0	FED	0.0	612.0	0.0	612.0		
	(38)			OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	680.0	0.0	680.0	TOTAL	0.0	680.0	0.0	680.0		
	39	RECONDITIONING OF IH 43 FROM 13TH ST TO NATIONAL AVENUE	HP	PE	1,300.0	0.0	0.0	1,300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,130.0	1,839.0	0.0	2,969.0		
				CONST	0.0	18,390.0	0.0	18,390.0	FED	1,170.0	16,551.0	0.0	17,721.0		
	(39)			OTHER	1,000.0	0.0	0.0	1,000.0	IH-M						
				TOTAL	2,300.0	18,390.0	0.0	20,690.0	TOTAL	2,300.0	18,390.0	0.0	20,690.0		
	40	REHABILITATION OF IH 43 OVER 13TH STREET IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(40)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	41	PAINTING OF IH 43/94 MENOMONEE VALLEY BRIDGE (B-40-286 24,-21,26) IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	1,100.0	0.0	0.0	1,100.0		EXEMPT
				CONST	11,000.0	0.0	0.0	11,000.0	FED	9,900.0	0.0	0.0	9,900.0		
	(41)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	11,000.0	0.0	0.0	11,000.0	TOTAL	11,000.0	0.0	0.0	11,000.0		
	42	RECONDITIONING OF IH 43 FROM THE MARQUETTE INTERCHANGE TO LEXINGTON BOULEVARD	HP	PE	1,100.0	0.0	0.0	1,100.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	110.0	0.0	2,000.0	2,110.0		EXEMPT
				CONST	0.0	0.0	20,000.0	20,000.0	FED	990.0	0.0	18,000.0	18,990.0		
	(42)			OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,100.0	0.0	20,000.0	21,100.0	TOTAL	1,100.0	0.0	20,000.0	21,100.0		
	43	BRIDGE REPLACEMENT OF IH 43 (PORT WASHINGTON ROAD) OVER MILWAUKEE RIVER B-40-0969	HP	PE	190.0	0.0	0.0	190.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	19.0	0.0	0.0	19.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	171.0	0.0	0.0	171.0		
	(43)			OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	190.0	0.0	0.0	190.0	TOTAL	190.0	0.0	0.0	190.0		
	44	TRAFFIC MANAGEMENT (MONITOR STAGE 6) ON IH 43 FROM USH 145 TO SILVER SPRING AND USH 45 FROM THE ZOO TO CTH Q	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	154.5	0.0	0.0	154.5		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	1,390.5	0.0	0.0	1,390.5		
	(44)			OTHER	1,545.0	0.0	0.0	1,545.0	IH-M						
				TOTAL	1,545.0	0.0	0.0	1,545.0	TOTAL	1,545.0	0.0	0.0	1,545.0		
	45	BRIDGE REPLACEMENT-MODERNIZE INTERCHANGE ON IH 94 MARQUETTE	HP	PE	2,500.0	2,500.0	5,000.0	10,000.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	250.0	250.0	500.0	1,000.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	2,250.0	2,250.0	4,500.0	9,000.0		
	(45)	INTERCHANGE IN MILWAUKEE COUNTY		OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	2,500.0	2,500.0	5,000.0	10,000.0	TOTAL	2,500.0	2,500.0	5,000.0	10,000.0		
	46	RESURFACING OF IH 94 FROM IH 43 TO RACINE COUNTY LINE (8.4 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	1,545.6	0.0	0.0	1,545.6		EXEMPT
				CONST	15,456.0	0.0	0.0	15,456.0	FED	13,910.4	0.0	0.0	13,910.4		
	(46)			OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	15,456.0	0.0	0.0	15,456.0	TOTAL	15,456.0	0.0	0.0	15,456.0		
	47	ROUT AND SEAL IH 94 FROM GOERKE'S CORNER TO 13TH STREET IN WAUKESHA AND MILWAUKEE COUNTIES (13.73 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	30.0	0.0	60.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	270.0	270.0	0.0	540.0		
	(47)			OTHER	300.0	300.0	0.0	600.0	IH-M						
				TOTAL	300.0	300.0	0.0	600.0	TOTAL	300.0	300.0	0.0	600.0		
	48	REHABILITATION OF IH 894 FROM THE UP RR OVERPASS TO THE ZOO INTERCHANGE IN MILWAUKEE COUNTY (1.21 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	317.0	0.0	317.0		EXEMPT
				CONST	0.0	2,920.0	0.0	2,920.0	FED	0.0	2,853.0	0.0	2,853.0		
	(48)			OTHER	0.0	250.0	0.0	250.0	IH-M						
				TOTAL	0.0	3,170.0	0.0	3,170.0	TOTAL	0.0	3,170.0	0.0	3,170.0		
	49	RESURFACING WITH OF BLUEMOUND RD (USH 18) FROM 124TH STREET TO MAYFAIR RD (STH 100) IN THE CITY OF WAUWATOSA	HP	PE	84.0	0.0	0.0	84.0	LOCAL	16.8	80.0	0.0	96.8	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	80.0	0.0	80.0		EXEMPT
				CONST	0.0	800.0	0.0	800.0	FED	67.2	640.0	0.0	707.2		
	(49)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	84.0	800.0	0.0	884.0	TOTAL	84.0	800.0	0.0	884.0		
	50	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	60.0	0.0	0.0	60.0	LOCAL	15.0	63.1	0.0	78.1	A	
				ROW	0.0	0.0	0.0	0.0	STATE	45.0	179.5	0.0	224.5		EXEMPT
				CONST	0.0	1,188.0	0.0	1,188.0	FED	0.0	970.4	0.0	970.4		
	(50)			OTHER	0.0	25.0	0.0	25.0	STP-M						
				TOTAL	60.0	1,213.0	0.0	1,273.0	TOTAL	60.0	1,213.0	0.0	1,273.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	51	RECONDITIONING OF USH 18 FROM N.66TH ST TO N. STORY PARKWAY	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	50.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	150.0	0.0	150.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(51)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		
	52	RECONDITIONING OF USH 18 (17TH ST) FROM WELLS ST. TO HIGHLAND BLVD. IN THE CITY OF MILWAUKEE (0.28 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	24.7	0.0	0.0	24.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	19.4	0.0	0.0	19.4		
				CONST	220.6	0.0	0.0	220.6	FED	176.5	0.0	0.0	176.5		
	(52)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	220.6	0.0	0.0	220.6	TOTAL	220.6	0.0	0.0	220.6		
	53	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	55.0	0.0	0.0	55.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	13.0	0.0	0.0	13.0		
				CONST	0.0	0.0	0.0	0.0	FED	42.0	0.0	0.0	42.0		
	(53)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	55.0	0.0	0.0	55.0	TOTAL	55.0	0.0	0.0	55.0		
	54	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	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	655.8	0.0	0.0	655.8		
				CONST	3,279.0	0.0	0.0	3,279.0	FED	2,623.2	0.0	0.0	2,623.2		
	(54)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	3,279.0	0.0	0.0	3,279.0	TOTAL	3,279.0	0.0	0.0	3,279.0		
	55	RECONDITIONING OF STATE ST. (USH 18) FROM N. EDISON ST. TO PROSPECT AVE. IN THE CITY OF MILWAUKEE (0.44 MILES)	HP	PE	28.0	0.0	0.0	28.0	LOCAL	7.0	21.9	0.0	28.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	21.0	86.9	0.0	107.9		
				CONST	0.0	544.0	0.0	544.0	FED	0.0	435.2	0.0	435.2		
	(55)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	28.0	544.0	0.0	572.0	TOTAL	28.0	544.0	0.0	572.0		
	56	RECONSTRUCTION OF USH 41/USH 45 INTER-CHANGE WITH STH 145 IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,314.4	0.0	0.0	2,314.4		
				CONST	23,144.0	0.0	0.0	23,144.0	FED	20,829.6	0.0	0.0	20,829.6		
	(56)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	23,144.0	0.0	0.0	23,144.0	TOTAL	23,144.0	0.0	0.0	23,144.0		
	57	RESURFACING OF (USH 41) W LISBON AVE FROM N 46TH ST TO W APPLETON AVE IN THE CITY OF MILWAUKEE (0.88 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	80.2	0.0	0.0	80.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	320.8	0.0	0.0	320.8		
				CONST	2,004.9	0.0	0.0	2,004.9	FED	1,603.9	0.0	0.0	1,603.9		
	(57)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	2,004.9	0.0	0.0	2,004.9	TOTAL	2,004.9	0.0	0.0	2,004.9		
	58	REPLACEMENT OF USH 41 RAMP TO THE VETERANS MEDICAL CENTER	HP	PE	85.0	0.0	0.0	85.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	85.0	0.0	0.0	85.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(58)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	85.0	0.0	0.0	85.0	TOTAL	85.0	0.0	0.0	85.0		
	59	RESURFACING OF USH 41 FROM OKLAHOMA TO LINCOLN AVE AND FOREST HOME AVE. FROM 31ST ST. TO 27TH ST. IN THE CITY OF MILWAUKEE	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	288.0	0.0	288.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	96.0	0.0	136.0		
				CONST	0.0	1,920.0	0.0	1,920.0	FED	160.0	1,536.0	0.0	1,696.0		
	(59)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	200.0	1,920.0	0.0	2,120.0	TOTAL	200.0	1,920.0	0.0	2,120.0		
	60	RECONDITIONING OF USH 45 ZOO FREEWAY FROM BELTON OVERPASS TO ZOO INTERCHANGE IN MILWAUKEE 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	317.0	0.0	0.0	317.0		
				CONST	2,920.0	0.0	0.0	2,920.0	FED	2,853.0	0.0	0.0	2,853.0		
	(60)			OTHER	250.0	0.0	0.0	250.0	IH-M						
				TOTAL	3,170.0	0.0	0.0	3,170.0	TOTAL	3,170.0	0.0	0.0	3,170.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	61	RECONDITIONING OF USH 45 FROM THE ZOO INTERCHANGE TO STH 190 IN THE CITY OF WAUWATOSA (5.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,280.0	0.0	0.0	2,280.0		
				CONST	11,400.0	0.0	0.0	11,400.0	FED	9,120.0	0.0	0.0	9,120.0		
	(61)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	11,400.0	0.0	0.0	11,400.0	TOTAL	11,400.0	0.0	0.0	11,400.0		
	62	RECONDITIONING OF USH 45 ZOO FREEWAY FROM CAPITOL DRIVE TO THE MILWAUKEE/WAUKESHA COUNTY LINE IN MILWAUKEE CO. (5.0 MI)	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	2,100.0	0.0	0.0	2,100.0		
				CONST	10,500.0	0.0	0.0	10,500.0	FED	8,400.0	0.0	0.0	8,400.0		
	(62)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	10,500.0	0.0	0.0	10,500.0	TOTAL	10,500.0	0.0	0.0	10,500.0		
	63	TRAFFIC MITIGATION FOR USH 45 FROM BELTON OVERPASS TO CTH Q	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	344.0	156.0	0.0	500.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,376.0	624.0	0.0	2,000.0		
	(63)			OTHER	1,720.0	780.0	0.0	2,500.0	STP-O						
				TOTAL	1,720.0	780.0	0.0	2,500.0	TOTAL	1,720.0	780.0	0.0	2,500.0		
	64	RESURFACING OF W FOREST HOME AVE (STH 24) FROM 42ND ST TO 35TH ST IN THE CITY OF MILWAUKEE (0.90 MILE)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	25.0	0.0	2.2	27.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.8	0.8		
				CONST	0.0	0.0	15.0	15.0	FED	75.0	0.0	12.0	87.0		
	(64)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	100.0	0.0	15.0	115.0	TOTAL	100.0	0.0	15.0	115.0		
	65	REPLACEMENT OF CANADIAN PACIFIC RR. BRIDGE OVER S. KINNICKINNIC AVENUE (STH 32)	HP	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	0.0	0.0	400.0		
	(65)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	66	REPLACEMENT OF THE STH 38 (CHASE AVE.) BRIDGE OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	263.8	0.0	0.0	263.8		
				CONST	1,319.0	0.0	0.0	1,319.0	FED	1,055.2	0.0	0.0	1,055.2		
	(66)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,319.0	0.0	0.0	1,319.0	TOTAL	1,319.0	0.0	0.0	1,319.0		
	67	RECONDITIONING OF STH 38 FROM S.CHASE AVE TO W MAPLE ST	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	50.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	150.0	0.0	150.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(67)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		
	68	REPLACEMENT OF LIGHTING IN STH 38 (HOWELL AVENUE) TUNNEL	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	80.6	0.0	0.0	80.6		
				CONST	403.0	0.0	0.0	403.0	FED	322.4	0.0	0.0	322.4		
	(68)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	403.0	0.0	0.0	403.0	TOTAL	403.0	0.0	0.0	403.0		
	69	RECONSTRUCTION OF THE N GREEN BAY AVE(STH 57) STRUCTURE OVER LINCOLN CREEK AND APPROACHES IN THE CITY OF MILWAUKEE (0.20 MILES)	HP	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	10.0	290.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	10.0	90.8	100.8		
				CONST	0.0	0.0	1,904.0	1,904.0	FED	0.0	80.0	1,523.2	1,603.2		
	(69)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	100.0	1,904.0	2,004.0	TOTAL	0.0	100.0	1,904.0	2,004.0		
	70	REHABILITATION OF GREEN BAY AVENUE (STH 57) BRIDGE OVER SILVER SPRING DRIVE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	140.0	0.0	140.0		
				CONST	0.0	700.0	0.0	700.0	FED	0.0	560.0	0.0	560.0		
	(70)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	700.0	0.0	700.0	TOTAL	0.0	700.0	0.0	700.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	71	RECONDITIONING OF STH 57 FROM W. LAWN AVENUE TO W. SILVER SPRING DRIVE	HP	PE	39.0	0.0	0.0	39.0	LOCAL	9.7	0.0	0.0	9.7	A	EXEMPT
	(71)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	84.0	0.0	84.0		
				CONST	0.0	420.1	0.0	420.1	FED	29.3	336.1	0.0	365.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	39.0	420.1	0.0	459.1	TOTAL	39.0	420.1	0.0	459.1		
	72	RECONDITIONING OF STH 59 FROM I-894 TO S 92ND ST IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	69.6	0.0	0.0	69.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.4	109.6	0.0	160.0		
	(72)			CONST	600.0	548.0	0.0	1,148.0	FED	480.0	438.4	0.0	918.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	600.0	548.0	0.0	1,148.0	TOTAL	600.0	548.0	0.0	1,148.0		
	73	RECONSTRUCTION WITH NO ADDITIONAL LANES OF NATIONAL AVENUE (STH59) FROM 56TH STREET TO 39TH STREET, VILLAGE OF WEST MILWAUKEE(0.75 MI)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	75.0	374.0	0.0	449.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	225.0	0.0	0.0	225.0		
	(73)			CONST	0.0	1,870.0	0.0	1,870.0	FED	0.0	1,496.0	0.0	1,496.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	300.0	1,870.0	0.0	2,170.0	TOTAL	300.0	1,870.0	0.0	2,170.0		
	74	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	0.0	0.0	0.0	LOCAL	450.0	0.0	0.0	450.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0		
	(74)			CONST	3,000.0	0.0	0.0	3,000.0	FED	2,400.0	0.0	0.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
	75	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	600.0	0.0	0.0	600.0	LOCAL	157.4	1,126.0	0.0	1,283.4	A	EXEMPT
				ROW	412.0	0.0	0.0	412.0	STATE	854.6	0.0	0.0	854.6		
	(75)			CONST	0.0	4,504.0	0.0	4,504.0	FED	0.0	3,378.0	0.0	3,378.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,012.0	4,504.0	0.0	5,516.0	TOTAL	1,012.0	4,504.0	0.0	5,516.0		
	76	RESURFACING OF STH 145 FROM E KILBOURNE AVE TO EAST OGDEN AVENUE IN THE CITY OF MILWAUKEE (0.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	71.2	0.0	0.0	71.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(76)			CONST	475.0	0.0	0.0	475.0	FED	403.8	0.0	0.0	403.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	475.0	0.0	0.0	475.0	TOTAL	475.0	0.0	0.0	475.0		
	77	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	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	25.0	238.2	263.2		
	(77)			CONST	0.0	0.0	1,191.0	1,191.0	FED	0.0	75.0	952.8	1,027.8		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	100.0	1,191.0	1,291.0	TOTAL	0.0	100.0	1,191.0	1,291.0		
	78	RECONDITIONING OF STH 181 FROM GLENVIEW AVENUE TO HARMONEE AVE	HP	PE	14.5	0.0	0.0	14.5	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	14.5	55.0	0.0	69.5		
	(78)			CONST	0.0	55.0	0.0	55.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	14.5	55.0	0.0	69.5	TOTAL	14.5	55.0	0.0	69.5		
	79	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	3,500.0	0.0	0.0	3,500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	3,500.0	0.0	0.0	3,500.0		
	(79)			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	3,500.0	0.0	0.0	3,500.0	TOTAL	3,500.0	0.0	0.0	3,500.0		
	80	REPLACEMENT OF THE STH 190 BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF WAUWATOSA	HP	PE	33.3	0.0	0.0	33.3	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	6.7	0.0	270.0	276.7		
	(80)			CONST	0.0	0.0	1,350.0	1,350.0	FED	26.6	0.0	1,080.0	1,106.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	33.3	0.0	1,350.0	1,383.3	TOTAL	33.3	0.0	1,350.0	1,383.3		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	81	RECONDITIONING OF STH 190 FROM N. 60TH ST TO N. GREEN BAY AVENUE	HP	PE	0.0	800.0	0.0	800.0	LOCAL	0.0	200.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	600.0	0.0	600.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(81)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	800.0	0.0	800.0	TOTAL	0.0	800.0	0.0	800.0		
	82	REPLACEMENT OF THE CTH PP BRIDGE DECK OVER STH 145 IN THE CITY OF MILWAUKEE	HP	PE	12.0	0.0	0.0	12.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2.4	0.0	20.8	23.2		
				CONST	0.0	0.0	104.0	104.0	FED	9.6	0.0	83.2	92.8		
	(82)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	12.0	0.0	104.0	116.0	TOTAL	12.0	0.0	104.0	116.0		
	83	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE ATKINSON AVE BRIDGE OVER IH-43 IN THE CITY OF MILWAUKEE	HP	PE	109.6	0.0	0.0	109.6	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.9	0.0	144.2	155.1		
				CONST	0.0	0.0	1,442.0	1,442.0	FED	98.7	0.0	1,297.8	1,396.5		
	(83)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	109.6	0.0	1,442.0	1,551.6	TOTAL	109.6	0.0	1,442.0	1,551.6		
	84	CONSTRUCTION OF A BRIDGE DECK REPLACEMENT ON GREEN BAY AVE OVER IH 43 IN THE CITY OF MILWAUKEE	HP	PE	196.3	0.0	0.0	196.3	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	196.3	0.0	192.6	388.9		
				CONST	0.0	0.0	1,926.0	1,926.0	FED	0.0	0.0	1,733.4	1,733.4		
	(84)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	196.3	0.0	1,926.0	2,122.3	TOTAL	196.3	0.0	1,926.0	2,122.3		
	85	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF LAYTON AVE. FROM THE WEST COUNTY LINE TO STH 100 IN THE CITY OF GREENFIELD (1.0 MI)	HP	PE	375.0	0.0	0.0	375.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	875.0	0.0	500.0	1,375.0		
				CONST	0.0	0.0	2,500.0	2,500.0	FED	0.0	0.0	2,000.0	2,000.0		
	(85)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	875.0	0.0	2,500.0	3,375.0	TOTAL	875.0	0.0	2,500.0	3,375.0		
	86	RESURFACING OF O'CONNER AND KEARNEY STS. FROM 84TH ST. TO 68TH ST. IN THE CITY OF MILWAUKEE (0.85 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	37.5	0.0	0.0	37.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	208.6	0.0	0.0	208.6		
				CONST	1,230.7	0.0	0.0	1,230.7	FED	984.6	0.0	0.0	984.6		
	(86)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,230.7	0.0	0.0	1,230.7	TOTAL	1,230.7	0.0	0.0	1,230.7		
	87	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	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	336.0	0.0	0.0	336.0	STATE	33.6	0.0	0.0	33.6		
				CONST	0.0	0.0	0.0	0.0	FED	302.4	0.0	0.0	302.4		
	(87)			OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	336.0	0.0	0.0	336.0	TOTAL	336.0	0.0	0.0	336.0		
	88	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM S. CO. LINE TO STH 100 IN THE CITY OF OAK CREEK (1.75 MI.)	HI	PE	350.0	0.0	0.0	350.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	70.0	0.0	0.0	70.0		
				CONST	0.0	0.0	0.0	0.0	FED	280.0	0.0	0.0	280.0		
	(88)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	89	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	PE	0.0	60.0	0.0	60.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	12.0	156.2	168.2		
				CONST	0.0	0.0	781.0	781.0	FED	0.0	48.0	624.8	672.8		
	(89)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	60.0	781.0	841.0	TOTAL	0.0	60.0	781.0	841.0		
	90	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	140.0	0.0	0.0	140.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	28.0	551.8	0.0	579.8		
				CONST	0.0	2,759.0	0.0	2,759.0	FED	112.0	2,207.2	0.0	2,319.2		
	(90)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	140.0	2,759.0	0.0	2,899.0	TOTAL	140.0	2,759.0	0.0	2,899.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	91	RECONSTRUCTION OF RYAN RD (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN	HI	PE	100.0	200.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	200.0	0.0	300.0		
	(91)			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	100.0	200.0	0.0	300.0	TOTAL	100.0	200.0	0.0	300.0		
	92	RECONSTRUCT GOOD HOPE ROAD WITH ADDITIONAL LANES FROM MILWAUKEE W. CO. LINE TO USH 41/45 (1.0 MI.)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	2,660.0	1,673.0	0.0	4,333.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	490.0	0.0	550.0		
	(92)			CONST	2,720.0	2,660.0	0.0	5,380.0	FED	0.0	497.0	0.0	497.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	2,720.0	2,660.0	0.0	5,380.0	TOTAL	2,720.0	2,660.0	0.0	5,380.0		
	93	CONSTRUCTION OF THE USH 41/45 INTERCHANGE AND RECONSTRUCTION OF 124TH STREET FROM FOND DU LAC AVE. TO DRETZKA PARK	HE	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	7,500.0	0.0	0.0	7,500.0		
	(93)			CONST	7,500.0	0.0	0.0	7,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,500.0	0.0	0.0	7,500.0	TOTAL	7,500.0	0.0	0.0	7,500.0		
	94	CONSTRUCT 124TH STREET ON NEW LOCATION WITH ADDITIONAL LANES FROM DRETZKA PARK TO BROWN DEER ROAD IN THE CITY OF MILW & VILL. M FALLS	HE	PE	0.0	0.0	0.0	0.0	LOCAL	2,925.0	0.0	0.0	2,925.0	A	NON-EXEMPT
				ROW	360.0	0.0	0.0	360.0	STATE	0.0	0.0	0.0	0.0		
	(94)			CONST	2,565.0	0.0	0.0	2,565.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,925.0	0.0	0.0	2,925.0	TOTAL	2,925.0	0.0	0.0	2,925.0		
	95	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000-UWM INTERNET TRIP PLANNER AND EMPLOYMENT WEB SITE DESIGN	TP	PE	0.0	0.0	0.0	0.0	LOCAL	94.0	0.0	0.0	94.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	61.5	0.0	0.0	61.5		
	(867)			CONST	0.0	0.0	0.0	0.0	FED	155.6	0.0	0.0	155.6		
				OTHER	311.2	0.0	0.0	311.2	FTA 3037						
				TOTAL	311.2	0.0	0.0	311.2	TOTAL	311.2	0.0	0.0	311.2		
	96	ELDERLY/DISABLED TRAN SEC 5310 LUTHERAN SOCIAL SERVICES MILWAUKEE 2 STANDARD VANS 14/0 1 MODIFIED VAN 7/1 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.4	0.0	0.0	6.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(95)			CONST	0.0	0.0	0.0	0.0	FED	65.5	0.0	0.0	65.5		
				OTHER	71.9	0.0	0.0	71.9	FTA 5310						
				TOTAL	71.9	0.0	0.0	71.9	TOTAL	71.9	0.0	0.0	71.9		
	97	ELDERLY/DISABLED TRANS SEC 5310 CURATIVE REHAB ILITATION SERVICES MILWAUKEE 5 MODIFIED VANS/LIFT 7/1 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	86.9	0.0	0.0	86.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(96)			CONST	0.0	0.0	0.0	0.0	FED	347.6	0.0	0.0	347.6		
				OTHER	434.5	0.0	0.0	434.5	FTA 5310						
				TOTAL	434.5	0.0	0.0	434.5	TOTAL	434.5	0.0	0.0	434.5		
	98	ELDERLY/ DISABLED TRANS SEC 5310 CURATIVE REHAB ILITATION SERVICES MILWAUKEE 5 MODIFIED VANS/LIFT 7/1 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	33.3	0.0	33.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(97)			CONST	0.0	0.0	0.0	0.0	FED	0.0	133.1	0.0	133.1		
				OTHER	0.0	166.4	0.0	166.4	FTA 5310						
				TOTAL	0.0	166.4	0.0	166.4	TOTAL	0.0	166.4	0.0	166.4		
	99	ELDERLY/ DISABLED TRANS SEC 5310 GOODWILL INDUSTRIES MILWAUKEE 4 MODIFIED VANS 7/1 1 MODIFIED BUS 28/2 1MODIFIED BUS 14/2 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	120.2	0.0	120.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(98)			CONST	0.0	0.0	0.0	0.0	FED	0.0	480.6	0.0	480.6		
				OTHER	0.0	600.8	0.0	600.8	FTA 5310						
				TOTAL	0.0	600.8	0.0	600.8	TOTAL	0.0	600.8	0.0	600.8		
	100	ELDERLY/ DISABLED TRANS SEC 5310 GOODWILL INDUSTRIES MILWAUKEE 4 MODIFIED VANS 7/1 8 MODIFIED BUSES 28/2 1MODIFIED BUS 14/2 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	126.2	0.0	126.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(99)			CONST	0.0	0.0	0.0	0.0	FED	0.0	504.8	0.0	504.8		
				OTHER	0.0	631.0	0.0	631.0	FTA 5310						
				TOTAL	0.0	631.0	0.0	631.0	TOTAL	0.0	631.0	0.0	631.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	101	ELDERLY/ DISABLED TRANS SEC 5310 JEWISH COMMUNITY CENTER MILWAUKEE 1 MODIFIED VAN 7/1 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	6.6	0.0	6.6	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	26.7	0.0	26.7		
	(100)			OTHER	0.0	33.3	0.0	33.3	FTA 5310						
				TOTAL	0.0	33.3	0.0	33.3	TOTAL	0.0	33.3	0.0	33.3		
	102	ELDERLY/ DISABLED TRANS SEC 5310 MILWAUKEE CENTER FOR INDEPENDENCE MILWAUKEE 2 MODIFIED BUSES 14/2 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	17.5	0.0	17.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	70.1	0.0	70.1		
	(101)			OTHER	0.0	87.6	0.0	87.6	FTA 5310						
				TOTAL	0.0	87.6	0.0	87.6	TOTAL	0.0	87.6	0.0	87.6		
	103	RECONDITIONING OF W. BROWN DEER RD. PARK AND RIDE LOT (IH 43 AT W. BROWN DEER RD.) IN THE VILLAGE OF RIVER HILLS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	333.0	0.0	0.0	333.0		EXEMPT
				CONST	333.0	0.0	0.0	333.0	FED	0.0	0.0	0.0	0.0		
	(102)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	333.0	0.0	0.0	333.0	TOTAL	333.0	0.0	0.0	333.0		
	104	RECONDITIONING OF W. COLLEGE AVE. PARK AND RIDE LOT (IH 94 AT W. COLLEGE AVE.) IN MILWAUKEE COUNTY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	850.0	0.0	0.0	850.0		EXEMPT
				CONST	850.0	0.0	0.0	850.0	FED	0.0	0.0	0.0	0.0		
	(103)			OTHER	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		
	105	RESURFACING OF W. HOLT AVE. PARK AND RIDE LOT (IH 94 AT W. HOLT AVE.) IN THE CITY OF MILWAUKEE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0		EXEMPT
				CONST	150.0	0.0	0.0	150.0	FED	0.0	0.0	0.0	0.0		
	(104)			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		
	106	RECONDITIONING OF W. LOOMIS RD. PARK AND RIDE LOT (IH 894 AT W. LOOMIS RD.) IN THE CITY OF GREENFIELD	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	221.0	0.0	221.0		EXEMPT
				CONST	0.0	221.0	0.0	221.0	FED	0.0	0.0	0.0	0.0		
	(105)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	221.0	0.0	221.0	TOTAL	0.0	221.0	0.0	221.0		
	107	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- MILWAUKEE COUNTY TRANSIT SYSTEM SERVICE ENHANCEMENTS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	170.0	0.0	0.0	170.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	680.0	0.0	0.0	680.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	850.0	0.0	0.0	850.0		
	(868)			OTHER	1,700.0	0.0	0.0	1,700.0	FTA 3037						
				TOTAL	1,700.0	0.0	0.0	1,700.0	TOTAL	1,700.0	0.0	0.0	1,700.0		
	108	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- YW WORKS CHILDCARE TRANSPORTATION PROGRAM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	600.0	0.0	0.0	600.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	450.0	0.0	0.0	450.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	1,050.0	0.0	0.0	1,050.0		
	(869)			OTHER	2,100.0	0.0	0.0	2,100.0	FTA 3037						
				TOTAL	2,100.0	0.0	0.0	2,100.0	TOTAL	2,100.0	0.0	0.0	2,100.0		
	109	CONTINUED AND IMPROVED OPERATION OF THE "HIAWATHA" INTERCITY FROM MILWAUKEE TO CHICAGO	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	814.3	1,026.0	1,000.0	2,840.3		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	3,257.0	4,104.0	4,000.0	11,361.0		
	(106)			OTHER	4,071.3	5,130.0	5,000.0	14,201.3	CMAQ						
				TOTAL	4,071.3	5,130.0	5,000.0	14,201.3	TOTAL	4,071.3	5,130.0	5,000.0	14,201.3		
	110	CORRIDOR TRANSIT ALTERNATIVES STUDY OF COMMUTER PASSENGER TRAIN SERVICE IN THE MILWAUKEE-RACINE-KENOSHA CORRIDOR	TI	PE	0.0	0.0	0.0	0.0	LOCAL	165.0	0.0	0.0	165.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	160.0	0.0	0.0	160.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	500.0	0.0	0.0	500.0		
	(107)			OTHER	825.0	0.0	0.0	825.0	FTA 5309						
				TOTAL	825.0	0.0	0.0	825.0	TOTAL	825.0	0.0	0.0	825.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	111	TRANSPORTATION STUDIES: IH 43 NORTH, IH 94 WEST, USH 45 COMMUTER	TI	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	3,500.0	1,500.0	2,900.0	7,900.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(108)	RAIL, EXPRESS BUS, HIGHWAY IMPROVEMENTS		OTHER	3,500.0	1,500.0	2,900.0	7,900.0							
				TOTAL	3,500.0	1,500.0	2,900.0	7,900.0	TOTAL	3,500.0	1,500.0	2,900.0	7,900.0		
	112	PRELIMINARY ENGINEERING FOR TRANSPORTATION IN THE EAST-WEST CORRIDOR	TI	PE	10,000.0	10,000.0	0.0	20,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,500.0	1,500.0	0.0	3,000.0		
				CONST	0.0	0.0	0.0	0.0	FED	8,500.0	8,500.0	0.0	17,000.0		
	(109)	MIS/PE THRU NEPA		OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	10,000.0	10,000.0	0.0	20,000.0	TOTAL	10,000.0	10,000.0	0.0	20,000.0		
	113	CORRIDOR STUDY FOR THE I-43 NORTH (MILWAUKEE TO OZAUKEE) CORRIDOR	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	200.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	800.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(110)	INCLUDING FREEWAY TRANSIT AND COMMUTER RAIL OPTIONS		OTHER	0.0	0.0	1,000.0	1,000.0							
				TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	114	CORRIDOR STUDY FOR THE I-94 SOUTH (MILWAUKEE TO ILLINOIS) CORRIDOR	TI	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	100.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	400.0	0.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(111)	INCLUDING FREEWAY COMMUTER RAIL AND TRANSIT OPTIONS		OTHER	500.0	500.0	0.0	1,000.0							
				TOTAL	500.0	500.0	0.0	1,000.0	TOTAL	500.0	500.0	0.0	1,000.0		
	115	CORRIDOR STUDY FOR THE I-894/I-94 SOUTHWEST (MILWAUKEE TO HALES	TI	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	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(112)	CORNERS) CORRIDOR INCLUDING FREEWAY AND TRANSIT OPTIONS		OTHER	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		
	116	CORRIDOR STUDY FOR THE US 45 NORTHWEST (MILWAUKEE-WEST BEND)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	200.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	800.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(113)	CORRIDOR INCLUDING FREEWAY COMMUTER RAIL AND TRANSIT OPTIONS		OTHER	0.0	0.0	1,000.0	1,000.0							
				TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	117	CORRIDOR STUDY FOR THE STH 16/ I-94 WEST (MILWAUKEE TO	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	200.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	800.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(114)	OCONOMOWOC CORRIDOR) FREEWAY COMMUTER RAIL AND TRANSIT OPTIONS		OTHER	0.0	0.0	1,000.0	1,000.0							
				TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	118	PRELIMINARY ENGINEERING FOR POSSIBLE EXTENSION OF INTERCITY RAIL	TE	PE	2,200.0	0.0	0.0	2,200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,200.0	0.0	0.0	2,200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(115)	SERVICE FROM MILWAUKEE TO MADISON		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,200.0	0.0	0.0	2,200.0	TOTAL	2,200.0	0.0	0.0	2,200.0		
	119	FINAL DESIGN FOR EXTENSION OF INTERCITY RAIL SERVICE FROM	TE	PE	0.0	0.0	5,000.0	5,000.0	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	2,500.0	2,500.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	2,500.0	2,500.0		
	(116)	MILWAUKEE TO MADISON		OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	0.0	0.0	5,000.0	5,000.0	TOTAL	0.0	0.0	5,000.0	5,000.0		
	120	DESIGN, CONSTRUCTION, AND MAINTENANCE OF A PARK RIDE LOT IN THE	TE	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	75.0	0.0	75.0	STATE	10.0	15.0	80.0	105.0		
				CONST	0.0	0.0	400.0	400.0	FED	40.0	60.0	320.0	420.0		
	(117)	VICINITY OF IH 94 AND STH 100		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	50.0	75.0	400.0	525.0	TOTAL	50.0	75.0	400.0	525.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	121 (118)	TRAIN CONTROL SIGNAL UPGRADES AT 4 LOCATIONS ON CP RAIL MAINLINE SOUTH OF MILWAUKEE TO SUPPORT IMPROVED INTERCITY RAIL SERVICE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	125.0	0.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	500.0	0.0	500.0		
				OTHER	0.0	625.0	0.0	625.0	OTHER FED						
				TOTAL	0.0	625.0	0.0	625.0	TOTAL	0.0	625.0	0.0	625.0		
	122 (119)	CITY OF MILWAUKEE INTERMODAL TERMINAL PLANNING STUDY	TE	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	50.0	0.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	100.0	0.0	0.0	100.0		
				OTHER	150.0	0.0	0.0	150.0	FTA 5307						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	123 (870)	TURN LANE AND MEDIAN CHANGES TO IMPROVE SAFETY ALONG GREENFIELD AVE (STH 59) FROM 116TH STREET TO 101ST STREET IN CITY OF WEST ALLIS	HS	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5.0	75.0	0.0	80.0		
				CONST	0.0	750.0	0.0	750.0	FED	45.0	675.0	0.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	50.0	750.0	0.0	800.0	TOTAL	50.0	750.0	0.0	800.0		
	124 (120)	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STH SYSTEM IN DISTRICT 2	HS	PE	10.0	20.0	20.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	21.0	27.0	27.0	75.0		
				CONST	200.0	250.0	250.0	700.0	FED	189.0	243.0	243.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	210.0	270.0	270.0	750.0	TOTAL	210.0	270.0	270.0	750.0		
	125 (121)	CONSTRUCTION OF VARIOUS SMALL HAZARD ELIMINATION MEASURES IN DISTRICT 2	HS	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	5.0	5.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	50.0	50.0	150.0	FED	45.0	45.0	45.0	135.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	126 (122)	REPLACEMENT OF BEAM-GUARD ENDS ON THE NATIONAL HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	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	20.0	0.0	0.0	20.0	FED	20.0	0.0	0.0	20.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
	127 (123)	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANS-PORTATION COMMISSION IN MILW KEN WAL WAUK WASH RAC AND OZ COUNTIES	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	0.0	0.0	FED	200.0	200.0	200.0	600.0		
				OTHER	200.0	200.0	200.0	600.0	STP-S						
				TOTAL	200.0	200.0	200.0	600.0	TOTAL	200.0	200.0	200.0	600.0		
	128 (124)	IMPROVEMENT & MODERN-IZATION OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS REGIONWIDE	HS	PE	70.0	0.0	0.0	70.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	156.2	75.8	0.0	232.0		
				CONST	1,289.0	541.5	0.0	1,830.5	FED	1,202.8	465.7	0.0	1,668.5		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	1,359.0	541.5	0.0	1,900.5	TOTAL	1,359.0	541.5	0.0	1,900.5		
	129 (125)	INSTALLATION OF TRAFFIC SIGNALS AT USH 41 AND N. 46TH ST. IN THE CITY OF MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	7.6	0.0	0.0	7.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	4.4	0.0	0.0	4.4		
				CONST	60.0	0.0	0.0	60.0	FED	48.0	0.0	0.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	130 (126)	CONDUCT OF INSPECTION OF STAGE 2 FUEL VAPOR RECOVERY SYSTEMS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	26.0	0.0	0.0	26.0		
				CONST	0.0	0.0	0.0	0.0	FED	104.0	0.0	0.0	104.0		
				OTHER	130.0	0.0	0.0	130.0	CMAQ						
				TOTAL	130.0	0.0	0.0	130.0	TOTAL	130.0	0.0	0.0	130.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
STATE OF WISCONSIN	131	PURCHASE AND INSTALLATION OF UPGRADED DYNAMOMETERS FOR EMISSION	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	44.0	44.0	0.0	88.0		
				CONST	0.0	0.0	0.0	0.0	FED	176.0	176.0	0.0	352.0		
	(127)	INSPECTION FACILITIES		OTHER	220.0	220.0	0.0	440.0	CMAQ						
				TOTAL	220.0	220.0	0.0	440.0	TOTAL	220.0	220.0	0.0	440.0		
	132	COMPREHENSIVE STUDY OF EXISTING AND FUTURE PARK & RIDE FACILITY	EE	PE	50.0	50.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	15.0	15.0	0.0	30.0		
				CONST	0.0	0.0	0.0	0.0	FED	35.0	35.0	0.0	70.0		
	(128)	NEEDS IN DOT DISTRICT 2 AND ADMINISTRATION OF VARIOUS SPOT IMPROVEMTS		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	50.0	0.0	100.0	TOTAL	50.0	50.0	0.0	100.0		
	133	CONSTRUCTION OF LAKESHORE WALKWAY NEAR HARBOR DRIVE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	0.0	0.0	50.0		
				CONST	1,000.0	0.0	0.0	1,000.0	FED	850.0	0.0	0.0	850.0		
	(129)	IN CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	134	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	263.0	0.0	0.0	263.0		
				CONST	1,315.0	0.0	0.0	1,315.0	FED	1,052.0	0.0	0.0	1,052.0		
	(130)	LOTS FROM THE GROUP 'A' SET		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,315.0	0.0	0.0	1,315.0	TOTAL	1,315.0	0.0	0.0	1,315.0		
	135	IMPLEMENTATION OF SPEED INCIDENT PREVENTION	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	159.9	0.0	0.0	159.9		
				CONST	0.0	0.0	0.0	0.0	FED	639.6	0.0	0.0	639.6		
	(131)	PROJECT AT TWO LOCATIONS IN THE VICINITY OF THE MITCHELL INTERCHANGE		OTHER	799.5	0.0	0.0	799.5	CMAQ						
				TOTAL	799.5	0.0	0.0	799.5	TOTAL	799.5	0.0	0.0	799.5		
	136	DESIGN OF FREEWAY CRASH INVESTIGATION SITES	EE	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				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	240.0	0.0	0.0	240.0		
	(132)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	137	CONSTRUCTION OF FREEWAY CRASH INVESTIGATION SITES	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	340.0	0.0	0.0	340.0		
				CONST	1,700.0	0.0	0.0	1,700.0	FED	1,360.0	0.0	0.0	1,360.0		
	(133)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,700.0	0.0	0.0	1,700.0	TOTAL	1,700.0	0.0	0.0	1,700.0		
	138	SPOT SAFETY IMPROVEMENT ON BICYCLE ACCOMODATIONS AT VARIOUS LOCATIONS IN DISTRICT 2	EE	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	120.0	0.0	0.0	120.0		
	(134)			OTHER	150.0	0.0	0.0	150.0	STP-E						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	139	CONSTRUCTION OF SIDEWALKS ALONG STATE TRUNK AND CONNECTING HIGHWAYS AT VARIOUS LOCATIONS IN DISTRICT 2	EE	PE	20.0	0.0	0.0	20.0	LOCAL	24.0	0.0	0.0	24.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	0.0	0.0	100.0	FED	96.0	0.0	0.0	96.0		
	(135)			OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	140	EXPANSION OF THE LOCAL GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITATION AND MONITORING PROGRAM BY THE UNIV OF WI-MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	250.0	0.0	0.0	250.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,000.0	0.0	0.0	1,000.0		
	(136)			OTHER	1,250.0	0.0	0.0	1,250.0	CMAQ						
				TOTAL	1,250.0	0.0	0.0	1,250.0	TOTAL	1,250.0	0.0	0.0	1,250.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	141 (137)	DESIGN, IMPLEMENTATION, AND EVALUATION OF CLEAN AIR INFORMATION AND YOUTH EDUCATION PROGRAM	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	213.7	0.0	0.0	213.7		
				CONST	0.0	0.0	0.0	0.0	FED	854.9	0.0	0.0	854.9		
				OTHER	1,068.6	0.0	0.0	1,068.6	CMAQ						
				TOTAL	1,068.6	0.0	0.0	1,068.6	TOTAL	1,068.6	0.0	0.0	1,068.6		
	142 (138)	IMPLEMENTATION OF FREEWAY SAFETY PATROLS	EE	PE	0.0	50.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	280.0	160.0	440.0		
				CONST	0.0	550.0	0.0	550.0	FED	0.0	1,120.0	640.0	1,760.0		
				OTHER	0.0	800.0	800.0	1,600.0	CMAQ						
				TOTAL	0.0	1,400.0	800.0	2,200.0	TOTAL	0.0	1,400.0	800.0	2,200.0		
	143 (139)	ENHANCED FREEWAY SAFETY PATROLS DISTRICT 2 NONATTAINMENT COUNTIES	EE	PE	0.0	0.0	0.0	0.0	LOCAL	600.0	0.0	0.0	600.0	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	2,400.0	0.0	0.0	2,400.0		
				OTHER	3,000.0	0.0	0.0	3,000.0	CMAQ						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
	144 (140)	WISCONSIN PARTNERS FOR CLEAN AIR TECHNICAL ASSITANCE AND OUTREACH	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	42.0	0.0	0.0	42.0		
				CONST	0.0	0.0	0.0	0.0	FED	336.0	0.0	0.0	336.0		
				OTHER	378.0	0.0	0.0	378.0	CMAQ						
				TOTAL	378.0	0.0	0.0	378.0	TOTAL	378.0	0.0	0.0	378.0		
	145 (141)	ENHANCED MOTOR VEHICLE INSPECTION/MAINTENANCE PROGRAM	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	632.0	713.7	0.0	1,345.7		
				CONST	0.0	0.0	0.0	0.0	FED	2,528.0	2,854.8	0.0	5,382.8		
				OTHER	3,160.0	3,568.5	0.0	6,728.5	CMAQ						
				TOTAL	3,160.0	3,568.5	0.0	6,728.5	TOTAL	3,160.0	3,568.5	0.0	6,728.5		
	146 (142)	CONTINUATION OF SOUTHEAST WISCONSIN RIDESHARE RIDE MATCHING SERVICE AND MARKETING 2000	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	11.4	6.3	6.3	24.0		
				CONST	0.0	0.0	0.0	0.0	FED	45.4	25.0	25.0	95.4		
				OTHER	56.8	31.3	31.3	119.4	STP-M						
				TOTAL	56.8	31.3	31.3	119.4	TOTAL	56.8	31.3	31.3	119.4		
	147 (143)	ESTABLISHMENT OF AN EMERGENCY RIDE HOME PROGRAM FOR SOUTHEAST WISCONSIN RIDESHARE PROGRAM PARTICIPANTS: 2000	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	3.0	3.0	3.0	9.0		
				CONST	0.0	0.0	0.0	0.0	FED	12.0	12.0	12.0	36.0		
				OTHER	15.0	15.0	15.0	45.0	STP-M						
				TOTAL	15.0	15.0	15.0	45.0	TOTAL	15.0	15.0	15.0	45.0		
	148 (144)	DESIGN OF NOISE BARRIERS ON INTERSTATE HIGHWAYS	EE	PE	100.0	100.0	100.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	20.0	20.0	60.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	80.0	80.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	100.0	100.0	100.0	300.0	TOTAL	100.0	100.0	100.0	300.0		
	149 (145)	LANDSCAPING OF NOISE BARRIERS ON VARIOUS INTERSTATE HIGHWAYS	EE	PE	25.0	0.0	0.0	25.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	15.0	12.5	12.5	40.0		
				CONST	125.0	125.0	125.0	375.0	FED	135.0	112.5	112.5	360.0		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	150.0	125.0	125.0	400.0	TOTAL	150.0	125.0	125.0	400.0		
	150 (146)	DESIGN OF NOISE BARRIERS ON NON-INTERSTATE FREEWAYS	EE	PE	25.0	25.0	25.0	75.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5.0	5.0	5.0	15.0		
				CONST	0.0	0.0	0.0	0.0	FED	20.0	20.0	20.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	25.0	25.0	25.0	75.0	TOTAL	25.0	25.0	25.0	75.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	151	WETLAND MITIGATION BANKING SITES FOR VARIOUS HIGHWAYS IN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	100.0	100.0	400.0		EXEMPT
	(147)	SOUTHEASTERN WISCONSIN		CONST	200.0	100.0	100.0	400.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	100.0	100.0	400.0	TOTAL	200.0	100.0	100.0	400.0		
	152	STUDY AND EVALUATION OF POTENTIAL JOINT	EE	PE	18.0	0.0	0.0	18.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	63.0	0.0	0.0	63.0		EXEMPT
		DEVELOPMENT (PUBLIC/		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(148)	PRIVATE PARTNERSHIPS) AT PARK AND RIDE LOTS		OTHER	45.0	0.0	0.0	45.0							
		IN SOUTHEASTERN WISCONS		TOTAL	63.0	0.0	0.0	63.0	TOTAL	63.0	0.0	0.0	63.0		
	153	IMPROVE SIGNAGE, BUS SHELTERS, LIGHTING, AND	EE	PE	12.0	12.0	12.0	36.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	16.3	16.3	16.3	48.9		EXEMPT
		OTHER USER AMENITIES AT		CONST	69.3	69.3	69.3	207.9	FED	65.0	65.0	65.0	195.0		
	(149)	VARIOUS PARK AND RIDE LOTS IN SOUTHEASTERN WISCONSIN		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	81.3	81.3	81.3	243.9	TOTAL	81.3	81.3	81.3	243.9		
	154	CONSTRUCTION OF THE RYAN ROAD (STH 100)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	350.0	0.0	0.0	350.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	350.0	0.0	0.0	350.0		EXEMPT
		STORM SEWER LIFT		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(150)	STATION IN THE CITY OF OAK CREEK		OTHER	700.0	0.0	0.0	700.0							
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	155	BAY VIEW BIKEWAY: BAY VIEW TO DOWNTOWN	EE	PE	125.0	0.0	0.0	125.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	25.0	0.0	225.0	250.0		EXEMPT
		MILWAUKEE		CONST	0.0	0.0	1,125.0	1,125.0	FED	100.0	0.0	900.0	1,000.0		
	(151)			OTHER	0.0	0.0	0.0	0.0	OTHER FHWA						
				TOTAL	125.0	0.0	1,125.0	1,250.0	TOTAL	125.0	0.0	1,125.0	1,250.0		
	156	LANDSCAPING OF LAYTON AVENUE FROM 124TH ST	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	25.0	25.0		EXEMPT
		TO STH 100 IN THE CITY		CONST	0.0	0.0	125.0	125.0	FED	0.0	0.0	100.0	100.0		
	(152)	OF GREENFIELD		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	125.0	125.0	TOTAL	0.0	0.0	125.0	125.0		
MILWAUKEE COUNTY	157	REMOVE PARK EAST FWY WEST OF JEFFERSON ST.	HP	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	1,080.0	0.0	1,230.0		EXEMPT
		AND CONSTRUCT NEW TER-		CONST	0.0	7,200.0	0.0	7,200.0	FED	850.0	6,120.0	0.0	6,970.0		
	(153)	MINUS WEST OF MILWAUKEE RIVER IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	IH-C/S						
		MILWAUKEE		TOTAL	1,000.0	7,200.0	0.0	8,200.0	TOTAL	1,000.0	7,200.0	0.0	8,200.0		
	158	REHABILITATE W SILVER SPRING DR BRIDGE OVER	HP	PE	112.0	0.0	0.0	112.0	LOCAL	22.4	92.6	0.0	115.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		THE LITTLE MENOMONEE		CONST	0.0	463.0	0.0	463.0	FED	89.6	370.4	0.0	460.0		
	(154)	RIVER B-40-0162 IN MIL- WAUKEE COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	112.0	463.0	0.0	575.0	TOTAL	112.0	463.0	0.0	575.0		
	159	REHABILITATE W SILVER SPRING DR BRIDGE OVER	HP	PE	112.0	0.0	0.0	112.0	LOCAL	22.4	92.6	0.0	115.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		THE LITTLE MENOMONEE		CONST	0.0	463.0	0.0	463.0	FED	89.6	370.4	0.0	460.0		
	(155)	RIVER B-40-0247 IN MIL- WAUKEE COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	112.0	463.0	0.0	575.0	TOTAL	112.0	463.0	0.0	575.0		
	160	RESURFACING OF N. 43RD ST. FROM W. BRADLEY RD.	HP	PE	0.0	0.0	0.0	0.0	LOCAL	360.0	0.0	0.0	360.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		TO N. TEUTONIA AVE. AND		CONST	1,800.0	0.0	0.0	1,800.0	FED	1,440.0	0.0	0.0	1,440.0		
	(156)	N. TEUTONIA AVE. FROM W. BRADLEY RD TO GREEN BAY RD. (0.9 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,800.0	0.0	0.0	1,800.0	TOTAL	1,800.0	0.0	0.0	1,800.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	161 (157)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S.92ND STREET FROM W. BELOIT ROAD TO W. HOWARD AVE. IN THE CITY OF MILWAUKE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,300.0	0.0	0.0	2,300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,300.0	0.0	0.0	2,300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP/CHIP						
				TOTAL	2,300.0	0.0	0.0	2,300.0	TOTAL	2,300.0	0.0	0.0	2,300.0		
	162 (158)	REPLACEMENT WITH NO ADD'NL LANES AND INTER. IMPROVEMENT OF W. MILL RD (CTH S) BRIDGE OVER LITTLE MENOMONEE RIVER IN THE C/ MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	240.0	0.0	0.0	240.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,200.0	0.0	0.0	1,200.0	FED	960.0	0.0	0.0	960.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,200.0	0.0	0.0	1,200.0	TOTAL	1,200.0	0.0	0.0	1,200.0		
	163 (159)	RECONSTRUCTION WITH AUXILIARY LANES OF BELOIT RD (CTH T) FROM S 102ND TO S 108TH ST IN THE CITY OF GREENFIELD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	570.0	0.0	0.0	570.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,850.0	0.0	0.0	2,850.0	FED	2,280.0	0.0	0.0	2,280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,850.0	0.0	0.0	2,850.0	TOTAL	2,850.0	0.0	0.0	2,850.0		
	164 (160)	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	0.0	900.0	0.0	900.0	LOCAL	0.0	180.0	0.0	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	720.0	0.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	900.0	0.0	900.0	TOTAL	0.0	900.0	0.0	900.0		
	165 (161)	RESURFACING OF CTH Y FROM S.81TH ST TO CTH U AND CTH U FROM GRANGE AVE TO COLDSPRING RD AND REDECK CTH U BRIDGE IN MILWAUKEE CO(2.0 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,511.6	0.0	0.0	1,511.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	988.4	0.0	0.0	988.4		
				CONST	2,500.0	0.0	0.0	2,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP/CHIP						
				TOTAL	2,500.0	0.0	0.0	2,500.0	TOTAL	2,500.0	0.0	0.0	2,500.0		
	166 (162)	REHABILITATION OF THE CTH Y (W. LAYTON AVE.) BRIDGE OVER THE FOREST HOME AVE. (STH 24) IN THE CITY OF GREENFIELD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	420.0	0.0	0.0	420.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,100.0	0.0	0.0	2,100.0	FED	1,680.0	0.0	0.0	1,680.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	2,100.0	0.0	0.0	2,100.0	TOTAL	2,100.0	0.0	0.0	2,100.0		
	167 (163)	RECONSTRUCTION WITH IMPROVED SHOULDERS ON CTH W (N. PORT WASHINGTON RD) FROM GOOD HOPE ROAD TO WEST LARAMIE	HP	PE	577.0	0.0	0.0	577.0	LOCAL	115.4	50.0	1,114.6	1,280.0	A	EXEMPT
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	5,573.0	5,573.0	FED	461.6	200.0	4,458.4	5,120.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	577.0	250.0	5,573.0	6,400.0	TOTAL	577.0	250.0	5,573.0	6,400.0		
	168 (164)	REHABILITATE W.HAMPTON AVENUE BRIDGW OVER THE LITTLE MENOMONEE RIVER B-40-0342 IN MILWAUKEE COUNTY	HP	PE	166.0	0.0	0.0	166.0	LOCAL	33.2	184.0	0.0	217.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	FED	132.8	736.0	0.0	868.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	166.0	920.0	0.0	1,086.0	TOTAL	166.0	920.0	0.0	1,086.0		
	169 (165)	REHABILITATE W. HAMPTON AVENUE BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0343 IN MILWAUKEE COUNTY	HP	PE	166.0	0.0	0.0	166.0	LOCAL	33.2	184.0	0.0	217.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	FED	132.8	736.0	0.0	868.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	166.0	920.0	0.0	1,086.0	TOTAL	166.0	920.0	0.0	1,086.0		
	170 (166)	REHABILITATE W.HAMPTON AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0382 IN MILWAUKEE COUNTY	HP	PE	160.0	0.0	0.0	160.0	LOCAL	32.0	177.2	0.0	209.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	886.0	0.0	886.0	FED	128.0	708.8	0.0	836.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	160.0	886.0	0.0	1,046.0	TOTAL	160.0	886.0	0.0	1,046.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	171 (167)	REHABILITATE W.HAMPTON AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0383 IN MILWAUKEE COUNTY	HP	PE	160.0	0.0	0.0	160.0	LOCAL	32.0	177.2	0.0	209.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	886.0	0.0	886.0	FED	128.0	708.8	0.0	836.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	160.0	886.0	0.0	1,046.0	TOTAL	160.0	886.0	0.0	1,046.0		
	172 (168)	RESURFACING OF CTH PP - GOOD HOPE RD.- FROM N. 107TH ST. TO N. PORT WASHINGTON RD. IN MILWAUKEE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,880.0	0.0	1,880.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	9,400.0	0.0	9,400.0	FED	0.0	7,520.0	0.0	7,520.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	9,400.0	0.0	9,400.0	TOTAL	0.0	9,400.0	0.0	9,400.0		
	173 (169)	REHABILITATION OF THE W GOOD HOPE RD (CTH PP) BRIDGES OVER THE MIL-WAUKEE RIVER IN VILLAGE OF RIVER HILLS BRIDGES B-40-0375 & B-40-0376	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	640.0	0.0	640.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,200.0	0.0	3,200.0	FED	0.0	2,560.0	0.0	2,560.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	3,200.0	0.0	3,200.0	TOTAL	0.0	3,200.0	0.0	3,200.0		
	174 (170)	REPLACEMENT OF THE WEST COLLEGE AVENUE BRIDGE OVER THE BRANCH OF THE ROOT RIVER IN THE CITIES OF GREENFIELD AND FRANKLIN P-40-0563	HP	PE	0.0	0.0	0.0	0.0	LOCAL	76.0	0.0	0.0	76.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	380.0	0.0	0.0	380.0	FED	304.0	0.0	0.0	304.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	380.0	0.0	0.0	380.0	TOTAL	380.0	0.0	0.0	380.0		
	175 (171)	RECONSTRUCTION OF LINCOLN MEMORIAL DRIVE FROM MICHIGAN STREET TO KENWOOD BLVD. IN THE CITY OF MILWAUKEE (3.22 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	4,743.0	0.0	0.0	4,743.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	4,743.0	0.0	0.0	4,743.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	4,743.0	0.0	0.0	4,743.0	TOTAL	4,743.0	0.0	0.0	4,743.0		
	176 (172)	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST (CTH U) FROM TERRACE DR TO PUETZ RD IN THE CITY OF FRANKLIN	HI	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	50.0	1,140.0	1,290.0	A	NON-EXEMPT
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	5,700.0	5,700.0	FED	400.0	200.0	4,560.0	5,160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	250.0	5,700.0	6,450.0	TOTAL	500.0	250.0	5,700.0	6,450.0		
	177 (173)	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	0.0	0.0	0.0	0.0	LOCAL	1,220.0	0.0	0.0	1,220.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	6,100.0	0.0	0.0	6,100.0	FED	4,880.0	0.0	0.0	4,880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	6,100.0	0.0	0.0	6,100.0	TOTAL	6,100.0	0.0	0.0	6,100.0		
	178 (174)	RECONSTRUCTION WITH ADDITIONAL LANES OF W RAWSON AVE FROM HAWTHORNE LANE TO S 27TH ST	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,400.0	0.0	0.0	1,400.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	7,000.0	0.0	0.0	7,000.0	FED	5,600.0	0.0	0.0	5,600.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	7,000.0	0.0	0.0	7,000.0	TOTAL	7,000.0	0.0	0.0	7,000.0		
	179 (175)	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	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1,600.0	1,600.0	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	6,400.0	6,400.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	8,000.0	8,000.0	TOTAL	0.0	0.0	8,000.0	8,000.0		
	180 (176)	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,250.0	1,250.0	1,250.0	3,750.0	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	5,000.0	5,000.0	5,000.0	15,000.0		
				OTHER	6,250.0	6,250.0	6,250.0	18,750.0	FTA 5307						
				TOTAL	6,250.0	6,250.0	6,250.0	18,750.0	TOTAL	6,250.0	6,250.0	6,250.0	18,750.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	181	SUMMERFEST BUS LOADING AREA MODIFICATIONS	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		
	(177)			CONST	150.0	0.0	0.0	150.0	FED	120.0	0.0	0.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	182	PURCHASE CONSULTANT SERVICES FOR RUN CUTTING AND SCHEDULE PREPARATION FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	156.8	0.0	0.0	156.8	LOCAL	31.4	0.0	0.0	31.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(178)			CONST	0.0	0.0	0.0	0.0	FED	125.4	0.0	0.0	125.4		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	156.8	0.0	0.0	156.8	TOTAL	156.8	0.0	0.0	156.8		
	183	REMODEL CITY CAMPUS BUILDING COMPLEX	TP	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	STATE	0.0	0.0	0.0	0.0		
	(871)			CONST	0.0	0.0	0.0	0.0	FED	100.0	0.0	0.0	100.0		
				OTHER	125.0	0.0	0.0	125.0	FTA 5307						
				TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		
	184	VAN POOL PROGRAM REPLACEMENT VANS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.0	0.0	0.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(179)			CONST	0.0	0.0	0.0	0.0	FED	72.0	0.0	0.0	72.0		
				OTHER	90.0	0.0	0.0	90.0	CMAQ						
				TOTAL	90.0	0.0	0.0	90.0	TOTAL	90.0	0.0	0.0	90.0		
	185	UNDERGROUND STORAGE TANK MONITORING SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	35.0	0.0	0.0	35.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(180)			CONST	0.0	0.0	0.0	0.0	FED	140.0	0.0	0.0	140.0		
				OTHER	175.0	0.0	0.0	175.0	FTA 5307						
				TOTAL	175.0	0.0	0.0	175.0	TOTAL	175.0	0.0	0.0	175.0		
	186	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	120.0	124.0	128.0	372.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(181)			CONST	0.0	0.0	0.0	0.0	FED	480.0	496.0	512.0	1,488.0		
				OTHER	600.0	620.0	640.0	1,860.0	FTA 5307						
				TOTAL	600.0	620.0	640.0	1,860.0	TOTAL	600.0	620.0	640.0	1,860.0		
	187	PURCHASE 110 REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	2,000.0	2,000.0	2,000.0	6,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(182)			CONST	0.0	0.0	0.0	0.0	FED	8,000.0	8,000.0	8,000.0	24,000.0		
				OTHER	10,000.0	10,000.0	10,000.0	30,000.0	FTA 5309						
				TOTAL	10,000.0	10,000.0	10,000.0	30,000.0	TOTAL	10,000.0	10,000.0	10,000.0	30,000.0		
	188	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	100.0	100.0	200.0	400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(183)			CONST	0.0	0.0	0.0	0.0	FED	400.0	400.0	800.0	1,600.0		
				OTHER	500.0	500.0	1,000.0	2,000.0	FTA 5307						
				TOTAL	500.0	500.0	1,000.0	2,000.0	TOTAL	500.0	500.0	1,000.0	2,000.0		
	189	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		
	(184)			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						
				TOTAL	100.0	100.0	100.0	300.0	TOTAL	100.0	100.0	100.0	300.0		
	190	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	14,500.0	14,500.0	14,500.0	43,500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	46,500.0	46,500.0	46,500.0	139,500.0		
	(185)			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	61,000.0	61,000.0	61,000.0	183,000.0							
				TOTAL	61,000.0	61,000.0	61,000.0	183,000.0	TOTAL	61,000.0	61,000.0	61,000.0	183,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	191	RENOVATION OF THE AM-TRAK DEPOT LOCATED IN THE CENTRAL BUSINESS	TI	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	1,000.0	1,000.0	0.0	2,000.0		
				CONST	1,746.8	1,742.5	0.0	3,489.3	FED	996.8	992.5	0.0	1,989.3		
	(186)	DISTRICT BY CMC HEART-LAND PARTNERS		OTHER	250.0	250.0	0.0	500.0	FTA 5309						
				TOTAL	1,996.8	1,992.5	0.0	3,989.3	TOTAL	1,996.8	1,992.5	0.0	3,989.3		
	192	TRANSIT PLANNING MILWAUKEE COUNTY SHORT RANGE PLANNING AND	TI	PE	0.0	0.0	0.0	0.0	LOCAL	46.0	46.0	46.0	138.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	184.0	184.0	184.0	552.0		
	(187)	PROGRAMMING STUDIES		OTHER	230.0	230.0	230.0	690.0	FTA 5307						
				TOTAL	230.0	230.0	230.0	690.0	TOTAL	230.0	230.0	230.0	690.0		
	193	SERVICE ENHANCEMENTS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	400.0	400.0	400.0	1,200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	800.0	800.0	800.0	2,400.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,200.0	1,200.0	1,200.0	3,600.0		
	(188)	IN SUPPORT OF THE MILWAUKEE URBANIZED AREA JOB ACCESS PROGRAM		OTHER	2,400.0	2,400.0	2,400.0	7,200.0	FTA 3037						
				TOTAL	2,400.0	2,400.0	2,400.0	7,200.0	TOTAL	2,400.0	2,400.0	2,400.0	7,200.0		
	194	TRANSIT PLANNING: TRANSIT SYSTEM PLANNING STUDIES RELATED TO	TI	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	40.0	40.0	120.0	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	160.0	160.0	160.0	480.0		
	(189)	IMPROVED OPERATIONS		OTHER	200.0	200.0	200.0	600.0	FTA 5307						
				TOTAL	200.0	200.0	200.0	600.0	TOTAL	200.0	200.0	200.0	600.0		
	195	PURCHASE 50 BUS PASSENGER SHELTERS FOR THE MILWAUKEE COUNTY	TI	PE	15.0	0.0	0.0	15.0	LOCAL	61.6	0.0	0.0	61.6	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	246.4	0.0	0.0	246.4		
	(190)	TRANSIT SYSTEM		OTHER	293.0	0.0	0.0	293.0	FTA 5307						
				TOTAL	308.0	0.0	0.0	308.0	TOTAL	308.0	0.0	0.0	308.0		
	196	PURCHASE BUS WASHING SYSTEM FOR THE FOND DU LAC OPERATING GARAGE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	89.6	0.0	0.0	89.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	400.0	0.0	0.0	400.0	FED	358.4	0.0	0.0	358.4		
	(191)			OTHER	48.0	0.0	0.0	48.0	FTA 5307						
				TOTAL	448.0	0.0	0.0	448.0	TOTAL	448.0	0.0	0.0	448.0		
	197	BUS VACUUM SYSTEM FOR MCTS KINNICKINNIC GARAGE	TI	PE	6.0	0.0	0.0	6.0	LOCAL	76.0	0.0	0.0	76.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	340.0	0.0	0.0	340.0	FED	304.0	0.0	0.0	304.0		
	(192)			OTHER	34.0	0.0	0.0	34.0	FTA 5307						
				TOTAL	380.0	0.0	0.0	380.0	TOTAL	380.0	0.0	0.0	380.0		
	198	BUS VACUUM SYSTEM FOR MCTS FOND DU LAC GARAGE	TI	PE	5.0	0.0	0.0	5.0	LOCAL	57.0	0.0	0.0	57.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	255.0	0.0	0.0	255.0	FED	228.0	0.0	0.0	228.0		
	(193)			OTHER	25.0	0.0	0.0	25.0	FTA 5307						
				TOTAL	285.0	0.0	0.0	285.0	TOTAL	285.0	0.0	0.0	285.0		
	199	FACILITY ASSESSMENT PROGRAM FOR MCTS FACILITIES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	28.0	0.0	0.0	28.0	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	112.0	0.0	0.0	112.0		
	(194)			OTHER	140.0	0.0	0.0	140.0	FTA 5307						
				TOTAL	140.0	0.0	0.0	140.0	TOTAL	140.0	0.0	0.0	140.0		
	200	EXPANSION OF MILWAUKEE COUNTY TRANSIT SYSTEM SERVICE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	432.0	445.0	0.0	877.0	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	1,727.8	1,779.6	0.0	3,507.4		
	(195)			OTHER	2,159.8	2,224.6	0.0	4,384.4	CMAQ						
				TOTAL	2,159.8	2,224.6	0.0	4,384.4	TOTAL	2,159.8	2,224.6	0.0	4,384.4		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	201 (196)	SUPPORT OF SEWRPC TRANSIT PLANNING PROGRAM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	37.5	37.5	37.5	112.5	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	150.0	150.0	150.0	450.0		
				OTHER	187.5	187.5	187.5	562.5	FTA 5307						
				TOTAL	187.5	187.5	187.5	562.5	TOTAL	187.5	187.5	187.5	562.5		
	202 (197)	PURCHASE AND OPERATION OF TROLLEY BUSES	TE	PE	0.0	0.0	0.0	0.0	LOCAL	935.3	448.3	461.8	1,845.4	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	3,741.1	1,793.4	1,847.2	7,381.7		
				OTHER	4,676.4	2,241.7	2,309.0	9,227.1	CMAQ						
				TOTAL	4,676.4	2,241.7	2,309.0	9,227.1	TOTAL	4,676.4	2,241.7	2,309.0	9,227.1		
	203 (198)	FREEWAY FLYER SERVICE TO ETHNIC FESTIVALS	TE	PE	0.0	0.0	0.0	0.0	LOCAL	15.2	15.7	16.2	47.1	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	60.9	62.7	64.6	188.2		
				OTHER	76.1	78.4	80.8	235.3	CMAQ						
				TOTAL	76.1	78.4	80.8	235.3	TOTAL	76.1	78.4	80.8	235.3		
	204 (199)	SEASONAL TRANSIT SHUTTLE SERVICE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	42.0	43.3	44.6	129.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	168.0	173.0	178.2	519.2		
				OTHER	210.0	216.3	222.8	649.1	CMAQ						
				TOTAL	210.0	216.3	222.8	649.1	TOTAL	210.0	216.3	222.8	649.1		
	205 (200)	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	2,100.0	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	5,500.0	5,500.0	FED	0.0	4,000.0	4,400.0	8,400.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	0.0	5,000.0	5,500.0	10,500.0	TOTAL	0.0	5,000.0	5,500.0	10,500.0		
	206 (201)	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECTIONS (CLOSED LOOPS) AT VARIOUS LOCATIONS ON MILWAUKEE COUNTY TRUNK	OH	PE	0.0	87.0	87.0	174.0	LOCAL	0.0	117.0	117.0	234.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	498.0	498.0	996.0	FED	0.0	468.0	468.0	936.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	585.0	585.0	1,170.0	TOTAL	0.0	585.0	585.0	1,170.0		
	207 (202)	REHABILITATE MILWAUKEE RIVER PARKWAY BRIDGE OVER THE MILWAUKEE RIVER B-40-0647 IN MILWAUKEE COUNTY	OH	PE	138.0	0.0	0.0	138.0	LOCAL	27.6	115.0	0.0	142.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	575.0	0.0	575.0	FED	110.4	460.0	0.0	570.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	138.0	575.0	0.0	713.0	TOTAL	138.0	575.0	0.0	713.0		
	208 (203)	BRIDGE REPLACEMENT OAK CREEK PARKWAY OAK CREEK BRIDGE CITY OF SOUTH MILWAUKEE BRIDGE P-40-0741	OH	PE	115.0	0.0	0.0	115.0	LOCAL	23.0	100.0	0.0	123.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	500.0	0.0	500.0	FED	92.0	400.0	0.0	492.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	115.0	500.0	0.0	615.0	TOTAL	115.0	500.0	0.0	615.0		
	209 (204)	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	0.0	0.0	0.0	0.0	LOCAL	76.0	0.0	0.0	76.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	380.0	0.0	0.0	380.0	FED	304.0	0.0	0.0	304.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	380.0	0.0	0.0	380.0	TOTAL	380.0	0.0	0.0	380.0		
	210 (205)	TRAFFIC SIGNAL IMPROVEMENTS ON CTH SYSTEM	HS	PE	83.4	0.0	0.0	83.4	LOCAL	295.0	0.0	0.0	295.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	211.6	0.0	0.0	211.6	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		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	211 (206)	CONSTRUCTION OF TURN LANES AND INSTALLATION OF TRAFFIC SIGNAL MAST ARMS AT INTERSECTION OF S. 76TH ST. AND DREXEL AVE.	HS	PE	1.0	0.0	0.0	1.0	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	9.5	0.0	0.0	9.5	FED	9.5	0.0	0.0	9.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.5	0.0	0.0	10.5	TOTAL	10.5	0.0	0.0	10.5		
	212 (207)	SOUTH 13TH ST (CTH V) AT 7100 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	PE	37.5	0.0	0.0	37.5	LOCAL	37.5	200.0	0.0	237.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	200.0	0.0	200.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	37.5	200.0	0.0	237.5	TOTAL	37.5	200.0	0.0	237.5		
	213 (208)	SOUTH 13TH ST (CTH V) AT 7500 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	PE	37.5	0.0	0.0	37.5	LOCAL	37.5	200.0	0.0	237.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	200.0	0.0	200.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	37.5	200.0	0.0	237.5	TOTAL	37.5	200.0	0.0	237.5		
	214 (209)	TRAFFIC SAFETY IMPROVEMENTS N. PORT WASHINGTON RD (CTH W) - BROWN DEER RD	HS	PE	0.0	35.0	0.0	35.0	LOCAL	0.0	35.0	0.0	35.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	315.0	0.0	315.0	FED	0.0	315.0	0.0	315.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	350.0	0.0	350.0	TOTAL	0.0	350.0	0.0	350.0		
	215 (210)	TRAFFIC SAFETY IMPROVEMENT W RAWSON AVE (CTH BB) AT S. 10TH ST - SIGNAL INSTALLATION	HS	PE	25.0	0.0	0.0	25.0	LOCAL	18.7	0.0	0.0	18.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	162.5	0.0	0.0	162.5	FED	168.8	0.0	0.0	168.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	187.5	0.0	0.0	187.5	TOTAL	187.5	0.0	0.0	187.5		
	216 (211)	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	A	EXEMPT
				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		
	217 (212)	TRAFFIC SAFETY IMPROVEMENTS E COLLEGE AVE (CTH ZZ) AT ACE INDUSTRIAL DR	HS	PE	5.0	0.0	0.0	5.0	LOCAL	7.0	0.0	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	65.0	0.0	0.0	65.0	FED	63.0	0.0	0.0	63.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	70.0	0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0		
	218 (213)	RECONSTRUCTION OF PED-ESTRIAN/BICYCLE PATH ON SEAWALL SEPARATING THE MILWAUKEE ART MUSEUM AND LAKE MICHIGAN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	300.0	0.0	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	1,500.0	0.0	0.0	1,500.0	FED	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	219 (872)	CONSTRUCTION OF BICYCLE PATH FROM INTERSECTION OF PROSPECT AV (STH 32) AND BRADY ST DOWN THE BLUFF TO LINCOLN MEM DR (OAK LEAF TR) IN C/MILW	EE	PE	66.3	0.0	0.0	66.3	LOCAL	13.3	53.0	0.0	66.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	265.0	0.0	265.0	FED	53.0	212.0	0.0	265.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	66.3	265.0	0.0	331.3	TOTAL	66.3	265.0	0.0	331.3		
	220 (873)	CONSTRUCTION OF A GRADE SEPARATION BETWEEN THE FORMER NORTH SHORE RR BICYCLE PATH AND RYAN ROAD (STH 100) IN THE CITY OF OAK CREEK	EE	PE	47.0	0.0	0.0	47.0	LOCAL	9.4	9.4	90.4	109.2	A	EXEMPT
				ROW	0.0	47.0	0.0	47.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	452.0	452.0	FED	37.6	37.6	361.6	436.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	47.0	47.0	452.0	546.0	TOTAL	47.0	47.0	452.0	546.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	221 (214)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG THE ROOT RIVER CORRIDOR FROM STH 100 TO PUETZ ROAD	EE	PE	20.0	0.0	0.0	20.0	LOCAL	49.1	0.0	0.0	49.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	225.7	0.0	0.0	225.7	FED	196.6	0.0	0.0	196.6		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	245.7	0.0	0.0	245.7	TOTAL	245.7	0.0	0.0	245.7		
	222 (215)	DESIGN AND INSTALLATION OF IMPROVED LIGHTING ALONG LINCOLN MEMORIAL DRIVE TO IMPROVE PEDESTRIAN AND BICYCLE SAFETY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	1,425.0	0.0	0.0	1,425.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,425.0	0.0	0.0	1,425.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,425.0	0.0	0.0	1,425.0	TOTAL	1,425.0	0.0	0.0	1,425.0		
	223 (216)	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	432.0	432.0	0.0	864.0	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	1,728.0	1,728.0	0.0	3,456.0		
				OTHER	2,160.0	2,160.0	0.0	4,320.0	CMAQ						
				TOTAL	2,160.0	2,160.0	0.0	4,320.0	TOTAL	2,160.0	2,160.0	0.0	4,320.0		
	224 (217)	DESIGN AND CONSTRUCTION OF ACCESS RAMP TO THE OAK LEAF BIKE TRAIL AT OAKLAND AVENUE AND NORTH AVENUE	EE	PE	75.1	0.0	0.0	75.1	LOCAL	15.0	78.7	0.0	93.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	393.6	0.0	393.6	FED	60.1	314.9	0.0	375.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	75.1	393.6	0.0	468.7	TOTAL	75.1	393.6	0.0	468.7		
	225 (218)	DESIGN AND CONSTRUCTION OF THE FORESTRY YARD SEGMENT OF THE HOYT BICYCLE/PEDESTRIAN PATH	EE	PE	3.4	0.0	0.0	3.4	LOCAL	16.5	0.0	0.0	16.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	79.1	0.0	0.0	79.1	FED	66.0	0.0	0.0	66.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	82.5	0.0	0.0	82.5	TOTAL	82.5	0.0	0.0	82.5		
	226 (219)	FORMER NORTH SHORE RAILROAD RIGHT-OF-WAY BIKEPATH - MARSHALL AVE AT HOWELL AVE TO 3000 TO THE EAST COUNTY LINE	EE	PE	45.8	180.2	0.0	226.0	LOCAL	46.0	180.0	0.0	226.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	183.2	720.8	0.0	904.0	FED	183.0	721.0	0.0	904.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	229.0	901.0	0.0	1,130.0	TOTAL	229.0	901.0	0.0	1,130.0		
	227 (220)	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM DRETZKA PARK AND BRADLEY ROAD SOUTHERLY TO NEW INTERCHANGE AT 124TH AND FDL AVENUE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	25.6	0.0	0.0	25.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	128.0	0.0	0.0	128.0	FED	102.4	0.0	0.0	102.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	128.0	0.0	0.0	128.0	TOTAL	128.0	0.0	0.0	128.0		
	228 (221)	NORTHWEST BIKEWAY- BRADLEY ROAD TO 124TH AND FOND DU LAC	EE	PE	0.0	19.0	0.0	19.0	LOCAL	0.0	25.6	0.0	25.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	109.0	0.0	109.0	FED	0.0	102.4	0.0	102.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	128.0	0.0	128.0	TOTAL	0.0	128.0	0.0	128.0		
	229 (222)	NORTHWEST BIKEWAY WEST GOOD HOPE ROAD TO NORTH 124TH ST (1.20 MILES)	EE	PE	0.0	0.0	34.0	34.0	LOCAL	0.0	0.0	45.0	45.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	191.0	191.0	FED	0.0	0.0	180.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	225.0	225.0	TOTAL	0.0	0.0	225.0	225.0		
	230 (223)	NORTHWEST BIKEWAY WEST MILL ROAD TO WEST GOOD HOPE ROAD (1.33 MILES)	EE	PE	0.0	0.0	30.0	30.0	LOCAL	0.0	0.0	50.8	50.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	224.0	224.0	FED	0.0	0.0	203.2	203.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	254.0	254.0	TOTAL	0.0	0.0	254.0	254.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	231	CONSTRUCTION OF A 10 FOOT WIDE BIKEWAY ALONG OAK CREEK FROM S.	EE	PE	0.0	0.0	0.0	0.0	LOCAL	38.0	0.0	0.0	38.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	190.0	0.0	0.0	190.0	FED	152.0	0.0	0.0	152.0		
	(224)	NICHOLSON TO E. DREXEL IN THE CITY OF OAK CREEK		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	190.0	0.0	0.0	190.0	TOTAL	190.0	0.0	0.0	190.0		
	232	ROOT RIVER BIKEWAY ROOT RIVER PARKWAY AT LOOMIS RD TO 6200	EE	PE	0.0	0.0	70.0	70.0	LOCAL	0.0	0.0	56.0	56.0	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	210.0	210.0	FED	0.0	0.0	224.0	224.0		
	(225)	WEST DREXEL AVE		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	280.0	280.0	TOTAL	0.0	0.0	280.0	280.0		
	233	CONSTRUCTION OF ROOT RIVER BIKEWAY FROM DREXEL AVE TO PUETZ RD.	EE	PE	89.2	0.0	0.0	89.2	LOCAL	119.0	0.0	0.0	119.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	505.8	0.0	0.0	505.8	FED	476.0	0.0	0.0	476.0		
	(226)	IN CITY OF FRANKLIN		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	595.0	0.0	0.0	595.0	TOTAL	595.0	0.0	0.0	595.0		
	234	SOUTH SIDE BIKEWAY EAST DREXEL AVENUE TO 8800 SOUTH PENNSYLVANIA	EE	PE	0.0	0.0	30.0	30.0	LOCAL	0.0	0.0	40.0	40.0	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	170.0	170.0	FED	0.0	0.0	160.0	160.0		
	(227)	(1.60 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
C/CUDAHY	235	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AND LADISH	HI	PE	664.1	0.0	0.0	664.1	LOCAL	132.8	10.4	632.5	775.7	A	NON-EXEMPT
				ROW	0.0	51.8	0.0	51.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,162.5	3,162.5	FED	531.3	41.4	2,530.0	3,102.7		
	(228)	AVES FROM PACKARD AVE. TO NICHOLSON AVE IN THE CITY OF CUDAHY		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	664.1	51.8	3,162.5	3,878.4	TOTAL	664.1	51.8	3,162.5	3,878.4		
	236	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE	HI	PE	172.5	0.0	0.0	172.5	LOCAL	41.3	174.8	0.0	216.1	A	NON-EXEMPT
				ROW	34.0	0.0	0.0	34.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	874.0	0.0	874.0	FED	165.2	699.2	0.0	864.4		
	(229)	FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	206.5	874.0	0.0	1,080.5	TOTAL	206.5	874.0	0.0	1,080.5		
	237	TRAFFIC SIGNAL MODIFICATION AT THE INTERSECTION OF LADISH,	HS	PE	10.0	0.0	0.0	10.0	LOCAL	9.9	0.0	0.0	9.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	89.3	0.0	0.0	89.3	FED	89.4	0.0	0.0	89.4		
	(230)	WANDA, AND S. PACKARD AVE (STH 62) IN CITY OF CUDAHY		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	99.3	0.0	0.0	99.3	TOTAL	99.3	0.0	0.0	99.3		
	238	NATURAL GAS FUELING FACILITY SERVING THE CITIES OF CUDAHY &	EE	PE	10.0	0.0	0.0	10.0	LOCAL	70.0	0.0	0.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	340.0	0.0	0.0	340.0	FED	280.0	0.0	0.0	280.0		
	(231)	SOUTH MILWAUKEE, TO BE LOCATED NEAR THEIR BORDER: 1995		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	239	ACQUSITION OF ALTERNATIVE-FUEL (CNG)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	49.0	0.0	0.0	49.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		MUNICIPAL VEHICLES FOR		CONST	0.0	0.0	0.0	0.0	FED	196.0	0.0	0.0	196.0		
	(232)	THE CITY OF CUDAHY: 1995		OTHER	245.0	0.0	0.0	245.0	CMAQ						
				TOTAL	245.0	0.0	0.0	245.0	TOTAL	245.0	0.0	0.0	245.0		
C/GLENDALE	240	RECONSTRUCT WITH NO ADDITIONAL LANES	HP	PE	105.0	0.0	0.0	105.0	LOCAL	101.0	1.0	203.2	305.2	A	EXEMPT
				ROW	0.0	5.0	0.0	5.0	STATE	0.0	0.0	0.0	0.0		
		W. MILL RD.(CTH S)		CONST	0.0	0.0	1,016.0	1,016.0	FED	4.0	4.0	812.8	820.8		
	(233)	W CITY LIMIT-GREEN BAY AVE (CTH 57) C/GLENDALE		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	105.0	5.0	1,016.0	1,126.0	TOTAL	105.0	5.0	1,016.0	1,126.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/GLENDALE	241	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N RANGE LINE RD FROM GOOD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	175.0	0.0	0.0	175.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	875.0	0.0	0.0	875.0	FED	700.0	0.0	0.0	700.0		
	(234)	HOPE RD TO GREEN BAY RD IN THE CITY OF GLENDALE (0.75 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	875.0	0.0	0.0	875.0	TOTAL	875.0	0.0	0.0	875.0		
V/GREENDALE	242	CONSTRUCTION OF APROX. 1200 FEET OF SIDEWALK	EE	PE	20.0	0.0	0.0	20.0	LOCAL	4.0	11.0	0.0	15.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		ALONG THE EAST SIDE OF		CONST	0.0	55.0	0.0	55.0	FED	16.0	44.0	0.0	60.0		
	(874)	LOOMIS RD (STH36) FROM RAMSEY AVE NORTHEAST IN VILLAGE OF GREENDALE		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	20.0	55.0	0.0	75.0	TOTAL	20.0	55.0	0.0	75.0		
C/GREENFIELD	243	RESURFACING OF HOWARD AVE FROM 116TH ST TO	HP	PE	0.0	0.0	0.0	0.0	LOCAL	35.0	0.0	0.0	35.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		124TH ST IN THE CITY		CONST	35.0	0.0	0.0	35.0	FED	0.0	0.0	0.0	0.0		
	(235)	OF GREENFIELD (0.30 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	35.0	0.0	0.0	35.0	TOTAL	35.0	0.0	0.0	35.0		
	244	RECONSTRUCTION WITH AUXILIARY LANES OF	HP	PE	40.0	0.0	0.0	40.0	LOCAL	8.0	322.0	0.0	330.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		35TH ST FROM LOOMIS RD		CONST	0.0	1,610.0	0.0	1,610.0	FED	32.0	1,288.0	0.0	1,320.0		
	(236)	TO LAYTON AVE IN THE CITY OF GREENFIELD (0.90 MILE)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	40.0	1,610.0	0.0	1,650.0	TOTAL	40.0	1,610.0	0.0	1,650.0		
	245	SIGNALIZE THE 60TH & EDGERTON INTERSECTION	HS	PE	3.0	0.0	0.0	3.0	LOCAL	5.3	0.0	0.0	5.3	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		IN GREENFIELD TO		CONST	50.0	0.0	0.0	50.0	FED	47.7	0.0	0.0	47.7		
	(237)	IMPROVE SAFETY		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	53.0	0.0	0.0	53.0	TOTAL	53.0	0.0	0.0	53.0		
V/HALES CORNERS	246	RECONSTRUCTION WITH AUXILIARY LANES OF	HP	PE	92.0	0.0	0.0	92.0	LOCAL	18.4	116.0	0.0	134.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		W. GRANGE AVE. FROM		CONST	0.0	580.0	0.0	580.0	FED	73.6	464.0	0.0	537.6		
	(238)	NEW BERLIN RD. TO 108TH STREET IN VILLAGE OF HALES CORNERS (1.0 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	92.0	580.0	0.0	672.0	TOTAL	92.0	580.0	0.0	672.0		
	247	CONSTRUCT PEDESTRIAN PATHWAY FROM JANESVILLE	EE	PE	15.2	0.0	0.0	15.2	LOCAL	3.0	12.7	0.0	15.7	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		RD. (STH 24) TO GRANGE		CONST	0.0	63.3	0.0	63.3	FED	12.2	50.6	0.0	62.8		
	(239)	AVE. IN THE VILLAGE OF HALES CORNERS		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	15.2	63.3	0.0	78.5	TOTAL	15.2	63.3	0.0	78.5		
	248	LANDSCAPING OF MEDIANS IN STH 100 AND STH 24	EE	PE	13.5	0.0	0.0	13.5	LOCAL	32.0	0.0	0.0	32.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		IN THE VILLAGE OF HALES		CONST	0.0	0.0	0.0	0.0	FED	32.1	0.0	0.0	32.1		
	(240)	CORNERS		OTHER	50.6	0.0	0.0	50.6	STP-E						
				TOTAL	64.1	0.0	0.0	64.1	TOTAL	64.1	0.0	0.0	64.1		
C/MILWAUKEE	249	CONSTURCTION OF LOCAL STREET CONNECTIONS AND	HP	PE	350.0	0.0	0.0	350.0	LOCAL	52.5	1,200.0	0.0	1,252.5	A	
				ROW	0.0	1,000.0	0.0	1,000.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		IMPROVEMENTS/MODIFICA-		CONST	0.0	4,500.0	0.0	4,500.0	FED	297.5	6,800.0	0.0	7,097.5		
	(241)	TIONS ASSOCIATED WITH REMOVAL/NEW TERMINUS OF PARK EAST FWY		OTHER	0.0	2,500.0	0.0	2,500.0	IH-C/S						
				TOTAL	350.0	8,000.0	0.0	8,350.0	TOTAL	350.0	8,000.0	0.0	8,350.0		
	250	CONSTRUCTION OF A NEW MICKINLEY/KNAPP STREET	HP	PE	690.0	0.0	0.0	690.0	LOCAL	133.5	1,050.0	0.0	1,183.5	A	
				ROW	200.0	0.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		BRIDGE OVER THE		CONST	0.0	7,000.0	0.0	7,000.0	FED	786.5	5,950.0	0.0	6,736.5		
	(309)	MILWAUKEE RIVER IN THE CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	890.0	7,000.0	0.0	7,890.0	TOTAL	890.0	7,000.0	0.0	7,890.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	251	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED	HP	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	100.0	105.0	305.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	100.0	100.0	105.0	305.0	FED	0.0	0.0	0.0	0.0		
	(242)	STREET INTERSECTIONS IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0							
		MILWAUKEE		TOTAL	100.0	100.0	105.0	305.0	TOTAL	100.0	100.0	105.0	305.0		
	252	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	155.0	155.0	155.0	465.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		LOCATIONS IN THE CITY		CONST	155.0	155.0	155.0	465.0	FED	0.0	0.0	0.0	0.0		
	(243)	OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	155.0	155.0	155.0	465.0	TOTAL	155.0	155.0	155.0	465.0		
	253	INTERCONNECTION OF TRAFFIC SIGNALS AT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	10.0	10.0	25.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		VARIOUS LOCATIONS ON		CONST	5.0	10.0	10.0	25.0	FED	0.0	0.0	0.0	0.0		
	(244)	CITY STREETS IN THE CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5.0	10.0	10.0	25.0	TOTAL	5.0	10.0	10.0	25.0		
	254	RECONDITIONING OF TRAFFIC SIGNALS AT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	165.0	165.0	165.0	495.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		VARIOUS LOCATIONS ON		CONST	165.0	165.0	165.0	495.0	FED	0.0	0.0	0.0	0.0		
	(245)	CITY STREETS IN THE CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	165.0	165.0	165.0	495.0	TOTAL	165.0	165.0	165.0	495.0		
	255	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	100.0	100.0	300.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		LOCATIONS ON CITY		CONST	100.0	100.0	100.0	300.0	FED	0.0	0.0	0.0	0.0		
	(246)	STREETS IN THE CITY OF MILWAUKEE		OTHER	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		
	256	RECONSTRUCTION AND RESURFACING AT VARIOUS	HP	PE	200.0	300.0	350.0	850.0	LOCAL	1,100.0	1,300.0	1,850.0	4,250.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		LOCATIONS ON THE		CONST	900.0	1,000.0	1,500.0	3,400.0	FED	0.0	0.0	0.0	0.0		
	(247)	FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0							
		MILWAUKEE		TOTAL	1,100.0	1,300.0	1,850.0	4,250.0	TOTAL	1,100.0	1,300.0	1,850.0	4,250.0		
	257	LOCAL STREET IMPROVEMENTS AT VARIOUS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,102.4	0.0	1,102.4	2,204.8	A	
				ROW	0.0	0.0	0.0	0.0	STATE	1,102.4	0.0	1,102.4	2,204.8		EXEMPT
		LOCATIONS IN THE CITY		CONST	2,204.8	0.0	2,204.8	4,409.6	FED	0.0	0.0	0.0	0.0		
	(248)	OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	LRIP/CHIP						
				TOTAL	2,204.8	0.0	2,204.8	4,409.6	TOTAL	2,204.8	0.0	2,204.8	4,409.6		
	258	RESURFACING OF N.16TH STREET FROM W.CLYBOURN	HP	PE	25.0	0.0	0.0	25.0	LOCAL	5.0	34.6	0.0	39.6	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		STREET TO W.WISCONSIN		CONST	0.0	153.0	0.0	153.0	FED	20.0	138.4	0.0	158.4		
	(249)	AVENUE IN THE CITY OF MILWAUKEE		OTHER	0.0	20.0	0.0	20.0	STP-M						
		(0.18 MILES)		TOTAL	25.0	173.0	0.0	198.0	TOTAL	25.0	173.0	0.0	198.0		
	259	RECONSTRUCTION WITH NO ADDITIONAAL LANES OF AT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	104.0	0.0	0.0	104.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		ATKINSON AVE FROM TEU-		CONST	492.0	0.0	0.0	492.0	FED	416.0	0.0	0.0	416.0		
	(250)	TONIO AVE TO N 27TH ST IN THE CITY MILWAUKEE		OTHER	28.0	0.0	0.0	28.0	STP-M						
		(0.43 MILES)		TOTAL	520.0	0.0	0.0	520.0	TOTAL	520.0	0.0	0.0	520.0		
	260	RESURFACING OF E BAY ST FROM S BAY ST	HP	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	174.0	0.0	198.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		TO S KINNICKINNIC AVE		CONST	0.0	870.0	0.0	870.0	FED	96.0	696.0	0.0	792.0		
	(251)	IN THE CITY OF MILWAUKEE (0.62 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	120.0	870.0	0.0	990.0	TOTAL	120.0	870.0	0.0	990.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	261	RECONSTRUCTION OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	97.0	0.0	0.0	97.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	485.0	0.0	0.0	485.0	FED	388.0	0.0	0.0	388.0		
	(252)	RIVER INCL. APPROACHES IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	BRF						
		MILWAUKEE (0.15 MILE)		TOTAL	485.0	0.0	0.0	485.0	TOTAL	485.0	0.0	0.0	485.0		
	262	RESURFACING OF BURLEIGH ST. FROM N. SHERMAN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	185.8	0.0	0.0	185.8	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		BLVD. TO 60TH ST. IN		CONST	845.0	0.0	0.0	845.0	FED	743.2	0.0	0.0	743.2		
	(253)	THE CITY OF MILWAUKEE (1.00 MILES)		OTHER	84.0	0.0	0.0	84.0	STP-M						
				TOTAL	929.0	0.0	0.0	929.0	TOTAL	929.0	0.0	0.0	929.0		
	263	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES	HP	PE	360.0	0.0	0.0	360.0	LOCAL	404.0	0.0	0.0	404.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		OF W. BURNHAM ST. FROM		CONST	1,660.0	0.0	0.0	1,660.0	FED	1,616.0	0.0	0.0	1,616.0		
	(254)	S. 31ST ST. TO S. 43RD ST. IN C/MILWAUKEE AND		OTHER	0.0	0.0	0.0	0.0	STP-M						
		V/WEST MILWAUKEE (0.5M)		TOTAL	2,020.0	0.0	0.0	2,020.0	TOTAL	2,020.0	0.0	0.0	2,020.0		
	264	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W	HP	PE	0.0	0.0	250.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	50.0	50.0		EXEMPT
		CANAL ST FROM 6TH ST		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	200.0	200.0		
	(255)	TO N EMMBER LANE IN THE CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	STP-M						
		(0.61 MILE)		TOTAL	0.0	0.0	250.0	250.0	TOTAL	0.0	0.0	250.0	250.0		
	265	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W.	HP	PE	100.0	0.0	0.0	100.0	LOCAL	20.0	131.2	0.0	151.2	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		CANAL ST FROM N. EMMBER		CONST	0.0	656.0	0.0	656.0	FED	80.0	524.8	0.0	604.8		
	(256)	LANE TO S. 25TH STREET IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	STP-M						
		MILWAUKEE (0.66 MILE)		TOTAL	100.0	656.0	0.0	756.0	TOTAL	100.0	656.0	0.0	756.0		
	266	RESURFACING OF W. CENTER ST. FROM N. 76TH	HP	PE	0.0	226.0	0.0	226.0	LOCAL	0.0	45.2	0.0	45.2	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		ST. TO N. 92ND ST. IN		CONST	0.0	0.0	0.0	0.0	FED	0.0	180.8	0.0	180.8		
	(257)	THE CITY OF MILWAUKEE (1.00 MILE)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	226.0	0.0	226.0	TOTAL	0.0	226.0	0.0	226.0		
	267	RESURFACING OF E AND W CENTER ST FROM N	HP	PE	97.0	0.0	0.0	97.0	LOCAL	19.4	0.0	135.6	155.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		HUMBOLDT BLVD TO N DR		CONST	0.0	0.0	678.0	678.0	FED	77.6	0.0	542.4	620.0		
	(258)	MARTIN LUTHER KING JR DR IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	STP-M						
		MILWAUKEE (0.82 MILES)		TOTAL	97.0	0.0	678.0	775.0	TOTAL	97.0	0.0	678.0	775.0		
	268	BRIDGE RENOVATION P-40-0864 W. CHERRY ST.	HP	PE	286.0	0.0	0.0	286.0	LOCAL	57.2	0.0	217.4	274.6	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		(LOC RD) CHERRY ST.		CONST	0.0	0.0	1,087.0	1,087.0	FED	228.8	0.0	869.6	1,098.4		
	(259)	BASCULE BRIDGE/MILW RVR BRIDGE P-40-0864 CITY		OTHER	0.0	0.0	0.0	0.0	BRF						
		OF MILWAUKEE		TOTAL	286.0	0.0	1,087.0	1,373.0	TOTAL	286.0	0.0	1,087.0	1,373.0		
	269	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S.	HP	PE	0.0	0.0	40.0	40.0	LOCAL	0.0	0.0	8.0	8.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		CLEMENT AVE. FROM E.		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	32.0	32.0		
	(260)	HOWARD AVE. TO S. WHITNALL AVE. IN MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	STP-M						
		COUNTY (.51 MILES)		TOTAL	0.0	0.0	40.0	40.0	TOTAL	0.0	0.0	40.0	40.0		
	270	BRIDGE RENOVATION B-40-0938 N. GRANVILLE RD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	70.8	70.8	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		(LOC RD) N GRANVILLE RD		CONST	0.0	0.0	354.0	354.0	FED	0.0	0.0	283.2	283.2		
	(261)	BRIDGE o/LTL MENOMONEE RVR BRIDGE B-40-0938		OTHER	0.0	0.0	0.0	0.0	BRF						
		CITY OF MILWAUKEE		TOTAL	0.0	0.0	354.0	354.0	TOTAL	0.0	0.0	354.0	354.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	271	RESURFACING OF W GREEN TREE RD FROM N INDUSTRIAL RD TO N 76TH ST IN THE CITY OF MILWAUKEE (0.22 MILES)	HP	PE	37.0	0.0	0.0	37.0	LOCAL	7.4	0.0	49.0	56.4	A	EXEMPT
	(262)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	245.0	245.0	FED	29.6	0.0	196.0	225.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	37.0	0.0	245.0	282.0	TOTAL	37.0	0.0	245.0	282.0		
	272	RESURFACING OF N HAWLEY RD FROM HAWLEY RD VIADUCT TO W VLIET ST IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	PE	0.0	0.0	65.0	65.0	LOCAL	0.0	0.0	13.0	13.0	A	EXEMPT
	(263)			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	52.0	52.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	65.0	65.0	TOTAL	0.0	0.0	65.0	65.0		
	273	REHABILITATION OF NORTH HAWLEY RD VIADUCT FROM W VALLEY FORGE DR TO W RODER CIRCLE	HP	PE	227.2	0.0	0.0	227.2	LOCAL	45.4	344.0	0.0	389.4	A	EXEMPT
	(264)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,720.0	0.0	1,720.0	FED	181.8	1,376.0	0.0	1,557.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	227.2	1,720.0	0.0	1,947.2	TOTAL	227.2	1,720.0	0.0	1,947.2		
	274	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N HAWLEY RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.20 MILES)	HP	PE	0.0	71.7	0.0	71.7	LOCAL	0.0	14.3	91.5	105.8	A	EXEMPT
	(265)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	457.6	457.6	FED	0.0	57.4	366.1	423.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	71.7	457.6	529.3	TOTAL	0.0	71.7	457.6	529.3		
	275	RECONSTRUCTION OF THE W HIGHLAND BLVD VIADUCT OVER C.P. RR CO ROW IN THE CITY OF MILWAUKEE (0.06 MILES)	HP	PE	144.0	0.0	0.0	144.0	LOCAL	28.8	0.0	416.2	445.0	A	EXEMPT
	(266)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,081.0	2,081.0	FED	115.2	0.0	1,664.8	1,780.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	144.0	0.0	2,081.0	2,225.0	TOTAL	144.0	0.0	2,081.0	2,225.0		
	276	RESURFACING OF W. HOWARD AVE. FROM S. 13TH ST. TO S. 27TH ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE	235.0	0.0	0.0	235.0	LOCAL	47.0	0.0	265.0	312.0	A	EXEMPT
	(267)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,300.0	1,300.0	FED	188.0	0.0	1,060.0	1,248.0		
				OTHER	0.0	0.0	25.0	25.0	STP-M						
				TOTAL	235.0	0.0	1,325.0	1,560.0	TOTAL	235.0	0.0	1,325.0	1,560.0		
	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	105.6	0.0	0.0	105.6	LOCAL	21.2	160.0	0.0	181.2	A	EXEMPT
	(268)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	750.0	0.0	750.0	FED	84.4	640.0	0.0	724.4		
				OTHER	0.0	50.0	0.0	50.0	STP-M						
				TOTAL	105.6	800.0	0.0	905.6	TOTAL	105.6	800.0	0.0	905.6		
	278	RENOVATION AND DECK REPLACEMENT OF THE N HUMBOLT AVE-COMMERCE STREET BRIDGE IN THE CITY OF MILWAUKEE (0.01 MILE)	HP	PE	0.0	28.0	0.0	28.0	LOCAL	0.0	5.6	30.0	35.6	A	EXEMPT
	(269)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	150.0	150.0	FED	0.0	22.4	120.0	142.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	28.0	150.0	178.0	TOTAL	0.0	28.0	150.0	178.0		
	279	RENOVATION AND DECK REPLACEMENT OF THE NORTH HUMBOLT AVE BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.09 MILE)	HP	PE	0.0	120.0	0.0	120.0	LOCAL	0.0	24.0	132.0	156.0	A	EXEMPT
	(270)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	660.0	660.0	FED	0.0	96.0	528.0	624.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	120.0	660.0	780.0	TOTAL	0.0	120.0	660.0	780.0		
	280	RESURFACING OF N INDUSTRIAL RD FROM W GREEN TREE RD TO W MILL RD IN THE CITY OF MILWAUKEE (0.69 MILES)	HP	PE	110.0	0.0	0.0	110.0	LOCAL	22.0	0.0	141.0	163.0	A	EXEMPT
	(271)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	705.0	705.0	FED	88.0	0.0	564.0	652.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	110.0	0.0	705.0	815.0	TOTAL	110.0	0.0	705.0	815.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	281	RESURFACING OF E KENWOOD BLVD FROM N DOWNER AVE TO N	HP	PE	100.0	0.0	0.0	100.0	LOCAL	20.0	0.0	112.6	132.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(272)	OAKLAND AVE IN THE CITY OF MILWAUKEE		CONST	0.0	0.0	525.0	525.0	FED	80.0	0.0	450.4	530.4		
		(0.50 MILES)		OTHER	0.0	0.0	38.0	38.0	STP-M						
				TOTAL	100.0	0.0	563.0	663.0	TOTAL	100.0	0.0	563.0	663.0		
	282	RENOVATION OF THE WEST KILBOURN AVE-MILWAUKEE	HP	PE	336.0	0.0	0.0	336.0	LOCAL	67.2	0.0	288.2	355.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		RIVER BRIDGE IN THE		CONST	0.0	0.0	1,441.0	1,441.0	FED	268.8	0.0	1,152.8	1,421.6		
	(273)	CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	BRF						
		(0.04 MILE)		TOTAL	336.0	0.0	1,441.0	1,777.0	TOTAL	336.0	0.0	1,441.0	1,777.0		
	283	RESURFACING OF W LAYTON AVE FROM S HOWELL AVE TO	HP	PE	420.0	0.0	0.0	420.0	LOCAL	84.0	0.0	564.8	648.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,760.0	2,760.0	FED	336.0	0.0	2,259.2	2,595.2		
	(274)	S 27TH ST IN THE CITY OF MILWAUKEE		OTHER	0.0	0.0	64.0	64.0	NHS						
		(2.00 MILES)		TOTAL	420.0	0.0	2,824.0	3,244.0	TOTAL	420.0	0.0	2,824.0	3,244.0		
	284	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	62.0	0.0	0.0	62.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		S. LINCOLN MEMORIAL DR.		CONST	310.0	0.0	0.0	310.0	FED	248.0	0.0	0.0	248.0		
	(275)	FROM E. RUSSELL AVE. TO S. CARFERRY DR. IN THE		OTHER	0.0	0.0	0.0	0.0	STP-M						
		C/MILWAUKEE (0.16 MI)		TOTAL	310.0	0.0	0.0	310.0	TOTAL	310.0	0.0	0.0	310.0		
	285	RENOVATION AND DECK REPLACEMENT P-40-0840 E	HP	PE	0.0	0.0	392.0	392.0	LOCAL	0.0	0.0	78.4	78.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		LINCOLN AVE(LOC RD) E.		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	313.6	313.6		
	(276)	LINCOLN AVE/UNION PACIFIC RR BRIDGE P-40-		OTHER	0.0	0.0	0.0	0.0	BRF						
		0804 CITY OF MILWAUKEE		TOTAL	0.0	0.0	392.0	392.0	TOTAL	0.0	0.0	392.0	392.0		
	286	RESURFACING OF N. DR. MARTIN LUTHER KING JR.	HP	PE	74.0	0.0	0.0	74.0	LOCAL	14.8	107.0	0.0	121.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		DR. FROM W. BURLEIGH		CONST	0.0	490.0	0.0	490.0	FED	59.2	428.0	0.0	487.2		
	(277)	ST. TO W. KEEFE AVE. IN THE CITY OF MILWAUKEE		OTHER	0.0	45.0	0.0	45.0	STP-M						
		(0.55 MILE)		TOTAL	74.0	535.0	0.0	609.0	TOTAL	74.0	535.0	0.0	609.0		
	287	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE	HP	PE	30.0	0.0	0.0	30.0	LOCAL	131.0	0.0	0.0	131.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		W MILL RD BRIDGE OVER		CONST	625.0	0.0	0.0	625.0	FED	524.0	0.0	0.0	524.0		
	(278)	THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	655.0	0.0	0.0	655.0	TOTAL	655.0	0.0	0.0	655.0		
	288	RESURFACING OF W MORGAN AVE FROM S 84TH ST TO	HP	PE	20.0	0.0	0.0	20.0	LOCAL	189.0	0.0	0.0	189.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		W BELOIT RD IN THE CITY		CONST	825.0	0.0	0.0	825.0	FED	756.0	0.0	0.0	756.0		
	(279)	OF MILWAUKEE		OTHER	100.0	0.0	0.0	100.0	STP-M						
		(1.02 MILES)		TOTAL	945.0	0.0	0.0	945.0	TOTAL	945.0	0.0	0.0	945.0		
	289	RESURFACING OF E. OKLAHOMA AVE. FROM	HP	PE	140.0	0.0	0.0	140.0	LOCAL	28.0	241.2	0.0	269.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		S. CLEMENT AVE. TO		CONST	0.0	1,130.0	0.0	1,130.0	FED	112.0	964.8	0.0	1,076.8		
	(280)	S. CHASE AVE. IN THE CITY OF MILWAUKEE		OTHER	0.0	76.0	0.0	76.0	NHS						
		(0.77 MI)		TOTAL	140.0	1,206.0	0.0	1,346.0	TOTAL	140.0	1,206.0	0.0	1,346.0		
	290	RECONSTRUCTION OF N RANGE LINE RD FROM W	HP	PE	0.0	0.0	0.0	0.0	LOCAL	87.5	0.0	0.0	87.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		GOOD HOPE RD TO N GREEN		CONST	437.5	0.0	0.0	437.5	FED	350.0	0.0	0.0	350.0		
	(281)	BAY AVE IN THE CITY OF MILWAUKEE (0.76 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	437.5	0.0	0.0	437.5	TOTAL	437.5	0.0	0.0	437.5		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	291	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. RUSSELL AVE FROM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	125.0	0.0	0.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	575.0	0.0	0.0	575.0	FED	500.0	0.0	0.0	500.0		
	(282)	S. LINCOLN MEMORIAL DR TO S. KINNICKINNIC AVE IN C/MILWAUKEE(0.54 MI)		OTHER	50.0	0.0	0.0	50.0	STP-M						
				TOTAL	625.0	0.0	0.0	625.0	TOTAL	625.0	0.0	0.0	625.0		
	292	RESURFACING OF W. ST. PAUL AVE. FROM N. 5TH ST. TO N. 13TH	HP	PE	82.0	0.0	0.0	82.0	LOCAL	16.4	0.0	111.4	127.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	547.0	547.0	FED	65.6	0.0	445.6	511.2		
	(283)	ST. IN THE CITY OF MILWAUKEE (0.52 MILES)		OTHER	0.0	0.0	10.0	10.0	STP-M						
				TOTAL	82.0	0.0	557.0	639.0	TOTAL	82.0	0.0	557.0	639.0		
	293	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N SHERMAN BLVD BRIDGE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	279.0	0.0	279.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,503.0	0.0	1,503.0	FED	0.0	1,224.0	0.0	1,224.0		
	(284)	OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.10 MILES)		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	1,503.0	0.0	1,503.0	TOTAL	0.0	1,503.0	0.0	1,503.0		
	294	RESURFACING OF W SILVER SPRING DR FROM N 27TH ST TO N 68TH ST	HP	PE	0.0	0.0	576.0	576.0	LOCAL	0.0	0.0	115.2	115.2	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	0.0	0.0	460.8	460.8		
	(285)	IN THE CITY OF MILWAUKEE (2.5 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	576.0	576.0	TOTAL	0.0	0.0	576.0	576.0		
	295	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W STATE ST FROM N.35TH	HP	PE	200.0	0.0	0.0	200.0	LOCAL	40.0	344.0	0.0	384.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,650.0	0.0	1,650.0	FED	160.0	1,376.0	0.0	1,536.0		
	(286)	STREET TO THE WEST CITY LIMITS IN THE CITY OF MILWAUKEE (1.60 MILES)		OTHER	0.0	70.0	0.0	70.0	STP-M						
				TOTAL	200.0	1,720.0	0.0	1,920.0	TOTAL	200.0	1,720.0	0.0	1,920.0		
	296	RENOVATION AND CATHODIC PROTECTION OF THE NORTH TEUTONIA AVE-WEST	HP	PE	0.0	39.0	0.0	39.0	LOCAL	0.0	7.8	52.8	60.6	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	264.0	264.0	FED	0.0	31.2	211.2	242.4		
	(287)	SILVER SPRING DRIVE BRIDGE IN THE CITY OF MILWAUKEE (0.01 MILE)		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	39.0	264.0	303.0	TOTAL	0.0	39.0	264.0	303.0		
	297	RECONSTRUCTION OF THE TEUTONIA AVENUE BRIDGE OVER THE UNION PACIFIC	HP	PE	304.0	0.0	0.0	304.0	LOCAL	60.8	0.0	430.8	491.6	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	2,154.0	2,154.0	FED	243.2	0.0	1,723.2	1,966.4		
	(288)	RR B-40-0035 IN THE CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	304.0	0.0	2,154.0	2,458.0	TOTAL	304.0	0.0	2,154.0	2,458.0		
	298	RENOVATION OF THE N. TEUTONIA AVE. BRIDGE OVER LINCOLN CREEK IN	HP	PE	0.0	50.0	0.0	50.0	LOCAL	0.0	60.0	0.0	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	250.0	0.0	250.0	FED	0.0	240.0	0.0	240.0		
	(289)	THE CITY OF MILWAUKEE (0.15 MILE)		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	299	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. TEUTONIA AVE. FROM W.	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	350.0	0.0	360.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,700.0	0.0	1,700.0	FED	40.0	1,400.0	0.0	1,440.0		
	(290)	RUBY AVE. TO W. VILLARD AVE. IN THE CITY OF MILWAUKEE (0.94 MILES)		OTHER	0.0	50.0	0.0	50.0	STP-M						
				TOTAL	50.0	1,750.0	0.0	1,800.0	TOTAL	50.0	1,750.0	0.0	1,800.0		
	300	RESURFACING OF W VILLARD AVE FROM N GREEN BAY AVE TO N	HP	PE	0.0	112.0	0.0	112.0	LOCAL	0.0	22.4	0.0	22.4	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	89.6	0.0	89.6		
	(291)	TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.90 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	112.0	0.0	112.0	TOTAL	0.0	112.0	0.0	112.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	301	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W WISCONSIN AVE FROM A	HP	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	0.0	162.0	186.0	A	
		POINT EAST OF N 89TH ST		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(292)	TO N 95TH ST IN THE		CONST	0.0	0.0	810.0	810.0	FED	96.0	0.0	648.0	744.0		
		CITY OF MILWAUKEE (.55)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	120.0	0.0	810.0	930.0	TOTAL	120.0	0.0	810.0	930.0		
	302	RESURFACING OF W WIS-	HP	PE	60.0	0.0	0.0	60.0	LOCAL	12.0	85.0	0.0	97.0	A	
		CONSIN AVE FROM N 11TH		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		ST TO N 20TH ST IN THE		CONST	0.0	400.0	0.0	400.0	FED	48.0	340.0	0.0	388.0		
	(293)	CITY OF MILWAUKEE		OTHER	0.0	25.0	0.0	25.0	STP-M						
		(0.49 MILE)		TOTAL	60.0	425.0	0.0	485.0	TOTAL	60.0	425.0	0.0	485.0		
	303	RESURFACING OF S 6TH ST	HP	PE	136.0	0.0	0.0	136.0	LOCAL	27.2	0.0	182.0	209.2	A	
		FROM W OHIO AVE. TO		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		W HAYES AVE IN THE		CONST	0.0	0.0	910.0	910.0	FED	108.8	0.0	728.0	836.8		
	(294)	CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	STP-M						
		(1.30 MILES)		TOTAL	136.0	0.0	910.0	1,046.0	TOTAL	136.0	0.0	910.0	1,046.0		
	304	RECONSTRUCTION WITH NO	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,787.0	0.0	0.0	1,787.0	A	
		ADDITIONAL LANES OF		ROW	0.0	0.0	0.0	0.0	STATE	4,263.0	0.0	0.0	4,263.0		EXEMPT
		THE 6TH ST VIADUCT OVER		CONST	57,150.0	0.0	0.0	57,150.0	FED	51,100.0	0.0	0.0	51,100.0		
	(295)	THE MENOMONEE RIVER		OTHER	0.0	0.0	0.0	0.0	OTHER FHWA						
		VALLEY IN THE CITY OF MILWAUKEE (0.52 MILES)		TOTAL	57,150.0	0.0	0.0	57,150.0	TOTAL	57,150.0	0.0	0.0	57,150.0		
	305	RESURFACING OF N 12TH	HP	PE	60.0	0.0	0.0	60.0	LOCAL	12.0	0.0	82.0	94.0	A	
		ST FROM W WISCONSIN AVE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		TO W HIGHLAND BLVD IN		CONST	0.0	0.0	400.0	400.0	FED	48.0	0.0	328.0	376.0		
	(296)	THE CITY OF MILWAUKEE		OTHER	0.0	0.0	10.0	10.0	STP-M						
		(0.39 MILE)		TOTAL	60.0	0.0	410.0	470.0	TOTAL	60.0	0.0	410.0	470.0		
	306	RECONSTRUCTION WITH NO	HP	PE	0.0	0.0	0.0	0.0	LOCAL	178.5	0.0	0.0	178.5	A	
		ADDITIONAL LANES OF THE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		S. 13TH ST BRIDGE OVER		CONST	892.5	0.0	0.0	892.5	FED	714.0	0.0	0.0	714.0		
	(297)	THE UNION PACIFIC ROW		OTHER	0.0	0.0	0.0	0.0	BRF						
		IN THE CITY OF MILWAUKEE (0.04 MILES)		TOTAL	892.5	0.0	0.0	892.5	TOTAL	892.5	0.0	0.0	892.5		
	307	RECONSTRUCTION WITH NO	HP	PE	125.0	0.0	0.0	125.0	LOCAL	25.0	0.0	145.4	170.4	A	
		ADDITIONAL LANES OF		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		S. 20TH ST FROM		CONST	0.0	0.0	697.0	697.0	FED	100.0	0.0	581.6	681.6		
	(298)	W. HOWARD AVE TO W.		OTHER	0.0	0.0	30.0	30.0	STP-M						
		MORGAN AVE IN THE CITY MILWAUKEE (0.50 MILES)		TOTAL	125.0	0.0	727.0	852.0	TOTAL	125.0	0.0	727.0	852.0		
	308	RENOVATION OF THE NORTH	HP	PE	0.0	45.0	0.0	45.0	LOCAL	0.0	9.0	50.0	59.0	A	
		35TH STREET BRIDGE OVER		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		LINCOLN CREEK IN THE		CONST	0.0	0.0	250.0	250.0	FED	0.0	36.0	200.0	236.0		
	(299)	CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	BRF						
		(0.06 MILE)		TOTAL	0.0	45.0	250.0	295.0	TOTAL	0.0	45.0	250.0	295.0		
	309	RECONSTRUCTION OF N 35	HP	PE	0.0	0.0	0.0	0.0	LOCAL	466.8	0.0	0.0	466.8	A	
		ST FROM W NORTH AVE TO		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		W TOWNSEND ST IN THE		CONST	2,234.0	0.0	0.0	2,234.0	FED	1,867.2	0.0	0.0	1,867.2		
	(300)	CITY OF MILWAUKEE		OTHER	100.0	0.0	0.0	100.0	STP-M						
		(1.41 MILE)		TOTAL	2,334.0	0.0	0.0	2,334.0	TOTAL	2,334.0	0.0	0.0	2,334.0		
	310	REHABILITATE BRIDGE P-	HP	PE	204.0	0.0	0.0	204.0	LOCAL	40.8	686.4	0.0	727.2	A	
		40-0847 35TH ST VIADUCT		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		(LOC STR) BRIDGE OVER		CONST	0.0	3,432.0	0.0	3,432.0	FED	163.2	2,745.6	0.0	2,908.8		
	(301)	MENONOMEE RIVER VALLEY		OTHER	0.0	0.0	0.0	0.0	BRF						
		BRIDGE P-40-0847 CITY OF MILWAUKEE		TOTAL	204.0	3,432.0	0.0	3,636.0	TOTAL	204.0	3,432.0	0.0	3,636.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	311	REHABILITATION OF THE 35TH ST VIADUCT OVER MENOMONEE VALLEY IN THE CITY OF MILWAUKEE (0.65 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,140.0	0.0	0.0	1,140.0	A	EXEMPT
	(302)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,700.0	0.0	0.0	5,700.0	FED	4,560.0	0.0	0.0	4,560.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	5,700.0	0.0	0.0	5,700.0	TOTAL	5,700.0	0.0	0.0	5,700.0		
	312	RECONSTRUCTION OF NORTH 35TH STREET FROM W. HIGHLAND BLVD TO W. NORTH AVE IN THE CITY OF MILWAUKEE (1.10 MILE)	HP	PE	70.0	0.0	0.0	70.0	LOCAL	14.0	408.8	0.0	422.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(303)			CONST	0.0	1,964.0	0.0	1,964.0	FED	56.0	1,635.2	0.0	1,691.2		
				OTHER	0.0	80.0	0.0	80.0	STP-M						
				TOTAL	70.0	2,044.0	0.0	2,114.0	TOTAL	70.0	2,044.0	0.0	2,114.0		
	313	RESURFACING OF N. 60TH ST. FROM W. VILLARD AVE TO W FLORIST AVE. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	144.2	0.0	0.0	144.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	680.0	0.0	0.0	680.0	FED	576.8	0.0	0.0	576.8		
	(304)			OTHER	41.0	0.0	0.0	41.0	STP-M						
				TOTAL	721.0	0.0	0.0	721.0	TOTAL	721.0	0.0	0.0	721.0		
	314	RESURFACING OF N 84TH ST FROM W BURLEIGH ST TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (2.00 MILES)	HP	PE	0.0	238.0	0.0	238.0	LOCAL	0.0	47.6	0.0	47.6	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	190.4	0.0	190.4		
	(305)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	238.0	0.0	238.0	TOTAL	0.0	238.0	0.0	238.0		
	315	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	120.0	0.0	120.0	LOCAL	0.0	24.0	0.0	24.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	96.0	0.0	96.0		
	(306)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	120.0	0.0	120.0	TOTAL	0.0	120.0	0.0	120.0		
	316	RECONSTRUCTION OF N. 91ST ST. FROM W. BROWN DEER RD. TO W. COUNTY LINE RD. IN THE CITY OF MILWAUKKE (1.00 MILES)	HP	PE	170.0	0.0	0.0	170.0	LOCAL	34.0	0.0	30.6	64.6	A	EXEMPT
				ROW	0.0	0.0	153.0	153.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	136.0	0.0	122.4	258.4		
	(307)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	170.0	0.0	153.0	323.0	TOTAL	170.0	0.0	153.0	323.0		
	317	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AVE FROM S CLEMENT AVE TO S BRUST AVE IN THE CITY OF MILWAUKEE (0.27 MILES)	HI	PE	60.0	0.0	0.0	60.0	LOCAL	95.0	0.0	0.0	95.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	415.0	0.0	0.0	415.0	FED	380.0	0.0	0.0	380.0		
	(308)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	475.0	0.0	0.0	475.0	TOTAL	475.0	0.0	0.0	475.0		
	318		HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	-	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		
	(310)			OTHER	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		
	319	DESIGN AND INSTALLATION OF EXPRESS BUS ROUTE TRAFFIC SIGNAL PRE-EMP-SION EQUIPMENT	TI	PE	0.0	7.5	7.5	15.0	LOCAL	0.0	15.0	15.0	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	67.5	67.5	135.0	FED	0.0	60.0	60.0	120.0		
	(311)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	75.0	75.0	150.0	TOTAL	0.0	75.0	75.0	150.0		
	320	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF MILWAUKEE	OH	PE	1,400.0	1,700.0	1,250.0	4,350.0	LOCAL	3,100.0	5,100.0	2,350.0	10,550.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,700.0	3,400.0	1,100.0	6,200.0	FED	0.0	0.0	0.0	0.0		
	(312)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,100.0	5,100.0	2,350.0	10,550.0	TOTAL	3,100.0	5,100.0	2,350.0	10,550.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	321 (313)	REHABILITATION OF WEST GLENDALE AVE BRIDGE OVER THE LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.01 MILE)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	15.0	0.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	75.0	0.0	0.0	75.0	FED	60.0	0.0	0.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	75.0	0.0	0.0	75.0	TOTAL	75.0	0.0	0.0	75.0		
	322 (314)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N. GRANVILLE RD. BRIDGE OVER THE LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	OH	PE	47.0	0.0	0.0	47.0	LOCAL	9.4	70.8	0.0	80.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	354.0	0.0	354.0	FED	37.6	283.2	0.0	320.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	47.0	354.0	0.0	401.0	TOTAL	47.0	354.0	0.0	401.0		
	323 (315)	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	84.0	0.0	84.0	LOCAL	0.0	16.8	126.0	142.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	630.0	630.0	FED	0.0	67.2	504.0	571.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	84.0	630.0	714.0	TOTAL	0.0	84.0	630.0	714.0		
	324 (875)	GEOMETRIC IMPROVEMENTS TO IMPROVE SAFETY AT THE KILBOURN AVENUE INTERSECTIONS WITH 16TH & 17TH STREETS IN THE CITY OF MILWAUKEE	HS	PE	15.0	0.0	0.0	15.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1.5	8.5	0.0	10.0		
				CONST	0.0	85.0	0.0	85.0	FED	13.5	76.5	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	15.0	85.0	0.0	100.0	TOTAL	15.0	85.0	0.0	100.0		
	325 (316)	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	HS	PE	12.0	12.0	12.0	36.0	LOCAL	13.2	13.2	13.2	39.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	120.0	120.0	120.0	360.0	FED	118.8	118.8	118.8	356.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	132.0	132.0	132.0	396.0	TOTAL	132.0	132.0	132.0	396.0		
	326 (317)	RECONSTRUCTION OF THE W.SILVER SPRING DR INTERCHANGE WITH N.TEUTONIA AVENUE TO PROVIDE FOR A SINGLE POINT INTERSECTION	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	85.0	85.0	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	850.0	850.0	FED	0.0	0.0	765.0	765.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	850.0	850.0	TOTAL	0.0	0.0	850.0	850.0		
	327 (318)	PEDESTRIAN SAFETY IMPROVEMENTS FOR THE FACILITIES:WISCONSIN AVE, CENTER ST, CESAR CHAVEZ DR, BURLEIGH ST, 27TH ST, AND 35TH ST	HS	PE	0.0	0.0	0.0	0.0	LOCAL	20.2	20.2	40.5	81.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	202.4	202.4	404.8	809.6	FED	182.2	182.2	364.3	728.6		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	202.4	202.4	404.8	809.6	TOTAL	202.4	202.4	404.8	809.6		
	328 (319)	INSTALL TRAFFIC SIGNAL MAST ARMS AT 5 LOCATIONS IN THE CITY OF MILWAUKEE TO IMPROVE SIGNAL VISIBILITY & SAFETY	HS	PE	5.9	0.0	0.0	5.9	LOCAL	4.2	0.0	0.0	4.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	35.8	0.0	0.0	35.8	FED	37.5	0.0	0.0	37.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	41.7	0.0	0.0	41.7	TOTAL	41.7	0.0	0.0	41.7		
	329 (320)	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE S CHAVEZ &W MITCHELL INTERSECTION IN MILW TO IMPROVE SAFETY	HS	PE	1.8	0.0	0.0	1.8	LOCAL	1.3	0.0	0.0	1.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	11.5	0.0	0.0	11.5	FED	12.0	0.0	0.0	12.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	13.3	0.0	0.0	13.3	TOTAL	13.3	0.0	0.0	13.3		
	330 (321)	INSTALL SEMI-ACTIVATED SIGNAL CONTROL AT THE GRANTOSA & HAMPTON INTERSECTION IN MILWAUKEE TO IMPROVE SAFETY	HS	PE	3.3	0.0	0.0	3.3	LOCAL	2.4	0.0	0.0	2.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	20.3	0.0	0.0	20.3	FED	21.2	0.0	0.0	21.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	23.6	0.0	0.0	23.6	TOTAL	23.6	0.0	0.0	23.6		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	331	SAFETY IMPROVEMENTS ON E NORTH AVE FROM N BOOTH ST TO	HS	PE	0.0	0.0	0.0	0.0	LOCAL	25.0	0.0	0.0	25.0	A	
				ROW	50.0	0.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	200.0	0.0	0.0	200.0	FED	225.0	0.0	0.0	225.0		
	(322)	N BREMEN ST IN THE CITY OF MILWAUKEE (0.26 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
	332	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE INTERSECTION OF	HS	PE	0.9	0.0	0.0	0.9	LOCAL	0.6	0.0	0.0	0.6	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	5.1	0.0	0.0	5.1	FED	5.4	0.0	0.0	5.4		
	(323)	70TH & MAIN IN MILWAUKEE TO IMPROVE SAFETY		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	6.0	0.0	0.0	6.0	TOTAL	6.0	0.0	0.0	6.0		
	333	MOVE BRIDGE RAILING (WIDEN BRIDGE) TO IMPROVE VISIBILITY AND	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	50.0	0.0	50.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	500.0	0.0	500.0	FED	0.0	450.0	0.0	450.0		
	(324)	SAFETY AT THE 70TH ST & DICKINSON ST INTERSECTI ON IN C/MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	334	LANDSCAPING OF FOND DU LAC AVE (STH 145) FROM 19TH ST TO 36TH	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	200.0	200.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	1,000.0	1,000.0	FED	0.0	0.0	800.0	800.0		
	(876)	STREET IN THE CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	335	INSTALLATION OF DECORATIVE STREET LIGHTING ALONG NATIONAL	EE	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	20.0	147.0	167.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	735.0	735.0	FED	0.0	80.0	588.0	668.0		
	(877)	AVE (STH 59) FROM 12TH STREET TO 1ST STREET IN CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	100.0	735.0	835.0	TOTAL	0.0	100.0	735.0	835.0		
	336	INSTALL DECORATIVE ST LIGHTS & LANDSCAPING AT ATKINSON/CAPITOL/	EE	PE	105.0	0.0	0.0	105.0	LOCAL	21.0	154.0	0.0	175.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	770.0	0.0	770.0	FED	84.0	616.0	0.0	700.0		
	(878)	TEUTONIA TRIANGLE AND ON CAPITOL DR FROM 27TH ST TO ATKINSON AVE		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	105.0	770.0	0.0	875.0	TOTAL	105.0	770.0	0.0	875.0		
	337	CONSTRUCTION OF THE KINNICKINNIC RIVER BICYLEWAY	EE	PE	1,700.0	0.0	0.0	1,700.0	LOCAL	360.0	160.0	0.0	520.0	A	
				ROW	100.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	800.0	0.0	800.0	FED	1,440.0	640.0	0.0	2,080.0		
	(325)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,800.0	800.0	0.0	2,600.0	TOTAL	1,800.0	800.0	0.0	2,600.0		
	338	VARIOUS CONGESTION MITIGATION/ AIR QUALITY PROJECTS	EE	PE	50.0	100.0	100.0	250.0	LOCAL	60.0	120.0	120.0	300.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	240.0	480.0	480.0	1,200.0		
	(326)	VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE		OTHER	250.0	500.0	500.0	1,250.0	CMAQ						
				TOTAL	300.0	600.0	600.0	1,500.0	TOTAL	300.0	600.0	600.0	1,500.0		
	339	VARIOUS TRANSPORTATION ENHANCEMENT/SMIP PROJECTS AT VARIOUS	EE	PE	50.0	100.0	100.0	250.0	LOCAL	60.0	120.0	120.0	300.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	240.0	480.0	480.0	1,200.0		
	(327)	LOCATIONS IN THE CITY OF MILWAUKEE		OTHER	250.0	500.0	500.0	1,250.0	STP-E						
				TOTAL	300.0	600.0	600.0	1,500.0	TOTAL	300.0	600.0	600.0	1,500.0		
	340	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF W.HAMP-	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.7	0.0	0.0	3.7	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	37.0	0.0	0.0	37.0	FED	33.3	0.0	0.0	33.3		
	(328)	TON AVENUE AND N.SHER- MAN BOULEVARD		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	37.0	0.0	0.0	37.0	TOTAL	37.0	0.0	0.0	37.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	341 (329)	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF N.27TH STREET AND W.WSCONSIN AVENUE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	1.9	0.0	0.0	1.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	19.0	0.0	0.0	19.0	FED	17.1	0.0	0.0	17.1		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	19.0	0.0	0.0	19.0	TOTAL	19.0	0.0	0.0	19.0		
	342 (330)	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF N.76TH STREET AND W.CAPITOL DRIVE	EE	PE	0.0	0.0	0.0	0.0	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	10.0	0.0	0.0	10.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	343 (331)	PEDESTRIAN AND TRAFFIC SIGNAL ENHANCEMENTS ON S.CESAR CHAVEZ DRIVE (0.50 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	6.5	68.5	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	65.0	685.0	750.0	FED	0.0	58.5	616.5	675.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	65.0	685.0	750.0	TOTAL	0.0	65.0	685.0	750.0		
	344 (332)	COORDINATION OF TRAFFIC SIGNALS ALONG W.CAPITOL DRIVE AND W.FOND DU LAC AVENUES	EE	PE	0.0	0.0	0.0	0.0	LOCAL	7.3	9.6	6.9	23.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	73.0	96.0	69.0	238.0	FED	65.7	86.4	62.1	214.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	73.0	96.0	69.0	238.0	TOTAL	73.0	96.0	69.0	238.0		
	345 (333)	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF W.CAPITOL DRIVE AND W.TEUTONIA AVENUE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.8	0.0	0.0	0.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	8.0	0.0	0.0	8.0	FED	7.2	0.0	0.0	7.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	8.0	0.0	0.0	8.0	TOTAL	8.0	0.0	0.0	8.0		
	346 (334)	IMPROVEMENT OF TRAFFIC SIGNALS AT INTERSECTION OF W.CAPITOL DRIVE, W.FOND DU LAC AVENUE, AND N.51ST STREET	EE	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	2.4	1.8	12.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	80.0	24.0	18.0	122.0	FED	72.0	21.6	16.2	109.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	80.0	24.0	18.0	122.0	TOTAL	80.0	24.0	18.0	122.0		
	347 (335)	CONSTRUCTION OF ROUNDABOUTS FOR THE INTERSECTIONS OF 16TH ST AND 17TH ST WITH KILBOURNE AVENUE	EE	PE	0.0	0.0	0.0	0.0	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	100.0	0.0	0.0	100.0	FED	90.0	0.0	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	348 (336)	SCHOOL ZONE SPEED LIMIT SIGNINGING UPGRADE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	9.7	19.4	29.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	97.0	194.0	291.0	FED	0.0	87.3	174.6	261.9		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	97.0	194.0	291.0	TOTAL	0.0	97.0	194.0	291.0		
	349 (337)	ROAD USER TRAFFIC SAFETY EDUCATION PROGRAM	EE	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	10.0	14.0	34.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	90.0	90.0	126.0	306.0		
				OTHER	100.0	100.0	140.0	340.0	STP-S						
				TOTAL	100.0	100.0	140.0	340.0	TOTAL	100.0	100.0	140.0	340.0		
	350 (338)	LANDSCAPING ALONG IH 94 EAST ON-RAMP AT MINERAL AND 9TH ST AND BETWEEN MINERAL ST AND WASHINGTON ST IN THE CITY OF MILWAUKEE	EE	PE	12.8	0.0	0.0	12.8	LOCAL	15.0	0.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	62.3	0.0	0.0	62.3	FED	60.1	0.0	0.0	60.1		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	75.1	0.0	0.0	75.1	TOTAL	75.1	0.0	0.0	75.1		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	351	LANDSCAPING AND INSTALLATION OF STREET LIGHTS ON 35TH STREET FROM MICHIGAN ST TO HIGHLAND AVE AND WISCONSIN AVE FROM 35TH ST TO 39TH ST	EE	PE	126.0	0.0	0.0	126.0	LOCAL	194.6	0.0	0.0	194.6	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	778.3	0.0	0.0	778.3		
	(339)			OTHER	846.9	0.0	0.0	846.9	STP-E						
				TOTAL	972.9	0.0	0.0	972.9	TOTAL	972.9	0.0	0.0	972.9		
	352	INSTALLATION OF STREET LIGHTING ON S KINNICKINNIC AVE. TO E MORGAN AVE IN THE CITY OF MILWAUKEE	EE	PE	283.5	0.0	0.0	283.5	LOCAL	246.3	0.0	0.0	246.3	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	985.4	0.0	0.0	985.4		
	(340)			OTHER	948.2	0.0	0.0	948.2	STP-E						
				TOTAL	1,231.7	0.0	0.0	1,231.7	TOTAL	1,231.7	0.0	0.0	1,231.7		
	353	CONDUCT OF A OFF-STREET BICYCLE STUDY TO IDENTIFY AND PRIORITZE TRAVEL CORRIDORS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
	(341)			OTHER	100.0	0.0	0.0	100.0	STP-O						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	354	UPDATE AND DISTRIBUTE CITY OF MILWAUKEE BICYCLE ROUTE MAPS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	15.0	0.0	15.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	60.0	0.0	60.0		
	(342)			OTHER	0.0	75.0	0.0	75.0	STP-O						
				TOTAL	0.0	75.0	0.0	75.0	TOTAL	0.0	75.0	0.0	75.0		
	355	EVALUATION, SELECTION, DESIGNATION AND SPOT IMPROVEMENT OF BICYCLE ROUTES ON EXISTING STREETS IN CITY OF MILWAUKEE: 1995	EE	PE	79.0	0.0	0.0	79.0	LOCAL	79.0	48.0	0.0	127.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	316.0	240.0	0.0	556.0	FED	316.0	192.0	0.0	508.0		
	(343)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	395.0	240.0	0.0	635.0	TOTAL	395.0	240.0	0.0	635.0		
	356	INSTALLATION OF BICYCLE PARKING FACILITIES AT VARIOUS LOCATIONS IN CITY OF MILWAUKEE	EE	PE	56.0	0.0	0.0	56.0	LOCAL	56.0	0.0	0.0	56.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	224.0	0.0	0.0	224.0	FED	224.0	0.0	0.0	224.0		
	(344)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	280.0	0.0	0.0	280.0	TOTAL	280.0	0.0	0.0	280.0		
	357	DESIGN AND CONSTRUCTION OF THE BEER LINE BICYCLE AND PEDESTRIAN PATH IN THE CITY OF MILWAUKEE	EE	PE	15.0	0.0	0.0	15.0	LOCAL	13.0	0.0	0.0	13.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	50.0	0.0	0.0	50.0	FED	52.0	0.0	0.0	52.0		
	(345)			OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	65.0	0.0	0.0	65.0	TOTAL	65.0	0.0	0.0	65.0		
	358	CONSTRUCTION OF 'B' BEERLINE BICYCLE TRAIL AND PEDESTRIAN PATH	EE	PE	10.0	0.0	0.0	10.0	LOCAL	30.0	0.0	0.0	30.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	140.0	0.0	0.0	140.0	FED	120.0	0.0	0.0	120.0		
	(346)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	359	DESIGN AND CONSTRUCTION OF SEGMENT OF HENRY AARON STATE PARK BICYCLE AND PEDESTRIAN PATH IN THE CITY OF MILWAUKEE	EE	PE	125.0	0.0	0.0	125.0	LOCAL	109.0	311.0	0.0	420.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	420.0	1,555.0	0.0	1,975.0	FED	436.0	1,244.0	0.0	1,680.0		
	(347)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	545.0	1,555.0	0.0	2,100.0	TOTAL	545.0	1,555.0	0.0	2,100.0		
	360	CONSTRUCTION OF A BICYCLE TRAIL ALONG FORMER UP RR ROW FROM 6TH AND ROSENDALE TO E WASHINGON AVE IN THE CITY/MILWAUKEE (2.2 M)	EE	PE	85.0	0.0	0.0	85.0	LOCAL	357.0	163.0	0.0	520.0	A	
				ROW	1,700.0	0.0	0.0	1,700.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	815.0	0.0	815.0	FED	1,428.0	652.0	0.0	2,080.0		
	(348)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,785.0	815.0	0.0	2,600.0	TOTAL	1,785.0	815.0	0.0	2,600.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	361	DESIGN AND CONSTRUCTION OF WALKWAY ENHANCEMENTS ALONG WISCONSIN AVENUE	EE	PE	613.4	0.0	0.0	613.4	LOCAL	199.4	397.3	0.0	596.7	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	383.6	1,614.1	0.0	1,997.7	FED	797.6	1,589.3	0.0	2,386.9		
	(349)	AND WATER STREET IN THE MILWAUKEE CENTRAL BUSI-		OTHER	0.0	372.5	0.0	372.5	CMAQ						
		NESS DISTRICT-PHASE 2		TOTAL	997.0	1,986.6	0.0	2,983.6	TOTAL	997.0	1,986.6	0.0	2,983.6		
	362	CONSTRUCTION OF 44TH STREET SEGMENT OF THE	EE	PE	80.0	0.0	0.0	80.0	LOCAL	20.0	126.0	0.0	146.0	A	
				ROW	20.0	0.0	0.0	20.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		HANK AARON STATE PARK		CONST	0.0	630.0	0.0	630.0	FED	80.0	504.0	0.0	584.0		
	(350)	TRAIL		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	100.0	630.0	0.0	730.0	TOTAL	100.0	630.0	0.0	730.0		
	363	DESIGN AND CONSTRUCTION OF WALKWAY ENHANCEMENTS	EE	PE	371.9	0.0	0.0	371.9	LOCAL	129.9	262.0	0.0	391.9	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		ALONG WISCONSIN AVE AND		CONST	277.6	1,000.0	0.0	1,277.6	FED	519.6	1,048.0	0.0	1,567.6		
	(351)	WATER STREET IN THE MILWAUKEE CBD PHASE 1		OTHER	0.0	310.0	0.0	310.0	CMAQ						
				TOTAL	649.5	1,310.0	0.0	1,959.5	TOTAL	649.5	1,310.0	0.0	1,959.5		
	364	INSTALLATION OF TIME OF DAY "NO TURN ON RED"	EE	PE	10.0	0.0	0.0	10.0	LOCAL	22.0	0.0	0.0	22.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		RESTRICTIONS TO REPLACE		CONST	100.0	0.0	0.0	100.0	FED	88.0	0.0	0.0	88.0		
	(352)	EXISTING FULL TIME RESTRICTIONS: 1994		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	110.0	0.0	0.0	110.0	TOTAL	110.0	0.0	0.0	110.0		
	365	INSTALLATION OF TRAFFIC SIGNAL	EE	PE	42.8	0.0	0.0	42.8	LOCAL	94.2	0.0	0.0	94.2	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		INTERCONNECT CABLE		CONST	428.0	0.0	0.0	428.0	FED	376.6	0.0	0.0	376.6		
	(353)	ON VARIOUS ARTERIAL STREETS IN CITY OF		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		MILWAUKEE: 1995-96		TOTAL	470.8	0.0	0.0	470.8	TOTAL	470.8	0.0	0.0	470.8		
	366	INSTALLATION OF HARD WIRE INTERCONNECT	EE	PE	24.0	0.0	0.0	24.0	LOCAL	52.0	0.0	0.0	52.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		CABLE TO PROVIDE		CONST	236.0	0.0	0.0	236.0	FED	208.0	0.0	0.0	208.0		
	(354)	SIGNAL COORDINATION: 1993		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0		
	367	COMPUTER OPTIMIZATION OF TRAFFIC SIGNAL	EE	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		OPERATION IN THE		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(355)	MILWAUKEE CENTRAL BUSINESS DISTRICT: 1993		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	368	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT	EE	PE	50.0	0.0	0.0	50.0	LOCAL	25.0	0.0	0.0	25.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		UPGRADE OF 25 SIGNAL		CONST	75.0	0.0	0.0	75.0	FED	100.0	0.0	0.0	100.0		
	(356)	SYSTEM ON APPLETON AVE AND LISBON AVE IN CITY		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		OF MILWAUKEE: 1996-97		TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		
	369	INSTALLATION OF A COMPUTER-CONTROLLED	EE	PE	140.0	0.0	0.0	140.0	LOCAL	88.0	0.0	0.0	88.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		SYSTEM INTEGRATING 21		CONST	300.0	0.0	0.0	300.0	FED	352.0	0.0	0.0	352.0		
	(357)	TRAFFIC SIGNALS ON THE SOUTH SIDE OF THE CITY		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		OF MILWAUKEE		TOTAL	440.0	0.0	0.0	440.0	TOTAL	440.0	0.0	0.0	440.0		
	370	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEM	EE	PE	150.0	0.0	0.0	150.0	LOCAL	30.0	10.0	0.0	40.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		ON SOUTH SIDE OF		CONST	0.0	50.0	0.0	50.0	FED	120.0	40.0	0.0	160.0		
	(358)	CITY OF MILWAUKEE: 1995 (1996 FUNDS)		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	150.0	50.0	0.0	200.0	TOTAL	150.0	50.0	0.0	200.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
C/MILWAUKEE	371	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC	EE	PE	0.0	0.0	0.0	0.0	LOCAL	70.0	0.0	0.0	70.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(359)	SIGNAL OPERATION FOR SPECIAL EVENTS AT THE		CONST	350.0	0.0	0.0	350.0	FED	280.0	0.0	0.0	280.0		
		FESTIVAL GROUNDS: 1994		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	372	HARBOR DR/I-794 INTERSECTION (IH 794)	EE	PE	17.0	0.0	0.0	17.0	LOCAL	10.1	0.0	0.0	10.1	A	
				ROW	0.0	0.0	0.0	0.0	STATE	10.1	0.0	0.0	10.1		EXEMPT
	(360)	BUS-ONLY RAMP FOR FESTIVAL EVENTS CITY OF MILWAUKEE		CONST	84.0	0.0	0.0	84.0	FED	80.8	0.0	0.0	80.8		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	101.0	0.0	0.0	101.0	TOTAL	101.0	0.0	0.0	101.0		
	373	SUMMERFEST SHUTTLEBUS PARKING MANAGEMENT	EE	PE	290.0	0.0	0.0	290.0	LOCAL	58.0	242.0	0.0	300.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(361)	SYSTEM		CONST	0.0	1,210.0	0.0	1,210.0	FED	232.0	968.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	290.0	1,210.0	0.0	1,500.0	TOTAL	290.0	1,210.0	0.0	1,500.0		
	374	BILLBOARD REMOVAL FOR W. LISBON AVE (USH 41)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	4.0	0.0	0.0	4.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(362)	UPTOWN TRIANGLE		CONST	20.0	0.0	0.0	20.0	FED	16.0	0.0	0.0	16.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
C/OAK CREEK	375	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE	HP	PE	52.0	0.0	0.0	52.0	LOCAL	95.2	0.0	0.0	95.2	A	
				ROW	0.0	0.0	0.0	0.0	STATE	380.8	0.0	0.0	380.8		EXEMPT
		PENNSYLVANIA AVE BRIDGE		CONST	424.0	0.0	0.0	424.0	FED	0.0	0.0	0.0	0.0		
	(363)	OVER OAK CREEK IN THE CITY OF OAK CREEK		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	476.0	0.0	0.0	476.0	TOTAL	476.0	0.0	0.0	476.0		
	376	RECONDITIONING OF PENNSYLVANIA AVE FROM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	165.0	0.0	0.0	165.0	A	
				ROW	117.0	0.0	0.0	117.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		RYAN ROAD TO PUETZ ROAD		CONST	708.0	0.0	0.0	708.0	FED	660.0	0.0	0.0	660.0		
	(364)	IN THE CITY OF OAK CREEK (1.00 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	825.0	0.0	0.0	825.0	TOTAL	825.0	0.0	0.0	825.0		
	377	RECONSTRUCTION WITH ADDITIONAL LANES OF THE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	72.0	0.0	0.0	72.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		S. SHEPARD AVE BRIDGE		CONST	360.0	0.0	0.0	360.0	FED	288.0	0.0	0.0	288.0		
	(365)	OVER OAK CREEK IN THE CITY OF OAK CREEK		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	360.0	0.0	0.0	360.0	TOTAL	360.0	0.0	0.0	360.0		
	378	CONSTRUCTION OF BICYCLE PEDESTRIAN PATH ON FOR-	EE	PE	226.0	0.0	0.0	226.0	LOCAL	45.2	36.8	144.0	226.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		MER CHICAGO NORTH SHORE		CONST	0.0	184.0	720.0	904.0	FED	180.8	147.2	576.0	904.0		
	(366)	RIGHT-OF-WAY IN THE CITY OF OAK CREEK		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	226.0	184.0	720.0	1,130.0	TOTAL	226.0	184.0	720.0	1,130.0		
V/RIVER HILLS	379	REPLACEMENT OF WEST GREEN TREE ROAD BRIDGE	HP	PE	162.0	0.0	0.0	162.0	LOCAL	32.4	0.0	264.0	296.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		OVER MILWAUKEE RIVER		CONST	0.0	0.0	1,320.0	1,320.0	FED	129.6	0.0	1,056.0	1,185.6		
	(367)	(B-40-0929) IN THE VILLAGE OF RIVER HILLS		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	162.0	0.0	1,320.0	1,482.0	TOTAL	162.0	0.0	1,320.0	1,482.0		
C/ST FRANCIS	380	CLOSING OF THE NORWICH AVENUE/UNION PACIFIC RR	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	7.0	0.0	7.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		CROSSING IN THE CITY		CONST	0.0	70.0	0.0	70.0	FED	0.0	63.0	0.0	63.0		
	(368)	OF ST FRANCIS		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	70.0	0.0	70.0	TOTAL	0.0	70.0	0.0	70.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
V/SHOREWOOD	381	RECONSTRUCTION OF THE OAK LEAF TRAIL BRIDGE OVER CAPITOL DRIVE IN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	24.4	0.0	0.0	24.4	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	97.5	0.0	0.0	97.5		
	(369)	THE VILLAGE SHOREWOOD		OTHER	121.9	0.0	0.0	121.9	STP-E						
				TOTAL	121.9	0.0	0.0	121.9	TOTAL	121.9	0.0	0.0	121.9		
C/SOUTH MILWAUKEE	382	RESURFACING OF STH 32 FROM MARION AVE TO THE SOUTH CITY LIMITS IN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	260.0	0.0	260.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	260.0	0.0	260.0	FED	0.0	0.0	0.0	0.0		
	(370)	THE CITY OF SOUTH MILWAUKEE (0.83 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	260.0	0.0	260.0	TOTAL	0.0	260.0	0.0	260.0		
	383	REPLACE BRIDGE P-40-0737 (0.3M S. CTH ZZ) 15TH AVENUE (LOC STR)	HP	PE	108.0	0.0	0.0	108.0	LOCAL	21.6	120.0	0.0	141.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	600.0	0.0	600.0	FED	86.4	480.0	0.0	566.4		
	(371)	BRIDGE REPLACEMENT OVER OAK CREEK BRIDGE P-40-0737 CITY OF S MILWAUKE		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	108.0	600.0	0.0	708.0	TOTAL	108.0	600.0	0.0	708.0		
	384	CONSTRUCTION OF DREXEL AVE FROM S CHICAGO AVE	OH	PE	0.0	0.0	55.0	55.0	LOCAL	0.0	0.0	55.0	55.0	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	0.0		
	(372)	TO 9TH AVE IN THE CITY OF SOUTH MILWAUKEE (0.19 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	55.0	55.0	TOTAL	0.0	0.0	55.0	55.0		
C/WAUWATOSA	385	RESURFACING OF W WISCONSIN AVE FROM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	161.0	0.0	161.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	161.0	0.0	161.0	FED	0.0	0.0	0.0	0.0		
	(373)	HAWLEY RD TO GLENVIEW AVE IN THE CITY OF WAUWATOSA (1.55 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	161.0	0.0	161.0	TOTAL	0.0	161.0	0.0	161.0		
	386	RESURFACE NORTHBOUND LANES N 124TH ST (LOC STR) BURLEIGH ST-	HP	PE	0.0	85.2	0.0	85.2	LOCAL	0.0	17.0	84.2	101.2	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	421.0	421.0	FED	0.0	68.2	336.8	405.0		
	(374)	CAPITAL DR. C/WAUWATOSA -- JOINT PROJECT W/ BROOKFIELD		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	85.2	421.0	506.2	TOTAL	0.0	85.2	421.0	506.2		
	387	RESURFACING OF 121ST ST FROM FAIRVIEW AVE TO	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	136.0	0.0	136.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	136.0	0.0	136.0	FED	0.0	0.0	0.0	0.0		
	(375)	BLUEMOUND ROAD IN THE CITY OF WAUWATOSA (0.35 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	136.0	0.0	136.0	TOTAL	0.0	136.0	0.0	136.0		
	388	INSTALLATION OF TRAFFIC SIGNAL MAST ARMS AT THE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	2.1	0.0	0.0	2.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	20.7	0.0	0.0	20.7	FED	18.6	0.0	0.0	18.6		
	(376)	INTERSECTIONS OF NORTH AVE AND SWAN BLVD AND NORTH AVE AND MENOMONEE RIVER PKWY IN WAUWATOSA		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	20.7	0.0	0.0	20.7	TOTAL	20.7	0.0	0.0	20.7		
	389	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE	EE	PE	20.0	0.0	0.0	20.0	LOCAL	70.0	40.0	0.0	110.0	A	EXEMPT
				ROW	330.0	0.0	0.0	330.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	200.0	0.0	200.0	FED	280.0	160.0	0.0	440.0		
	(377)	PATH ALONG MENOMONEE RIVER FROM HART PARK TO 63 RD STREET IN THE CITY OF WAUWATOSA		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	350.0	200.0	0.0	550.0	TOTAL	350.0	200.0	0.0	550.0		
C/WEST ALLIS	390	RESURFACING OF S 76TH ST FROM CLEVELAND AVE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	465.0	465.0	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	465.0	465.0	FED	0.0	0.0	0.0	0.0		
	(378)	TO OKLAHOMA AVE IN THE CITY OF WEST ALLIS (0.59 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	465.0	465.0	TOTAL	0.0	0.0	465.0	465.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
C/WEST ALLIS	391	RESURFACING OF S. 84TH ST FROM W. LINCOLN AVE TO W. OKLAHOMA AVE IN THE CITY OF WEST ALLIS (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	520.0	0.0	520.0	A	EXEMPT
	(379)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	520.0	0.0	520.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	520.0	0.0	520.0	TOTAL	0.0	520.0	0.0	520.0		
	392	RESURFACING OF S. 124TH ST FROM W. OKLAHOMA AVE TO W. MORGAN AVE IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	260.0	260.0	A	EXEMPT
	(380)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	260.0	260.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	260.0	260.0	TOTAL	0.0	0.0	260.0	260.0		
MIL. AREA TECH COLLEGE	393	WALKER'S POINT PARK AND RIDE LOT; CONSTRUCTION NATIONAL AVE (STH 59) AT 6TH STREET IN THE CITY OF MILWAUKEE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	76.3	0.0	0.0	76.3	A	EXEMPT
	(381)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	381.3	0.0	0.0	381.3	FED	305.0	0.0	0.0	305.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	381.3	0.0	0.0	381.3	TOTAL	381.3	0.0	0.0	381.3		
MIL. CO. HIST. SOC.	394	RESTORATION OF THE LOWELL DAMON HOUSE IN THE CITY OF WAUWATOSA	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(382)			ROW	0.0	0.0	0.0	0.0	STATE	10.4	0.0	0.0	10.4		
				CONST	51.8	0.0	0.0	51.8	FED	41.4	0.0	0.0	41.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	51.8	0.0	0.0	51.8	TOTAL	51.8	0.0	0.0	51.8		
WISCONSIN CENTER DIST.	395	MILWAUKEE DOWNTOWN TRANSIT CONNECTOR STUDY CONDUCTED BY THE WISCONSIN CENTER DISTRICT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	450.0	0.0	0.0	450.0	A	EXEMPT
	(383)			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	2,550.0	0.0	0.0	2,550.0		
				OTHER	3,000.0	0.0	0.0	3,000.0	FTA 5303						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	396 (384)	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN OZAUKEE COUNTY (GCM FUNDED)	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	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	50.0	0.0	0.0	50.0	GCM FUND						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	397 (385)	ROUT AND SEAL IH 43 FROM OZAUKEE SOUTH COUNTY LINE TO STH 32 IN OZAUKEE COUNTY (9.13 MI)	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	25.6	0.0	0.0	25.6		
				CONST	255.0	0.0	0.0	255.0	FED	229.4	0.0	0.0	229.4		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	255.0	0.0	0.0	255.0	TOTAL	255.0	0.0	0.0	255.0		
	398 (386)	RECONDITIONING OF I-43 FROM STH 57 TO THE NO. COUNTY LINE WITH NO ADDITIONAL LANES (16.7 MILES)	HP	PE	2,000.0	0.0	0.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	0.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,600.0	0.0	0.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
	399 (387)	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF STH 32 FROM IH 43 TO CTH CC IN OZAUKEE CO. (2.5 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	400.0	400.0	800.0	STATE	0.0	400.0	400.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	400.0	400.0	800.0	TOTAL	0.0	400.0	400.0	800.0		
	400 (388)	RECONSTRUCTION OF STH 32 FROM SOUTH CITY LIMITS TO STH 33 IN THE CITY OF PORT WASHINGTON	HP	PE	920.0	0.0	0.0	920.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	184.0	0.0	1,040.0	1,224.0		
				CONST	0.0	0.0	5,200.0	5,200.0	FED	736.0	0.0	4,160.0	4,896.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	920.0	0.0	5,200.0	6,120.0	TOTAL	920.0	0.0	5,200.0	6,120.0		
	401 (389)	RECONDITIONING OF STH 60 FROM KEUP ROAD TO CTH O	HP	PE	0.0	0.0	25.0	25.0	LOCAL	0.0	0.0	5.0	5.0	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	20.0	20.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	25.0	25.0	TOTAL	0.0	0.0	25.0	25.0		
	402 (390)	CONSTRUCTION OF A BRIDGE DECK REPLACEMENT ON STH 60 OVER I-43 IN THE CITY OF GRAFTON	HP	PE	0.0	250.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	250.0	320.0	570.0		
				CONST	0.0	0.0	1,600.0	1,600.0	FED	0.0	0.0	1,280.0	1,280.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	250.0	1,600.0	1,850.0	TOTAL	0.0	250.0	1,600.0	1,850.0		
	403 (391)	RESURFACING OF STH 167 FROM STH 57 TO IH 43 IN THE CITY OF MEQUON (3.0 MI)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				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	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	404 (392)	RECONDITIONING OF STH 181 (WAUWATOSA ROAD) FROM CTH C TO STH 60	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	500.0	0.0	550.0		
				CONST	0.0	500.0	0.0	500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	500.0	0.0	550.0	TOTAL	50.0	500.0	0.0	550.0		
	405 (393)	PRELIMINARY ENGINEERING FOR RECONSTRUCTION WITH ADDITIONAL TRAVEL LANES OF STH 33 FROM MARKET ST TO TOWER DR. IN OZAUKEE COUNTY (1.5 MI)	HI	PE	450.0	0.0	0.0	450.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	90.0	0.0	0.0	90.0		
				CONST	0.0	0.0	0.0	0.0	FED	360.0	0.0	0.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	450.0	0.0	0.0	450.0	TOTAL	450.0	0.0	0.0	450.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	406	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO	HI	PE	0.0	600.0	0.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	8,417.0	7,880.0	16,297.0		NON-EXEMPT
				CONST	0.0	7,817.0	7,880.0	15,697.0	FED	0.0	0.0	0.0	0.0		
	(394)	OZAUKEE - SHEBOYGAN COUNTY LINE		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	8,417.0	7,880.0	16,297.0	TOTAL	0.0	8,417.0	7,880.0	16,297.0		
	407	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM IH 43 TO	HI	PE	600.0	0.0	0.0	600.0	LOCAL	150.0	0.0	0.0	150.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	543.6	0.0	543.6		NON-EXEMPT
				CONST	0.0	2,718.0	0.0	2,718.0	FED	450.0	2,174.4	0.0	2,624.4		
	(395)	THE VILLAGE OF GRAFTON (0.94 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	600.0	2,718.0	0.0	3,318.0	TOTAL	600.0	2,718.0	0.0	3,318.0		
	408	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 FROM MEQUON RD	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	5,500.0	0.0	0.0	5,500.0	STATE	5,500.0	0.0	0.0	5,500.0		NON-EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(396)	(STH 167) TO CTH C IN THE CITY OF MEQUON (4.00 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,500.0	0.0	0.0	5,500.0	TOTAL	5,500.0	0.0	0.0	5,500.0		
	409	ELDERLY/ DISABLED TRANS SEC 5310 PORTAL INDUSTR	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4.8	0.0	0.0	4.8	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		IES INC GRAFTON		CONST	0.0	0.0	0.0	0.0	FED	19.3	0.0	0.0	19.3		
	(397)	1 STANDARD VAN 14/0 2000		OTHER	24.1	0.0	0.0	24.1	FTA 5310						
				TOTAL	24.1	0.0	0.0	24.1	TOTAL	24.1	0.0	0.0	24.1		
	410	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000-	TE	PE	0.0	0.0	0.0	0.0	LOCAL	18.5	0.0	0.0	18.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	74.2	0.0	0.0	74.2		EXEMPT
		OZAUKEE COUNTY EXPRESS		CONST	0.0	0.0	0.0	0.0	FED	92.7	0.0	0.0	92.7		
	(879)	TRANSIT SERVICE EXPANSION FOR WESTERN		OTHER	185.4	0.0	0.0	185.4	FTA 3037						
		OZAUKEE COUNTY		TOTAL	185.4	0.0	0.0	185.4	TOTAL	185.4	0.0	0.0	185.4		
	411	MODIFY SIGNALS & CONST LEFT TURN LANES TO	HS	PE	20.0	0.0	0.0	20.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	2.0	11.0	0.0	13.0		EXEMPT
		IMPROVE SAFETY AT		CONST	0.0	110.0	0.0	110.0	FED	18.0	99.0	0.0	117.0		
	(880)	WASHINGTON ST (STH 60) & 12TH AVE (CTH O) IN		OTHER	0.0	0.0	0.0	0.0	STP-S						
		THE V/GRAFTON		TOTAL	20.0	110.0	0.0	130.0	TOTAL	20.0	110.0	0.0	130.0		
	412	CONSTRUCTION OF BICYCLE PATH PARALELLING STH 60	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	37.5	0.0	37.5		EXEMPT
		(WASHINGTON ST/ULAO RD)		CONST	0.0	187.5	0.0	187.5	FED	0.0	150.0	0.0	150.0		
	(398)	FROM 16TH ST TO IH 43 IN THE VILLAGE AND		OTHER	0.0	0.0	0.0	0.0	STP-E						
		TOWN OF GRAFTON		TOTAL	0.0	187.5	0.0	187.5	TOTAL	0.0	187.5	0.0	187.5		
	413	LANDSCAPING OF STH 33 (GREEN BAY AVE) FROM	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	12.5	12.5		EXEMPT
		MARKET STREET TO SOUTH		CONST	0.0	0.0	62.5	62.5	FED	0.0	0.0	50.0	50.0		
	(399)	TOWER DRIVE IN THE VILLAGE OF SAUKVILLE		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	62.5	62.5	TOTAL	0.0	0.0	62.5	62.5		
	414	LANDSCAPING OF STH 181 (WAUWATOSA ROAD) FROM	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	25.0	25.0		EXEMPT
		STH 167 TO CTH C IN THE		CONST	0.0	0.0	125.0	125.0	FED	0.0	0.0	100.0	100.0		
	(400)	CITY OF MEQUON		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	125.0	125.0	TOTAL	0.0	0.0	125.0	125.0		
OZAUKEE COUNTY	415	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		OZAUKEE COUNTY		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(401)			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		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
OZAUKEE COUNTY	416 (402)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN OZAUKEE 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		
	417 (403)	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	0.0	0.0	0.0	0.0	LOCAL	736.0	0.0	0.0	736.0	A	EXEMPT
				ROW	680.0	0.0	0.0	680.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,000.0	0.0	0.0	3,000.0	FED	2,944.0	0.0	0.0	2,944.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,680.0	0.0	0.0	3,680.0	TOTAL	3,680.0	0.0	0.0	3,680.0		
	418 (404)	RECONSTRUCION WITH NO ADDITIONAL LANES OF THE CTH H BRIDGE OVER THE SAUK CREEK IN OZAUKEE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	176.6	0.0	0.0	176.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	883.0	0.0	0.0	883.0	FED	706.4	0.0	0.0	706.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	883.0	0.0	0.0	883.0	TOTAL	883.0	0.0	0.0	883.0		
	419 (405)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH I FROM CEDAR SAULK ROAD TO0.4 KM N OF STH 33 IN TOWN OF SAUK-VILLE (3.5 KM)	HP	PE	26.4	0.0	0.0	26.4	LOCAL	5.3	0.0	0.0	5.3	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	21.1	0.0	0.0	21.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	26.4	0.0	0.0	26.4	TOTAL	26.4	0.0	0.0	26.4		
	420 (406)	REPLACE EXISTING BRIDGE LAKEFIELD RD (CTH T) BRIDGE OVER CEDAR CREEK BRIDGE B-25-0014 OZAUKEE COUNTY	HP	PE	93.2	0.0	0.0	93.2	LOCAL	18.7	103.5	0.0	122.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	517.5	0.0	517.5	FED	74.5	414.0	0.0	488.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	93.2	517.5	0.0	610.7	TOTAL	93.2	517.5	0.0	610.7		
	421 (407)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W (N. PORT WASHINGTON RD.) FROM SUNNY DALE LN. TO ZEDLER LN. (1.00 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	684.0	0.0	0.0	684.0	A	NON-EXEMPT
				ROW	222.0	0.0	0.0	222.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,200.0	0.0	0.0	3,200.0	FED	2,738.0	0.0	0.0	2,738.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,422.0	0.0	0.0	3,422.0	TOTAL	3,422.0	0.0	0.0	3,422.0		
	422 (408)	RECONSTRUCTION WITH ADDITIONAL LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LANE IN THE C/MEQUON	HI	PE	636.0	0.0	0.0	636.0	LOCAL	177.2	826.8	0.0	1,004.0	A	NON-EXEMPT
				ROW	250.0	0.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,134.0	0.0	4,134.0	FED	708.8	3,307.2	0.0	4,016.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	886.0	4,134.0	0.0	5,020.0	TOTAL	886.0	4,134.0	0.0	5,020.0		
	423 (409)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RES-PONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN OZAUKEE COUNTY: 2000	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	84.5							
				TOTAL	84.5	0.0	0.0	84.5	TOTAL	84.5	0.0	0.0	84.5		
	424 (410)	OPERATION OF SHARED RIDE TAXI PROGRAM IN URBANIZED AREA OF OZAUKEE COUNTY 2000	TE	PE	0.0	0.0	0.0	0.0	LOCAL	97.2	67.7	0.0	164.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	204.7	302.8	0.0	507.5		
				CONST	0.0	0.0	0.0	0.0	FED	21.0	25.1	0.0	46.1		
				OTHER	322.9	395.6	0.0	718.5	FTA 5307						
				TOTAL	322.9	395.6	0.0	718.5	TOTAL	322.9	395.6	0.0	718.5		
	425 (411)	OPERATION OF SHARED RIDE TAXI PROGRAM IN RURAL PORTION OF OZAUKEE COUNTY 2000	TE	PE	0.0	0.0	0.0	0.0	LOCAL	135.5	32.5	0.0	168.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	10.9	0.0	10.9		
				CONST	0.0	0.0	0.0	0.0	FED	135.5	43.4	0.0	178.9		
				OTHER	271.0	86.8	0.0	357.8	FTA 5311						
				TOTAL	271.0	86.8	0.0	357.8	TOTAL	271.0	86.8	0.0	357.8		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
OZAUKEE COUNTY	426 (412)	PURCHASE OF 1 ACCESSIBLE VAN 7/1, 1 MINIVAN, AND 1 SEDAN FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM	TE	PE	0.0	0.0	0.0	0.0	LOCAL	16.4	0.0	0.0	16.4	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	65.6	0.0	0.0	65.6		
				OTHER	82.0	0.0	0.0	82.0	FTA 5311						
				TOTAL	82.0	0.0	0.0	82.0	TOTAL	82.0	0.0	0.0	82.0		
	427 (413)	PURCHASE OF 1 SPARE ENGINE SPARE PARTS, AND COMPUTER FOR THE OZAUKEE COUNTY EXPRESS TRANSIT SERVICE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	6.0	0.0	0.0	6.0	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	24.0	0.0	0.0	24.0		
				OTHER	30.0	0.0	0.0	30.0	FTA 5311						
				TOTAL	30.0	0.0	0.0	30.0	TOTAL	30.0	0.0	0.0	30.0		
	428 (414)	PURCHASE OF 1 ACCESSIBLE MODIFIED VAN 7/1 AND 5 RAISED ENTRY-DOOR VANS 14/0 FOR THE OZAUKEE COUNTY EXPRESS TRANSIT SERVICE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	37.0	0.0	0.0	37.0	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	148.0	0.0	0.0	148.0		
				OTHER	185.0	0.0	0.0	185.0	FTA 5311						
				TOTAL	185.0	0.0	0.0	185.0	TOTAL	185.0	0.0	0.0	185.0		
	429 (415)	PURCHASE OF 6 TRANSIT BUSES FOR THE OZAUKEE COUNTY EXPRESS TRANSIT SERVICE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	300.0	0.0	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	0.0	0.0	0.0	FED	1,200.0	0.0	0.0	1,200.0		
				OTHER	1,500.0	0.0	0.0	1,500.0	FTA 5311						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	430 (416)	PURCHASE OF 1 ACCESSIBLE MODIFIED VAN 7/1, 1 MINIVAN AND 1 SEDAN FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	17.8	0.0	17.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	71.2	0.0	71.2		
				OTHER	0.0	89.0	0.0	89.0	FTA 5311						
				TOTAL	0.0	89.0	0.0	89.0	TOTAL	0.0	89.0	0.0	89.0		
	431 (417)	PURCHASE OF 2 ACCESSIBLE MODIFIED VANS 7/1 AND 1 SEDAN FOR THE OZAUKEE COUNTY SHARED RIDE TAXI PROGRAM	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	22.2	22.2	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	0.0	0.0	88.8	88.8		
				OTHER	0.0	0.0	111.0	111.0	FTA 5311						
				TOTAL	0.0	0.0	111.0	111.0	TOTAL	0.0	0.0	111.0	111.0		
	432 (418)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN OZAUKEE COUNTY	HS	PE	25.0	0.0	0.0	25.0	LOCAL	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	22.5	0.0	0.0	22.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	433 (419)	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/PEDESTRIAN PROJECTS IN OZAUKEE COUNTY	EE	PE	10.0	10.0	10.0	30.0	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	30.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	10.0	10.0	10.0	30.0	TOTAL	10.0	10.0	10.0	30.0		
	434 (420)	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	156.3	111.5	0.0	267.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	324.6	291.5	0.0	616.1		
				CONST	0.0	0.0	0.0	0.0	FED	263.2	249.9	0.0	513.1		
				OTHER	744.1	652.9	0.0	1,397.0	COMB						
				TOTAL	744.1	652.9	0.0	1,397.0	TOTAL	744.1	652.9	0.0	1,397.0		
	435 (421)	INSTALLATION OF A CNG REFUELING STATION AT STH 60 AND CTH W	EE	PE	0.0	0.0	0.0	0.0	LOCAL	70.0	0.0	0.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	280.0	0.0	0.0	280.0		
				OTHER	350.0	0.0	0.0	350.0	CMAQ						
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
OZAUKEE COUNTY	436 (422)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG WEPCO ROW TO CONNECT WITH CITY/ VILLAGE PATHS IN OZAUKEE COUNTY	EE	PE ROW CONST OTHER TOTAL	50.0 0.0 837.0 0.0 887.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 837.0 0.0 887.0	LOCAL STATE FED STP-E TOTAL	177.4 0.0 709.6 887.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	177.4 0.0 709.6 887.0	A	EXEMPT
C/CEDARBURG	437 (423)	REPLACE BRIDGE DECK ON BRIDGE ROAD BRIDGE OVER CEDAR CREEK (P-40-0702) IN THE CITY OF CEDARBURG	HP	PE ROW CONST OTHER TOTAL	81.0 0.0 0.0 0.0 81.0	0.0 0.0 203.0 0.0 203.0	0.0 0.0 0.0 0.0 0.0	81.0 0.0 203.0 0.0 284.0	LOCAL STATE FED BRF TOTAL	16.2 0.0 64.8 81.0	40.6 0.0 162.4 203.0	0.0 0.0 0.0 0.0	56.8 0.0 227.2 284.0	A	EXEMPT
	438 (424)	ACQUISITION, RESTORATION AND PRESERVATION OF INTERURBAN DEPOT IN THE CITY OF CEDARBURG	EE	PE ROW CONST OTHER TOTAL	3.8 147.5 198.5 0.0 349.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	3.8 147.5 198.5 0.0 349.8	LOCAL STATE FED STP-E TOTAL	70.0 0.0 279.8 349.8	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	70.0 0.0 279.8 349.8	A	EXEMPT
T/CEDARBURG	439 (425)	RECONSTRUCT CEDAR CREEK ROAD BRIDGE(0.7 M WEST OF CTH I) P-45-0037 IN THE TOWN OF CEDARBURG	OH	PE ROW CONST OTHER TOTAL	66.1 0.0 0.0 0.0 66.1	0.0 0.0 291.0 0.0 291.0	0.0 0.0 0.0 0.0 0.0	66.1 0.0 291.0 0.0 357.1	LOCAL STATE FED BRF TOTAL	13.2 0.0 52.9 66.1	58.2 0.0 232.8 291.0	0.0 0.0 0.0 0.0	71.4 0.0 285.7 357.1	A	EXEMPT
	440 (426)	DESIGN AND CONSTRUCTION OF PAVED SHOULDERS TO PROVIDE A BICYCLE WAY ALONG COVERED BRIDGE RD FROM STH 60 TO CEDAR CREEK ROAD	EE	PE ROW CONST OTHER TOTAL	8.0 0.0 50.0 0.0 58.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.0 0.0 50.0 0.0 58.0	LOCAL STATE FED STP-E TOTAL	11.6 0.0 46.4 58.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	11.6 0.0 46.4 58.0	A	EXEMPT
	441 (881)	CONSTRUCTION OF A BICYCLE PATH PARALLEL TO STH 60 FROM HORN'S CORNERS ROAD TO WASHINGTON AVE(CTH NN) IN TOWN OF GRAFTON	EE	PE ROW CONST OTHER TOTAL	47.8 0.0 0.0 0.0 47.8	0.0 0.0 247.5 0.0 247.5	0.0 0.0 0.0 0.0 0.0	47.8 0.0 247.5 0.0 295.3	LOCAL STATE FED STP-E TOTAL	9.6 0.0 38.2 47.8	49.5 0.0 198.0 247.5	0.0 0.0 0.0 0.0	59.1 0.0 236.2 295.3	A	EXEMPT
V/GRAFTON	442 (427)	DESIGN AND CONSTRUCTION OF THE GRAFTON BICYCLE AND PEDESTRIAN PATH AND MARKING OF CONNECTING ON-STREET PATH SEGMENTS IN VILLAGE OF GRAFTON	EE	PE ROW CONST OTHER TOTAL	10.2 0.0 68.0 0.0 78.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.2 0.0 68.0 0.0 78.2	LOCAL STATE FED STP-E TOTAL	15.6 0.0 62.6 78.2	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	15.6 0.0 62.6 78.2	A	EXEMPT
	443 (882)	LANDSCAPING OF WASHINGTON ST (STH 60) FROM 16TH AVE TO I-43 IN VILLAGE OF GRAFTON	EE	PE ROW CONST OTHER TOTAL	8.0 0.0 0.0 0.0 8.0	0.0 0.0 142.0 0.0 142.0	0.0 0.0 0.0 0.0 0.0	8.0 0.0 142.0 0.0 150.0	LOCAL STATE FED STP-E TOTAL	1.6 0.0 6.4 8.0	28.4 0.0 113.6 142.0	0.0 0.0 0.0 0.0	30.0 0.0 120.0 150.0	A	EXEMPT
C/MEQUON	444 (428)	RECONDITIONING OF GRANVILLE ROAD FROM COUNTY LINE ROAD TO MEQUON RD IN THE CITY OF MEQUON	HP	PE ROW CONST OTHER TOTAL	67.2 0.0 0.0 0.0 67.2	0.0 0.0 532.0 0.0 532.0	0.0 0.0 0.0 0.0 0.0	67.2 0.0 532.0 0.0 599.2	LOCAL STATE FED STP-M TOTAL	13.4 0.0 53.8 67.2	106.4 0.0 425.6 532.0	0.0 0.0 0.0 0.0	119.8 0.0 479.4 599.2	A	EXEMPT
	445 (429)	RECONDITIONING OF WASAUKEE RD FROM COUNTY LINE ROAD TO MEQUON RD ON THE MEQUON/ GERMANTOWN BORDER (3.22 KM)	HP	PE ROW CONST OTHER TOTAL	52.1 15.0 0.0 0.0 67.1	0.0 0.0 444.7 0.0 444.7	0.0 0.0 0.0 0.0 0.0	52.1 15.0 444.7 0.0 511.8	LOCAL STATE FED STP-M TOTAL	13.4 0.0 53.7 67.1	88.9 0.0 355.8 444.7	0.0 0.0 0.0 0.0	102.3 0.0 409.5 511.8	A	EXEMPT

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MEQUON	446	CONSTRUCTION OF THE MEQUON-THIENSVILLE BICYCLE AND PEDESTRIAN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	162.7	0.0	0.0	162.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	813.6	0.0	0.0	813.6	FED	650.9	0.0	0.0	650.9		
	(430)	TRAIL ALONG THE FORMER INTERURBAN RR ROW		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	813.6	0.0	0.0	813.6	TOTAL	813.6	0.0	0.0	813.6		
C/PORT WASHINGTON	447	OPERATING ASSISTANCE FOR THE CITY OF PORT WASHINGTON SHARED-RIDE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	7.4	7.8	0.0	15.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	46.6	48.9	0.0	95.5		
				CONST	0.0	0.0	0.0	0.0	FED	42.5	44.6	0.0	87.1		
	(431)	TAXICAB SYSTEM: 2000		OTHER	96.5	101.3	0.0	197.8	FTA 5311						
				TOTAL	96.5	101.3	0.0	197.8	TOTAL	96.5	101.3	0.0	197.8		
	448	CONSTRUCTION OF BICYCLE LANES ALONG INDUSTRIAL DR. IN THE CITY OF PORT	EE	PE	25.0	0.0	0.0	25.0	LOCAL	42.0	0.0	0.0	42.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	185.0	0.0	0.0	185.0	FED	168.0	0.0	0.0	168.0		
	(432)	WASHINGTON		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	210.0	0.0	0.0	210.0	TOTAL	210.0	0.0	0.0	210.0		
	449	CONSTRUCTION OF PEDES-TRIAN/BICYCLE PATH ALONG WEPCO ROW CON-	EE	PE	0.0	0.0	0.0	0.0	LOCAL	61.0	0.0	0.0	61.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	305.2	0.0	0.0	305.2	FED	244.2	0.0	0.0	244.2		
	(433)	NECTING DOWNTOWN WITH SOUTHWEST SIDE INDUS-TRIAL PARK		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	305.2	0.0	0.0	305.2	TOTAL	305.2	0.0	0.0	305.2		
V/SAUKVILLE	450	REHABILITATION OF THE PROGRESS DR. BRIDGE OVER TRIBUTARY TO THE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	22.3	0.0	0.0	22.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	111.5	0.0	0.0	111.5	FED	89.2	0.0	0.0	89.2		
	(434)	MILWAUKEE RIVER IN THE VILLAGE OF SAUKVILLE		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	111.5	0.0	0.0	111.5	TOTAL	111.5	0.0	0.0	111.5		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
STATE OF WISCONSIN	451	CONSTRUCTION OF SIGNALS AND TURN LANES AT THE USH 41 AND STH 167	HP	PE	450.0	0.0	0.0	450.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	90.0	440.0	0.0	530.0		
				CONST	0.0	2,200.0	0.0	2,200.0	FED	360.0	1,760.0	0.0	2,120.0		
	(435)	INTERCHANGE		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	450.0	2,200.0	0.0	2,650.0	TOTAL	450.0	2,200.0	0.0	2,650.0		
	452	ROUT AND SEAL USH 41/ USH 45 FROM CTH Q TO PIONEER ROAD IN WASHING	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	33.5	0.0	0.0	33.5		
				CONST	335.0	0.0	0.0	335.0	FED	301.5	0.0	0.0	301.5		
	(436)	TON COUNTY		OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	335.0	0.0	0.0	335.0	TOTAL	335.0	0.0	0.0	335.0		
	453	OVERLAY FREISTADT ROAD BRIDGE DECK OVER USH 41 IN THE VILLAGE OF GER-	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	16.5	0.0	0.0	16.5		
				CONST	165.0	0.0	0.0	165.0	FED	148.5	0.0	0.0	148.5		
	(437)	MANTOWN		OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	165.0	0.0	0.0	165.0	TOTAL	165.0	0.0	0.0	165.0		
	454	RESURFACING OF USH 45 FROM USH 41 TO PARADISE RD. IN WASHINGTON	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	1,410.8	0.0	0.0	1,410.8		
				CONST	1,410.8	0.0	0.0	1,410.8	FED	0.0	0.0	0.0	0.0		
	(438)	COUNTY (8.0 MI)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,410.8	0.0	0.0	1,410.8	TOTAL	1,410.8	0.0	0.0	1,410.8		
	455	RECONSTRUCTION WITH AUXILIARY LANES OF STH 33 FROM STH 175 TO	HP	PE	362.0	0.0	0.0	362.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	27.0	0.0	0.0	27.0	STATE	99.4	0.0	0.0	99.4		
				CONST	0.0	0.0	0.0	0.0	FED	289.6	0.0	0.0	289.6		
	(439)	TH EAST BRANCH OF THE ROCK RIVER (1.75 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	389.0	0.0	0.0	389.0	TOTAL	389.0	0.0	0.0	389.0		
	456	RECONDITIONING OF STH 60 FROM WEST WASH-	HP	PE	450.0	0.0	0.0	450.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	90.0	0.0	0.0	90.0		
				CONST	0.0	0.0	0.0	0.0	FED	360.0	0.0	0.0	360.0		
	(440)	INGTON COUNTY LINE TO THE CITY OF HARTFORD		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	450.0	0.0	0.0	450.0	TOTAL	450.0	0.0	0.0	450.0		
	457	RECONDITIONING OF STH 60 FROM CTH P TO RIDGEWAY DRIVE IN THE	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
	(441)	VILLAGE OF JACKSON		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	458	RECONDITIONING OF STH 83 FROM COUNTY LINE ROAD TO STH 167 IN THE	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	600.0	0.0	0.0	600.0		
				CONST	600.0	0.0	0.0	600.0	FED	0.0	0.0	0.0	0.0		
	(442)	TOWN OF ERIN		OTHER	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		
	459	RECONDITIONING OF STH 144 FROM STH 60 TO USH 41 IN WASHINGTON	HP	PE	0.0	0.0	0.0	0.0	LOCAL	390.0	360.0	0.0	750.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,950.0	1,800.0	0.0	3,750.0	FED	1,560.0	1,440.0	0.0	3,000.0		
	(443)	COUNTY (1.63 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,950.0	1,800.0	0.0	3,750.0	TOTAL	1,950.0	1,800.0	0.0	3,750.0		
	460	RECONDITIONING OF STH 144 FROM THE CITY OF WEST BEND TO SHEBOY-	HP	PE	150.0	0.0	0.0	150.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	0.0	0.0	30.0		
				CONST	0.0	0.0	0.0	0.0	FED	120.0	0.0	0.0	120.0		
	(444)	GAN COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
STATE OF WISCONSIN	461	RESURFACING OF STH 164 FROM STH 167 TO STH 175 IN WASHINGTON COUNTY (4.19 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(445)			ROW	0.0	0.0	0.0	0.0	STATE	1,200.0	0.0	0.0	1,200.0		
				CONST	1,200.0	0.0	0.0	1,200.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,200.0	0.0	0.0	1,200.0	TOTAL	1,200.0	0.0	0.0	1,200.0		
	462	CONSTRUCTION OF STH 164 BRIDGE OVER THE WISCONSIN SOUTHERN AND WISCONSIN CENTRAL LIMITED RAILROADS AND STH 175 IN WASHINGTON COUNTY	HP	PE	800.0	0.0	0.0	800.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	160.0	0.0	1,591.8	1,751.8		
				CONST	0.0	0.0	7,959.0	7,959.0	FED	640.0	0.0	6,367.2	7,007.2		
	(446)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	800.0	0.0	7,959.0	8,759.0	TOTAL	800.0	0.0	7,959.0	8,759.0		
	463	RESURFACING OF STH 164 FROM CTH Q TO STH 167 IN WASHINGTON COUNTY (4.01 MI)	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	1,200.0	0.0	0.0	1,200.0		
				CONST	1,200.0	0.0	0.0	1,200.0	FED	0.0	0.0	0.0	0.0		
	(447)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,200.0	0.0	0.0	1,200.0	TOTAL	1,200.0	0.0	0.0	1,200.0		
	464	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	PE	630.0	0.0	0.0	630.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	126.0	0.0	1,800.0	1,926.0		
				CONST	0.0	0.0	9,000.0	9,000.0	FED	504.0	0.0	7,200.0	7,704.0		
	(448)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	630.0	0.0	9,000.0	9,630.0	TOTAL	630.0	0.0	9,000.0	9,630.0		
	465	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM USH 41 TO EAST BRANCH OF ROCK RIVER (0.34 MILES)	HI	PE	317.4	0.0	0.0	317.4	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	63.5	0.0	308.0	371.5		
				CONST	0.0	0.0	1,540.0	1,540.0	FED	253.9	0.0	1,232.0	1,485.9		
	(449)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	317.4	0.0	1,540.0	1,857.4	TOTAL	317.4	0.0	1,540.0	1,857.4		
	466	RECONSTRUCTION ON NEW ALIGNMENT AND WITH ADDITIONAL LANES OF STH 33 FROM TRENTON RD TO OAK RD IN THE TOWN OF TRENTON (1.3 MILES)	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	0.0	STATE	73.6	0.0	0.0	73.6		
				CONST	0.0	0.0	0.0	0.0	FED	294.4	0.0	0.0	294.4		
	(450)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	368.0	0.0	0.0	368.0	TOTAL	368.0	0.0	0.0	368.0		
	467	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON CO	HI	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
	(451)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	468	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HI	PE	250.0	0.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	250.0	0.0	1,562.0	1,812.0		
				CONST	0.0	0.0	1,562.0	1,562.0	FED	0.0	0.0	0.0	0.0		
	(452)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	250.0	0.0	1,562.0	1,812.0	TOTAL	250.0	0.0	1,562.0	1,812.0		
	469	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM CTH Q TO STH 175 IN WASHINGTON COUNTY (9.0 MILES)	HI	PE	1,500.0	0.0	0.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,200.0	0.0	0.0	1,200.0		
	(453)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	470	ELDERLY/DISABLED TRAN THRESHOLD INC WEST BEND 1 SMALL BUS 14/0 1 MODIFIED SMALL BUS 4/2 2 MODIFIED LARGE BUSES 24/3 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	41.2	0.0	0.0	41.2	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	164.7	0.0	0.0	164.7		
	(454)			OTHER	205.9	0.0	0.0	205.9	FTA 5310						
				TOTAL	205.9	0.0	0.0	205.9	TOTAL	205.9	0.0	0.0	205.9		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	471	ELDERLY/DISABLED TRANS AMERICAN RED CROSS WEST BEND 3 MODIFIED VANS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.1	0.0	0.0	20.1	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	80.5	0.0	0.0	80.5		
	(455)	7/1 2000		OTHER	100.6	0.0	0.0	100.6	FTA 5310						
				TOTAL	100.6	0.0	0.0	100.6	TOTAL	100.6	0.0	0.0	100.6		
	472	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF	HS	PE	22.0	0.0	0.0	22.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2.2	10.5	0.0	12.7		
				CONST	0.0	105.0	0.0	105.0	FED	19.8	94.5	0.0	114.3		
	(883)	WASHINGTON ST (STH 33) AND CTH B IN THE CITY OF WEST BEND		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	22.0	105.0	0.0	127.0	TOTAL	22.0	105.0	0.0	127.0		
	473	ACQUISITION OF RIGHT OF WAY FOR PARK/RIDE LOT AT USH 41/USH45 AND	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	STATE	50.0	0.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(456)	STH 145 IN WASHINGTON COUNTY		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
WASHINGTON COUNTY	474	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN WASHINGTON COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(457)			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		
	475	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT	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		
	(458)	PROJECTS IN WASHINGTON COUNTY		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		
	476	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH A FROM STH144 TO	HP	PE	0.0	750.0	0.0	750.0	LOCAL	0.0	150.0	900.0	1,050.0	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	4,500.0	4,500.0	FED	0.0	600.0	3,600.0	4,200.0		
	(459)	THE OZAUKEE COUNTY LINE		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	750.0	4,500.0	5,250.0	TOTAL	0.0	750.0	4,500.0	5,250.0		
	477	REHABILITATION OF THE CTH K (TURTLE ROAD) BRIDGE OVER WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	100.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	500.0	0.0	500.0	FED	0.0	400.0	0.0	400.0		
	(460)	CENTRAL RR (P-66-0076) NEAR CEDAR LAKE		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	478	REPLACEMENT OF CTH M BRIDGE OVER CEDAR CREEK	HP	PE	150.0	0.0	0.0	150.0	LOCAL	30.0	55.0	175.0	260.0	A	EXEMPT
				ROW	0.0	275.0	0.0	275.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	875.0	875.0	FED	120.0	220.0	700.0	1,040.0		
	(461)	B-66-0974 IN WASHINGTON COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	150.0	275.0	875.0	1,300.0	TOTAL	150.0	275.0	875.0	1,300.0		
	479	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF DEER RD (CTH S) FROM	HP	PE	60.0	0.0	0.0	60.0	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	540.0	0.0	0.0	540.0	FED	480.0	0.0	0.0	480.0		
	(462)	CTH U TO CTH W IN THE TOWN OF ADDISON (4.0 MI)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
	480	REPLACEMENT OF CTH MY BRIDGE OVER MILWAUKEE RIVER B-66-0971 IN	HP	PE	175.0	0.0	0.0	175.0	LOCAL	35.0	10.0	220.0	265.0	A	EXEMPT
				ROW	0.0	50.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,100.0	1,100.0	FED	140.0	40.0	880.0	1,060.0		
	(463)	WASHINGTON COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	175.0	50.0	1,100.0	1,325.0	TOTAL	175.0	50.0	1,100.0	1,325.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
WASHINGTON COUNTY	481	RECONSTRUCTION WITH ADDITIONAL LANES OF COUNTY LINE ROAD (CTH	HI	PE	414.0	0.0	0.0	414.0	LOCAL	82.8	115.0	0.0	197.8	A	
				ROW	0.0	575.0	0.0	575.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	331.2	460.0	0.0	791.2		
	(464)	Q) FROM USH 41/45 TO PILGRIM ROAD		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	414.0	575.0	0.0	989.0	TOTAL	414.0	575.0	0.0	989.0		
	482	RECONSTRUCTION WITH ADDITIONAL LANES OF LANNON RD(CTH Y) FROM	HI	PE	500.0	0.0	0.0	500.0	LOCAL	500.0	40.0	760.0	1,300.0	A	
				ROW	0.0	200.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
				CONST	0.0	0.0	3,800.0	3,800.0	FED	0.0	160.0	3,040.0	3,200.0		
	(465)	CTH Q TO STH 175 IN THE VILLAGE OF GERMANTOWN		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	200.0	3,800.0	4,500.0	TOTAL	500.0	200.0	3,800.0	4,500.0		
	483	PROVISION OF COUNTY WIDE SPECIALIZED DEMAND RESPONSIVE TRANS.	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.7	0.0	0.0	18.7	A	
				ROW	0.0	0.0	0.0	0.0	STATE	93.5	0.0	0.0	93.5		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(466)	SERVICES FOR ELDERLY/ DISABLED PEOPLE IN WASHINGTON COUNTY:1998		OTHER	112.2	0.0	0.0	112.2							
				TOTAL	112.2	0.0	0.0	112.2	TOTAL	112.2	0.0	0.0	112.2		
	484	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM	TE	PE	0.0	0.0	0.0	0.0	LOCAL	205.9	152.0	0.0	357.9	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	63.6	0.0	63.6		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	205.8	215.6	0.0	421.4		
	(467)	TAXI CAB SERVICE RURAL WASHINGTON CO 2000 OPERATING COSTS		OTHER	411.7	431.2	0.0	842.9	FTA 5311						
				TOTAL	411.7	431.2	0.0	842.9	TOTAL	411.7	431.2	0.0	842.9		
	485	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB	TE	PE	0.0	0.0	0.0	0.0	LOCAL	75.8	42.7	0.0	118.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	155.5	197.2	0.0	352.7		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	6.0	0.0	0.0	6.0		
	(468)	SERVICE IN GERMANTOWN/ RICHFIELD AREA OPERATING COSTS: 2000		OTHER	237.3	239.9	0.0	477.2	FTA 5307						
				TOTAL	237.3	239.9	0.0	477.2	TOTAL	237.3	239.9	0.0	477.2		
	486	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM	TE	PE	0.0	0.0	0.0	0.0	LOCAL	36.0	0.0	0.0	36.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	144.0	0.0	0.0	144.0		
	(469)	RURAL TAXI CAB SERVICE 7 VEHICLES 1998		OTHER	180.0	0.0	0.0	180.0	FTA 5311						
				TOTAL	180.0	0.0	0.0	180.0	TOTAL	180.0	0.0	0.0	180.0		
	487	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	29.0	0.0	29.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	116.0	0.0	116.0		
	(470)	TAXI CAB SERVICE URBAN 6 VEHICLES 1998		OTHER	0.0	145.0	0.0	145.0	FTA 5307						
				TOTAL	0.0	145.0	0.0	145.0	TOTAL	0.0	145.0	0.0	145.0		
	488	INITIATION OF WASHING-TON COUNTY COMMUTER BUS SERVICE 1999-2000	TE	PE	0.0	0.0	0.0	0.0	LOCAL	164.0	169.0	0.0	333.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	656.0	673.0	0.0	1,329.0		
	(471)			OTHER	820.0	842.0	0.0	1,662.0	CMAQ						
				TOTAL	820.0	842.0	0.0	1,662.0	TOTAL	820.0	842.0	0.0	1,662.0		
	489	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
	(472)	PROJECTS IN WASHINGTON COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	490	REALIGNMENT OF THE IN-TERSECTION OF STH 144 AND CTH H IN THE TOWN	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	10.0	10.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	50.0	50.0	FED	0.0	0.0	40.0	40.0		
	(473)	OF FARMINGTON		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
V/GERMANTOWN	491	RECONSTRUCTION WITH AUXILIARY LANES OF COUNTY LINE RD. (CTH Q)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	41.6	723.0	0.0	764.6	A	
				ROW	208.0	0.0	0.0	208.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	3,615.0	0.0	3,615.0	FED	166.4	2,892.0	0.0	3,058.4		
	(474)	FROM PILGRIM RD. TO FOND DU LAC AVE. (1.00 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	208.0	3,615.0	0.0	3,823.0	TOTAL	208.0	3,615.0	0.0	3,823.0		
C/HARTFORD	492	CONSTRUCTION OF S. WILSON AVE FROM LINCOLN AVE TO MONROE	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	269.0	269.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
				CONST	0.0	0.0	269.0	269.0	FED	0.0	0.0	0.0	0.0		
	(475)	AVE IN THE CITY OF HARTFORD (0.30 MILE)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	269.0	269.0	TOTAL	0.0	0.0	269.0	269.0		
	493	OPERATING ASSISTANCE FOR CITY OF HARTFORD	TP	PE	0.0	0.0	0.0	0.0	LOCAL	10.5	11.0	0.0	21.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	52.2	54.8	0.0	107.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	48.8	51.2	0.0	100.0		
	(476)	SHARED RIDE TAXI: 2000		OTHER	111.5	117.0	0.0	228.5	FTA 5311						
				TOTAL	111.5	117.0	0.0	228.5	TOTAL	111.5	117.0	0.0	228.5		
	494	REPLACEMENT OF RURAL STREET BRIDGE OVER THE RUBICON RIVER	OH	PE	41.4	0.0	0.0	41.4	LOCAL	8.3	34.5	0.0	42.8	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	172.5	0.0	172.5	FED	33.1	138.0	0.0	171.1		
	(477)	P-66-0703 IN THE CITY OF HARTFORD		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	41.4	172.5	0.0	213.9	TOTAL	41.4	172.5	0.0	213.9		
	495	CONSTRUCTION OF THE RUBICON RIVER BICYCLE AND PEDESTRIAN TRAIL	EE	PE	39.4	0.0	0.0	39.4	LOCAL	25.0	0.0	0.0	25.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	85.6	0.0	0.0	85.6	FED	100.0	0.0	0.0	100.0		
	(478)	IN THE CITY OF HARTFORD		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		
T/HARTFORD	496	RECONSTRUCTION WITH AUXILIARY LANES OF EAST MONROE AVENUE FROM	HP	PE	147.2	0.0	0.0	147.2	LOCAL	29.4	112.0	0.0	141.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	560.0	0.0	560.0	FED	117.8	448.0	0.0	565.8		
	(479)	HAWTHORN LANE TO CTH K IN THE TOWN OF HARTFORD		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	147.2	560.0	0.0	707.2	TOTAL	147.2	560.0	0.0	707.2		
T/KEWASKUM	497	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE E MORRAINE DRIVE BRIDGE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	18.0	0.0	0.0	18.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	90.0	0.0	0.0	90.0	FED	72.0	0.0	0.0	72.0		
	(480)	OVER THE EAST BRANCH OF THE MILWAUKEE RIVER IN TOWN OF KEWASKUM		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	90.0	0.0	0.0	90.0	TOTAL	90.0	0.0	0.0	90.0		
V/KEWASKUM	498	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND	EE	PE	0.0	0.0	5.8	5.8	LOCAL	0.0	0.0	10.0	10.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
				CONST	0.0	0.0	44.2	44.2	FED	0.0	0.0	40.0	40.0		
	(481)	USH 45 IN THE VILLAGE OF KEWASKUM		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		
T/POLK	499	ELIMINATION OF FOUR RAIL/ HIGHWAY CROSSINGS	OH	PE	60.0	0.0	0.0	60.0	LOCAL	6.0	17.0	40.0	63.0	A	
				ROW	0.0	170.0	0.0	170.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	400.0	400.0	FED	54.0	153.0	360.0	567.0		
	(482)	NEAR ACKERVILLE BY CONNECTING SHERMAN ROAD WITH FOND DU LAC ROAD SOUTH OF THE WI CENTRAL		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	60.0	170.0	400.0	630.0	TOTAL	60.0	170.0	400.0	630.0		
	500	RELOCATION,RESTORATION, AND INSTALLATION OF TWO	EE	PE	0.0	0.0	0.0	0.0	LOCAL	4.4	0.0	0.0	4.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	17.6	0.0	0.0	17.6		
	(483)	HISTORIC BRIDGES IN THE TOWN OF POLK		OTHER	22.0	0.0	0.0	22.0	STP-E						
				TOTAL	22.0	0.0	0.0	22.0	TOTAL	22.0	0.0	0.0	22.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
T/WAYNE	501	REALIGNMENT OF CURVE ON MOHAWK RD. WEST OF USH 41 IN THE TOWN OF	HS	PE	0.0	0.0	0.0	0.0	LOCAL	1.0	0.0	0.0	1.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	10.0	0.0	0.0	10.0	FED	9.0	0.0	0.0	9.0		
	(484)	WAYNE		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
C/WEST BEND	502	REPAIR EARTH SETTLEMENT PROBLEMS ON 18TH AVE.	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1.0	0.0	0.0	1.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		FROM PARK AVE. TO		CONST	0.0	0.0	0.0	0.0	FED	4.0	0.0	0.0	4.0		
	(485)	JEFFERSON ST. IN THE CITY OF WEST BEND		OTHER	5.0	0.0	0.0	5.0	STP-O						
				TOTAL	5.0	0.0	0.0	5.0	TOTAL	5.0	0.0	0.0	5.0		
	503	OPERATING ASSISTANCE FOR THE CITY OF WEST	TI	PE	0.0	0.0	0.0	0.0	LOCAL	22.4	23.5	0.0	45.9	A	
				ROW	0.0	0.0	0.0	0.0	STATE	159.0	167.0	0.0	326.0		EXEMPT
		BEND SHARED RIDE		CONST	0.0	0.0	0.0	0.0	FED	143.7	150.9	0.0	294.6		
	(486)	TAXICAB SYSTEM: 2000		OTHER	325.1	341.4	0.0	666.5	FTA 5311						
				TOTAL	325.1	341.4	0.0	666.5	TOTAL	325.1	341.4	0.0	666.5		
	504	INSTALLATION OF A CNG REFUELING FACILITY FOR	EE	PE	14.4	0.0	0.0	14.4	LOCAL	2.9	68.0	0.0	70.9	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		THE CITY OF WEST BEND		CONST	0.0	340.0	0.0	340.0	FED	11.5	272.0	0.0	283.5		
	(487)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	14.4	340.0	0.0	354.4	TOTAL	14.4	340.0	0.0	354.4		
	505	PARADISE DR. PARK/RIDE LOT	EE	PE	5.0	0.0	0.0	5.0	LOCAL	27.5	0.0	0.0	27.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	132.5	0.0	0.0	132.5	FED	110.0	0.0	0.0	110.0		
	(488)	IN THE CITY OF WEST BEND: 1993		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	137.5	0.0	0.0	137.5	TOTAL	137.5	0.0	0.0	137.5		
	506	LANDSCAPING ALONG STH 144 IN THE CITY OF	EE	PE	30.0	0.0	0.0	30.0	LOCAL	20.0	0.0	0.0	20.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		WEST BEND		CONST	0.0	0.0	0.0	0.0	FED	130.0	0.0	0.0	130.0		
	(489)			OTHER	120.0	0.0	0.0	120.0	STP-E						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	507 (490)	BRIDGE DECK OVERLAYS; ON IH 43 AT CENTER DRIVE AND CTH U, ON IH 94 AT ELMHURST AND STH 67	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5.0	50.0	0.0	55.0		
				CONST	0.0	500.0	0.0	500.0	FED	45.0	450.0	0.0	495.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	50.0	500.0	0.0	550.0	TOTAL	50.0	500.0	0.0	550.0		
	508 (491)	RECONSTRUCTION OF CTH G AND CTH SS INTERCHANGES WITH IH 94 AND SEPARATION OF FRONTAGE ROADS FROM FWY ON-AND OFF RAMPS IN WAUKESHA CO	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	945.5	536.6	0.0	1,482.1		
				CONST	9,455.0	5,366.0	0.0	14,821.0	FED	8,509.5	4,829.4	0.0	13,338.9		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	9,455.0	5,366.0	0.0	14,821.0	TOTAL	9,455.0	5,366.0	0.0	14,821.0		
	509 (492)	RECONDITIONING OF USH 18 (SUMMIT AVENUE) FROM STH 83 TO GREENMEADOW DRIVE	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	1,200.0	0.0	0.0	1,200.0		
				CONST	1,200.0	0.0	0.0	1,200.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,200.0	0.0	0.0	1,200.0	TOTAL	1,200.0	0.0	0.0	1,200.0		
	510 (493)	PAINTING OF USH 18 BRIDGE OVER IH 94 B-67-44 AND B-67-45	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	353.0	0.0	353.0		
				CONST	0.0	353.0	0.0	353.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	353.0	0.0	353.0	TOTAL	0.0	353.0	0.0	353.0		
	511 (494)	RECONSTRUCTION OF USH 18 AT THE INTERSECTION WITH MANHATTAN DR	HP	PE	105.0	0.0	0.0	105.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	21.0	140.0	0.0	161.0		
				CONST	0.0	700.0	0.0	700.0	FED	84.0	560.0	0.0	644.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	105.0	700.0	0.0	805.0	TOTAL	105.0	700.0	0.0	805.0		
	512 (495)	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	120.0	0.0	0.0	120.0	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	90.0	0.0	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	513 (496)	RECONDITIONING OF THE ZOO FREEWAY (USH 45) FROM THE MILWAUKEE CO. LINE TO CTH Q IN WAUKESHA COUNTY (3.6 MI)	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	1,060.0	0.0	0.0	1,060.0		
				CONST	5,100.0	0.0	0.0	5,100.0	FED	4,240.0	0.0	0.0	4,240.0		
				OTHER	200.0	0.0	0.0	200.0	NHS						
				TOTAL	5,300.0	0.0	0.0	5,300.0	TOTAL	5,300.0	0.0	0.0	5,300.0		
	514 (497)	REPLACE STH 16 BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY B67-0943	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	0.0	80.0		
				CONST	300.0	0.0	0.0	300.0	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	515 (498)	RESURFACE STH 16 FROM ST PAUL TO LAPHAM ST IN OCONOMOWOC WITH NO ADDITIONAL LANES (0.60 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	140.0	0.0	0.0	140.0		
				CONST	700.0	0.0	0.0	700.0	FED	560.0	0.0	0.0	560.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	516 (499)	DIAMOND GRIND STH 16 FROM CTH JJ TO 2 MILES NORTH IN WAUKESHA CO. (2.0 MI)	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	141.2	0.0	0.0	141.2		
				CONST	655.8	0.0	0.0	655.8	FED	564.6	0.0	0.0	564.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	705.8	0.0	0.0	705.8	TOTAL	705.8	0.0	0.0	705.8		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	517	RECONDITIONING OF STH 59 FROM JEFFERSON COUNTY TO THE VILLAGE OF EAGLE	HP	PE	90.0	0.0	0.0	90.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(500)			ROW	0.0	0.0	0.0	0.0	STATE	18.0	0.0	180.0	198.0		
				CONST	0.0	0.0	900.0	900.0	FED	72.0	0.0	720.0	792.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	90.0	0.0	900.0	990.0	TOTAL	90.0	0.0	900.0	990.0		
	518	RECONDITIONING OF STH 59 FROM NORTH PRAIRIE TO EAGLE IN WAUKESHA COUNTY (7.13 MILES)	HP	PE	77.0	0.0	0.0	77.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(501)			ROW	0.0	0.0	0.0	0.0	STATE	374.0	0.0	0.0	374.0		
				CONST	1,793.0	0.0	0.0	1,793.0	FED	1,496.0	0.0	0.0	1,496.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,870.0	0.0	0.0	1,870.0	TOTAL	1,870.0	0.0	0.0	1,870.0		
	519	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 59 FROM WISCONSIN AND SOUTHERN RR TO OAK-RIDGE DRIVE IN THE VIL-LAGE OF NORTH PRAIRIE	HP	PE	350.0	0.0	0.0	350.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(502)			ROW	0.0	20.0	0.0	20.0	STATE	70.0	20.0	330.0	420.0		
				CONST	0.0	0.0	1,650.0	1,650.0	FED	280.0	0.0	1,320.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	350.0	20.0	1,650.0	2,020.0	TOTAL	350.0	20.0	1,650.0	2,020.0		
	520	RECONDITIONING OF STH 67 FROM STH 16 TO TO CTH K	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(503)			ROW	0.0	0.0	0.0	0.0	STATE	10.0	0.0	0.0	10.0		
				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-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	521	RESURFACING OF STH 67 FROM STH 59 TO THE WAL-WORTH COUNTY LINE IN WAUKESHA COUNTY	HP	PE	280.0	0.0	0.0	280.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(504)			ROW	0.0	0.0	0.0	0.0	STATE	56.0	0.0	280.0	336.0		
				CONST	0.0	0.0	1,400.0	1,400.0	FED	224.0	0.0	1,120.0	1,344.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	280.0	0.0	1,400.0	1,680.0	TOTAL	280.0	0.0	1,400.0	1,680.0		
	522	RECONSTRUCTION WITH AUXILIARY LANES AT SE-LECTED LOCATIONS OF STH 74 FROM WAUKESHA AVE TO THE VILLAGE OF MENOMONEE FALLS	HP	PE	900.0	0.0	0.0	900.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(505)			ROW	0.0	0.0	0.0	0.0	STATE	180.0	0.0	0.0	180.0		
				CONST	0.0	0.0	0.0	0.0	FED	720.0	0.0	0.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	900.0	0.0	0.0	900.0	TOTAL	900.0	0.0	0.0	900.0		
	523	RECONDITIONING OF STH 74 FROM ELDER LANE TO SHERIDAN DRIVE IN THE VILLAGE OF MENOMONEE FALLS (0.90 MILES)	HP	PE	174.0	0.0	0.0	174.0	LOCAL	43.5	0.0	0.0	43.5	A	EXEMPT
	(506)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	280.0	280.0		
				CONST	0.0	0.0	1,400.0	1,400.0	FED	130.5	0.0	1,120.0	1,250.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	174.0	0.0	1,400.0	1,574.0	TOTAL	174.0	0.0	1,400.0	1,574.0		
	524	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	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
	(507)			ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	400.0	0.0	0.0	400.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	525	RECONDITIONING OF STH 74 FROM PILGRIM RD. TO JEFFERSON AVE. IN THE VILLAGE OF MENOMONEE FALLS (0.55 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(508)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	307.4	307.4		
				CONST	0.0	0.0	1,537.0	1,537.0	FED	0.0	0.0	1,229.6	1,229.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	1,537.0	1,537.0	TOTAL	0.0	0.0	1,537.0	1,537.0		
	526	RESURFACING OF STH 83 FROM PERKINS RD. TO DAVIES DR. IN WAUKESHA COUNTY (1.0 MI)	HP	PE	60.0	0.0	0.0	60.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(509)			ROW	0.0	0.0	0.0	0.0	STATE	60.0	120.0	0.0	180.0		
				CONST	0.0	600.0	0.0	600.0	FED	0.0	480.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	60.0	600.0	0.0	660.0	TOTAL	60.0	600.0	0.0	660.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	527 (510)	RESURFACING OF STH 83 FROM STH 16 TO CTH VV IN WAUKESHA (4.50 MI)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	280.0	320.0		
				CONST	0.0	0.0	1,400.0	1,400.0	FED	160.0	0.0	1,120.0	1,280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	1,400.0	1,600.0	TOTAL	200.0	0.0	1,400.0	1,600.0		
	528 (511)	MILL AND RESURFACE STH 83 FROM CTH VV TO WAUKESHA NORTH COUNTY LINE (2.82 MI)	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	412.0	0.0	0.0	412.0		
				CONST	412.0	0.0	0.0	412.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	412.0	0.0	0.0	412.0	TOTAL	412.0	0.0	0.0	412.0		
	529 (512)	RECONDITIONING OF STH 100 FROM USH 41/ USH 45 TO BOUNDARY RD.	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	350.0	0.0	0.0	350.0		
				CONST	350.0	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	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	530 (513)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 164 FROM MAIN TO STH 59 IN WAUKESHA COUNTY	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	200.0	240.0		
				CONST	0.0	0.0	1,000.0	1,000.0	FED	160.0	0.0	800.0	960.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	1,000.0	1,200.0	TOTAL	200.0	0.0	1,000.0	1,200.0		
	531 (514)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 175 FROM N LILLY RD TO W MILL ST IN THE VILLAGE OF MENOMONEE FALLS (2.14 MI)	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	460.0	0.0	0.0	460.0		
				CONST	2,300.0	0.0	0.0	2,300.0	FED	1,840.0	0.0	0.0	1,840.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,300.0	0.0	0.0	2,300.0	TOTAL	2,300.0	0.0	0.0	2,300.0		
	532 (515)	RECONSTRUCTION OF THE CTH E CROSSING OF THE OCONOMOWOC RIVER	HP	PE	82.0	0.0	0.0	82.0	LOCAL	82.0	21.0	385.0	488.0	A	EXEMPT
				ROW	0.0	21.0	0.0	21.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	385.0	385.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	82.0	21.0	385.0	488.0	TOTAL	82.0	21.0	385.0	488.0		
	533 (516)	ACQUIRE HARDSHIP ROW FOR IH 94 (E-W FREEWAY) FROM STH 83 TO CTH T	HI	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	271.0	271.0	STATE	0.0	0.0	271.0	271.0		
				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	271.0	271.0	TOTAL	0.0	0.0	271.0	271.0		
	534 (517)	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	0.0	0.0	0.0	0.0	LOCAL	3,112.5	0.0	0.0	3,112.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	12,400.0	0.0	0.0	12,400.0	FED	9,287.5	0.0	0.0	9,287.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	12,400.0	0.0	0.0	12,400.0	TOTAL	12,400.0	0.0	0.0	12,400.0		
	535 (518)	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	362.0	0.0	0.0	362.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	549.4	0.0	0.0	549.4		
				CONST	2,387.0	0.0	0.0	2,387.0	FED	2,199.6	0.0	0.0	2,199.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,749.0	0.0	0.0	2,749.0	TOTAL	2,749.0	0.0	0.0	2,749.0		
	536 (519)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM STH 164 TO CALHOUN ROAD	HI	PE	2,000.0	2,000.0	0.0	4,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	400.0	0.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,600.0	1,600.0	0.0	3,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,000.0	2,000.0	0.0	4,000.0	TOTAL	2,000.0	2,000.0	0.0	4,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	537 (520)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM STH 16 TO MARINER DRIVE IN THE CITY OF DELAFIELD	HI	PE	1,100.0	0.0	0.0	1,100.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	2,200.0	2,200.0	STATE	220.0	0.0	2,200.0	2,420.0		
				CONST	0.0	0.0	0.0	0.0	FED	880.0	0.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,100.0	0.0	2,200.0	3,300.0	TOTAL	1,100.0	0.0	2,200.0	3,300.0		
	538 (521)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE VILLAGE OF MUKWONAGO (2.0 MILES)	HI	PE	550.0	0.0	0.0	550.0	LOCAL	503.5	0.0	0.0	503.5	A	NON-EXEMPT
				ROW	366.0	0.0	0.0	366.0	STATE	412.5	0.0	6,464.0	6,876.5		
				CONST	0.0	0.0	6,464.0	6,464.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	916.0	0.0	6,464.0	7,380.0	TOTAL	916.0	0.0	6,464.0	7,380.0		
	539 (522)	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	0.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	450.0	0.0	0.0	450.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	540 (523)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 43 TO STH 59 (4.37 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	2,142.0	0.0	0.0	2,142.0		
				CONST	10,710.0	0.0	0.0	10,710.0	FED	8,568.0	0.0	0.0	8,568.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	10,710.0	0.0	0.0	10,710.0	TOTAL	10,710.0	0.0	0.0	10,710.0		
	541 (524)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM CTH Q TO STH 190 IN WAUKESHA CO. (15.50 MILES)	HI	PE	1,500.0	0.0	0.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	542 (525)	STUDY FOR A NEW INTERCHANGE ON I-94 IN THE CITY OF BROOKFIELD	HE	PE	300.0	0.0	0.0	300.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	0.0	0.0	200.0		
				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	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	543 (526)	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	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	800.0	1,100.0	0.0	1,900.0	STATE	800.0	1,100.0	0.0	1,900.0		
				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	800.0	1,100.0	0.0	1,900.0	TOTAL	800.0	1,100.0	0.0	1,900.0		
	544 (527)	RECONDITIONING OF THE PARK AND RIDE LOT AT IH 43 AND CTH Y IN THE CITY OF NEW BERLIN	TP	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	82.0	0.0	0.0	82.0		
				CONST	82.0	0.0	0.0	82.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	82.0	0.0	0.0	82.0	TOTAL	82.0	0.0	0.0	82.0		
	545 (528)	RECONDITIONING OF THE PARK AND RIDE LOT AT IH 43 AND MOORLAND RD IN THE CITY OF NEW BERLIN	TP	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	225.0	225.0		
				CONST	0.0	0.0	225.0	225.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	225.0	225.0	TOTAL	0.0	0.0	225.0	225.0		
	546 (529)	RECONSTRUCTION OF THE PARK AND RIDE LOT AT STH 16 AND CTH C IN WAUKESHA COUNTY	TP	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	56.0	0.0	56.0		
				CONST	0.0	56.0	0.0	56.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	56.0	0.0	56.0	TOTAL	0.0	56.0	0.0	56.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	547	CONSTRUCTION OF PARK AND RIDE LOT AT THE IH 94/MOORLAND ROAD	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	120.0	0.0	120.0		EXEMPT
				CONST	0.0	600.0	0.0	600.0	FED	0.0	480.0	0.0	480.0		
	(530)	INTERCHANGE IN THE CITY OF BROOKFIELD (350 SPACES)		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	548	RECONSTRUCTION AND EXPANSION OF THE IH 43 AND STH 164 PARK AND	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	86.0	0.0	86.0		EXEMPT
				CONST	0.0	86.0	0.0	86.0	FED	0.0	0.0	0.0	0.0		
	(531)	RIDE LOT IN WAUKESHA COUNTY		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	86.0	0.0	86.0	TOTAL	0.0	86.0	0.0	86.0		
	549	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000-	TE	PE	0.0	0.0	0.0	0.0	LOCAL	23.5	0.0	0.0	23.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	53.9	0.0	0.0	53.9		EXEMPT
		WAUKESHA METRO TRANSIT		CONST	0.0	0.0	0.0	0.0	FED	117.3	0.0	0.0	117.3		
	(884)	SYSTEM NEW ROUTE FOR INDUSTRIAL/RETAIL AREAS		OTHER	234.7	0.0	0.0	234.7	FTA 3037						
				TOTAL	234.7	0.0	0.0	234.7	TOTAL	234.7	0.0	0.0	234.7		
	550	ELDERLY/DISABLED TRANS AMERICAN CANCER SOCIETY WAUKESHA	TE	PE	0.0	0.0	0.0	0.0	LOCAL	20.1	0.0	0.0	20.1	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	80.5	0.0	0.0	80.5		
	(532)	3 MODIFIED VANS 7/1 2000		OTHER	100.6	0.0	0.0	100.6	FTA 5310						
				TOTAL	100.6	0.0	0.0	100.6	TOTAL	100.6	0.0	0.0	100.6		
	551	RESURFACE LOOMIS ROAD FROM LOOMIS DR. TO E.	OH	PE	90.0	0.0	0.0	90.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	18.0	250.0	0.0	268.0		EXEMPT
		TERMINUS (1.50 MI.) AS		CONST	0.0	250.0	0.0	250.0	FED	72.0	0.0	0.0	72.0		
	(533)	PART OF JURISDICTIONAL TRANSFER		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	90.0	250.0	0.0	340.0	TOTAL	90.0	250.0	0.0	340.0		
	552	INSTALL BEAM GUARD ON STH BRIDGES IN ALL	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		COUNTIES		CONST	194.0	0.0	0.0	194.0	FED	194.0	0.0	0.0	194.0		
	(534)			OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	194.0	0.0	0.0	194.0	TOTAL	194.0	0.0	0.0	194.0		
	553	GEOMETRIC IMPROVEMENTS TO IMPROVE SAFETY AT	HS	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	5.0	23.2	0.0	28.2		EXEMPT
		THE INTERSECTION OF		CONST	0.0	231.7	0.0	231.7	FED	45.0	208.5	0.0	253.5		
	(885)	CAPITOL DRIVE (STH 190) AND BARKER ROAD (CTH Y)		OTHER	0.0	0.0	0.0	0.0	STP-S						
		IN CITY OF BROOKFIELD		TOTAL	50.0	231.7	0.0	281.7	TOTAL	50.0	231.7	0.0	281.7		
	554	LANDSCAPING OF STH 59 (GREENFIELD AVENUE)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	50.0	0.0	50.0		EXEMPT
		FROM CALHOUN ROAD TO		CONST	0.0	250.0	0.0	250.0	FED	0.0	200.0	0.0	200.0		
	(535)	124TH STREET IN CITIES OF BROOKFIELD/NEW BER-		OTHER	0.0	0.0	0.0	0.0	STP-E						
		LIN		TOTAL	0.0	250.0	0.0	250.0	TOTAL	0.0	250.0	0.0	250.0		
	555	LANDSCAPING OF STH 59 (GREENFIELD AVENUE)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	2.5	0.0	0.0	2.5		EXEMPT
		FROM POPLAR CREEK TO		CONST	12.5	0.0	0.0	12.5	FED	10.0	0.0	0.0	10.0		
	(536)	JOHNSON ROAD IN THE CITY OF NEW BERLIN		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	12.5	0.0	0.0	12.5	TOTAL	12.5	0.0	0.0	12.5		
	556	INSTALL A SERIES OF ROAD AND TRAIL INTER-	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.5	0.0	0.0	3.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		PRETIVE SIGNS AND		CONST	17.7	0.0	0.0	17.7	FED	14.2	0.0	0.0	14.2		
	(537)	DISPLAYS AT OLD WORLD WISCONSIN IN SOUTHERN		OTHER	0.0	0.0	0.0	0.0	STP-E						
		KETTLE MORAINE		TOTAL	17.7	0.0	0.0	17.7	TOTAL	17.7	0.0	0.0	17.7		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	557 (538)	LANDSCAPING OF FIELDS AND PASTURES AT OLD WORLD WISCONSIN WITH HISTORIC PLANT VARIETIES	EE	PE	0.0	0.0	0.0	0.0	LOCAL	11.0	0.0	0.0	11.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	55.0	0.0	0.0	55.0	FED	44.0	0.0	0.0	44.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	55.0	0.0	0.0	55.0	TOTAL	55.0	0.0	0.0	55.0		
WAUKESHA COUNTY	558 (539)	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-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	559 (540)	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		
	560 (541)	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		
	561 (542)	REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)	HP	PE	25.0	0.0	0.0	25.0	LOCAL	25.0	31.7	0.0	56.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	158.4	0.0	158.4	FED	0.0	126.7	0.0	126.7		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	25.0	158.4	0.0	183.4	TOTAL	25.0	158.4	0.0	183.4		
	562 (543)	RECONSTRUCTION AND SIGNALIZATION OF THE INTERSECTION OF CTH D AND CTH TT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	439.0	0.0	0.0	439.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	439.0	0.0	0.0	439.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	439.0	0.0	0.0	439.0	TOTAL	439.0	0.0	0.0	439.0		
	563 (544)	RECONSTRUCTION OF THE CTH I BOX CULVERT AT UNNAMED TRIBUTARY TO CALHOUN CREEK IN THE CITY OF NEW BERLIN	HP	PE	0.0	50.0	0.0	50.0	LOCAL	0.0	97.0	384.0	481.0	A	EXEMPT
				ROW	0.0	47.0	0.0	47.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	384.0	384.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	97.0	384.0	481.0	TOTAL	0.0	97.0	384.0	481.0		
	564 (545)	REPLACEMENT OF CTH K BRIDGE OVER OCONOMOWOC RIVER (P-67-0042) IN TOWN OF MERTON	HP	PE	60.0	0.0	0.0	60.0	LOCAL	52.0	41.0	51.0	144.0	A	EXEMPT
				ROW	0.0	41.0	0.0	41.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	255.0	255.0	FED	8.0	0.0	204.0	212.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	60.0	41.0	255.0	356.0	TOTAL	60.0	41.0	255.0	356.0		
	565 (546)	RECONSTRUCT BOX CULVERT ON CTH L AT MUSKEGO LAKE	HP	PE	0.0	15.0	0.0	15.0	LOCAL	0.0	15.0	148.0	163.0	A	EXEMPT
				ROW	0.0	0.0	22.0	22.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	126.0	126.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	15.0	148.0	163.0	TOTAL	0.0	15.0	148.0	163.0		
	566 (547)	REHABILITATION OF FOREST HOME AVE (CTH L) BRIDGE OVER FOX RIVER IN TOWN OF VERNON (B-67-0008)	HP	PE	62.0	0.0	0.0	62.0	LOCAL	54.0	10.0	77.4	141.4	A	EXEMPT
				ROW	0.0	10.0	0.0	10.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	387.0	387.0	FED	8.0	0.0	309.6	317.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	62.0	10.0	387.0	459.0	TOTAL	62.0	10.0	387.0	459.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
WAUKESHA COUNTY	567 (548)	REHABILITATE CTH P FROM ROAD T TO ROAD P, TOWN OF OCONOMOWOC	HP	PE	0.0	0.0	155.0	155.0	LOCAL	0.0	0.0	155.0	155.0	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	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	155.0	155.0	TOTAL	0.0	0.0	155.0	155.0		
	568 (549)	REPLACEMENT OF SAYLESVILLE ROAD (CTH X) BRIDGE OVER GENESEE CREEK (P-67-0069)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	29.0	48.0	0.0	77.0	A	EXEMPT
				ROW	29.0	0.0	0.0	29.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	240.0	0.0	240.0	FED	0.0	192.0	0.0	192.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	29.0	240.0	0.0	269.0	TOTAL	29.0	240.0	0.0	269.0		
	569 (550)	REPLACEMENT OF CTH Y (BARKER ROAD) BRIDGE OVER POPLAR CREEK P-67-0962 IN WAUKESHA COUNTY	HP	PE	103.0	0.0	0.0	103.0	LOCAL	103.0	25.0	81.4	209.4	A	EXEMPT
				ROW	0.0	25.0	0.0	25.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	407.0	407.0	FED	0.0	0.0	325.6	325.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	103.0	25.0	407.0	535.0	TOTAL	103.0	25.0	407.0	535.0		
	570 (551)	RECONSTRUCT THE EXISTING BOX CULVERT ON CTH BB AT UPPER NASHOTAH LAKE	HP	PE	15.0	0.0	0.0	15.0	LOCAL	39.0	116.0	0.0	155.0	A	EXEMPT
				ROW	24.0	0.0	0.0	24.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	116.0	0.0	116.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	39.0	116.0	0.0	155.0	TOTAL	39.0	116.0	0.0	155.0		
	571 (552)	REPLACEMENT OF THE CTH BB BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	22.0	146.7	0.0	168.7	A	EXEMPT
				ROW	22.0	0.0	0.0	22.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	733.7	0.0	733.7	FED	0.0	587.0	0.0	587.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	22.0	733.7	0.0	755.7	TOTAL	22.0	733.7	0.0	755.7		
	572 (553)	REPLACEMENT OF THE CTH DR BRIDGE OVER THE BARK RIVER IN WAUKESHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	310.0	87.8	0.0	397.8	A	EXEMPT
				ROW	310.0	0.0	0.0	310.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	439.0	0.0	439.0	FED	0.0	351.2	0.0	351.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	310.0	439.0	0.0	749.0	TOTAL	310.0	439.0	0.0	749.0		
	573 (554)	REHABILITATION OF CTH DR FROM CTH BB TO CTH P	HP	PE	0.0	0.0	0.0	0.0	LOCAL	259.0	2,688.0	0.0	2,947.0	A	EXEMPT
				ROW	259.0	0.0	0.0	259.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,688.0	0.0	2,688.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	259.0	2,688.0	0.0	2,947.0	TOTAL	259.0	2,688.0	0.0	2,947.0		
	574 (555)	RECONSTRUCTION WITH AUXILIARY LANES OF CTH ES FROM SOUTH COUNTY LINE TO THE MUKWONAGO RIVER IN WAUKESHA COUNTY (1.0 M)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	410.0	395.0	0.0	805.0	A	EXEMPT
				ROW	410.0	0.0	0.0	410.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,974.0	0.0	1,974.0	FED	0.0	1,579.0	0.0	1,579.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	410.0	1,974.0	0.0	2,384.0	TOTAL	410.0	1,974.0	0.0	2,384.0		
	575 (556)	RECONSTRUCTION OF THE CTH HH REVERSE CURVES BETWEEN SMALL ROAD AND CTH O	HP	PE	0.0	111.0	0.0	111.0	LOCAL	0.0	111.0	583.0	694.0	A	EXEMPT
				ROW	0.0	0.0	583.0	583.0	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	111.0	583.0	694.0	TOTAL	0.0	111.0	583.0	694.0		
	576 (557)	REPLACEMENT OF THE CTH JJ BRIDGE DECK OVER THE TRIBUTARY TO THE PEWAUKEE RIVER	HP	PE	10.0	0.0	0.0	10.0	LOCAL	52.0	78.0	0.0	130.0	A	EXEMPT
				ROW	42.0	0.0	0.0	42.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	78.0	0.0	78.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	52.0	78.0	0.0	130.0	TOTAL	52.0	78.0	0.0	130.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
WAUKESHA COUNTY	577	RECONSTRUCTION OF THE CTH LO STRUCTURE OVER THE JERICHO CREEK	HP	PE	50.0	0.0	0.0	50.0	LOCAL	62.0	208.0	0.0	270.0	A	EXEMPT
				ROW	12.0	0.0	0.0	12.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	208.0	0.0	208.0	FED	0.0	0.0	0.0	0.0		
	(558)	IN THE TOWN OF EAGLE		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	62.0	208.0	0.0	270.0	TOTAL	62.0	208.0	0.0	270.0		
	578	REPLACEMENT OF THE CTH NN BRIDGE OVER THE JERICHO CREEK P-67-0029	HP	PE	104.0	0.0	0.0	104.0	LOCAL	104.0	67.0	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	0.0	335.0	0.0	335.0	FED	0.0	268.0	0.0	268.0		
	(559)	IN THE TOWN OF EAGLE		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	104.0	335.0	0.0	439.0	TOTAL	104.0	335.0	0.0	439.0		
	579	REPLACE EXISTING STRUCTURE ON CTH TT OVER PEBBLE CREEK	HP	PE	54.0	0.0	0.0	54.0	LOCAL	98.0	414.0	0.0	512.0	A	EXEMPT
				ROW	44.0	0.0	0.0	44.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	414.0	0.0	414.0	FED	0.0	0.0	0.0	0.0		
	(560)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	98.0	414.0	0.0	512.0	TOTAL	98.0	414.0	0.0	512.0		
	580	REHABILITATION AND INTERSECTION IMPROVE-MENT OF CTH VV	HP	PE	0.0	0.0	0.0	0.0	LOCAL	680.0	5,160.0	1,687.0	7,527.0	A	EXEMPT
				ROW	680.0	0.0	0.0	680.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	5,160.0	1,687.0	6,847.0	FED	0.0	0.0	0.0	0.0		
	(561)	FROM STH 83 TO CTH J		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	680.0	5,160.0	1,687.0	7,527.0	TOTAL	680.0	5,160.0	1,687.0	7,527.0		
	581	RECONSTRUCTION WITH ADDITIONAL LANES OF PEWAUKEE RD(CTH J) FROM ROCKWOOD DR TO CAPITAL DR (STH 190) WAUKESHA CO	HI	PE	883.2	0.0	0.0	883.2	LOCAL	765.4	1,426.0	1,514.2	3,705.6	A	NON-EXEMPT
				ROW	0.0	1,426.0	0.0	1,426.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	7,571.0	7,571.0	FED	117.8	0.0	6,056.8	6,174.6		
	(562)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	883.2	1,426.0	7,571.0	9,880.2	TOTAL	883.2	1,426.0	7,571.0	9,880.2		
	582	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO	HI	PE	621.0	0.0	0.0	621.0	LOCAL	621.0	3,000.0	4,800.0	8,421.0	A	NON-EXEMPT
				ROW	0.0	3,000.0	4,800.0	7,800.0	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		
	(563)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	621.0	3,000.0	4,800.0	8,421.0	TOTAL	621.0	3,000.0	4,800.0	8,421.0		
	583	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH VV FROM CTH Y TO BETTE DRIVE IN THE VILLAGE OF MENOMONEE FALLS	HI	PE	0.0	796.0	0.0	796.0	LOCAL	0.0	796.0	40.0	836.0	A	NON-EXEMPT
				ROW	0.0	0.0	40.0	40.0	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		
	(564)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	796.0	40.0	836.0	TOTAL	0.0	796.0	40.0	836.0		
	584	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH VV TO CTH W (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	2,188.0	1,300.0	0.0	3,488.0	A	NON-EXEMPT
				ROW	2,188.0	0.0	0.0	2,188.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	6,496.0	0.0	6,496.0	FED	0.0	5,196.0	0.0	5,196.0		
	(565)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,188.0	6,496.0	0.0	8,684.0	TOTAL	2,188.0	6,496.0	0.0	8,684.0		
	585	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 2000-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	928.9	1,016.9	1,125.5	3,071.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,836.9	1,901.2	1,967.7	5,705.8		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(566)			OTHER	2,765.8	2,918.1	3,093.2	8,777.1							
				TOTAL	2,765.8	2,918.1	3,093.2	8,777.1	TOTAL	2,765.8	2,918.1	3,093.2	8,777.1		
	586	PROVISION OF SPECIAL SERVICE FOR THE DISABLED IN WAUKESHA COUNTY TO PARALLEL THE WAUKESHA COUNTY TRANSIT SERVICE: 2000-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	66.3	69.6	73.1	209.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	99.5	104.5	109.7	313.7		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(567)			OTHER	165.8	174.1	182.8	522.7							
				TOTAL	165.8	174.1	182.8	522.7	TOTAL	165.8	174.1	182.8	522.7		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
WAUKESHA COUNTY	587 (568)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS SERVICES FOR ELDERLY & DISABLED PEOPLE IN WAUKESHA CO. 2000-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	531.6	562.1	594.1	1,687.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	260.1	269.2	278.7	808.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	791.7	831.3	872.8	2,495.8							
				TOTAL	791.7	831.3	872.8	2,495.8	TOTAL	791.7	831.3	872.8	2,495.8		
	588 (569)	PROVISION OF USER-SIDE SUBSIDY ADVANCE RESERVATION AND DRIVER ESCORT FOR THE ELDERLY AND DISABLED IN WAUKESHA CTY: 2000-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	81.5	87.2	93.3	262.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	82.4	84.9	87.4	254.7		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	163.9	172.1	180.7	516.7							
				TOTAL	163.9	172.1	180.7	516.7	TOTAL	163.9	172.1	180.7	516.7		
	589 (570)	CAPITAL DEPRECIATION AND OVERHEAD EXPENSES FOR WAUKESHA COUNTY TRANSIT SERVICE: 2000-2002	TP	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	179.8	189.7	201.1	570.6		
				CONST	0.0	0.0	0.0	0.0	FED	719.1	758.7	804.2	2,282.0		
				OTHER	898.9	948.4	1,005.3	2,852.6	FTA 5307						
				TOTAL	898.9	948.4	1,005.3	2,852.6	TOTAL	898.9	948.4	1,005.3	2,852.6		
	590 (571)	EXTENSION OF ROUTE NO 9 TRANSIT SERVICE TO EMPLOYERS IN THE VILLAGE OF MENOMONEE FALLS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	62.4	0.0	0.0	62.4	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	249.5	0.0	0.0	249.5		
				OTHER	311.9	0.0	0.0	311.9	CMAQ						
				TOTAL	311.9	0.0	0.0	311.9	TOTAL	311.9	0.0	0.0	311.9		
	591 (572)	EXPANSION OF ROUTE NO10 TRANSIT SERVICE FOR SUN DAY, EARLY SATURDAY, AND EVENING SATURDAY SERVICE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	47.6	0.0	0.0	47.6	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	190.2	0.0	0.0	190.2		
				OTHER	237.8	0.0	0.0	237.8	CMAQ						
				TOTAL	237.8	0.0	0.0	237.8	TOTAL	237.8	0.0	0.0	237.8		
	592 (573)	INITIATE EXPRESS TRANSIT SERVICE: GOERKE'S CORNERS TO DELAFIELD VIA IH 94 HARTLAND/DELAFIELD RTE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	136.3	0.0	0.0	136.3	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	545.1	0.0	0.0	545.1		
				OTHER	681.4	0.0	0.0	681.4	CMAQ						
				TOTAL	681.4	0.0	0.0	681.4	TOTAL	681.4	0.0	0.0	681.4		
	593 (574)	INITIATE EXPRESS TRANSIT SERVICE: GOERKE'S CORNERS TO PEWAUKEE VIA IH 94/CTH J PEWAUKEE RTE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	127.4	0.0	0.0	127.4	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	509.6	0.0	0.0	509.6		
				OTHER	637.0	0.0	0.0	637.0	CMAQ						
				TOTAL	637.0	0.0	0.0	637.0	TOTAL	637.0	0.0	0.0	637.0		
	594 (575)	INITIATE TRANSIT SERVICE- NEW BERLIN TO BROOKFIELD SQUARE VIA MOORLAND ROAD NEW BERLIN RTE	TE	PE	0.0	0.0	0.0	0.0	LOCAL	255.5	0.0	0.0	255.5	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	1,021.9	0.0	0.0	1,021.9		
				OTHER	1,277.4	0.0	0.0	1,277.4	CMAQ						
				TOTAL	1,277.4	0.0	0.0	1,277.4	TOTAL	1,277.4	0.0	0.0	1,277.4		
	595 (576)	REPLACEMENT OF THE CTH G BRIDGE OVER THE DRUMLIN TRAIL IN WAUKESHA COUNTY	OH	PE	0.0	0.0	0.0	0.0	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	120.0	0.0	0.0	120.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	596 (577)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH TJ FROM CTH T WESTERLY 0.6 MILES	OH	PE	173.0	0.0	0.0	173.0	LOCAL	173.0	154.0	1,778.0	2,105.0	A	EXEMPT
				ROW	0.0	154.0	0.0	154.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,778.0	1,778.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	173.0	154.0	1,778.0	2,105.0	TOTAL	173.0	154.0	1,778.0	2,105.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
WAUKESHA COUNTY	597	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION	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		
	(578)	PROJECTS IN WAUKESHA COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	598	BEAM GUARD INSTALLATION AND SIGNAGE IMPROVEMENT ON CTH I FROM S COUNTY	HS	PE	16.0	0.0	0.0	16.0	LOCAL	16.0	9.0	7.0	32.0	A	EXEMPT
				ROW	0.0	9.0	0.0	9.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	35.0	35.0	FED	0.0	0.0	28.0	28.0		
	(579)	LINE TO SANDY BEACH RD IN TOWN OF MUKWONAGO		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	16.0	9.0	35.0	60.0	TOTAL	16.0	9.0	35.0	60.0		
	599	DEVELOPMENT OF AN INSPECTION/MAINTENANCE 240 MECHANIC TRAINING	EE	PE	15.0	0.0	0.0	15.0	LOCAL	95.7	0.0	0.0	95.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	0.0	0.0	100.0	FED	282.8	0.0	0.0	282.8		
	(580)	PROG & CONST OF RELATED FACILITIES AT WAUKESHA		OTHER	263.5	0.0	0.0	263.5	CMAQ						
		COUNTY TECH COLLEGE		TOTAL	378.5	0.0	0.0	378.5	TOTAL	378.5	0.0	0.0	378.5		
	600	DEVELOPMENT AND IMPLE-MENTATION OF TRAINING	EE	PE	0.0	0.0	0.0	0.0	LOCAL	28.5	0.0	0.0	28.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		PROGRAM FOR I/M 240		CONST	0.0	0.0	0.0	0.0	FED	114.1	0.0	0.0	114.1		
	(581)	NOX MITIGATION		OTHER	142.6	0.0	0.0	142.6	CMAQ						
				TOTAL	142.6	0.0	0.0	142.6	TOTAL	142.6	0.0	0.0	142.6		
C/BROOKFIELD	601	RECONSTRUCTION WITH NO ADDITIONAL CAPACITY OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	248.0	0.0	0.0	248.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		BROOKFIELD ROAD FROM		CONST	1,240.0	0.0	0.0	1,240.0	FED	992.0	0.0	0.0	992.0		
	(582)	BURLEIGH ROAD TO NORTH HILLS DRIVE IN THE CITY		OTHER	0.0	0.0	0.0	0.0	STP-M						
		OF BROOKFIELD (0.38 MI)		TOTAL	1,240.0	0.0	0.0	1,240.0	TOTAL	1,240.0	0.0	0.0	1,240.0		
	602	RECONDITIONING OF CAL-HOUN ROAD FROM USH 18	HP	PE	400.0	0.0	0.0	400.0	LOCAL	80.0	0.0	320.0	400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		TO GREENFIELD AVENUE IN		CONST	0.0	0.0	1,600.0	1,600.0	FED	320.0	0.0	1,280.0	1,600.0		
	(583)	THE CITY OF BROOKFIELD (1.16 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	400.0	0.0	1,600.0	2,000.0	TOTAL	400.0	0.0	1,600.0	2,000.0		
	603	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES	HP	PE	7.5	0.0	0.0	7.5	LOCAL	1.5	72.4	0.0	73.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		OF W. HAMPTON AVE. FROM		CONST	0.0	362.0	0.0	362.0	FED	6.0	289.6	0.0	295.6		
	(584)	LISBON RD. TO 134TH ST. IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	STP-M						
		BROOKFIELD (0.75 MI)		TOTAL	7.5	362.0	0.0	369.5	TOTAL	7.5	362.0	0.0	369.5		
	604	RECONDITIONING OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	113.8	0.0	0.0	113.8	A	EXEMPT
		LILLY RD. FROM W. NORTH		ROW	46.0	0.0	0.0	46.0	STATE	0.0	0.0	0.0	0.0		
		AVE. TO BURLEIGH RD. IN		CONST	523.0	0.0	0.0	523.0	FED	455.2	0.0	0.0	455.2		
	(585)	THE CITY OF BROOKFIELD (1.0 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	569.0	0.0	0.0	569.0	TOTAL	569.0	0.0	0.0	569.0		
	605	RECONDITIONING OF	HP	PE	20.0	0.0	0.0	20.0	LOCAL	110.6	0.0	0.0	110.6	A	EXEMPT
		NORTH AVE. FROM CEDAR		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		DR. TO BUCKINGHAM WAY		CONST	533.0	0.0	0.0	533.0	FED	442.4	0.0	0.0	442.4		
	(586)	IN THE CITY OF BROOKFIELD (1.5 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	553.0	0.0	0.0	553.0	TOTAL	553.0	0.0	0.0	553.0		
	606	RECONSTRUCTION WITH NO ADDITIONAL LANES AND	HP	PE	70.0	0.0	0.0	70.0	LOCAL	14.0	60.0	0.0	74.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		BRIDGE REPLACEMENT ON		CONST	0.0	300.0	0.0	300.0	FED	56.0	240.0	0.0	296.0		
	(587)	PILGRIM RD FROM FIELD-STONE DR TO ESSER CT IN		OTHER	0.0	0.0	0.0	0.0	STP-M						
		CITY OF BROOKFIELD		TOTAL	70.0	300.0	0.0	370.0	TOTAL	70.0	300.0	0.0	370.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/BROOKFIELD	607	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF PILGRIM RD. FROM	HP	PE	7.5	0.0	0.0	7.5	LOCAL	1.5	108.0	0.0	109.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	540.0	0.0	540.0	FED	6.0	432.0	0.0	438.0		
	(588)	BURLEIGH RD. TO ST. THERESE BLVD. IN THE		OTHER	0.0	0.0	0.0	0.0	STP-M						
		CITY/BROOKFIELD (.75 M)		TOTAL	7.5	540.0	0.0	547.5	TOTAL	7.5	540.0	0.0	547.5		
	608	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF SOUTHBOUND N.124TH	HP	PE	40.0	0.0	0.0	40.0	LOCAL	8.0	63.0	0.0	71.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	315.0	0.0	315.0	FED	32.0	252.0	0.0	284.0		
	(589)	ST FROM BURLEIGH RD. TO CAPITOL DR. IN THE CITY		OTHER	0.0	0.0	0.0	0.0	STP-M						
		OF BROOKFIELD (1.0 MI)		TOTAL	40.0	315.0	0.0	355.0	TOTAL	40.0	315.0	0.0	355.0		
	609	RECONSTRUCT WITH ADDITIONAL LANES OF	HI	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	669.7	0.0	693.7	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
		CALHOUN RD FROM GEB-		CONST	0.0	3,348.4	0.0	3,348.4	FED	96.0	2,678.7	0.0	2,774.7		
	(590)	HARDT RD TO WISCONSIN AVE IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	STP-M						
		BROOKFIELD		TOTAL	120.0	3,348.4	0.0	3,468.4	TOTAL	120.0	3,348.4	0.0	3,468.4		
	610	RECONSTRUCTION WITH ADDITIONAL LANES OF	HI	PE	400.0	0.0	0.0	400.0	LOCAL	80.0	50.0	320.0	450.0	A	
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
		S CALHOUN RD FROM I-94		CONST	0.0	0.0	1,600.0	1,600.0	FED	320.0	200.0	1,280.0	1,800.0		
	(591)	TO A PT 500 FEET SOUTH OF BLUEMOUND RD IN THE		OTHER	0.0	0.0	0.0	0.0	STP-M						
		CITY OF BROOKFIELD		TOTAL	400.0	250.0	1,600.0	2,250.0	TOTAL	400.0	250.0	1,600.0	2,250.0		
	611	CONSTRUCTION OF BROOKFIELD ROAD FROM	HE	PE	0.0	0.0	0.0	0.0	LOCAL	220.0	0.0	0.0	220.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
		DAVIDSON ROAD TO		CONST	1,100.0	0.0	0.0	1,100.0	FED	880.0	0.0	0.0	880.0		
	(592)	GREENFIELD AVENUE IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	STP-M						
		BROOKFIELD (0.19 MILES)		TOTAL	1,100.0	0.0	0.0	1,100.0	TOTAL	1,100.0	0.0	0.0	1,100.0		
	612	CONSTRUCTION OF A SIDE- WALK ALONG THE W. SIDE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	26.0	0.0	0.0	26.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		OF MOORLAND ROAD FROM		CONST	130.0	0.0	0.0	130.0	FED	104.0	0.0	0.0	104.0		
	(593)	GREENFIELD AVE TO BLUEMOUND RD IN THE		OTHER	0.0	0.0	0.0	0.0	STP-O						
		CITY OF BROOKFIELD		TOTAL	130.0	0.0	0.0	130.0	TOTAL	130.0	0.0	0.0	130.0		
	613	CONSTRUCTION OF AN ASPHALT CONCRETE PATH	EE	PE	0.0	0.0	0.0	0.0	LOCAL	14.6	0.0	0.0	14.6	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		ALONG THE SOUTH SIDE OF		CONST	73.0	0.0	0.0	73.0	FED	58.4	0.0	0.0	58.4		
	(594)	NORTH AVE FROM PILGRIM RD TO CALHOUN IN THE		OTHER	0.0	0.0	0.0	0.0	STP-E						
		CITY OF BROOKFIELD		TOTAL	73.0	0.0	0.0	73.0	TOTAL	73.0	0.0	0.0	73.0		
	614	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE	EE	PE	15.0	0.0	0.0	15.0	LOCAL	9.0	23.6	0.0	32.6	A	
				ROW	30.0	0.0	0.0	30.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		PATH ALONG PILGRIM ROAD		CONST	0.0	118.0	0.0	118.0	FED	36.0	94.4	0.0	130.4		
	(595)	FROM DIXON SCHOOL TO BURLEIGH ROAD IN THE		OTHER	0.0	0.0	0.0	0.0	STP-E						
		CITY OF BROOKFIELD		TOTAL	45.0	118.0	0.0	163.0	TOTAL	45.0	118.0	0.0	163.0		
T/BROOKFIELD	615	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES	HP	PE	45.0	0.0	0.0	45.0	LOCAL	62.2	0.0	0.0	62.2	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		OF BROOKFIELD RD. FROM		CONST	266.0	0.0	0.0	266.0	FED	248.8	0.0	0.0	248.8		
	(596)	WISCONSIN AVE. TO BLACK FOREST DR. IN THE		OTHER	0.0	0.0	0.0	0.0	STP-M						
		T/BROOKFIELD (0.26 MI)		TOTAL	311.0	0.0	0.0	311.0	TOTAL	311.0	0.0	0.0	311.0		
	616	RECONDITIONING OF GENESEE STREET (HWY C)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	31.4	0.0	0.0	31.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		FROM STOCKS DRIVE TO		CONST	157.0	0.0	0.0	157.0	FED	125.6	0.0	0.0	125.6		
	(597)	THE BARK RIVER IN THE CITY OF DELAFIELD		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	157.0	0.0	0.0	157.0	TOTAL	157.0	0.0	0.0	157.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
	617	REPLACEMENT OF CUSHING PARK ROAD BRIDGE OVER BARK RIVER IN THE CITY	OH	PE	35.0	0.0	0.0	35.0	LOCAL	36.0	0.0	0.0	36.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	145.0	0.0	0.0	145.0	FED	144.0	0.0	0.0	144.0		
	(598)	OF DELAFIELD		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	180.0	0.0	0.0	180.0	TOTAL	180.0	0.0	0.0	180.0		
V/ELM GROVE	618	REPLACEMENT OF WALL STREET BRIDGE OVER UNDERWOOD CREEK	OH	PE	42.0	0.0	0.0	42.0	LOCAL	8.4	48.0	0.0	56.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	240.0	0.0	240.0	FED	33.6	192.0	0.0	225.6		
	(599)	P-67-0783 IN THE VILLAGE OF ELM GROVE		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	42.0	240.0	0.0	282.0	TOTAL	42.0	240.0	0.0	282.0		
V/MENOMONEE FALLS	619	RECONSTRUCTION WITH AUXILIARY LANES OF FOND DU LAC AVENUE FROM	HP	PE	480.0	0.0	0.0	480.0	LOCAL	96.0	120.0	493.0	709.0	A	EXEMPT
				ROW	0.0	600.0	0.0	600.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,465.3	2,465.3	FED	384.0	480.0	1,972.3	2,836.3		
	(600)	124TH STREET TO LILLY RD VILLAGE OF MENOMONEE FALLS		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	480.0	600.0	2,465.3	3,545.3	TOTAL	480.0	600.0	2,465.3	3,545.3		
	620	TRAFFIC SIGNAL INTERCONNECTION APPLETON AVE (STH 175)	HP	PE	84.0	0.0	0.0	84.0	LOCAL	16.8	85.2	0.0	102.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	426.1	0.0	426.1	FED	67.2	340.9	0.0	408.1		
	(601)	MAIN ST (STH 74)-COUNTY LINE RD. (CTH Q) V/MENOMONEE FALLS		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	84.0	426.1	0.0	510.1	TOTAL	84.0	426.1	0.0	510.1		
	621	SIGNALIZE APPLETON AVE (STH 175) INTERSECTION WITH RIVERCREST DRIVE	HP	PE	25.0	0.0	0.0	25.0	LOCAL	5.0	28.8	0.0	33.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	143.8	0.0	143.8	FED	20.0	115.0	0.0	135.0		
	(602)	V/MENOMONEE FALLS		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	25.0	143.8	0.0	168.8	TOTAL	25.0	143.8	0.0	168.8		
	622	REPLACEMENT OF FOND DU LAC AVE BRIDGE OVER THE MENOMONEE RIVER	HP	PE	82.0	0.0	0.0	82.0	LOCAL	16.4	69.0	0.0	85.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	345.0	0.0	345.0	FED	65.6	276.0	0.0	341.6		
	(603)	B-67-0961 IN THE VILLAGE OF MENOMONEE FALLS		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	82.0	345.0	0.0	427.0	TOTAL	82.0	345.0	0.0	427.0		
	623	RECONSTRUCTION AND SIGNALIZATION OF THE INTERSECTION OF LILLY	HP	PE	270.0	0.0	0.0	270.0	LOCAL	54.0	10.0	246.5	310.5	A	EXEMPT
				ROW	0.0	50.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,232.5	1,232.5	FED	216.0	40.0	986.0	1,242.0		
	(604)	ROAD AND MILL ROAD IN VILLAGE OF MENOMONEE FALLS		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	270.0	50.0	1,232.5	1,552.5	TOTAL	270.0	50.0	1,232.5	1,552.5		
	624	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MEGAL	HI	PE	300.0	0.0	0.0	300.0	LOCAL	60.0	70.0	302.1	432.1	A	NON-EXEMPT
				ROW	0.0	350.0	0.0	350.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,510.5	1,510.5	FED	240.0	280.0	1,208.4	1,728.4		
	(605)	DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	300.0	350.0	1,510.5	2,160.5	TOTAL	300.0	350.0	1,510.5	2,160.5		
	625	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WATER ST. FROM MAIN ST.	OH	PE	80.0	0.0	0.0	80.0	LOCAL	80.0	0.0	0.0	80.0	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	0.0		
	(606)	TO RICHFIELD WAY IN THE VILLAGE OF MENOMONEE FALLS (0.55 MILES)		OTHER	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		
T/MERTON	626	REMOVE WEST SHORE DR. BRIDGE OVER UP RAILROAD AND REALIGN ROADWAY IN	OH	PE	0.0	0.0	0.0	0.0	LOCAL	93.4	0.0	0.0	93.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	373.6	0.0	0.0	373.6		
				CONST	467.0	0.0	0.0	467.0	FED	0.0	0.0	0.0	0.0		
	(607)	THE TOWN OF MERTON		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	467.0	0.0	0.0	467.0	TOTAL	467.0	0.0	0.0	467.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MUSKEGO	627	RESURFACING OF WOODS ROAD FROM CTH L TO MILWAUKEE-WAUKESHA COUNTY LINE IN THE CITY OF MUSKEGO (6.11 MI)	HP	PE	138.0	0.0	0.0	138.0	LOCAL	27.6	168.0	0.0	195.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	840.0	0.0	840.0	FED	110.4	672.0	0.0	782.4		
	(608)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	138.0	840.0	0.0	978.0	TOTAL	138.0	840.0	0.0	978.0		
C/NEW BERLIN	628	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE INCITY OF NEW BERLIN (1.60 MI)	HI	PE	0.0	0.0	400.0	400.0	LOCAL	0.0	0.0	400.0	400.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(609)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0		
	629	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	0.0	164.0	0.0	164.0	LOCAL	0.0	164.0	112.0	276.0	A	EXEMPT
				ROW	0.0	0.0	112.0	112.0	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		
	(610)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	164.0	112.0	276.0	TOTAL	0.0	164.0	112.0	276.0		
	630	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	A	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		
	(611)			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		
	631	DESIGN AND CONSTRUCTION OF A PEDESTRIAN PATH ALONG NATIONAL AVENUE FROM 124TH ST TO CALHOUN RD IN THE CITY OF NEW BERLIN	EE	PE	30.0	30.0	30.0	90.0	LOCAL	46.0	46.0	46.0	138.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	200.0	200.0	200.0	600.0	FED	184.0	184.0	184.0	552.0		
	(612)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	230.0	230.0	230.0	690.0	TOTAL	230.0	230.0	230.0	690.0		
T/OCONOMOWOC	632	REHABILITATION OF LAKE DRIVE BRIDGE OVER OKAUCHEE LAKE IN TOWN OF OCONOMOWOC (P-67-0917)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				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	240.0	0.0	0.0	240.0		
	(613)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	633	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE MILL STREET BRIDGE OVER THE ASHIPPUN RIVER IN THE TOWN OF OCONOMOWOC	OH	PE	0.0	0.0	0.0	0.0	LOCAL	36.3	0.0	0.0	36.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	181.4	0.0	0.0	181.4	FED	145.1	0.0	0.0	145.1		
	(614)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	181.4	0.0	0.0	181.4	TOTAL	181.4	0.0	0.0	181.4		
C/PEWAUKEE	634	RECONSTRUCTION WITH NO ADDITIONAL LANES OF DUPLAINVILLE RD FROM GREEN RD TO STH 164 IN THE TOWN OF PEWAUKEE (0.80 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	600.0	0.0	0.0	600.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	600.0	0.0	0.0	600.0	FED	0.0	0.0	0.0	0.0		
	(615)			OTHER	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		
	635	RECONDITIONING OF WATERTOWN RD FROM NORTH AVE (CTH M) TO SPRINGDALE RD IN THE TOWN OF PEWAUKEE (0.75 MILES)	OH	PE	30.0	0.0	0.0	30.0	LOCAL	30.0	300.0	0.0	330.0	A	EXEMPT
				ROW	0.0	300.0	0.0	300.0	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		
	(616)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	30.0	300.0	0.0	330.0	TOTAL	30.0	300.0	0.0	330.0		
V/PEWAUKEE	636	REHABILITATION OF THE CAPITOL DRIVE BRIDGE OVER THE PEWAUKEE RIVER IN THE VILLAGE OF PEWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	27.6	0.0	0.0	27.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	138.0	0.0	0.0	138.0	FED	110.4	0.0	0.0	110.4		
	(617)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	138.0	0.0	0.0	138.0	TOTAL	138.0	0.0	0.0	138.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
V/PEWAUKEE	637	RECONSTRUCTION WITH AUXILIARY LANES OF WISCONSIN AVENUE FROM HIGH STREET TO RYAN STREET IN THE VILLAGE OF PEWAUKEE	HP	PE	85.0	0.0	0.0	85.0	LOCAL	85.0	1.0	151.8	237.8	A	EXEMPT
				ROW	0.0	5.0	0.0	5.0	STATE	0.0	0.0	0.0	0.0		
	(618)			CONST	0.0	0.0	759.0	759.0	FED	0.0	4.0	607.2	611.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	85.0	5.0	759.0	849.0	TOTAL	85.0	5.0	759.0	849.0		
T/SUMMIT	638	REPLACEMENT OF GENESEE LAKE ROAD BRIDGE OVER BARK RIVER IN TOWN OF SUMMIT	OH	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		
	(619)			CONST	150.0	0.0	0.0	150.0	FED	120.0	0.0	0.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
V/SUSSEX	639	RESURFACE MAIN ST FROM LOCUST AVE TO WAUKESHA IN THE VILLAGE OF SUSSEX (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	750.0	0.0	750.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(620)			CONST	0.0	750.0	0.0	750.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	750.0	0.0	750.0	TOTAL	0.0	750.0	0.0	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	110.4	0.0	0.0	110.4	LOCAL	22.1	184.0	0.0	206.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(621)			CONST	0.0	920.0	0.0	920.0	FED	88.3	736.0	0.0	824.3		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	110.4	920.0	0.0	1,030.4	TOTAL	110.4	920.0	0.0	1,030.4		
	641	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	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(622)			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	642	REHABILITATION OF THE BARSTOW STREET BRIDGE OVER THE FOX RIVER IN THE CITY OF WAUKESHA	HP	PE	23.0	0.0	0.0	23.0	LOCAL	22.5	0.0	0.0	22.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(623)			CONST	89.7	0.0	0.0	89.7	FED	90.2	0.0	0.0	90.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	112.7	0.0	0.0	112.7	TOTAL	112.7	0.0	0.0	112.7		
	643	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. COLLEGE AVE FROM PRAIRIE AVE. TO THE WISCONSIN CENTRAL RR IN C/WAUKESHA (0.46 MILES)	HP	PE	303.6	0.0	0.0	303.6	LOCAL	60.7	0.0	232.6	293.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(624)			CONST	0.0	0.0	1,162.7	1,162.7	FED	242.9	0.0	930.1	1,173.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	303.6	0.0	1,162.7	1,466.3	TOTAL	303.6	0.0	1,162.7	1,466.3		
	644	RECONSTRUCTION OF INTERSECTION OF PRAIRIE AVENUE AND ST. PAUL AVENUE WITH TURN LANES IN THE CITY OF WAUKESHA	HP	PE	7.0	0.0	0.0	7.0	LOCAL	10.6	0.0	0.0	10.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(625)			CONST	46.0	0.0	0.0	46.0	FED	42.4	0.0	0.0	42.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	53.0	0.0	0.0	53.0	TOTAL	53.0	0.0	0.0	53.0		
	645	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	275.0	0.0	275.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(626)			CONST	0.0	275.0	0.0	275.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	275.0	0.0	275.0	TOTAL	0.0	275.0	0.0	275.0		
	646	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	0.0	300.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(627)			CONST	0.0	0.0	300.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/WAUKESHA	647	RESURFACING OF E. SUNSET DR. FROM GRAMLING LN. TO STH 59	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	300.0	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	0.0	300.0	300.0	FED	0.0	0.0	0.0	0.0		
	(628)	IN THE CITY OF WAUKESHA (0.34 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		
	648	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WEST AVE. FROM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	450.0	400.0	850.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	450.0	400.0	850.0	FED	0.0	0.0	0.0	0.0		
	(629)	WISCONSIN AVE. TO NEWHALL AVE. IN THE CITY OF WAUKESHA (0.7M)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	450.0	400.0	850.0	TOTAL	0.0	450.0	400.0	850.0		
	649	INSTALLATION OF EMERGENCY VEHICLE TRAFFIC SIGNAL	HP	PE	85.0	0.0	0.0	85.0	LOCAL	143.4	123.1	0.0	266.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	632.0	615.7	0.0	1,247.7	FED	573.6	492.6	0.0	1,066.2		
	(630)	PREEMPTOR SYSTEM AT VARIOUS SIGNALIZED INTERSECTIONS		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	717.0	615.7	0.0	1,332.7	TOTAL	717.0	615.7	0.0	1,332.7		
	650	RECONSTRUCTION WITH ADDITIONAL LANES OF E SUNSET DR FROM TENNY AV	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	460.0	460.0	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	460.0	460.0	FED	0.0	0.0	0.0	0.0		
	(631)	TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	460.0	460.0	TOTAL	0.0	0.0	460.0	460.0		
	651	3 REPLACEMENT LOW FLOOR BUSES FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	156.0	156.0	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	624.0	624.0		
	(632)			OTHER	0.0	0.0	780.0	780.0	FTA 5309						
				TOTAL	0.0	0.0	780.0	780.0	TOTAL	0.0	0.0	780.0	780.0		
	652	RADIO UPGRADE TO 800MHZ SYSTEM FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
	(633)			OTHER	100.0	0.0	0.0	100.0	FTA 5307						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	653	UPGRADE OVERHEAD DOORS AND STORAGE AND SERVICE LANE HEATERS AT	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	120.0	0.0	0.0	120.0		
	(634)	WAUKESHA METRO TRANSIT		OTHER	150.0	0.0	0.0	150.0	FTA 5307						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	654	CAPITAL COST OF PARATRANSIT AT WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4.8	5.2	5.6	15.6	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	19.2	20.8	22.4	62.4		
	(635)			OTHER	24.0	26.0	28.0	78.0	FTA 5307						
				TOTAL	24.0	26.0	28.0	78.0	TOTAL	24.0	26.0	28.0	78.0		
	655	AUTO REPLACEMENT FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.0	0.0	0.0	6.0	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	24.0	0.0	0.0	24.0		
	(636)			OTHER	30.0	0.0	0.0	30.0	FTA 5307						
				TOTAL	30.0	0.0	0.0	30.0	TOTAL	30.0	0.0	0.0	30.0		
	656	VAN REPLACEMENT FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	0.0	0.0	5.0	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	20.0	0.0	0.0	20.0		
	(637)			OTHER	25.0	0.0	0.0	25.0	FTA 5307						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/WAUKESHA	657	OPERATING ASSISTANCE FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	533.0	540.0	545.0	1,618.0	A	EXEMPT
	(638)			ROW	0.0	0.0	0.0	0.0	STATE	1,500.0	1,575.0	1,650.0	4,725.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	2,033.0	2,115.0	2,195.0	6,343.0	FTA 5307						
				TOTAL	2,033.0	2,115.0	2,195.0	6,343.0	TOTAL	2,033.0	2,115.0	2,195.0	6,343.0		
	658	PASSENGER SHELTERS FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.0	0.0	6.0	12.0	A	EXEMPT
	(639)			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	24.0	0.0	24.0	48.0		
				OTHER	30.0	0.0	30.0	60.0	FTA 5307						
				TOTAL	30.0	0.0	30.0	60.0	TOTAL	30.0	0.0	30.0	60.0		
	659	PURCHASE MICROCOMPUTER HARDWARE AND SOFTWARE FOR WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	2.0	1.0	2.4	5.4	A	EXEMPT
	(640)			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	8.0	4.0	9.6	21.6		
				OTHER	10.0	5.0	12.0	27.0	FTA 5307						
				TOTAL	10.0	5.0	12.0	27.0	TOTAL	10.0	5.0	12.0	27.0		
	660	SHOP EQUIPMENT AND TOOLS FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	2.0	2.0	2.0	6.0	A	EXEMPT
	(641)			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	8.0	8.0	8.0	24.0		
				OTHER	10.0	10.0	10.0	30.0	FTA 5307						
				TOTAL	10.0	10.0	10.0	30.0	TOTAL	10.0	10.0	10.0	30.0		
	661	BUS PARTS FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.0	6.0	6.0	18.0	A	EXEMPT
	(642)			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	24.0	24.0	24.0	72.0		
				OTHER	30.0	30.0	30.0	90.0	FTA 5307						
				TOTAL	30.0	30.0	30.0	90.0	TOTAL	30.0	30.0	30.0	90.0		
	662	ENGINE AND TRANSMISSION REBUILDS FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	28.0	0.0	28.0	A	EXEMPT
	(643)			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	112.0	0.0	112.0		
				OTHER	0.0	140.0	0.0	140.0	FTA 5307						
				TOTAL	0.0	140.0	0.0	140.0	TOTAL	0.0	140.0	0.0	140.0		
	663	TIRE LEASE FOR THE CITY OF WAUKESHA TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	5.4	5.6	16.0	A	EXEMPT
	(644)			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	21.6	22.4	64.0		
				OTHER	25.0	27.0	28.0	80.0	FTA 5307						
				TOTAL	25.0	27.0	28.0	80.0	TOTAL	25.0	27.0	28.0	80.0		
	664	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	34.0	36.0	38.0	108.0	A	EXEMPT
	(645)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	136.0	144.0	152.0	432.0		
				OTHER	170.0	180.0	190.0	540.0	FTA 5307						
				TOTAL	170.0	180.0	190.0	540.0	TOTAL	170.0	180.0	190.0	540.0		
	665	VEHICLE LOCATOR SYSTEM USING GPS TECHNOLOGY FOR WAUKESHA METRO TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
	(646)			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	240.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	666	CONCRETE PADS AT BUS STOPS FOR WAUKESHA METRO TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	8.4	8.8	25.2	A	EXEMPT
	(647)			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	32.0	33.6	35.2	100.8		
				OTHER	40.0	42.0	44.0	126.0	FTA 5307						
				TOTAL	40.0	42.0	44.0	126.0	TOTAL	40.0	42.0	44.0	126.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/WAUKESHA	667	CONSULTANT STUDY FOR FEASIBILITY OF RUBBER TIRED TROLLEY BUS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	10.0	0.0	10.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	40.0	0.0	40.0		
	(648)	SYSTEM FOR WAUKESHA METRO TRANSIT		OTHER	0.0	50.0	0.0	50.0	FTA 5307						
				TOTAL	0.0	50.0	0.0	50.0	TOTAL	0.0	50.0	0.0	50.0		
	668	DOWNTOWN TERMINAL PROPERTY AQUISITION AND CONSTRUCTION FOR	TI	PE	0.0	0.0	0.0	0.0	LOCAL	1,213.4	0.0	0.0	1,213.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	6,067.0	0.0	0.0	6,067.0	FED	4,853.6	0.0	0.0	4,853.6		
	(649)	WAUKESHA METRO TRANSIT		OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	6,067.0	0.0	0.0	6,067.0	TOTAL	6,067.0	0.0	0.0	6,067.0		
	669	3 PARATRANSIT BUSES FOR WAUKESHA METRO TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	120.0	0.0	120.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	480.0	0.0	480.0		
	(650)			OTHER	0.0	600.0	0.0	600.0	FTA 5307						
				TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	670	INITIATE SUNDAY SERVICE ON ALL 8 WEEKEND TRANSIT ROUTES OPERATED BY	TE	PE	0.0	0.0	0.0	0.0	LOCAL	78.5	0.0	0.0	78.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	314.0	0.0	0.0	314.0		
	(651)	WAUKESHA METRO		OTHER	392.5	0.0	0.0	392.5	CMAQ						
				TOTAL	392.5	0.0	0.0	392.5	TOTAL	392.5	0.0	0.0	392.5		
	671	INSTALLATION OF BICYCLE TRAIL SIGNAGE LINKING GLACIAL DRUMLIN/NEW	EE	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	0.0	0.0	10.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	50.0	0.0	0.0	50.0	FED	40.0	0.0	0.0	40.0		
	(652)	BERLIN TRAIL - WAUKESHA RIVERFRONT PARKS IN CITY OF WAUKESHA		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	672	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG MEADOWBROOK	EE	PE	18.6	0.0	0.0	18.6	LOCAL	20.1	0.0	0.0	20.1	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	81.7	0.0	0.0	81.7	FED	80.2	0.0	0.0	80.2		
	(653)	ROAD IN THE CITY OF WAUKESHA		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	100.3	0.0	0.0	100.3	TOTAL	100.3	0.0	0.0	100.3		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	673 (654)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM ALFORD DR TO CTH KR IN KENOSHA COUNTY (3.0 MILES)	HP	PE	0.0	300.0	300.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	60.0	60.0	120.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	240.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	300.0	300.0	600.0	TOTAL	0.0	300.0	300.0	600.0		
	674 (655)	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	100.0	100.0	400.0		
				CONST	100.0	100.0	100.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	100.0	100.0	400.0	TOTAL	200.0	100.0	100.0	400.0		
	675 (656)	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	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	100.0	100.0	100.0	300.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	900.0	900.0	900.0	2,700.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	676 (657)	SIGNAL INSTALLATION AND TURN LANE IMPROVEMENTS AT INTERSECTIONS IN SELECTED INTERSECTIONS IN SOUTHEASTERN WISCONSIN	HP	PE	100.0	100.0	100.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	220.0	220.0	220.0	660.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	880.0	880.0	880.0	2,640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,100.0	1,100.0	1,100.0	3,300.0	TOTAL	1,100.0	1,100.0	1,100.0	3,300.0		
	677 (658)	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN KENOSHA COUNTY (GCM FUNDED)	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	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	50.0	0.0	0.0	50.0	GCM FUND						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	678 (659)	MAINTENANCE OF TRAFFIC DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	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	50.0	50.0	50.0	150.0		
				CONST	50.0	50.0	50.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	679 (660)	RECONSTRUCTION OF WEIGH STA 21 ON WB EAST-WEST FREEWAY (I-94) IN KENOSHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	515.0	0.0	0.0	515.0	STATE	515.0	0.0	0.0	515.0		
				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	515.0	0.0	0.0	515.0	TOTAL	515.0	0.0	0.0	515.0		
	680 (661)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH ML BRIDGE OVER IH94 IN KENOSHA COUNTY	HP	PE	725.0	0.0	0.0	725.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	72.5	0.0	630.0	702.5		
				CONST	0.0	0.0	6,300.0	6,300.0	FED	652.5	0.0	5,670.0	6,322.5		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	725.0	0.0	6,300.0	7,025.0	TOTAL	725.0	0.0	6,300.0	7,025.0		
	681 (662)	RESURFACING OF USH 45 FROM ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MILES)	HP	PE	90.0	0.0	0.0	90.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	18.0	0.0	0.0	18.0		
				CONST	0.0	0.0	0.0	0.0	FED	72.0	0.0	0.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	90.0	0.0	0.0	90.0	TOTAL	90.0	0.0	0.0	90.0		
	682 (663)	RESURFACING OF THE EXISTING ROUTE OF STH 31 FROM 56TH AVE TO CTH KR IN KENOSHA COUNTY (0.74 MI)	HP	PE	40.0	0.0	0.0	40.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	8.0	38.0	0.0	46.0		
				CONST	0.0	190.0	0.0	190.0	FED	32.0	152.0	0.0	184.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	40.0	190.0	0.0	230.0	TOTAL	40.0	190.0	0.0	230.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	683	RESURFACING OF STH 32 FROM THE WISCONSIN/	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
		ILLINOIS STATE LINE TO		ROW	0.0	0.0	0.0	0.0	STATE	184.8	0.0	0.0	184.8		EXEMPT
	(664)	THE SOUTH KENOSHA CITY		CONST	924.0	0.0	0.0	924.0	FED	739.2	0.0	0.0	739.2		
		LIMIT IN KENOSHA COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-O						
		(3.0 MI)		TOTAL	924.0	0.0	0.0	924.0	TOTAL	924.0	0.0	0.0	924.0		
	684	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	120.0	0.0	120.0	A	
		SYH 32 FROM 85TH STREET		ROW	0.0	0.0	0.0	0.0	STATE	40.0	436.0	0.0	476.0		EXEMPT
	(665)	TO 75TH STREET IN THE		CONST	0.0	2,300.0	0.0	2,300.0	FED	160.0	1,744.0	0.0	1,904.0		
		CITY OF KENOSHA		OTHER	0.0	0.0	0.0	0.0	STP-O						
		(.86 MILES)		TOTAL	200.0	2,300.0	0.0	2,500.0	TOTAL	200.0	2,300.0	0.0	2,500.0		
	685	RESURFACING OF STH 32 FROM 75TH ST. TO 60TH	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
		ST. IN THE CITY OF		ROW	0.0	0.0	0.0	0.0	STATE	340.0	0.0	0.0	340.0		EXEMPT
	(666)	KENOSHA (1.0 MI)		CONST	1,700.0	0.0	0.0	1,700.0	FED	1,360.0	0.0	0.0	1,360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,700.0	0.0	0.0	1,700.0	TOTAL	1,700.0	0.0	0.0	1,700.0		
	686	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	132.8	0.0	0.0	132.8	A	
		SHERIDAN RD. (STH 32)		ROW	0.0	0.0	0.0	0.0	STATE	433.4	0.0	0.0	433.4		EXEMPT
	(667)	FROM 50TH ST. TO 60TH		CONST	2,300.0	0.0	0.0	2,300.0	FED	1,733.8	0.0	0.0	1,733.8		
		ST. IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	STP-O						
		KENOSHA (0.90 MILES)		TOTAL	2,300.0	0.0	0.0	2,300.0	TOTAL	2,300.0	0.0	0.0	2,300.0		
	687	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	100.0	0.0	0.0	100.0	LOCAL	25.0	0.0	0.0	25.0	A	
		STH 50 FROM 43RD AVENUE		ROW	0.0	0.0	0.0	0.0	STATE	75.0	270.0	0.0	345.0		EXEMPT
	(668)	TO 39TH STREET IN THE		CONST	0.0	1,350.0	0.0	1,350.0	FED	0.0	1,080.0	0.0	1,080.0		
		CITY OF KENOSHA		OTHER	0.0	0.0	0.0	0.0	STP-O						
		(0.90 MILES)		TOTAL	100.0	1,350.0	0.0	1,450.0	TOTAL	100.0	1,350.0	0.0	1,450.0		
	688	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	0.0	0.0	60.0	60.0	LOCAL	0.0	0.0	15.0	15.0	A	
		63RD ST. (PROPOSED		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(669)	STH 50) FROM 22ND AVE.		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	45.0	45.0		
		TO SHERIDAN RD. (EXCL.		OTHER	0.0	0.0	0.0	0.0	STP-O						
		RR STRUCTURE) (1.50 MI)		TOTAL	0.0	0.0	60.0	60.0	TOTAL	0.0	0.0	60.0	60.0		
	689	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	280.0	0.0	0.0	280.0	LOCAL	70.0	0.0	0.0	70.0	A	
		ROOSEVELT RD (PROPOSED		ROW	0.0	0.0	0.0	0.0	STATE	210.0	2,400.0	0.0	2,610.0		EXEMPT
	(670)	STH 50) FROM 63RD ST.		CONST	0.0	2,400.0	0.0	2,400.0	FED	0.0	0.0	0.0	0.0		
		TO 39TH AVE IN THE CITY		OTHER	0.0	0.0	0.0	0.0	STP-O						
		OF KENOSHA (2.0 MI)		TOTAL	280.0	2,400.0	0.0	2,680.0	TOTAL	280.0	2,400.0	0.0	2,680.0		
	690	RECONDITIONING OF STH 83 FROM STH 50 TO	HP	PE	80.0	0.0	0.0	80.0	LOCAL	0.0	0.0	0.0	0.0	A	
		THE ILLINOIS STATE LINE		ROW	100.0	0.0	0.0	100.0	STATE	116.0	0.0	440.0	556.0		EXEMPT
	(671)	IN THE TOWN OF SALEM		CONST	0.0	0.0	2,200.0	2,200.0	FED	64.0	0.0	1,760.0	1,824.0		
		(5.15 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	180.0	0.0	2,200.0	2,380.0	TOTAL	180.0	0.0	2,200.0	2,380.0		
	691	REHABILITATION OF STH 83 FROM STH 50 TO	HP	PE	140.0	0.0	0.0	140.0	LOCAL	0.0	0.0	0.0	0.0	A	
		CTH JB/KD IN THE TOWN		ROW	114.3	0.0	0.0	114.3	STATE	142.3	0.0	480.0	622.3		EXEMPT
	(672)	OF WHEATLAND		CONST	0.0	0.0	2,400.0	2,400.0	FED	112.0	0.0	1,920.0	2,032.0		
		(1.53 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	254.3	0.0	2,400.0	2,654.3	TOTAL	254.3	0.0	2,400.0	2,654.3		
	692	RESURFACING OF STH 142 FROM CTH J TO IH 94 IN	HP	PE	100.0	440.0	0.0	540.0	LOCAL	0.0	0.0	0.0	0.0	A	
		KENOSHA COUNTY		ROW	0.0	0.0	0.0	0.0	STATE	100.0	440.0	0.0	540.0		EXEMPT
	(673)	(12.6 MI)		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	100.0	440.0	0.0	540.0	TOTAL	100.0	440.0	0.0	540.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	693	RECONSTRUCTION OF THE INTERCHANGE OF IH 94 AT STH 50 IN KENOSHA CO.	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
	(674)			ROW	0.0	2,200.0	0.0	2,200.0	STATE	0.0	2,200.0	0.0	2,200.0		
				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	2,200.0	0.0	2,200.0	TOTAL	0.0	2,200.0	0.0	2,200.0		
	694	WETLAND MITIGATION FOR WORK ON STH 50 AT IH 94	HI	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	480.0	0.0	0.0	480.0	STATE	580.0	412.0	0.0	992.0		
	(675)			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	412.0	0.0	412.0							
				TOTAL	580.0	412.0	0.0	992.0	TOTAL	580.0	412.0	0.0	992.0		
	695	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH S TO	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	9,355.0	7,845.0	0.0	17,200.0		
	(676)	STH 11 IN THE TOWNS OF SOMERS AND MT. PLEASANT (6.30 MILES)		CONST	9,355.0	7,845.0	0.0	17,200.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	9,355.0	7,845.0	0.0	17,200.0	TOTAL	9,355.0	7,845.0	0.0	17,200.0		
	696	STH 50 CORRIDOR STUDY FROM IH94 TO 43RD AVE (4.72 MI) IN THE CITY	HI	PE	700.0	0.0	0.0	700.0	LOCAL	175.0	0.0	0.0	175.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	525.0	0.0	0.0	525.0		
	(677)	OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	697	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM LAKE GENEVA	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	2,647.4	0.0	0.0	2,647.4		
				CONST	13,237.0	0.0	0.0	13,237.0	FED	10,589.6	0.0	0.0	10,589.6		
	(678)	TO SLADES CORNERS IN KENOSHA AND WALWORTH COUNTIES (7.40 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	13,237.0	0.0	0.0	13,237.0	TOTAL	13,237.0	0.0	0.0	13,237.0		
	698	ELDERLY/ DISABLED TRANS SEC 5310 KENOSHA ACHIEV	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	19.4	0.0	19.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		EMENT CENTER KENOSHA		CONST	0.0	0.0	0.0	0.0	FED	0.0	77.8	0.0	77.8		
	(679)	1 MODIFIED BUS 14/2 1 MODIFIED BUS 28/2 2000		OTHER	0.0	97.2	0.0	97.2	FTA 5310						
				TOTAL	0.0	97.2	0.0	97.2	TOTAL	0.0	97.2	0.0	97.2		
	699	ELDERLY/ DISABLED TRANS SEC 5310 KENOSHA ACHIEV	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	15.8	0.0	15.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		EMENT CENTER KENOSHA		CONST	0.0	0.0	0.0	0.0	FED	0.0	63.1	0.0	63.1		
	(680)	1 MODIFIED VAN 7/1 1 MODIFIED BUS 14/2 1999		OTHER	0.0	78.9	0.0	78.9	FTA 5310						
				TOTAL	0.0	78.9	0.0	78.9	TOTAL	0.0	78.9	0.0	78.9		
	700	COMMUTER RAIL FEASIBILITY STUDY IN	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		
		THE BURLINGTON TO		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(681)	ANTIOCH CORRIDOR		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		
	701	GEOMETRIC IMPROVEMENTS TO IMPROVE SAFETY AT	HS	PE	20.0	0.0	0.0	20.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2.0	23.7	0.0	25.7		
		THE INTERSECTION OF		CONST	0.0	236.9	0.0	236.9	FED	18.0	213.2	0.0	231.2		
	(886)	52ND STREET (STH 158) AND CTH H IN THE CITY		OTHER	0.0	0.0	0.0	0.0	STP-S						
		OF KENOSHA		TOTAL	20.0	236.9	0.0	256.9	TOTAL	20.0	236.9	0.0	256.9		
	702	CONSTRUCTION OF A WELCOME TO 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	0.0	0.0	55.0	55.0		
		SIGN AT THE KENOSHA		CONST	0.0	0.0	55.0	55.0	FED	0.0	0.0	0.0	0.0		
	(682)	COUNTY SOUTH COUNTY LINE		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	55.0	55.0	TOTAL	0.0	0.0	55.0	55.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	703 (683)	PURCHASE OF ARCHAEOLOGICALLY SIGNIFICANT REAL ESTATE--EFFIGY MOUND SITE-- RELATED TO STH 83 RECONSTRUCTION NEAR CTH JB/KD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	31.6	0.0	31.6	STATE	0.0	6.3	0.0	6.3		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	25.3	0.0	25.3		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	31.6	0.0	31.6	TOTAL	0.0	31.6	0.0	31.6		
KENOSHA COUNTY	704 (684)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN KENOSHA 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-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	705 (685)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN KENOSHA 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		
	706 (686)	REPLACEMENT OF CTH A BRIDGE OVER PIKE RIVER B-30-0012 IN KENOSHA COUNTY	HP	PE	73.7	0.0	0.0	73.7	LOCAL	14.7	2.3	53.4	70.4	A	EXEMPT
				ROW	0.0	11.5	0.0	11.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	267.1	267.1	FED	59.0	9.2	213.7	281.9		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	73.7	11.5	267.1	352.3	TOTAL	73.7	11.5	267.1	352.3		
	707 (687)	RESURFACING OF CTH G FROM 23RD ST TO CTH E IN KENOSHA COUNTY	HP	PE	0.0	5.0	0.0	5.0	LOCAL	0.0	67.6	0.0	67.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	333.1	0.0	333.1	FED	0.0	270.5	0.0	270.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	338.1	0.0	338.1	TOTAL	0.0	338.1	0.0	338.1		
	708 (688)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH G (30TH AVE.) BRIDGE OVER THE PIKE RIVER IN KENOSHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	89.5	0.0	0.0	89.5	A	EXEMPT
				ROW	17.3	0.0	0.0	17.3	STATE	0.0	0.0	0.0	0.0		
				CONST	430.0	0.0	0.0	430.0	FED	357.8	0.0	0.0	357.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	447.3	0.0	0.0	447.3	TOTAL	447.3	0.0	0.0	447.3		
	709 (689)	RECONDITIONING OF 88TH AVE (CTH H) FROM BAIN STATION ROAD TO CTH C IN KENOSHA COUNTY (0.25 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	32.8	0.0	0.0	32.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	164.0	0.0	0.0	164.0	FED	131.2	0.0	0.0	131.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	164.0	0.0	0.0	164.0	TOTAL	164.0	0.0	0.0	164.0		
	710 (690)	REPLACEMENT OF CTH K BRIDGE OVER BRIGHTON CREEK B-30-0666 IN KENOSHA COUNTY	HP	PE	78.2	0.0	0.0	78.2	LOCAL	15.6	2.3	56.7	74.6	A	EXEMPT
				ROW	0.0	11.5	0.0	11.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	283.5	283.5	FED	62.6	9.2	226.8	298.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	78.2	11.5	283.5	373.2	TOTAL	78.2	11.5	283.5	373.2		
	711 (691)	CONSTRUCTION OF LANCE DRIVE EXTENSION (CTH KD/352ND AVE) FROM WILMOT AVE (CTH Z) TO BASSETT RD (CTH F) IN V/TWIN LKS & T/RANDALL	HE	PE	478.0	0.0	0.0	478.0	LOCAL	95.6	576.0	0.0	671.6	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,880.0	0.0	2,880.0	FED	382.4	2,304.0	0.0	2,686.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	478.0	2,880.0	0.0	3,358.0	TOTAL	478.0	2,880.0	0.0	3,358.0		
	712 (692)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON-URBANIZED KENOSHA COUNTY: 2000	TP	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	28.6	0.0	0.0	28.6		
				CONST	0.0	0.0	0.0	0.0	FED	143.3	0.0	0.0	143.3		
				OTHER	171.9	0.0	0.0	171.9							
				TOTAL	171.9	0.0	0.0	171.9	TOTAL	171.9	0.0	0.0	171.9		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
KENOSHA COUNTY	713	CONSTRUCTION OF PARKING RAMP TO SERVE METRA AND CITY OF KENOSHA TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	841.4	0.0	0.0	841.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	4,206.8	0.0	0.0	4,206.8	FED	3,365.4	0.0	0.0	3,365.4		EXEMPT
	(693)	PATRONS (300 SPACES)		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	4,206.8	0.0	0.0	4,206.8	TOTAL	4,206.8	0.0	0.0	4,206.8		
	714	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		EXEMPT
	(694)	PROJECTS IN KENOSHA COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	715	INSTALLATION OF GUARD RAIL AT THREE LOCATIONS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	1.9	0.0	0.0	1.9	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		ALONG CTH W IN THE		CONST	19.5	0.0	0.0	19.5	FED	17.6	0.0	0.0	17.6		EXEMPT
	(695)	TOWN OF SALEM		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	19.5	0.0	0.0	19.5	TOTAL	19.5	0.0	0.0	19.5		
C/KENOSHA	716	RECONSTRUCTION WITH ADDITIONAL LANES OF THE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	265.0	0.0	0.0	265.0	A	
				ROW	25.0	0.0	0.0	25.0	STATE	0.0	0.0	0.0	0.0		
		18TH ST. AND 14TH PLACE		CONST	1,300.0	0.0	0.0	1,300.0	FED	1,060.0	0.0	0.0	1,060.0		EXEMPT
	(696)	INTERSECTIONS WITH 30TH AVE IN C/KENOSHA		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,325.0	0.0	0.0	1,325.0	TOTAL	1,325.0	0.0	0.0	1,325.0		
	717	RECONSTRUCTION WITH ADDITIONAL LANES OF	HP	PE	41.5	0.0	0.0	41.5	LOCAL	8.3	118.9	0.0	127.2	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		30TH AVENUE		CONST	0.0	594.5	0.0	594.5	FED	33.2	475.6	0.0	508.8		EXEMPT
	(697)	INTERSECTION WITH 14TH PLACE IN THE CITY OF KENOSHA		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	41.5	594.5	0.0	636.0	TOTAL	41.5	594.5	0.0	636.0		
	718	REPLACE RADIO SYSTEM INCLUDING IVTS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	21.0	0.0	0.0	21.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		TRACKING FEATURES FOR		CONST	0.0	0.0	0.0	0.0	FED	84.0	0.0	0.0	84.0		EXEMPT
	(698)	THE KENOSHA TRANSIT SYSTEM		OTHER	105.0	0.0	0.0	105.0	FTA 5307						
		(WI-03-0059 FUNDED)		TOTAL	105.0	0.0	0.0	105.0	TOTAL	105.0	0.0	0.0	105.0		
	719	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA	TP	PE	0.0	0.0	0.0	0.0	LOCAL	719.3	779.5	808.2	2,307.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	1,307.7	1,372.0	1,414.4	4,094.1		
		TRANSIT SYSTEM		CONST	0.0	0.0	0.0	0.0	FED	375.0	375.0	375.0	1,125.0		EXEMPT
	(699)	(INCLUDING PARATRANSIT SERVICE): 1997-2002		OTHER	2,402.0	2,526.5	2,597.6	7,526.1	FTA 5307						
				TOTAL	2,402.0	2,526.5	2,597.6	7,526.1	TOTAL	2,402.0	2,526.5	2,597.6	7,526.1		
	720	CONSTRUCT NEW TRANSIT OPERATING	TP	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	1,050.0	0.0	1,150.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		AND MAINTENANCE		CONST	0.0	5,000.0	0.0	5,000.0	FED	400.0	4,200.0	0.0	4,600.0		EXEMPT
	(700)	FACILITY		OTHER	0.0	250.0	0.0	250.0	FTA 5307						
				TOTAL	500.0	5,250.0	0.0	5,750.0	TOTAL	500.0	5,250.0	0.0	5,750.0		
	721	REHABILITATE AND EXPAND TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	58.0	0.0	0.0	58.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		GARAGE FACILITY: 1994		CONST	281.0	0.0	0.0	281.0	FED	223.0	0.0	0.0	223.0		EXEMPT
	(701)	(WI-03-0055 FUNDED)		OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	281.0	0.0	0.0	281.0	TOTAL	281.0	0.0	0.0	281.0		
	722	NORTHWESTERN DEPOT ADA UPGRADES FOR THE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	32.0	0.0	0.0	32.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		KENOSHA TRANSIT SYSTEM		CONST	0.0	0.0	0.0	0.0	FED	283.0	0.0	0.0	283.0		EXEMPT
	(702)	(WI-03-0059 FUNDED)		OTHER	315.0	0.0	0.0	315.0	FTA 5307						
				TOTAL	315.0	0.0	0.0	315.0	TOTAL	315.0	0.0	0.0	315.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/KENOSHA	723	INSTALL NEW OR REMANUFACTURED ENGINES IN 1987 GMC BUSES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	30.0	0.0	30.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(703)	(PARTIALLY WI-03-0056 FUNDED)		CONST	0.0	0.0	0.0	0.0	FED	0.0	120.0	0.0	120.0		
				OTHER	0.0	150.0	0.0	150.0	FTA 5307						
				TOTAL	0.0	150.0	0.0	150.0	TOTAL	0.0	150.0	0.0	150.0		
	724	REPLACE 5 BUSES WITH CNG BUSES: 1997	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	310.0	310.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(704)			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	1,240.0	1,240.0		
				OTHER	0.0	0.0	1,550.0	1,550.0	FTA 5307						
				TOTAL	0.0	0.0	1,550.0	1,550.0	TOTAL	0.0	0.0	1,550.0	1,550.0		
	725	PURCHASE 9 REPLACEMENT CNG BUSES WITH LIFTS: 1998-1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(705)			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	FTA 5307						
				TOTAL	0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		
	726	REPLACE SERVICE AND MAINTENANCE TRUCKS: 1996 AND 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.6	0.0	0.0	5.6	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(706)			CONST	0.0	0.0	0.0	0.0	FED	22.4	0.0	0.0	22.4		
				OTHER	28.0	0.0	0.0	28.0	FTA 5307						
				TOTAL	28.0	0.0	0.0	28.0	TOTAL	28.0	0.0	0.0	28.0		
	727	PURCHASE MISCELLANEOUS SHOP EQUIPMENT FOR THE CITY OF KENOSHA TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	20.0	20.0	40.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(707)	SYSTEM		CONST	0.0	0.0	0.0	0.0	FED	0.0	80.0	80.0	160.0		
				OTHER	0.0	100.0	100.0	200.0	FTA 5307						
				TOTAL	0.0	100.0	100.0	200.0	TOTAL	0.0	100.0	100.0	200.0		
	728	KENOSHA TO RACINE EX-PRESS BUS SERVICE ON STH 32-CONNECTING METRA	TI	PE	0.0	0.0	0.0	0.0	LOCAL	143.8	0.0	0.0	143.8	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(708)	STATION WITH RACINE CBD		CONST	0.0	0.0	0.0	0.0	FED	575.0	0.0	0.0	575.0		
				OTHER	718.8	0.0	0.0	718.8	CMAQ						
				TOTAL	718.8	0.0	0.0	718.8	TOTAL	718.8	0.0	0.0	718.8		
	729	RECONSTRUCTION/EXPAN-SION OF METRA TRAIN	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	41.6	41.6	A	
				ROW	0.0	0.0	125.0	125.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(709)	STATION IN THE CITY OF KENOSHA		CONST	0.0	0.0	83.0	83.0	FED	0.0	0.0	166.4	166.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	0.0	208.0	208.0	TOTAL	0.0	0.0	208.0	208.0		
	730	CONSTRUCT TRANSIT HUB FACILITIES AT GATEWAY	TI	PE	0.0	0.0	0.0	0.0	LOCAL	80.0	0.0	0.0	80.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	(710)	AND DOWNTOWN LOCATIONS FOR THE KENOSHA TRANSIT SYSTEM (WI-90-2052 FUNDED)		CONST	400.0	0.0	0.0	400.0	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	731	EXPRESS BUS SERVICE OPERATED BY KENOSHA TRANSIT CONNECTING WITH	TI	PE	0.0	0.0	0.0	0.0	LOCAL	14.4	14.4	0.0	28.8	A	
				ROW	0.0	0.0	0.0	0.0	STATE	37.4	37.4	0.0	74.8		EXEMPT
	(711)	RACINE BELLE URBAN SYSTEM:1995 (1996-97FUN DS) (WI-90-243 FUNDED)		CONST	0.0	0.0	0.0	0.0	FED	57.7	57.7	0.0	115.4		
				OTHER	109.5	109.5	0.0	219.0	CMAQ						
				TOTAL	109.5	109.5	0.0	219.0	TOTAL	109.5	109.5	0.0	219.0		
	732	ALTERNATE FUELED DOWNTOWN CIRCULATOR (ELECTRIC)	TI	PE	100.0	0.0	0.0	100.0	LOCAL	686.5	0.0	0.0	686.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	135.1	0.0	0.0	135.1		EXEMPT
	(712)			CONST	3,908.0	0.0	0.0	3,908.0	FED	3,286.4	0.0	0.0	3,286.4		
				OTHER	100.0	0.0	0.0	100.0	FTA 5307						
				TOTAL	4,108.0	0.0	0.0	4,108.0	TOTAL	4,108.0	0.0	0.0	4,108.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/KENOSHA	733	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	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	192.0	0.0	0.0	192.0		
	(713)	(WI-90-X224)		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		
	734	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	A	
				ROW	0.0	0.0	0.0	0.0	STATE	147.2	152.3	0.0	299.5		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	162.6	168.3	0.0	330.9		
	(714)	(WI-90-X224 FUNDED)		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		
	735	EXPANDED PEAK-HOUR KENOSHA TRANSIT SERVICE 1995-96	TI	PE	0.0	0.0	0.0	0.0	LOCAL	40.6	42.1	43.7	126.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	147.2	152.3	158.4	457.9		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	162.6	168.3	175.0	505.9		
	(715)	(WI-90-X224 FUNDED)		OTHER	350.4	362.7	377.1	1,090.2	CMAQ						
				TOTAL	350.4	362.7	377.1	1,090.2	TOTAL	350.4	362.7	377.1	1,090.2		
	736	CONSTRUCTION OF SIDEWALKS AND LANDSCAPING ALONG	EE	PE	32.0	0.0	0.0	32.0	LOCAL	6.4	39.0	0.0	45.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	195.0	0.0	195.0	FED	25.6	156.0	0.0	181.6		
	(887)	SHERIDAN RD (STH32) FROM S CITY LIMITS TO 85TH ST IN CITY/KENOSHA		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	32.0	195.0	0.0	227.0	TOTAL	32.0	195.0	0.0	227.0		
	737	INSTALLATION OF BIKE LOCKERS IN SEVERAL AREAS IN THE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	2.0	0.0	0.0	2.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	9.8	0.0	0.0	9.8	FED	7.8	0.0	0.0	7.8		
	(716)	CITY OF KENOSHA: 1993		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	9.8	0.0	0.0	9.8	TOTAL	9.8	0.0	0.0	9.8		
	738	CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH SERVING HARBOR PARK AND	EE	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	250.0	0.0	0.0	250.0	FED	200.0	0.0	0.0	200.0		
	(717)	CONNECTING WITH EXISTING PATHS IN THE CITY OF KENOSHA		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
	739	CONSTRUCTION AND OPERATION OF DOWNTOWN ELECTRIC TROLLEY CIRCULATOR	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	544.2	42.3	586.5	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	2,619.1	0.0	2,619.1	FED	0.0	2,176.6	169.3	2,345.9		
	(718)	IN THE CITY OF KENOSHA		OTHER	0.0	101.7	211.6	313.3	CMAQ						
				TOTAL	0.0	2,720.8	211.6	2,932.4	TOTAL	0.0	2,720.8	211.6	2,932.4		
	740	OPERATION OF NEW DOWNTOWN ELECTRIC CIRCULATOR	EE	PE	0.0	0.0	0.0	0.0	LOCAL	22.9	0.0	0.0	22.9	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	91.4	0.0	0.0	91.4		
	(719)			OTHER	114.3	0.0	0.0	114.3	CMAQ						
				TOTAL	114.3	0.0	0.0	114.3	TOTAL	114.3	0.0	0.0	114.3		
	741	DOWNTOWN KENOSHA PARK AND RIDE (NON HWY) PARKING LOT EXPANSION	EE	PE	10.0	0.0	0.0	10.0	LOCAL	2.0	13.6	0.0	15.6	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	68.0	0.0	68.0	FED	8.0	54.4	0.0	62.4		
	(720)	CITY OF KENOSHA		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	10.0	68.0	0.0	78.0	TOTAL	10.0	68.0	0.0	78.0		
	742	WEST KENOSHA PARK AND RIDE FACILITY: 1994	EE	PE	30.0	0.0	0.0	30.0	LOCAL	6.0	55.4	0.0	61.4	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	276.7	0.0	276.7	FED	24.0	221.3	0.0	245.3		
	(721)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	30.0	276.7	0.0	306.7	TOTAL	30.0	276.7	0.0	306.7		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/KENOSHA	743	CONSTRUCT TRANSPORTATION MUSEUM IN HARBORPARK	EE	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	20.0	800.0	820.0	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	4,000.0	4,000.0	FED	0.0	80.0	3,200.0	3,280.0		
	(722)			OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	100.0	4,000.0	4,100.0	TOTAL	0.0	100.0	4,000.0	4,100.0		
	744	CONSTRUCTION OF THREE BICYCLE PATH SEGMENTS OF THE PIKE BICYCLE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	96.0	0.0	0.0	96.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	480.0	0.0	0.0	480.0	FED	384.0	0.0	0.0	384.0		
	(723)	TRAIL (TOTAL OF 1.63 MILES)		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	480.0	0.0	0.0	480.0	TOTAL	480.0	0.0	0.0	480.0		
V/PLEASANT PRAIRIE	745	RECONSTRUCTION OF 95TH ST. AND 93RD ST. INTERSECTION WITH GREEN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	169.0	0.0	0.0	169.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	845.2	0.0	0.0	845.2	FED	676.2	0.0	0.0	676.2		
	(724)	BAY RD. IN THE VILLAGE OF PLEASANT PRAIRIE (0.31 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	845.2	0.0	0.0	845.2	TOTAL	845.2	0.0	0.0	845.2		
T/SALEM	746	IMPROVE VERTICAL ALIGNMENT OF 264TH AVE AT CANADIAN PACIFIC	OH	PE	10.0	0.0	0.0	10.0	LOCAL	6.0	0.0	0.0	6.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	0.0	0.0	50.0	FED	54.0	0.0	0.0	54.0		
	(725)	(SOO LINE) RR CROSSING IN THE TOWN OF SALEM (0.10 MI)		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		
T/SOMERS	747	RECONSTRUCTION OF THE SHERIDAN ROAD AND BIRCH ROAD INTERSECTION IN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1.0	17.0	73.8	91.8	A	EXEMPT
				ROW	5.0	0.0	0.0	5.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	369.0	369.0	FED	4.0	68.0	295.2	367.2		
	(726)	THE TOWN OF SOMERS		OTHER	0.0	85.0	0.0	85.0	STP-O						
				TOTAL	5.0	85.0	369.0	459.0	TOTAL	5.0	85.0	369.0	459.0		
	748	CONSTRUCTION OF 39TH AVENUE FROM 18TH STREET TO 15TH STREET IN CITY	HE	PE	150.0	0.0	0.0	150.0	LOCAL	249.4	0.0	0.0	249.4	A	NON-EXEMPT
				ROW	57.0	0.0	0.0	57.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,040.0	0.0	0.0	1,040.0	FED	997.6	0.0	0.0	997.6		
	(727)	OF KENOSHA & TOWN OF SOMERS (0.2 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,247.0	0.0	0.0	1,247.0	TOTAL	1,247.0	0.0	0.0	1,247.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	749	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN RACINE COUNTY (GCM FUNDED)	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	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(728)			OTHER	50.0	0.0	0.0	50.0	GCM FUND						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	750	RECONSTRUCTION OF BRIDGE ON IH 94 OVER CTH K IN RACINE COUNTY	HP	PE	60.0	0.0	0.0	60.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	12.0	0.0	0.0	12.0		
				CONST	0.0	0.0	0.0	0.0	FED	48.0	0.0	0.0	48.0		
	(729)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	751	RESURFACING OF IH 94 FROM NORTH RACINE COUNTY LINE TO NORTH KENOSHA COUNTY LINE	HP	PE	706.5	0.0	0.0	706.5	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	70.6	1,621.4	0.0	1,692.0		
				CONST	0.0	16,214.0	0.0	16,214.0	FED	635.9	14,592.6	0.0	15,228.5		
	(730)			OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	706.5	16,214.0	0.0	16,920.5	TOTAL	706.5	16,214.0	0.0	16,920.5		
	752	RECONDITIONING OF USH 45 FROM STH 20 IN RACINE COUNTY TO STH 36 IN WAUKESHA COUNTY (8.5 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	860.0	0.0	0.0	860.0		
				CONST	1,800.0	0.0	0.0	1,800.0	FED	1,440.0	0.0	0.0	1,440.0		
	(731)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,300.0	0.0	0.0	2,300.0	TOTAL	2,300.0	0.0	0.0	2,300.0		
	753	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 11 FROM PINE ST. TO STATE ST. IN THE CITY OF BURLINGTON (0.39 MILES)	HP	PE	150.0	0.0	0.0	150.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	31.0	0.0	31.0	STATE	30.0	31.0	0.0	61.0		
				CONST	0.0	0.0	0.0	0.0	FED	120.0	0.0	0.0	120.0		
	(732)			OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	150.0	31.0	0.0	181.0	TOTAL	150.0	31.0	0.0	181.0		
	754	REPLACEMENT WITH NO ADDITIONAL LANES OF THE STH 11 (JEFFERSON ST.) BRIDGE OVER THE FOX RIVER IN THE CITY OF BURLINGTON	HP	PE	90.0	0.0	0.0	90.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	18.0	0.0	0.0	18.0		
				CONST	0.0	0.0	0.0	0.0	FED	72.0	0.0	0.0	72.0		
	(733)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	90.0	0.0	0.0	90.0	TOTAL	90.0	0.0	0.0	90.0		
	755	RECONDITIONING OF STH 11 FROM CROSSWAY RD TO CTH C IN RACINE COUNTY (5.20 MILES)	HP	PE	400.0	0.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	300.0	0.0	0.0	300.0	STATE	380.0	0.0	0.0	380.0		
				CONST	0.0	0.0	0.0	0.0	FED	320.0	0.0	0.0	320.0		
	(734)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	756	RECONSTRUCTION WITHOUT ADDITIONAL LANES OF STH 20 FROM USH 45 TO IVES GROVE RD IN THE TOWN OF YORKVILLE (4.0 MI)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	200.0	0.0	240.0		
				CONST	0.0	1,000.0	0.0	1,000.0	FED	160.0	800.0	0.0	960.0		
	(735)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	1,000.0	0.0	1,200.0	TOTAL	200.0	1,000.0	0.0	1,200.0		
	757	RESURFACING OF STH 20 AND STH 32 BETWEEN WEST BLVD AND MARQUETTE ST CITY OF RACINE (1.6 MI)	HP	PE	320.0	0.0	0.0	320.0	LOCAL	80.0	360.0	0.0	440.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	240.0	1,440.0	0.0	1,680.0		
				CONST	0.0	1,800.0	0.0	1,800.0	FED	0.0	0.0	0.0	0.0		
	(736)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	320.0	1,800.0	0.0	2,120.0	TOTAL	320.0	1,800.0	0.0	2,120.0		
	758	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 20 FROM OAKES RD TO ROOSEVELT AVE IN RACINE COUNTY (1.54 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5,420.0	0.0	0.0	5,420.0		
				CONST	5,420.0	0.0	0.0	5,420.0	FED	0.0	0.0	0.0	0.0		
	(737)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,420.0	0.0	0.0	5,420.0	TOTAL	5,420.0	0.0	0.0	5,420.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	759 (738)	RESURFACING OF THE EXISTING ROUTE OF STH 31 FROM EMSTAN HILLS RD TO CTH KR IN RACINE COUNTY (1.61 MI)	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	84.0	0.0	0.0	84.0		
				CONST	420.0	0.0	0.0	420.0	FED	336.0	0.0	0.0	336.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	420.0	0.0	0.0	420.0	TOTAL	420.0	0.0	0.0	420.0		
	760 (739)	RECONDITIONING OF STH 31 FROM FOUR MILE RD TO STH 32 IN RACINE COUNTY (2.0 MILES)	HP	PE	70.0	0.0	0.0	70.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	100.0	0.0	100.0	STATE	14.0	100.0	0.0	114.0		
				CONST	0.0	0.0	0.0	0.0	FED	56.0	0.0	0.0	56.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	70.0	100.0	0.0	170.0	TOTAL	70.0	100.0	0.0	170.0		
	761 (740)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM CTH KR TO THE CITY OF RACINE SOUTH CORPORATE LIMITS (4.3 MILES)	HP	PE	720.0	0.0	0.0	720.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	1,180.0	0.0	0.0	1,180.0	STATE	1,180.0	0.0	0.0	1,180.0		
				CONST	0.0	0.0	0.0	0.0	FED	720.0	0.0	0.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,900.0	0.0	0.0	1,900.0	TOTAL	1,900.0	0.0	0.0	1,900.0		
	762 (741)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM 24TH ST. TO STH 20 IN THE CITY OF RACINE (1.40 MILES)	HP	PE	0.0	0.0	400.0	400.0	LOCAL	0.0	0.0	100.0	100.0	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	300.0	300.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0		
	763 (742)	RESURFACING OF STH 32 FROM 7TH ST. TO STATE ST. IN THE CITY OF RACINE (0.40 MILES)	HP	PE	0.0	0.0	80.0	80.0	LOCAL	0.0	0.0	20.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	60.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	80.0	80.0	TOTAL	0.0	0.0	80.0	80.0		
	764 (743)	RESURFACING OF STH 38 FROM STH 31 TO CTH K IN RACINE COUNTY	HP	PE	50.0	0.0	0.0	50.0	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	116.8	126.8		
				CONST	0.0	0.0	584.0	584.0	FED	40.0	0.0	467.2	507.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	584.0	634.0	TOTAL	50.0	0.0	584.0	634.0		
	765 (744)	RESURFACING OF STH 38 FROM CTH K TO MILWAUKEE COUNTY LINE IN THE TOWN OF CALEDONIA (8.0 MI)	HP	PE	450.0	0.0	0.0	450.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	450.0	600.0	0.0	1,050.0		
				CONST	0.0	3,000.0	0.0	3,000.0	FED	0.0	2,400.0	0.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	450.0	3,000.0	0.0	3,450.0	TOTAL	450.0	3,000.0	0.0	3,450.0		
	766 (745)	RECONDITIONING OF STH 83 FROM THE SOUTH RACINE COUNTY LINE TO SEWERAGE TREATMENT PLANT S. LINE (3.55 MI)	HP	PE	385.7	0.0	0.0	385.7	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	177.7	0.0	700.0	877.7		
				CONST	0.0	0.0	3,500.0	3,500.0	FED	208.0	0.0	2,800.0	3,008.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	385.7	0.0	3,500.0	3,885.7	TOTAL	385.7	0.0	3,500.0	3,885.7		
	767 (746)	RECONDITIONING OF STH 83 FROM ADAMS ST TO JEFFERSON ST IN THE CITY OF BURLINGTON	HP	PE	0.0	0.0	0.0	0.0	LOCAL	135.0	0.0	0.0	135.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	360.0	0.0	0.0	360.0	FED	225.0	0.0	0.0	225.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	360.0	0.0	0.0	360.0	TOTAL	360.0	0.0	0.0	360.0		
	768 (747)	RESURFACING OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND WAUKESHA COUNTIES (7.0 MI)	HP	PE	400.0	0.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	0.0	80.0		
				CONST	0.0	0.0	0.0	0.0	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	769	RECONDITIONING OF STH 164 FROM STH 36 TO WOOD ROAD (1.54 MI)	HP	PE	30.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	6.0	0.0	0.0	6.0		
	(748)			CONST	0.0	0.0	0.0	0.0	FED	24.0	0.0	0.0	24.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	30.0	0.0	0.0	30.0	TOTAL	30.0	0.0	0.0	30.0		
	770	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE OF STURTEVANT LINE (1.58 MILES)	HI	PE	400.0	0.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	325.0	405.0		
	(749)			CONST	0.0	0.0	3,000.0	3,000.0	FED	320.0	0.0	2,675.0	2,995.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	3,000.0	3,400.0	TOTAL	400.0	0.0	3,000.0	3,400.0		
	771	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM EASTERN VILLAGE OF STURTEVANT LIMITS TO STH 31 (2.0 MILES)	HI	PE	1,800.0	0.0	0.0	1,800.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	100.0	0.0	100.0	STATE	360.0	100.0	0.0	460.0		
	(750)			CONST	0.0	0.0	0.0	0.0	FED	1,440.0	0.0	0.0	1,440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,800.0	100.0	0.0	1,900.0	TOTAL	1,800.0	100.0	0.0	1,900.0		
	772	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM 5-MI RD TO N. COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MI.)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	0.0	100.0		
	(751)			CONST	0.0	0.0	0.0	0.0	FED	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	773	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	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	717.4	0.0	0.0	717.4		
	(752)			CONST	3,587.0	0.0	0.0	3,587.0	FED	2,869.6	0.0	0.0	2,869.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	3,587.0	0.0	0.0	3,587.0	TOTAL	3,587.0	0.0	0.0	3,587.0		
	774	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 FROM WEGGE RD TO TEUT RD IN THE TOWN OF BURLINGTON (.72 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	453.8	0.0	0.0	453.8		
	(753)			CONST	2,369.0	0.0	0.0	2,369.0	FED	1,815.2	0.0	0.0	1,815.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,369.0	0.0	0.0	2,369.0	TOTAL	2,369.0	0.0	0.0	2,369.0		
	775	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS FOR STH 36 AND STH 11 (11.0 MILES)	HE	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	150.0	0.0	250.0		
	(754)			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	150.0	0.0	150.0							
				TOTAL	100.0	150.0	0.0	250.0	TOTAL	100.0	150.0	0.0	250.0		
	776	CONSTRUCTION OF A NEW STATE STREET BRIDGE FROM DODGE STREET TO MAIN STREET IN THE CITY OF BURLINGTON	HE	PE	320.0	0.0	0.0	320.0	LOCAL	80.0	700.0	0.0	780.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	240.0	2,200.0	0.0	2,440.0		
	(755)			CONST	0.0	2,900.0	0.0	2,900.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	320.0	2,900.0	0.0	3,220.0	TOTAL	320.0	2,900.0	0.0	3,220.0		
	777	INSTALLATION OF CROSS-ING GATES FOR WISCONSIN CENTRAL RR WITH STH 20 IN THE TOWN WATERFORD	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	12.5	0.0	12.5		
	(756)			CONST	0.0	125.0	0.0	125.0	FED	0.0	112.5	0.0	112.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	125.0	0.0	125.0	TOTAL	0.0	125.0	0.0	125.0		
	778	CONSTRUCTION OF PLANNED TRANSIT STATION/PARK & RIDE LOT AT IH 94 & STH 11 INTERCHANGE IN THE TOWN OF MOUNT PLEASANT	EE	PE	27.0	0.0	0.0	27.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	25.0	0.0	25.0	STATE	5.4	5.0	30.0	40.4		
	(888)			CONST	0.0	0.0	150.0	150.0	FED	21.6	20.0	120.0	161.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	27.0	25.0	150.0	202.0	TOTAL	27.0	25.0	150.0	202.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	779	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- CITY OF RACINE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	36.5	0.0	0.0	36.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	16.0	0.0	0.0	16.0		
				CONST	0.0	0.0	0.0	0.0	FED	52.5	0.0	0.0	52.5		
	(889)	EMPLOYMENT TRANSPORTA- TION CONFERENCE AND MOBILITY MANAGER		OTHER	105.0	0.0	0.0	105.0	FTA 3037						
				TOTAL	105.0	0.0	0.0	105.0	TOTAL	105.0	0.0	0.0	105.0		
	780	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	178.0	0.0	0.0	178.0		
				CONST	890.0	0.0	0.0	890.0	FED	712.0	0.0	0.0	712.0		
	(757)	LOTS FROM THE GROUP 'B' SET		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	890.0	0.0	0.0	890.0	TOTAL	890.0	0.0	0.0	890.0		
	781	CONSTRUCTION OF WIDE PAVED SHOULDERS TO AC-	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	25.0	0.0	25.0		
				CONST	0.0	125.0	0.0	125.0	FED	0.0	100.0	0.0	100.0		
	(758)	COMODATE BICYCLES ON STH 45 (RAYNOR AVE) FROM STH 20 TO STH 36 IN RACINE CO		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	125.0	0.0	125.0	TOTAL	0.0	125.0	0.0	125.0		
	782	CONSTRUCTION OF MULTI- USE PATH PARALELLING	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	17.5	0.0	0.0	17.5		
				CONST	87.5	0.0	0.0	87.5	FED	70.0	0.0	0.0	70.0		
	(759)	STH 36 FROM WEGGE RD TO TEUT RD IN BURLINGTON		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	87.5	0.0	0.0	87.5	TOTAL	87.5	0.0	0.0	87.5		
RACINE COUNTY	783	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN	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		
	(760)	SYSTEM PROJECTS IN RACINE COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	784	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL	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		
	(761)	BRIDGE REPLACEMENT PROJECTS IN RACINE COUNTY		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		
	785	TRAFFIC SIGNAL AND GEOMETRIC IMPROVEMENTS	HP	PE	27.5	0.0	0.0	27.5	LOCAL	5.5	40.0	0.0	45.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	200.0	0.0	200.0	FED	22.0	160.0	0.0	182.0		
	(762)	FOR THE INTERSECTION OF CTH H AND CTH C IN THE TOWN OF MOUNT PLEASANT		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	27.5	200.0	0.0	227.5	TOTAL	27.5	200.0	0.0	227.5		
	786	RECONSTRUCTION OF CTH H FROM CTH K TO STH 38	HP	PE	60.0	0.0	0.0	60.0	LOCAL	12.0	144.0	0.0	156.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		WITH ADDITION OF AUXIL-		CONST	0.0	720.0	0.0	720.0	FED	48.0	576.0	0.0	624.0		
	(763)	IARY LANES WHERE NEEDED IN THE TOWN OF CALEDON- IA		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	60.0	720.0	0.0	780.0	TOTAL	60.0	720.0	0.0	780.0		
	787	RECONDITIONING OF CTH K FROM THE CANADIAN	HP	PE	0.0	90.0	0.0	90.0	LOCAL	0.0	140.0	0.0	140.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		PACIFIC RAILWAY TO		CONST	0.0	610.0	0.0	610.0	FED	0.0	560.0	0.0	560.0		
	(764)	UNION PACIFIC RAILROAD IN THE TOWN OF CALEDONIA (1.98 MI)		OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	700.0	0.0	700.0	TOTAL	0.0	700.0	0.0	700.0		
	788	REHABILITATE AND PAINT CTH K BRIDGE OVER THE	HP	PE	7.5	0.0	0.0	7.5	LOCAL	1.5	6.0	0.0	7.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		GOOSE LAKE BRANCH CANAL		CONST	0.0	30.0	0.0	30.0	FED	6.0	24.0	0.0	30.0		
	(765)	B-51-0019 IN RACINE COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	7.5	30.0	0.0	37.5	TOTAL	7.5	30.0	0.0	37.5		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
RACINE COUNTY	789	RECONDITIONING OF CTH S FROM S. WIND LAKE RD. TO CTH G IN RACINE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	94.0	0.0	0.0	94.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(766)	COUNTY (1.91 MILES)		CONST	470.0	0.0	0.0	470.0	FED	376.0	0.0	0.0	376.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	470.0	0.0	0.0	470.0	TOTAL	470.0	0.0	0.0	470.0		
	790	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH K FROM THE UNION	HI	PE	200.0	0.0	0.0	200.0	LOCAL	40.0	0.0	0.0	40.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(767)	PACIFIC RR TO STH 38 IN THE TOWN OF CALEDO-		CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
		NIA (0.72 MILES)		TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	791	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y FROM CTH KR TO	HI	PE	260.0	0.0	0.0	260.0	LOCAL	52.0	555.0	0.0	607.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(768)	CTH X IN RACINE COUNTY (1.40 MILES)		CONST	0.0	2,415.0	0.0	2,415.0	FED	208.0	1,860.0	0.0	2,068.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	260.0	2,415.0	0.0	2,675.0	TOTAL	260.0	2,415.0	0.0	2,675.0		
	792	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS.	TP	PE	0.0	0.0	0.0	0.0	LOCAL	38.6	0.0	0.0	38.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	193.0	0.0	0.0	193.0		
	(769)	SERVICES FOR ELDERLY & DISABLED PEOPLE IN		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	231.6	0.0	0.0	231.6							
		RACINE COUNTY: 2000		TOTAL	231.6	0.0	0.0	231.6	TOTAL	231.6	0.0	0.0	231.6		
	793	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION	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		
	(770)	PROJECTS IN RACINE		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						
		COUNTY		TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	794	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE	EE	PE	33.0	0.0	0.0	33.0	LOCAL	101.2	68.2	0.0	169.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
	(771)	PATH CONNECTING EXIST-		CONST	473.0	341.0	0.0	814.0	FED	404.8	272.8	0.0	677.6		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
		ING PATHS NORTH OF WA-. TERFORD(V) AND SOUTH OF ROCHESTER(V)		TOTAL	506.0	341.0	0.0	847.0	TOTAL	506.0	341.0	0.0	847.0		
	795	PLANNING, ENGINEERING, AND REAL ESTATE SERVICE	EE	PE	80.0	0.0	0.0	80.0	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		
		FO PHASE II EXTENSION		CONST	0.0	0.0	0.0	0.0	FED	64.0	0.0	0.0	64.0		
	(772)	OF THE RACINE/STURTE-		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		VANT TRAIL		TOTAL	80.0	0.0	0.0	80.0	TOTAL	80.0	0.0	0.0	80.0		
	796	CONSTRUCTION OF A BICYCLE PATH FROM	EE	PE	0.0	0.0	0.0	0.0	LOCAL	61.2	0.0	0.0	61.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		WILLOW RD TO WEST BLVD		CONST	306.0	0.0	0.0	306.0	FED	244.8	0.0	0.0	244.8		
	(773)	IN CITY OF RACINE AND		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		TOWN OF MT PLEASANT IN RACINE COUNTY (3.20 MI)		TOTAL	306.0	0.0	0.0	306.0	TOTAL	306.0	0.0	0.0	306.0		
C/BURLINGTON	797	INSTALLATION OF TRAFFIC SIGNALS AT JEFFERSON ST	HS	PE	0.0	0.0	0.0	0.0	LOCAL	210.0	0.0	0.0	210.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		AND PINE ST AND JEFFER-		CONST	435.0	0.0	0.0	435.0	FED	225.0	0.0	0.0	225.0		
	(774)	SON ST AND DODGE ST AND		OTHER	0.0	0.0	0.0	0.0	STP-S						
		INTERCONNECTION OF SIG- NALS WITH WIS. SO. RR		TOTAL	435.0	0.0	0.0	435.0	TOTAL	435.0	0.0	0.0	435.0		
	798	MODIFY GEOMETRY OF THE MILWAUKEE/ MCHENRY/	HS	PE	0.0	0.0	0.0	0.0	LOCAL	46.7	32.8	0.0	79.5	A	EXEMPT
				ROW	233.4	0.0	0.0	233.4	STATE	0.0	0.0	0.0	0.0		
		JEFFERSON/ AMANDA		CONST	0.0	163.9	0.0	163.9	FED	186.7	131.1	0.0	317.8		
	(775)	INTERSECTION IN		OTHER	0.0	0.0	0.0	0.0	STP-S						
		BURLINGTON TO IMPROVE SAFETY		TOTAL	233.4	163.9	0.0	397.3	TOTAL	233.4	163.9	0.0	397.3		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/BURLINGTON	799	PREPARATION OF A PEDES-	EE	PE	0.0	0.0	0.0	0.0	LOCAL	6.0	0.0	0.0	6.0	A	
		TRIAN/BICYCLE PLAN FOR		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		THE CITY OF BURLINGTON		CONST	0.0	0.0	0.0	0.0	FED	24.0	0.0	0.0	24.0		EXEMPT
	(776)			OTHER	30.0	0.0	0.0	30.0	STP-O						
				TOTAL	30.0	0.0	0.0	30.0	TOTAL	30.0	0.0	0.0	30.0		
	800	CONSTRUCTION OF OVER-	EE	PE	17.0	0.0	0.0	17.0	LOCAL	3.4	0.0	28.8	32.2	A	
		LOOKS AND DECORATIVE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		FACIA ON THE NEW STATE		CONST	0.0	0.0	144.0	144.0	FED	13.6	0.0	115.2	128.8		EXEMPT
	(890)	ST (STH 142) BRIDGE		OTHER	0.0	0.0	0.0	0.0	STP-E						
		OVER THE FOX RIVER IN													
		CITY OF BURLINGTON		TOTAL	17.0	0.0	144.0	161.0	TOTAL	17.0	0.0	144.0	161.0		
	801	DESIGN AND CONSTRUCTION	EE	PE	37.0	0.0	0.0	37.0	LOCAL	7.4	112.7	50.0	170.1	A	
		OF THE BURLINGTON RIVER		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		FRONT BICYCLE AND PED-		CONST	0.0	563.3	250.0	813.3	FED	29.6	450.6	200.0	680.2		EXEMPT
	(777)	ESTRIAN PATH IN THE		OTHER	0.0	0.0	0.0	0.0	STP-E						
		CITY OF BURLINGTON													
				TOTAL	37.0	563.3	250.0	850.3	TOTAL	37.0	563.3	250.0	850.3		
T/CALEDONIA	802	RECONSTRUCTION WITH NO	HP	PE	0.0	0.0	0.0	0.0	LOCAL	98.6	0.0	0.0	98.6	A	
		ADDITIONAL LANES OF THE		ROW	10.0	0.0	0.0	10.0	STATE	0.0	0.0	0.0	0.0		
		FIVE MILE ROAD BRIDGE		CONST	483.0	0.0	0.0	483.0	FED	394.4	0.0	0.0	394.4		EXEMPT
	(778)	OVER THE ROOT RIVER IN		OTHER	0.0	0.0	0.0	0.0	BRF						
		THE TOWN OF CALEDONIA													
				TOTAL	493.0	0.0	0.0	493.0	TOTAL	493.0	0.0	0.0	493.0		
T/MOUNT PLEASANT	803	RECONSTRUCTION WITH	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,000.0	0.0	1,000.0	A	
		AUXILIARY LANES OF		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		N EMMERTSEN RD FROM		CONST	0.0	1,000.0	0.0	1,000.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(779)	CTH C TO N TOWN LIMITS		OTHER	0.0	0.0	0.0	0.0							
		IN TOWN OF MT PLEASANT													
				TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	804	RECONSTRUCTION WITH	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	400.0	400.0	A	
		AUXILIARY LANES OF		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		EMMERTSEN RD. FROM		CONST	0.0	0.0	400.0	400.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(780)	16TH ST. TO STH 20 IN		OTHER	0.0	0.0	0.0	0.0							
		THE TOWN OF MT PLEASANT													
		(0.42 MILES)		TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0		
	805	RECONSTRUCTION WITH	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,440.0	0.0	1,440.0	A	
		AUXILIARY LANES OF		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		WILLOW ROAD FROM DURAND		CONST	0.0	1,440.0	0.0	1,440.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(781)	AVE TO STH 20 IN TOWN		OTHER	0.0	0.0	0.0	0.0							
		OF MT PLEASANT													
				TOTAL	0.0	1,440.0	0.0	1,440.0	TOTAL	0.0	1,440.0	0.0	1,440.0		
T/NORWAY	806	REPLACEMENT OF THE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0	A	
		HANSON ROAD BRIDGE OVER		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		THE GOOSE LAKE BRANCH		CONST	150.0	0.0	0.0	150.0	FED	120.0	0.0	0.0	120.0		EXEMPT
	(782)	CANAL IN THE TOWN OF		OTHER	0.0	0.0	0.0	0.0	BRF						
		NORWAY (0.10 MILES)													
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
C/RACINE	807	RECONSTRUCTION WITH NO	HP	PE	10.0	0.0	0.0	10.0	LOCAL	2.0	0.0	195.0	197.0	A	
		ADDITIONAL LANES OF		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		21ST ST FROM ROOSEVELT		CONST	0.0	0.0	975.0	975.0	FED	8.0	0.0	780.0	788.0		EXEMPT
	(783)	AVE TO OHIO ST IN THE		OTHER	0.0	0.0	0.0	0.0	STP-O						
		CITY OF RACINE													
				TOTAL	10.0	0.0	975.0	985.0	TOTAL	10.0	0.0	975.0	985.0		
	808	CONSTRUCTION OF	TP	PE	100.0	0.0	0.0	100.0	LOCAL	120.0	380.0	0.0	500.0	A	
		DOWNTOWN TRANSIT CENTER		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		FOR THE RACINE TRANSIT		CONST	500.0	1,900.0	0.0	2,400.0	FED	480.0	1,520.0	0.0	2,000.0		EXEMPT
	(784)	SYSTEM		OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	600.0	1,900.0	0.0	2,500.0	TOTAL	600.0	1,900.0	0.0	2,500.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/RACINE	809 (785)	REPLACE SUPERVISORY VEHICLE FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	4.0	4.0	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	16.0	16.0		
				OTHER	0.0	0.0	20.0	20.0	FTA 5309						
				TOTAL	0.0	0.0	20.0	20.0	TOTAL	0.0	0.0	20.0	20.0		
	810 (786)	PURCHASE AND INSTALL AN AUTOMATIC VEHICLE LOCATION SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	28.0	0.0	0.0	28.0	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	112.0	0.0	0.0	112.0		
				OTHER	140.0	0.0	0.0	140.0	FTA 5309						
				TOTAL	140.0	0.0	0.0	140.0	TOTAL	140.0	0.0	0.0	140.0		
	811 (787)	UPGRADE FIRE SPRINKLER SYSTER WI-03-0066	TP	PE	0.0	0.0	0.0	0.0	LOCAL	13.0	0.0	0.0	13.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	65.0	0.0	0.0	65.0	FED	52.0	0.0	0.0	52.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	65.0	0.0	0.0	65.0	TOTAL	65.0	0.0	0.0	65.0		
	812 (788)	REPLACEMENT OF BUS STOP SIGNS WI-03-0063	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	0.0	0.0	8.0	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	32.0	0.0	0.0	32.0		
				OTHER	40.0	0.0	0.0	40.0	FTA 5309						
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		
	813 (789)	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE BELLE URBAN SYSTEM IN ACCORDANCE WITH WISDOT STUDY FINDINGS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	30.0	30.0	90.0	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	120.0	120.0	120.0	360.0		
				OTHER	150.0	150.0	150.0	450.0	FTA 5309						
				TOTAL	150.0	150.0	150.0	450.0	TOTAL	150.0	150.0	150.0	450.0		
	814 (790)	REPLACE MAINTENANCE/ ADMINISTRATION BUILDING FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	245.2	245.2	LOCAL	0.0	0.0	700.0	700.0	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	3,049.8	3,049.8	FED	0.0	0.0	2,800.0	2,800.0		
				OTHER	0.0	0.0	205.0	205.0	FTA 5309						
				TOTAL	0.0	0.0	3,500.0	3,500.0	TOTAL	0.0	0.0	3,500.0	3,500.0		
	815 (791)	REPLACE MAINTENANCE GARAGE LIGHTING FOR THE BELLE URBAN SYSTEM WI-03-0056 FUNDED	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4.0	0.0	0.0	4.0	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	16.0	0.0	0.0	16.0		
				OTHER	20.0	0.0	0.0	20.0	FTA 5309						
				TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
	816 (792)	REPLACE ALL LIGHTING IN STORAGE GARAGE FOR THE BELLE URBAN SYSTEM WI-03-0063	TP	PE	0.0	0.0	0.0	0.0	LOCAL	7.0	0.0	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	28.0	0.0	0.0	28.0		
				OTHER	35.0	0.0	0.0	35.0	FTA 5309						
				TOTAL	35.0	0.0	0.0	35.0	TOTAL	35.0	0.0	0.0	35.0		
	817 (793)	REPLACE BUS HOIST FOR THE BELLE URBAN SYSTEM WI-03-0059 FUNDED	TP	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	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	48.0	0.0	0.0	48.0		
				OTHER	60.0	0.0	0.0	60.0	FTA 5309						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	818 (794)	REPLACE SUPERVISORY AUTO FOR THE RACINE TRANSIT SYSTEM WI-03-0066	TP	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	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	14.4	0.0	0.0	14.4		
				OTHER	18.0	0.0	0.0	18.0	FTA 5309						
				TOTAL	18.0	0.0	0.0	18.0	TOTAL	18.0	0.0	0.0	18.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/RACINE	819	REPLACEMENT OF TELEPHONE AND TELEPHONE INFORMATION SYSTEM FOR	TP	PE	0.0	0.0	0.0	0.0	LOCAL	3.0	0.0	0.0	3.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	12.0	0.0	0.0	12.0		
	(795)	THE RACINE TRANSIT SYSTEM WI-03-0063		OTHER	15.0	0.0	0.0	15.0	FTA 5309						
				TOTAL	15.0	0.0	0.0	15.0	TOTAL	15.0	0.0	0.0	15.0		
	820	REPLACE AND RELOCATE TWO-WAY RADIO ANTENNA AND TOWER FOR THE	TP	PE	0.0	0.0	0.0	0.0	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		
	(796)	RACINE TRANSIT SYSTEM		OTHER	50.0	0.0	0.0	50.0	FTA 5309						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	821	REPLACEMENT OF BUSES 5 IN 2000, 5 IN 2001, 5 IN 2002,	TP	PE	0.0	0.0	0.0	0.0	LOCAL	347.2	364.5	375.4	1,087.1	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	1,388.6	1,458.0	1,501.8	4,348.4		
	(797)	AND 5 IN 2003 FOR THE RACINE TRANSIT SYSTEM		OTHER	1,735.8	1,822.5	1,877.2	5,435.5	FTA 5309						
				TOTAL	1,735.8	1,822.5	1,877.2	5,435.5	TOTAL	1,735.8	1,822.5	1,877.2	5,435.5		
	822	REPLACE SERVICE TRUCK FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	9.0	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	36.0	0.0	36.0		
	(798)			OTHER	0.0	45.0	0.0	45.0	FTA 5309						
				TOTAL	0.0	45.0	0.0	45.0	TOTAL	0.0	45.0	0.0	45.0		
	823	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM:	TP	PE	0.0	0.0	0.0	0.0	LOCAL	673.3	693.4	714.3	2,081.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,881.9	1,938.4	1,996.5	5,816.8		
				CONST	0.0	0.0	0.0	0.0	FED	955.8	984.5	1,014.0	2,954.3		
	(799)	2000-2002		OTHER	3,511.0	3,616.3	3,724.8	10,852.1	FTA 5307						
				TOTAL	3,511.0	3,616.3	3,724.8	10,852.1	TOTAL	3,511.0	3,616.3	3,724.8	10,852.1		
	824	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/	TP	PE	0.0	0.0	0.0	0.0	LOCAL	97.7	100.7	103.7	302.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	484.0	498.5	513.5	1,496.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(800)	MILWAUKEE BUS SERVICE: 2000-2003		OTHER	581.7	599.2	617.2	1,798.1							
				TOTAL	581.7	599.2	617.2	1,798.1	TOTAL	581.7	599.2	617.2	1,798.1		
	825	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	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	4.8	0.0	0.0	4.8		
	(801)	WI-03-0059 FUNDED		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		
	826	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	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	3.2	0.0	0.0	3.2		
	(802)	WI-03-0059 FUNDED		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		
	827	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	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	7.6	0.0	0.0	7.6		
	(803)	WI-03-0059 FUNDED		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		
	828	MODIFICATIONS TO FARE COLLECTION SYSTEM TO PROVIDE FOR PASSENGER	TP	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	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	48.0	0.0	0.0	48.0		
	(804)	COUNTING/RECONCILIATION FOR THE RACINE TRANSIT SYSTEM WI-03-0066		OTHER	60.0	0.0	0.0	60.0	FTA 5309						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/RACINE	829	INSTALLATION OF SECURITY ALARM SYSTEM FOR BOTH BUS GARAGE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	0.0	0.0	5.0	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	20.0	0.0	0.0	20.0		
	(805)	BUILDINGS FOR THE RACINE TRANSIT SYSTEM WI-03-0066		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		
	830	BUILDING IMPROVEMENTS AND REPAIRS INCLUDING ELECTRICAL WORK, ROOF	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.0	0.0	0.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	90.0	0.0	0.0	90.0	FED	72.0	0.0	0.0	72.0		
	(806)	REPAIRS AND MAINTENANCE AREA IMPROVEMENTS FOR RACINE TRANSIT SYSTEM		OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	90.0	0.0	0.0	90.0	TOTAL	90.0	0.0	0.0	90.0		
	831	ENGINEERING FOR FIRE SPRINKLER SYSTEM IN BUS STORAGE AND MAINTENANCE	TP	PE	10.0	0.0	0.0	10.0	LOCAL	2.0	0.0	0.0	2.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	8.0	0.0	0.0	8.0		
	(807)	GARAGES FOR THE BELLE URBAN SYSTEM WI-03-0063		OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	832	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR	TP	PE	0.0	0.0	0.0	0.0	LOCAL	63.3	63.3	63.3	189.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	105.7	105.7	105.7	317.1		
				CONST	0.0	0.0	0.0	0.0	FED	42.3	42.3	42.3	126.9		
	(808)	ELDERLY & DISABLED IN THE RACINE URBANIZED AREA: 2000-2002		OTHER	211.3	211.3	211.3	633.9	FTA 5307						
				TOTAL	211.3	211.3	211.3	633.9	TOTAL	211.3	211.3	211.3	633.9		
	833	EXTENSION OF SATURDAY EVENING TRANSIT SERVICE IN THE CITY OF RACINE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	30.2	31.2	32.0	93.4	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	120.8	124.4	128.2	373.4		
	(809)			OTHER	151.0	155.6	160.2	466.8	CMAQ						
				TOTAL	151.0	155.6	160.2	466.8	TOTAL	151.0	155.6	160.2	466.8		
	834	EXPANSION OF MILWAUKEE, RACINE, KENOSHA EXPRESS BUS SERVICE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	77.9	80.2	82.7	240.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	311.6	320.9	330.5	963.0		
	(810)			OTHER	389.5	401.1	413.2	1,203.8	CMAQ						
				TOTAL	389.5	401.1	413.2	1,203.8	TOTAL	389.5	401.1	413.2	1,203.8		
	835	IMPLEMENTATION OF SUNDAY TRANSIT SERVICE IN THE CITY OF RACINE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	37.6	38.7	40.0	116.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	150.6	151.1	159.7	461.4		
	(811)	2000-2002		OTHER	188.2	189.8	199.7	577.7	CMAQ						
				TOTAL	188.2	189.8	199.7	577.7	TOTAL	188.2	189.8	199.7	577.7		
	836	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE HORLICK DR. SOUTH	OH	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	FED	200.0	0.0	0.0	200.0		
	(812)	BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE (P-51-0702)		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
	837	REHABILITATION OF HORLICK DRIVE/LIBERTY STREET NORTH BRIDGE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	68.0	0.0	0.0	68.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	340.0	0.0	0.0	340.0	FED	272.0	0.0	0.0	272.0		
	(813)	(P-51-0708) OVER ROOT RIVER IN CITY OF RACINE		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	340.0	0.0	0.0	340.0	TOTAL	340.0	0.0	0.0	340.0		
	838	MODIFICATION OF TRAFFIC SIGNALS AND CONSTRUCTION OF TURN LANES AT	HS	PE	0.0	0.0	0.0	0.0	LOCAL	8.2	0.0	0.0	8.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	41.0	0.0	0.0	41.0	FED	32.8	0.0	0.0	32.8		
	(814)	INTERSECTION OF 16TH ST AND OHIO ST.		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	41.0	0.0	0.0	41.0	TOTAL	41.0	0.0	0.0	41.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/RACINE	839	LANDSCAPING OF MAIN STREET (STH 32) FROM STATE ST TO 7TH ST	EE	PE	192.6	0.0	0.0	192.6	LOCAL	38.5	2.0	216.0	256.5	A	EXEMPT
				ROW	0.0	10.0	0.0	10.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,080.0	1,080.0	FED	154.1	8.0	864.0	1,026.1		
	(891)	IN DOWNTOWN RACINE		OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	192.6	10.0	1,080.0	1,282.6	TOTAL	192.6	10.0	1,080.0	1,282.6		
	840	CONSTRUCTION OF ROOT RIVER BICYCLE PATH	EE	PE	0.0	0.0	0.0	0.0	LOCAL	117.8	0.0	0.0	117.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	589.1	0.0	0.0	589.1	FED	471.3	0.0	0.0	471.3		
	(815)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	589.1	0.0	0.0	589.1	TOTAL	589.1	0.0	0.0	589.1		
V/STURTEVANT	841	RECONSTRUCTION WITH AUXILIARY LANES OF 90TH ST. FROM THE NO.	HP	PE	0.0	0.0	0.0	0.0	LOCAL	300.0	0.0	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	1,500.0	0.0	0.0	1,500.0	FED	1,200.0	0.0	0.0	1,200.0		
	(816)	LINE OF SECTION 21 TO SOO LINE TRACKS IN THE V. OF STURTEVANT (1.2M)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	842	DESIGN AND CONSTRUCTION OF REPLACEMENT AMTRAK STATION IN THE VILLAGE	TI	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	40.0	157.4	207.4	A	EXEMPT
				ROW	0.0	200.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	787.0	787.0	FED	40.0	160.0	629.6	829.6		
	(817)	OF STURTEVANT		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	50.0	200.0	787.0	1,037.0	TOTAL	50.0	200.0	787.0	1,037.0		
V/WATERFORD	843	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG MAIN STREET	EE	PE	25.0	0.0	0.0	25.0	LOCAL	5.0	28.2	0.0	33.2	A	EXEMPT
				ROW	0.0	48.0	0.0	48.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	93.0	0.0	93.0	FED	20.0	112.8	0.0	132.8		
	(818)	(STH 20 AND STH 83) IN THE VILLAGE OF WATER-FORD		OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	25.0	141.0	0.0	166.0	TOTAL	25.0	141.0	0.0	166.0		
T/YORKVILLE	844	REPLACEMENT OF TWO MILE ROAD BRIDGE OVER THE EAST BRANCH OF THE ROOT	OH	PE	40.0	0.0	0.0	40.0	LOCAL	8.0	25.0	0.0	33.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	125.0	0.0	125.0	FED	32.0	100.0	0.0	132.0		
	(819)	RIVER CANAL P-51-0055 IN THE TOWN OF YORK-VILLE		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	40.0	125.0	0.0	165.0	TOTAL	40.0	125.0	0.0	165.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
2000-2002

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	845 (820)	OVERLAY IH 43 BRIDGE DECKS FROM THE ROCK COUNTY LINE TO STH 50 (EXCLUDING CTH X) IN WALWORTH COUNTY	HP	PE	120.0	0.0	0.0	120.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	12.0	145.0	0.0	157.0		
				CONST	0.0	1,450.0	0.0	1,450.0	FED	108.0	1,305.0	0.0	1,413.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	120.0	1,450.0	0.0	1,570.0	TOTAL	120.0	1,450.0	0.0	1,570.0		
	846 (821)	OVERLAY IH 43 BRIDGE DECK OVER CTH X IN WALWORTH 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	527.1	0.0	0.0	527.1		
				CONST	527.1	0.0	0.0	527.1	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	527.1	0.0	0.0	527.1	TOTAL	527.1	0.0	0.0	527.1		
	847 (822)	OVERLAY IH 43 BRIDGE DECKS FROM STH 50 TO USH 12 IN WALWORTH COUNTY	HP	PE	120.0	0.0	0.0	120.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	12.0	110.6	0.0	122.6		
				CONST	0.0	1,106.0	0.0	1,106.0	FED	108.0	995.4	0.0	1,103.4		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	120.0	1,106.0	0.0	1,226.0	TOTAL	120.0	1,106.0	0.0	1,226.0		
	848 (823)	OVERLAY IH 43 BRIDGE DECKS AT STONE SCHOOL ROAD AND MIRAMAR ROAD IN WALWORTH 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	23.5	0.0	0.0	23.5		
				CONST	235.0	0.0	0.0	235.0	FED	211.5	0.0	0.0	211.5		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	235.0	0.0	0.0	235.0	TOTAL	235.0	0.0	0.0	235.0		
	849 (824)	REHABILITATE BRIDGES AND RESURFACING OF USH 12 FROM CTH NN TO MACLEAN RD. IN WALWORTH COUNTY (1.0 MI)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	360.0	0.0	560.0		
				CONST	0.0	1,800.0	0.0	1,800.0	FED	0.0	1,440.0	0.0	1,440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	1,800.0	0.0	2,000.0	TOTAL	200.0	1,800.0	0.0	2,000.0		
	850 (825)	RECONDITIONING OF WALWORTH AVE. (STH 11) FROM TURTLE CREEK DRIVE TO CUMMINGS STREET IN THE CITY OF DELAVAN (0.77 MILES)	HP	PE	40.0	0.0	0.0	40.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	68.2	0.0	68.2		
				CONST	0.0	341.0	0.0	341.0	FED	30.0	272.8	0.0	302.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	40.0	341.0	0.0	381.0	TOTAL	40.0	341.0	0.0	381.0		
	851 (826)	RESURFACING OF STH 11 FROM DELAVAN EAST CITY LIMIT TO ELKHORN WEST CITY LIMIT IN WALWORTH COUNTY (3.0 MI)	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	300.0	0.0	0.0	300.0		
				CONST	1,500.0	0.0	0.0	1,500.0	FED	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	852 (827)	RECONDITIONING OF STH 11 FROM WISCONSIN ST TO FIRST AVENUE IN THE CITY OF ELKHORN (0.83 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	281.0	0.0	0.0	281.0		
				CONST	1,405.0	0.0	0.0	1,405.0	FED	1,124.0	0.0	0.0	1,124.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,405.0	0.0	0.0	1,405.0	TOTAL	1,405.0	0.0	0.0	1,405.0		
	853 (828)	RESURFACING OF STH 11 FROM 1ST AVE. TO IH 43 IN THE CITY OF ELKHORN (1.7 MI)	HP	PE	800.0	0.0	0.0	800.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	800.0	400.0	0.0	1,200.0		
				CONST	0.0	400.0	0.0	400.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	800.0	400.0	0.0	1,200.0	TOTAL	800.0	400.0	0.0	1,200.0		
	854 (829)	RECONDITIONING OF NORTH ST (STH 20) FROM W VILLAGE LIMIT TO EAST OF THOMAS WITH NO ADDITIONAL LANES (1.26 MILES)	HP	PE	260.0	0.0	0.0	260.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	52.0	375.0	0.0	427.0		
				CONST	0.0	1,875.0	0.0	1,875.0	FED	208.0	1,500.0	0.0	1,708.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	260.0	1,875.0	0.0	2,135.0	TOTAL	260.0	1,875.0	0.0	2,135.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	855 (830)	RESURFACING OF SEVENTH STREET (STH 50) FROM WALWORTH AVE TO WISCONSIN STREET IN THE CITY OF DELAVAN (.13 MILES)	HP	PE	20.0	0.0	0.0	20.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	4.0	0.0	0.0	4.0		
				CONST	0.0	0.0	0.0	0.0	FED	16.0	0.0	0.0	16.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
	856 (831)	RESURFACING OF STH 50 FROM WRIGHT ST. TO NORTH SHORE DR. IN THE CITY OF DELAVAN (0.84 MI)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	857 (832)	RESURFACING OF STH 50 THROUGH THE USH 12 INTERCHANGE IN WALWORTH COUNTY (0.45 MI)	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	1,000.0	0.0	0.0	1,000.0		
				CONST	1,000.0	0.0	0.0	1,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	858 (833)	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF STH 59 FROM JEFFERSON CO. LINE TO STH 89 IN WALWORTH COUNTY (3.5 MI)	HP	PE	0.0	360.0	0.0	360.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	72.0	0.0	72.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	288.0	0.0	288.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	360.0	0.0	360.0	TOTAL	0.0	360.0	0.0	360.0		
	859 (834)	RECONDITIONING OF STH 67 FROM SOUTH MAIN STREET TO THEATRE ROAD	HP	PE	125.0	0.0	0.0	125.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	25.0	0.0	211.0	236.0		
				CONST	0.0	0.0	1,055.0	1,055.0	FED	100.0	0.0	844.0	944.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	125.0	0.0	1,055.0	1,180.0	TOTAL	125.0	0.0	1,055.0	1,180.0		
	860 (835)	RESURFACING OF STH 67 FROM STH 20 TO NORTH COUNTY LINE IN WALWORTH COUNTY (3.5 MI)	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	140.0	0.0	0.0	140.0		
				CONST	700.0	0.0	0.0	700.0	FED	560.0	0.0	0.0	560.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	861 (836)	RESURFACING OF STH 89 FROM USH 14 TO SOUTHERN WHITEWATER CITY LIMIT IN WALWORTH COUNTY (7.5 MI)	HP	PE	225.0	0.0	0.0	225.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	45.0	0.0	0.0	45.0		
				CONST	0.0	0.0	0.0	0.0	FED	180.0	0.0	0.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	225.0	0.0	0.0	225.0	TOTAL	225.0	0.0	0.0	225.0		
	862 (837)	RECONDITIONING OF STH 120 FROM STH 36 TO EAST TROY (10.0 MILES)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	863 (838)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM CENTER ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	PE	400.0	0.0	0.0	400.0	LOCAL	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	864 (839)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO GENEVA LAKES ROAD IN THE TOWN OF GENEVA (1.70 MILES)	HI	PE	490.0	0.0	0.0	490.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	500.0	0.0	500.0	STATE	98.0	500.0	0.0	598.0		
				CONST	0.0	0.0	0.0	0.0	FED	392.0	0.0	0.0	392.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	490.0	500.0	0.0	990.0	TOTAL	490.0	500.0	0.0	990.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	865 (840)	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	500.0	15,000.0	0.0	15,500.0		
				CONST	0.0	15,000.0	0.0	15,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	15,000.0	0.0	15,500.0	TOTAL	500.0	15,000.0	0.0	15,500.0		
	866 (841)	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (4.40 MI)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	526.2	0.0	0.0	526.2	A	NON-EXEMPT
				ROW	2,105.0	0.0	0.0	2,105.0	STATE	1,578.8	0.0	0.0	1,578.8		
				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	2,105.0	0.0	0.0	2;105.0	TOTAL	2,105.0	0.0	0.0	2,105.0		
	867 (842)	ELDERLY/ DISABLED TRANS VOCATIONAL INDUSTRIES ELKHORN 2 MODIFIED BUSES 28/2 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	21.8	0.0	0.0	21.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	87.2	0.0	0.0	87.2		
				OTHER	109.0	0.0	0.0	109.0	FTA 5310						
				TOTAL	109.0	0.0	0.0	109.0	TOTAL	109.0	0.0	0.0	109.0		
	868 (843)	ELDERLY/ DISABLED TRANS VOCATIONAL INDUSTRIES ELKHORN 1 STANDARD VAN 14/0 1 MODIFIED VAN 7/1 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	11.6	0.0	11.6	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	46.3	0.0	46.3		
				OTHER	0.0	57.9	0.0	57.9	FTA 5310						
				TOTAL	0.0	57.9	0.0	57.9	TOTAL	0.0	57.9	0.0	57.9		
	869 (844)	COMMUTER RAIL FEASIBILITY STUDY IN THE WALWORTH TO FOX LAKE RAPID TRANSIT TRAVEL CORRIDOR	TI	PE	0.0	0.0	0.0	0.0	LOCAL	7.6	0.0	0.0	7.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.4	0.0	0.0	30.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	38.0	0.0	0.0	38.0							
				TOTAL	38.0	0.0	0.0	38.0	TOTAL	38.0	0.0	0.0	38.0		
	870 (845)	ELDERLY/DISABLED TRANS VOCATIONAL INDUSTRIES ELKHORN 1 MODIFIED VAN 7/1 2000	TI	PE	0.0	0.0	0.0	0.0	LOCAL	6.8	0.0	0.0	6.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	26.8	0.0	0.0	26.8		
				OTHER	33.6	0.0	0.0	33.6	FTA 5310						
				TOTAL	33.6	0.0	0.0	33.6	TOTAL	33.6	0.0	0.0	33.6		
	871 (846)	CONSTRUCTION OF WIDE, PAVED SHOULDERS TO ACCOMODATE BICYCLES ON STH 67 (KENOSHA ST/ GENEVA ST) IN THE VILLAGE OF WALWORTH	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	4.0	0.0	0.0	4.0		
				CONST	20.0	0.0	0.0	20.0	FED	16.0	0.0	0.0	16.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
WALWORTH COUNTY	872 (847)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WALWORTH 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-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	873 (848)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WALWORTH 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		
	874 (849)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MARTIN STREET (CTH C) FROM STATE LINE RD TO STH 67 IN TOWN OF SHARON	HP	PE	177.6	0.0	0.0	177.6	LOCAL	35.6	423.2	0.0	458.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,116.0	0.0	2,116.0	FED	142.0	1,692.8	0.0	1,834.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	177.6	2,116.0	0.0	2,293.6	TOTAL	177.6	2,116.0	0.0	2,293.6		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
WALWORTH COUNTY	875	RECONSTRUCTION WITH AUXILIARY LANES OF E GENEVA STREET (CTH H)	HP	PE	50.0	0.0	0.0	50.0	LOCAL	32.4	230.0	0.0	262.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,150.0	0.0	1,150.0	FED	17.6	920.0	0.0	937.6		
	(850)	FROM STH 67 TO ELKHORN AREA HIGH SCHOOL		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	1,150.0	0.0	1,200.0	TOTAL	50.0	1,150.0	0.0	1,200.0		
	876	REPLACEMENT OF CTH O BRIDGE OVER SWAN CREEK B-64-0677 IN WALWORTH	HP	PE	69.0	0.0	0.0	69.0	LOCAL	13.8	38.6	0.0	52.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	193.2	0.0	193.2	FED	55.2	154.6	0.0	209.8		
	(851)	COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	69.0	193.2	0.0	262.2	TOTAL	69.0	193.2	0.0	262.2		
	877	REPLACEMENT OF CTH P BRIDGE OVER TURTLE CREEK P-64-0707 IN	HP	PE	17.5	0.0	0.0	17.5	LOCAL	3.5	19.3	0.0	22.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	96.5	0.0	96.5	FED	14.0	77.2	0.0	91.2		
	(852)	WALWORTH COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	17.5	96.5	0.0	114.0	TOTAL	17.5	96.5	0.0	114.0		
	878	RECONSTRUCTION WITH AUXILIARY LANES OF WALWORTH STREET (CTH S)	HP	PE	15.0	0.0	0.0	15.0	LOCAL	3.0	288.0	0.0	291.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,440.0	0.0	1,440.0	FED	12.0	1,152.0	0.0	1,164.0		
	(853)	FROM ROCK COUNTY LINE TO WOODLAND DRIVE IN C/ & T/ OF WHITEWATER		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	15.0	1,440.0	0.0	1,455.0	TOTAL	15.0	1,440.0	0.0	1,455.0		
	879	REPLACEMENT OF CTH ES BRIDGE OVER SUGAR CREEK (P-64-0041) IN THE	HP	PE	34.5	0.0	0.0	34.5	LOCAL	6.9	37.5	0.0	44.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	187.5	0.0	187.5	FED	27.6	150.0	0.0	177.6		
	(854)	TOWN OF SUGAR CREEK		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	34.5	187.5	0.0	222.0	TOTAL	34.5	187.5	0.0	222.0		
	880	RECONSTRUCTION WITH AUXILIARY LANES OF CTH NN FROM USH 12 TO	HP	PE	17.7	0.0	0.0	17.7	LOCAL	3.5	658.0	0.0	661.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,294.0	0.0	3,294.0	FED	14.2	2,636.0	0.0	2,650.2		
	(855)	LAKELAND COMPLEX IN WALWORTH COUNTY (1.0 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	17.7	3,294.0	0.0	3,311.7	TOTAL	17.7	3,294.0	0.0	3,311.7		
	881	RECONDITIONING OF WILLOW ROAD FROM S LAKESHORE DRIVE	HP	PE	15.0	0.0	0.0	15.0	LOCAL	3.0	288.0	0.0	291.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,440.0	0.0	1,440.0	FED	12.0	1,152.0	0.0	1,164.0		
	(856)	TO STH 120 IN TOWN OF LINN		OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	15.0	1,440.0	0.0	1,455.0	TOTAL	15.0	1,440.0	0.0	1,455.0		
	882	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RES- PONSIVE TRANSPORTATION	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.6	0.0	0.0	18.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	93.0	0.0	0.0	93.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(857)	SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY:2000		OTHER	111.6	0.0	0.0	111.6							
				TOTAL	111.6	0.0	0.0	111.6	TOTAL	111.6	0.0	0.0	111.6		
	883	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION	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		
	(858)	PROJECTS IN WALWORTH COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
T/BLOOMFIELD	884	REPLACEMENT OF TOMBEAU ROAD BRIDGE OVER TOM- BEAU LAKE IN THE TOWN	OH	PE	47.0	0.0	0.0	47.0	LOCAL	9.4	25.6	0.0	35.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	128.0	0.0	128.0	FED	37.6	102.4	0.0	140.0		
	(859)	BLOOMFIELD		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	47.0	128.0	0.0	175.0	TOTAL	47.0	128.0	0.0	175.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
2000-2002
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	2000	2001	2002	TOTAL TIP	SOURCE OF FUNDS ($000)	2000	2001	2002	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/LAKE GENEVA	885	REHABILITATION OF STH 50 BRIDGE OVER THE WHITE RIVER B-64-0657 IN THE CITY OF LAKE GENEVA	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	40.3	0.0	40.3	A	EXEMPT
	(860)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	201.4	0.0	201.4	FED	0.0	161.1	0.0	161.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	201.4	0.0	201.4	TOTAL	0.0	201.4	0.0	201.4		
	886	CONSTRUCTION OF MEMORIAL BIKE TRAIL FROM SAGE STREET TO SOUTH ST ALONG ABANDONED RR LINE	EE	PE	43.0	0.0	0.0	43.0	LOCAL	8.6	45.8	0.0	54.4	A	EXEMPT
	(861)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	229.0	0.0	229.0	FED	34.4	183.2	0.0	217.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	43.0	229.0	0.0	272.0	TOTAL	43.0	229.0	0.0	272.0		
	887	CONSTRUCTION OF BICYCLE PATH AND LANDSCAPING ALONG THE LAKE GENEVA BYPASS (STH 120) INCLUDING THE EDWARDS BLVD SEGMENT	EE	PE	18.0	0.0	0.0	18.0	LOCAL	3.6	0.0	14.9	18.5	A	EXEMPT
	(892)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	74.5	74.5	FED	14.4	0.0	59.6	74.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	18.0	0.0	74.5	92.5	TOTAL	18.0	0.0	74.5	92.5		
T/SPRING PRAIRIE	888	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE POTTER ROAD BRIDGE OVER SUGAR CREEK IN THE TOWN OF SPRING PRAIRIE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	67.8	0.0	0.0	67.8	A	EXEMPT
	(862)			ROW	0.0	0.0	0.0	0.0	STATE	270.9	0.0	0.0	270.9		
				CONST	338.7	0.0	0.0	338.7	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	338.7	0.0	0.0	338.7	TOTAL	338.7	0.0	0.0	338.7		
C/WHITEWATER (PART)	889	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	0.0	LOCAL	393.0	0.0	0.0	393.0	A	EXEMPT
	(863)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	393.0	0.0	0.0	393.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	393.0	0.0	0.0	393.0	TOTAL	393.0	0.0	0.0	393.0		
	890	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM: 2000	TI	PE	0.0	0.0	0.0	0.0	LOCAL	3.1	3.3	0.0	6.4	A	EXEMPT
	(864)			ROW	0.0	0.0	0.0	0.0	STATE	81.8	85.9	0.0	167.7		
				CONST	0.0	0.0	0.0	0.0	FED	69.8	73.3	0.0	143.1		
				OTHER	154.7	162.5	0.0	317.2	FTA 5311						
				TOTAL	154.7	162.5	0.0	317.2	TOTAL	154.7	162.5	0.0	317.2		
	891	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	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	(865)			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							
				TOTAL	0.0	0.0	0.0	0.0	TOTAL	0.0	0.0	0.0	0.0		
	892	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH CONNECTING THE UNIVERSITY OF WISCONSIN WHITEWATER WITH CITY OF WHITEWATER DOWNTOWN	EE	PE	20.0	0.0	0.0	20.0	LOCAL	56.0	0.0	0.0	56.0	A	EXEMPT
	(866)			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	260.0	0.0	0.0	260.0	FED	224.0	0.0	0.0	224.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	280.0	0.0	0.0	280.0	TOTAL	280.0	0.0	0.0	280.0		

Source: SEWRPC.

APPENDIX C

Southeastern Wisconsin Regional Planning Commission
Staff Memorandum

AMENDMENT TO THE YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN AND YEAR 2000-2002 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE REMOVAL AND RECONFIGURATION OF THE PARK EAST FREEWAY

INTRODUCTION

This memorandum presents proposed amendments to the year 2020 regional transportation system plan for southeastern Wisconsin and the year 2000-2002 transportation improvement program for southeastern Wisconsin which would provide for the removal and reconfiguration of the Park East Freeway. At the request of the City of Milwaukee City Engineer, the Commission staff completed in July 1998 an evaluation of the probable current and future traffic impacts of the removal and reconfiguration of the Park East Freeway. That study, which was documented in a Commission Staff Memorandum entitled, "Analysis of Existing and Year 2020 Traffic Impacts of the Termination of the Park East Freeway at N. 4th Street," analyzed the potential arterial facilities to which traffic may be expected to divert with the removal and reconfiguration of the Park East Freeway and concluded that the removal and reconfiguration of the Park East Freeway may be expected to have minimal impacts on traffic congestion including freeway segments, freeway on- and off-ramps, intersections of surface streets with freeway on- and off-ramps, and surface street segments and intersections in the Milwaukee central business district.

On April 20, 1999, the Mayor of the City of Milwaukee, the County Executive of Milwaukee County, and the Governor of the State of Wisconsin agreed to utilize a portion of Federal Highway Administration Interstate Cost Estimate funding to remove and reconfigure the Park East Freeway to approximately N. 4th Street, construct a new arterial river crossing, and make other street modifications, with the County being the lead agency for the project in cooperation with the City of Milwaukee and the Wisconsin Department of Transportation (see Appendix 1). The Milwaukee County Board of Supervisors approved a resolution endorsing the removal and reconfiguration of the Park East Freeway in June 1999, which was then approved by the Milwaukee County Executive (see Appendix 2). The City of Milwaukee Common Council approved by resolution the programming and engineering for the removal and reconfiguration of the Park East Freeway in November 1999, and in August 2000 approved by resolution the removal and reconfiguration of the Park East Freeway (see Appendix 3). A preliminary engineering study, including an environmental impact assessment, was initiated in Spring of 2000 by Milwaukee County, the City of Milwaukee, and the Wisconsin Department of Transportation to evaluate and recommend alternatives for the removal and reconfiguration of the Park East Freeway, in addition to the no-build alternative which would maintain the existing Park East Freeway.

Two removal and reconfiguration alternatives were taken to public hearing on December 14, 2000. The remainder of this memorandum describes the two alternatives for the removal and reconfiguration of the Park East Freeway, and discusses their cost and impacts.

PARK EAST REMOVAL AND RECONFIGURATION ALTERNATIVES

McKinley Avenue-N. 6th Street Alternative

Under this alternative, the existing Park East Freeway would be demolished from approximately N. 8th Street to N. Jefferson Street. Between N. 8th Street and N. 6th Street, the roadway would transition from a freeway to an at-grade boulevard and would be realigned to the north. An at-grade intersection would be provided at N. 6th Street and W. McKinley Avenue (see Map 1). North 7th Street would be connected to existing W. McKinley Avenue to the west only. Existing W. McKinley Avenue between N. 6th Street and N. 7th Street would be removed. The at-grade boulevard would follow W. McKinley Avenue on the north side of the Park East corridor between N. 6th Street and N. 4th Street. Between N. 4th Street and N. 3rd Street/King Drive, the at-grade boulevard would curve to the south to avoid two historic buildings on the east side of N. 3rd Street/King Drive. A new vertical lift bridge would be constructed across the Milwaukee River at W. McKinley Avenue to provide a connection to E. Knapp Street east of the river.

West of N. Water Street, three eastbound (two travel and one parking) and three westbound (two travel and one parking) lanes would be provided. However, on-street parking would be allowed only during non-peak hours and prohibited during peak hours. East Knapp Street would be converted to two-way operation and reconstructed to provide two travel lanes and one parking lane in each direction between N. Water Street and N. Milwaukee Street. One travel lane and one parking lane would be provided in each direction on E. Knapp Street east of N. Milwaukee Street.

New connections to and from the new at-grade boulevard would be provided at N. 6th Street, N. 3rd Street/King Drive, N. Edison Street, and N. Water Street. Existing connections at N. 4th Street, N. Broadway and N. Milwaukee Street would provide full-directional access.

4th Street Alternative

Under this alternative, the Park East Freeway would be demolished from N. 8th Street to N. Jefferson Street (see Map 2). Between N. 8th Street and N. 6th Street, the freeway would be realigned to the north and would cross over N. 6th Street. Between N. 6th Street and N. 4th Street, the roadway would transition from an elevated freeway to an at-grade roadway. At-grade intersections would be provided at N. 4th Street and N. 3rd Street/King Drive. East of N. 3rd Street/King Drive, this alternative would follow the same alignment as the McKinley Avenue Alternative.

West of N. Water Street, three eastbound (two travel and one parking) and three westbound (two travel and one parking) lanes would be provided. However, on-street parking would be allowed only during non-peak hours and prohibited during peak hours. East Knapp Street would be reconstructed to provide two travel lanes and one parking lane in each direction between N. Water Street and N. Milwaukee Street. East of N. Milwaukee Street one travel lane and one parking lane would be provided on E. Knapp Street in each direction.

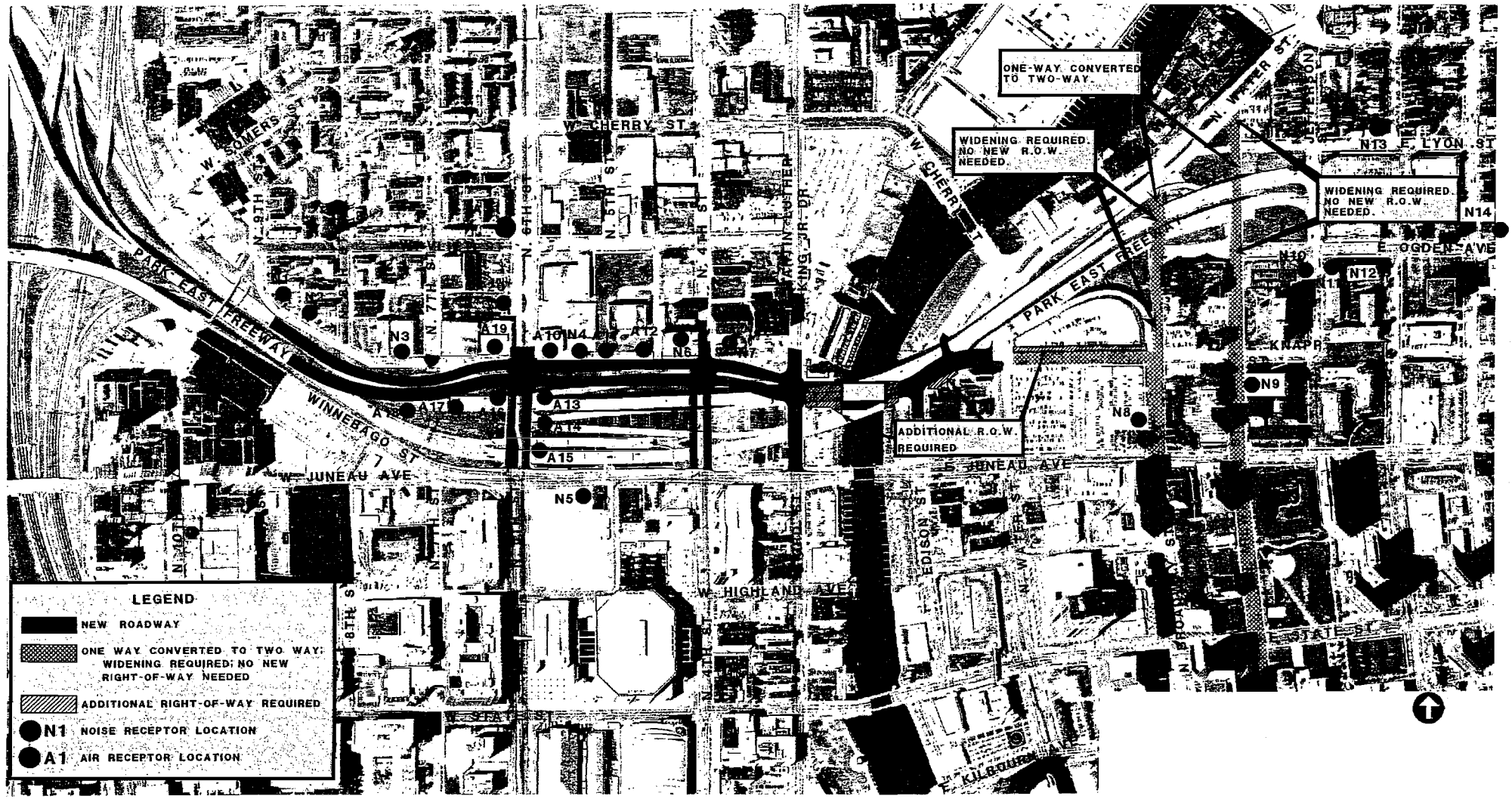
New connections to and from the new at-grade roadway would be provided at N. 3rd Street/King Drive, N. Edison Street, and N. Water Street. Existing connections at N. 4th Street, N. Broadway, and N. Milwaukee Street would provide full-directional access.

IMPACTS OF THE REMOVAL AND RECONFIGURATION ALTERNATIVES

The impacts of the Park East reconfiguration and removal alternatives are documented in the SEWRPC traffic impact studies and the Wisconsin Department of Transportation "Environmental Assessment for the Park East Freeway" (November 2000). The potential impacts include promotion of land development

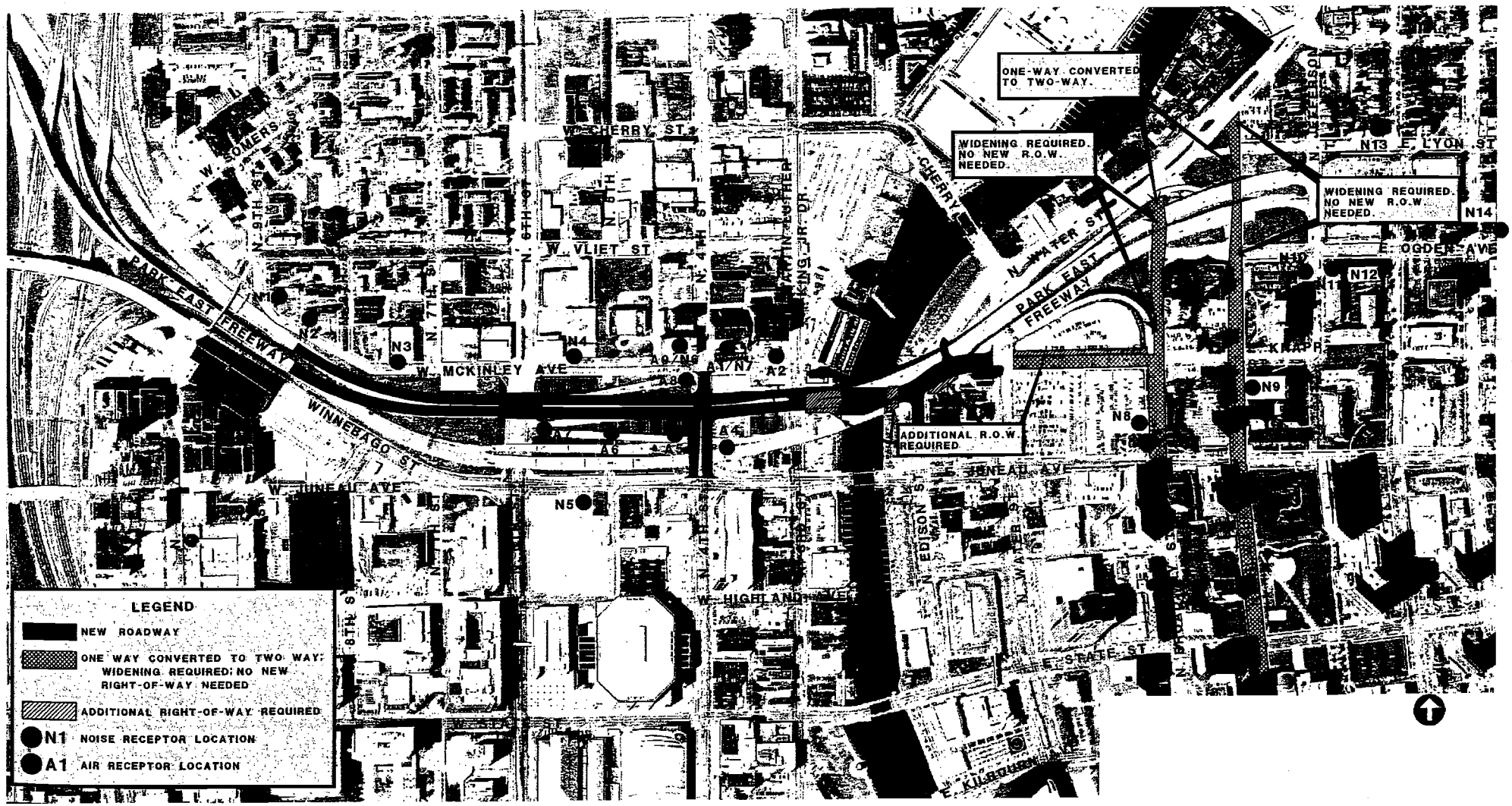
Map 1

MCKINLEY AVENUE – N. 6TH STREET ALTERNATIVE



Map 2

N. 4TH STREET ALTERNATIVE



and redevelopment, construction cost, disruption of existing land uses, environmental impacts, and traffic impacts.

Promotion of Land Development and Redevelopment

The principal objective of the City of Milwaukee and Milwaukee County in their endorsement of the removal and reconfiguration of the Park East Freeway is the promotion of development and redevelopment in the area of the Park East Freeway. The replacement of the Park East Freeway with a surface arterial will permit land currently needed as right-of-way for the freeway to be used for development. In addition, the City of Milwaukee and Milwaukee County believe that the elevated freeway serves as a physical and visual barrier to the development of land adjacent to the freeway, and the replacement of the freeway with a surface arterial will permit that adjacent land to be more readily developed. Yet another way that it is envisioned that the replacement of the Park East Freeway with a surface arterial will promote development and redevelopment of land in immediate vicinity of the Park East Freeway is through the improvement of access in the immediate vicinity of the freeway. Conversion of the Park East Freeway to a surface arterial will permit direct connections which do not exist today to N. 6th Street (under the McKinley Avenue-N. 6th Street alternative), N. 3rd Street, and N. Water Street. In addition, the conversion of the Park East Freeway to a surface arterial will permit conversion of streets from one-way to two-way operation and permit access in both directions at N. 4th Street, N. Broadway, and N. Milwaukee Street. The removal and reconfiguration of the Park East Freeway and replacement with a surface arterial is consistent with the City of Milwaukee's downtown master plan, which identifies this Park East Freeway removal and reconfiguration as a "catalytic project" to promote land development and redevelopment in the Milwaukee downtown area. The removal and reconfiguration of the Park East Freeway is in particular identified as essential to the planned development of an area just north of the Park East Freeway along N. 3rd Street/King Drive where a proposed Harley-Davidson museum is to be located.

Construction Cost

The estimated construction cost of the removal and reconfiguration of the Park East Freeway and its replacement with a surface arterial is $20 million, including $8 million for a new lift bridge over the Milwaukee River and $12 million for the demolition and removal of the Park East Freeway and its replacement with a surface arterial and the construction of the street modifications to permit two-way connections to the replacement surface arterial. The Park East Freeway underwent rehabilitation in 1995-1996 with the placement of a new pavement overlay. The reconstruction of the Park East Freeway may be expected to be necessary within 12 to 15 years, including a complete redecking of the Park East Freeway bridges entailing an estimated construction cost of $15 million to $23 million. This wide range in construction cost represents the uncertainty as to whether the Park East Freeway bridge piers may require reconstruction as well.

Disruption Of Existing Land Uses

No taking of businesses or residences will be required for the removal and reconfiguration of the Park East Freeway and its replacement with a surface arterial. The removal and reconfiguration will permit land currently used for the freeway to be used for development. However, as part of the removal and reconfiguration, approximately 1.7 acres of privately owned land currently used for surface parking would need to be acquired and converted to transportation right-of-way purposes. Additional loss of parking is expected due to removal and reconfiguration of the freeway. Existing surface parking lots in the Park East Freeway right-of-way would potentially be eliminated either due to the replacement of the now elevated freeway with a surface arterial, or with the potential development of land now within the right-of-way used for parking that would not be needed for right-of-way and could be converted to other

uses. An estimated 600 to 700 parking spaces would be eliminated as a direct result of the conversion of the Freeway to a surface arterial. In addition, an estimated 2,400 parking spaces within the Park East Freeway right-of-way and outside the right-of-way but in the vicinity of the Park East corridor may be converted to other purposes with the development of the surplus Park East Freeway right-of-way and proposed development of land in the vicinity of the Park East Freeway. Analysis of this loss of parking indicates that some of the parking demand would be satisfied by currently under-used parking capacity in parking structures in the area. However, upon the development of land currently used for parking, the construction of two new parking structures may be justified at N. 5th Street and W. Highland Avenue and N. Broadway and E. Knapp Street.

Environmental And Socio-Economic Impacts

Table 1 summarizes the identified environmental impacts of the removal and reconfiguration of the Park East Freeway and its replacement with a surface arterial, as documented in the Wisconsin Department of Transportation's environmental impact assessment. The evaluation of the environmental impacts of the freeway removal, reconfiguration, and replacement indicates that no substantial socio-economic, natural environment, physical environment, or cultural environment impacts are anticipated.

Traffic Impacts

The Commission staff has conducted two studies of the traffic impacts of the removal and reconfiguration of the Park East Freeway. The first study conducted at the request of the Milwaukee City Engineer is documented in a SEWRPC Staff Memorandum entitled, "Analysis of Existing and Year 2020 Traffic Impacts of the Termination of the Park East Freeway at N. 4th Street," (July 1998) That study assumed the removal of the freeway segment from N. 4th Street across the Milwaukee River to N. Jefferson Street, and the connection of the remaining segment of the Park East Freeway to the intersection of N. 4th Street and W. Juneau Avenue through the existing interchange of the Park East Freeway with N. 4th Street.

As part of the preliminary engineering of the potential termination of the Park East Freeway being conducted by Milwaukee County, the City of Milwaukee, and the Wisconsin Department of Transportation, two new potential termination options for the Park East Freeway were identified. One of the two new options would terminate the freeway with an initial intersection at N. 6th Street and the other would terminate the freeway with an initial intersection at N. 4th Street. Both of these options would replace the removed freeway with a new arterial extending to N. 3rd Street and then with a new bridge across the Milwaukee River to N. Water Street and as well directly connect to N. Broadway and N. Milwaukee Street. At the request of the City of Milwaukee, Milwaukee County, and the Wisconsin Department of Transportation, the Commission staff updated its traffic study of the Park East Freeway removal to consider these two new options. The updated study is documented in a SEWRPC staff memorandum entitled, "Evaluation of Year 2020 Traffic Impacts of Two New Potential Sixth Street and Fourth Street Termination Options for the Park East Freeway," (October 2000).

The principal findings and conclusions of the Commission's traffic studies may be summarized as follows:

- Existing Park East Freeway Traffic Volumes

  In 1999, the Park East Freeway carried an estimated 54,000 vehicles on an average weekday between IH 43 and N. 4th Street; 33,000 vehicles between N. 4th Street and N. Broadway; and 23,000 vehicles between N. Broadway and N. Jefferson Street. Map 3 depicts the study area for the Commission's traffic studies. The study area is the area which may be expected to experience changes in traffic volumes and conditions upon freeway removal, reconfiguration, and replacement. Map 3 also shows the location of the origins and destinations of the 54,000

Table 1

SUMMARY OF ENVIRONMENTAL IMPACTS IDENTIFIED IN WISCONSIN DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL IMPACT ASSESSMENT DOCUMENT (NOVEMBER 2000)

Environmental Factors	Environmental Impacts
Socioeconomic	
General Economics	Removing the Park East Freeway and replacing it with an at-grade street would improve local street access by reestablishing the street grid. The proposed project would also open up several acres of land for redevelopment. Travel times to certain areas would increase by 1 to 3 minutes. Portions of the surface parking lots under the freeway would be eliminated. See *General Economics Impact Evaluation*, Section 12, and *Secondary and Cumulative Impact Evaluation*, Section 26.
Land Use Planning and Zoning	The proposed project is consistent with the City of Milwaukee's Downtown Plan, which recommends removing the Park East Freeway. SEWRPC will evaluate an amendment to the regional transportation system plan and Transportation Improvement Program to include the proposed action after the upcoming hearing on the project. See *Land Use Planning and Zoning Impact Evaluation*, Section 13.
Community or Residential	No residences would be acquired for the proposed project. Removing the Park East Freeway would eliminate a barrier between Milwaukee's downtown and the near north side. Access to some residences near the Park East Freeway would be more direct. Travel times to other residential areas would increase by 1 to 3 minutes. Some parking underneath the freeway would be eliminated. *See Community or Residential Impact Evaluation*, Section 14; *Traffic and Parking Impact Evaluation*, Section 11; and *Secondary and Cumulative Impact Evaluation*, Section 26.
Commercial and Industrial	No businesses would be acquired. Approximately 1.72 acres (0.70 hectares) of commercially-zoned land currently used as surface parking would be acquired. Access to some businesses near the Park East Freeway would be enhanced by providing more direct access. Travel times to other businesses would increase. Some parking under the freeway would be eliminated. See *Commercial and Industrial Impact Evaluation*, Section 16; *Traffic and Parking Impact Evaluation*, Section 11; and *Secondary and Cumulative Impact Evaluation*, Section 26.
Agricultural	No agricultural land is located in the project area.
Natural Environment	
Wetlands	No wetlands are located in the project area.
Streams and Floodplains	Two existing bridges carrying the Park East Freeway over the Milwaukee River would be removed. A new vertical lift bridge would be constructed over the Milwaukee River in approximately the same location. No floodplain is present in the project area. The Milwaukee River is classified as a Primary Environmental Corridor by SEWRPC. See *Streams and Floodplain Impact Evaluation*, Section 17. Construction in or near the Milwaukee River would be performed in accordance with the Standard Specifications or special provisions to minimize erosion and sedimentation. Standard erosion control devices would be installed before erosion prone construction begins. Temporary and permanent erosion control methods may include silt fences, retention/detention facilities, interceptor ditches, seeding and sodding, riprap of exposed embankments, erosion mats, and mulching
Upland Habitat	No upland habitat is located in the project area.
Threatened/ Endangered Species	The U.S. Fish and Wildlife Service indicated that there are no federally listed threatened or endangered species in the project area. State endangered and threatened species that occur within or near the project area include an endangered fish species, two threatened fish species, and a threatened snake species. See Threatened/Endangered Resources Impact Evaluation, Section 18.

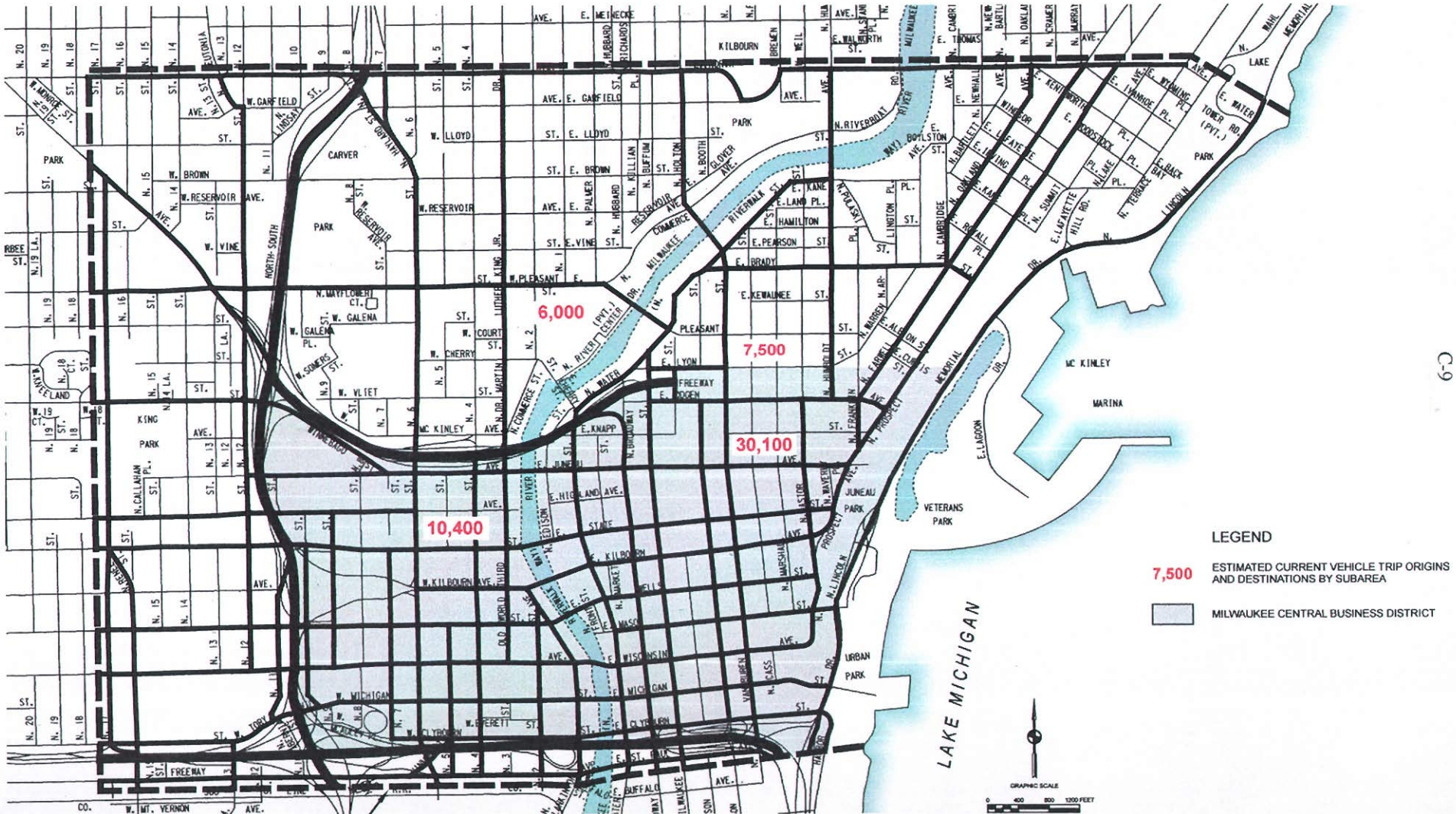
Table 1 (continued)

Environmental Factors	Environmental Impacts
Physical Environment	
Air Quality	The final environmental document will not be signed until the project identified in that document as the selected alternative is included in a conforming Transportation Plan and Transportation Improvement Program. A screening analysis for this project predicted CO levels at less than 75% of the National Ambient Air Quality Standards. A Construction Permit is not anticipated to be required. A letter has been sent to WDNR - Bureau of Air Management seeking their concurrence. See *Air Quality Impact Evaluation*, Section 19.
Construction to Impacts	Construction noise and vibration impacts would be temporary and would be minimized the extent practicable. See the *Construction Impact Evaluation*, Section 24.
Traffic Noise	Two receptors in the west end of the project area that currently experience traffic noise impacts would also experience noise impacts under both Build Alternatives. See *General Sound Quality Impact Evaluation*, Section 20.
Hazardous Substances	Phase 1A and 1B Hazardous Material Investigations were conducted in the Park East corridor. Based on the results, 39 Phase 2 investigations are recommended. See *Hazardous Substances/Underground Storage Tanks Impact Evaluation*, Section 21.
Cultural Environment	
Unique Area (Historic Properties, Archaeological Sites, Public Use Lands)	A National Register-listed historic district is located on the north side of the Park East Freeway at King Drive. Three potentially historic buildings have been identified in the project's Area of Potential Effects. The new at-grade roadway would be the same distance from the National Register Historic District and would be shifted away from the three properties being evaluated for eligibility to the National Register of Historic Places. A reconnaissance survey was submitted to SHPO in October 2000. Determinations of Eligibility for the three buildings will be submitted to SHPO in December 2000. It is unlikely that the project would have an adverse effect on these properties. The subsurface foundation of the original Joseph Schlitz Brewery may be located in the Park East corridor. Both alternatives would avoid this site. The final environmental document will not be approved until the Section 106 process is complete. See *Unique Area Impact Evaluation*, Section 22.
Aesthetics	The proposed project would affect the visual resources of the study area. The proposed project would remove the freeway, a visual barrier, and replace it with a surface street which would include aesthetic enhancements. See *Aesthetics Impact Evaluation*, Section 23.
Erosion Control/Stormwater Management	Standard erosion control measures would be implemented during construction and would be included in the roadway design. Stormwater control measures would also be included in the roadway design. A storm sewer system will be part of the new roadway. See *Erosion Control/Stormwater Management Impact Evaluation*, Section 25.

Source: Wisconsin Department of Transportation

Map 3

LOCATION OF TRIP ENDS OF VEHICLES USING THE PARK EAST FREEWAY ON AN AVERAGE WEEKDAY: 1999



Source: SEWRPC.

weekday trips which currently use the Park East Freeway. Slightly over one-half of the trips made on the Park East Freeway have their origin or destination east of the Milwaukee River and south of the Park East Freeway in the East Town area of the Milwaukee central business district. The origins and destinations of the remaining trips are within the Milwaukee central business district west of the Milwaukee River and areas immediately north of the central business district. The other ends of those vehicle trips include 21,400 vehicle trips to and from the north on IH 43, 11,900 vehicle trips to and from the west on IH 94, 13,800 vehicle trips to and from the south on IH 94-43, and 6,900 vehicle trips to and from the northwest on W. Fond du Lac Avenue (STH 145).

- Traffic Congestion Under Existing and Planned Conditions--Surface Arterial Streets

  The estimated existing average weekday and probable future level of traffic congestion on the surface arterial street system of the study area--the Milwaukee central business district--is relatively modest. For example, during the afternoon peak hour under projected year 2020 conditions, about 122, or 85 percent, of the 143 study area surface arterial intersections may be expected to operate without congestion; about 13 intersections, or 9 percent, may be expected to operate with moderate to severe congestion; and about eight intersections, or 6 percent, may be expected to operate with extreme congestion.

- Traffic Congestion Under Existing and Planned Conditions--Freeways

  The freeway facilities within the study area consist of the East-West Freeway--IH 94 and IH 794; the North-South Freeway--IH 43 and IH 94; and the Park East Freeway--STH 145. Together these freeways total 5.1 miles. At the present time, the North-South Freeway and that portion of the East-West Freeway west of the North-South Freeway experience extreme traffic congestion, whether measured on an average weekday or a peak-hour basis. Together, these facilities total 2.6 miles, or about 51 percent of the total miles of freeway in the study area. The Park East Freeway presently experiences no traffic congestion, with the IH 794 Freeway experiencing moderate congestion on its western portion. The only change in this situation expected by the year 2020 relates to that segment of IH 794 from the Marquette Interchange east to N. Plankinton Avenue, which is expected to increasingly experience severe traffic congestion.

- Direct Transportation Impacts of Removal, Reconfiguration, and Replacement of Park East Freeway

  Should the Park East Freeway be removed and replaced with a surface arterial, the following direct transportation impacts may be expected:

  - Traffic volumes on the Park East Freeway may be expected to decline from about 54,000 vehicles per average weekday at present, and an anticipated 60,600 vehicles per weekday in the year 2020 should the Park East Freeway remain in place, to about 44,000 – 46,000 vehicles per average weekday under current conditions, and 50,200 – 52,600 vehicles per average weekday in the year 2020.

  - By the year 2020, about 5,000 to 7,000 vehicle trips on an average weekday having a trip end within the Milwaukee central business district could be expected to be diverted from uncongested travel conditions on the present Park East Freeway to that segment of IH 794 between N. Van Buren Street and the Marquette interchange, a segment which is expected to become increasingly congested over time. About 3,000 to 4,000

fewer additional vehicle trips could be expected to be made on IH 43 between the Park East Freeway and the Marquette Interchange.

- About 24,000 vehicle miles of travel on an average weekday could be expected to be made on surface arterial streets rather than freeways, the latter being more efficient in terms of travel speed and safety.

- A number of surface arterial streets in the study area may also be expected to experience increases in traffic volumes, including E. and W. Juneau Avenue, E. and W. State Street, E. and W. Kilbourn Avenue, E. and W. Wells Street, N. 6th Street, N. 4th Street, N. 3rd Street, N. Water Street, N. Jackson Street, N. Van Buren Street, and N. Lincoln Memorial Drive. This redirection of travel activity, however, may not be expected to significantly increase traffic congestion on the network of surface arterial streets in the study area or at freeway on- or off-ramps under either existing or probable future year 2020 conditions.

SUMMARY AND CONCLUSIONS

The City of Milwaukee, Milwaukee County, and the State of Wisconsin have agreed to utilize a portion of Federal Highway Administration Interstate Cost Estimate funding to remove and reconfigure the Park East Freeway, construct a new arterial river crossing, and make other street modifications, including the construction of a replacement surface arterial, with the County being the lead agency for the project in cooperation with the City of Milwaukee and the Wisconsin Department of Transportation. The Milwaukee County Board of Supervisors approved a resolution endorsing the removal and reconfiguration of the Park East Freeway in June 1999, which was then approved by the Milwaukee County Executive. The City of Milwaukee Common Council, by resolutions in November 1999 and in August 2000, also approved the removal and reconfiguration of the Park East Freeway. A preliminary engineering study including an environmental impact assessment was initiated in spring 2000 by Milwaukee County, City of Milwaukee, and the Wisconsin Department of Transportation to evaluate and recommend alternatives for the removal and reconfiguration of the Park East Freeway in addition to the no-build alternative, which would maintain the existing Park East Freeway. As part of the preliminary engineering, two alternatives for the removal and reconfiguration of the Park East Freeway have been developed and refined; one of these alternatives would terminate the freeway with an initial intersection at N. 6th Street, and the other would terminate the freeway with an initial intersection at N. 4th Street. Both of these options would replace the removed segment of freeway east of its initial intersection with a new arterial extending to N. 3rd Street and then with a new bridge across the Milwaukee River to N. Water Street, and as well directly connect to N. Broadway and N. Milwaukee Street.

The Commission staff has conducted two traffic impact studies of the removal, reconfiguration, and replacement of the Park East Freeway. One is documented in a Commission Staff Memorandum Report entitled, "Analysis of Existing Year 2020 Traffic Impacts of the Termination of the Park East Freeway at N. 4th Street and Points East," (July 1998); and the other is documented in a SEWRPC Staff Memorandum entitled, "Evaluation of Year 2020 Traffic Impacts of Two New Potential Sixth Street and Fourth Street Termination Options for the Park East Freeway," (October 2000). The results of the preliminary engineering study and environmental impact assessment being led by the Wisconsin Department of Transportation, in cooperation with Milwaukee County and the City of Milwaukee, indicate that the principal objective of the City of Milwaukee and Milwaukee County, in their endorsement of the removal, reconfiguration, and replacement of the Park East Freeway, is the promotion

of land development and redevelopment in the area of the Park East Freeway. The replacement of the Park East Freeway with a surface arterial will permit land currently needed as right-of-way for the freeway to be used for land development. In addition, it is expected that the development of land now adjacent to the freeway will proceed when an elevated freeway is replaced with a surface arterial. It is further envisioned that land in the immediate vicinity of the current Park East Freeway will undergo development and redevelopment as the removal of freeway is expected to improve local access, with direct connections being provided to the replacement surface arterial at N. 6th Street, N. 3rd Street, and N. Water Street. In addition, conversion of the Park East Freeway to a surface arterial will permit conversion of N. 4th Street, N. Broadway, and N. Milwaukee Street from one-way to two-way operations.

The estimated construction cost of the removal, reconfiguration, and replacement of the Park East Freeway with a surface arterial is $20 million. To retain the Park East Freeway in service will require reconstruction, which is anticipated in 12 to 15 years, including the complete redecking of the Park East Freeway bridges at an estimated construction cost of $15 million to $23 million.

No taking of businesses or residences will be required for the removal, reconfiguration, or replacement of the Park East Freeway; however, an estimated 600 to 700 parking spaces would be eliminated as a direct result of the conversion of the freeway to a surface arterial. Also, the anticipated development and redevelopment of land adjacent to and in the vicinity of the Park East Freeway may be expected to result in the loss of an additional 2,400 parking spaces within the Park East Freeway right-of-way and outside the freeway right-of-way.

No substantial environmental impacts are expected as a result of the removal, reconfiguration, and replacement of the Park East Freeway, including socio-economic, natural environment, physical environment, or cultural environmental impacts.

With respect to traffic impacts, the removal, reconfiguration, and replacement of the Park East Freeway may be expected to have minimal impacts on traffic congestion with respect to freeway segments, freeway on- and off-ramps, intersections of surface streets with freeway on- and off-ramps, and surface street segments and intersections in the Milwaukee central business district. The only additional congestion would be a result of the 5,000 to 7,000 vehicles per weekday which would otherwise use the uncongested Park East Freeway, would instead use an increasingly congested IH 794. In addition, those vehicles which continue to use the Park East Freeway may encounter some congestion at their intersection with the Park East Freeway and its replacement surface arterial. Map 4 shows amendments attendant to the regional transportation system plan under the two potential alternatives for the removal, reconfiguration, and replacement of the Park East Freeway, and Table 2 shows the attendant amendments to the regional transportation improvement program.

The Milwaukee County Board of Supervisors and County Executive and Milwaukee City Common Council and Mayor have endorsed the removal, reconfiguration, and replacement of the Park East Freeway, as has the Governor and the Wisconsin Department of Transportation. A public hearing was held on December 13, 2000 with about 150 people in attendance. Of the 53 speakers at the hearing, 29 spoke in support of the Park East Freeway removal and reconfiguration and 24 spoke in opposition. The public hearing record indicates that those in favor, including the Metropolitan Milwaukee Association of Commerce, cited the anticipated land development and redevelopment benefits, and stated that these benefits offset the reduction in traffic service and accessibility that a surface arterial would provide as compared to a freeway. Those in favor further indicated a preference for the N. 6th Street/McKinley Avenue alternative. Those in opposition expressed the need to maintain the highest level of traffic accessibility and safety. They further stated that the removal and reconfiguration of the Park East

Map 4

PROPOSED AMENDMENTS TO YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN

MCKINLEY AVENUE - N. 6TH STREET ALTERNATIVE

N. 4TH STREET ALTERNATIVE

Source: SEWRPC.

Table 2

PROPOSED AMENDMENTS TO THE 2000-2002 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY UNDER THE PARK EAST REMOVAL AND RECONFIGURATION ALTERNATIVES

PROJECT SPONSOR	PROJECT			ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
WISCONSIN DEPARTMENT OF TRANSPORTATION	153 amended	REMOVE PARK EAST FWY WEST OF JEFFERSON ST.	HP	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	1,080.0	0.0	1,080.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0		
				CONST	0.0	7,200.0	0.0	7,200.0	FED	850.0	6,120.0	0.0	6,970.0		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	1,000.0	7,200.0	0.0	8,200.0	TOTAL	1,000.0	7,200.0	0.0	8,200.0		
CITY OF MILWAUKEE	241 amended	CONSTRUCTION OF REPLACEMENT ARTERIAL AND LOCAL STREET CONNECTIONS AND IMPROVEMENTS/MODIFICATIONS ASSOCIATED WITH REMOVAL OF PARK EAST FWY	HP	PE	350.0	0.0	0.0	350.0	LOCAL	52.5	1,200.0	0.0	1,252.5	A	NON-EXEMPT
				ROW	0.0	1,000.0	0.0	1,000.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,500.0	0.0	4,500.0	FED	297.5	6,800.0	0.0	7,097.5		
				OTHER	0.0	2,500.0	0.0	2,500.0	IH-C/S						
				TOTAL	350.0	8,000.0	0.0	8,350.0	TOTAL	350.0	8,000.0	0.0	8,350.0		
	309 amended	CONSTRUCTION OF A NEW MCKINLEY/KNAPP STREET BRIDGE OVER THE MILWAUKEE RIVER	HP	PE	690.0	0.0	0.0	690.0	LOCAL	133.5	1,050.0	0.0	1,183.5	A	NON-EXEMPT
				ROW	200.0	0.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	7,000.0	0.0	7,000.0	FED	756.5	5,950.0	0.0	6,706.5		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	890.0	7,000.0	0.0	7,890.0	TOTAL	890.0	7,000.0	0.0	7,890.0		

Source: SEWRPC.

Freeway should be deferred at least until the reconstruction of the Marquette Interchange has been completed, and some suggested deferring any action until the remaining life of the Park East Freeway has expired.

Given the foregoing, the Commission staff recommends the amendment of the year 2020 regional transportation system plan and the year 2000-2002 transportation improvement program to provide for the removal and reconfiguration of the Park East Freeway and its replacement with a surface arterial as proposed in the McKinley Avenue/N. 6th Street alternative as shown on Map 4 and Table 2 based on the following:

- The Milwaukee County Board of Supervisors and County Executive, the City of Milwaukee Common Council and Mayor, and the Metropolitan Milwaukee Association of Commerce have endorsed the removal and reconfiguration of the Park East Freeway.

- The Milwaukee County Department of Public Works, City of Milwaukee Department of Public Works, and Wisconsin Department of Transportation staff team conducting the preliminary engineering study have endorsed the McKinley Avenue/N. 6th Street alternative for the removal, reconfiguration, and replacement of the Park East Freeway.

- The Governor, through the agreement on the use of Federal Highway Administration Interstate Cost Estimate funds, has endorsed the removal and reconfiguration of the Park East Freeway, as has the Wisconsin Department of Transportation through their participation in the preliminary engineering study.

- The evaluation of the removal, reconfiguration, and replacement of the Park East Freeway indicated that it would have minimal traffic, land acquisition, and socio-economic and environmental impacts.

- The principal negative impact of the project--the loss of a higher level of traffic accessibility and safety--will be experienced entirely in the City of Milwaukee and largely the Milwaukee central business district. The City of Milwaukee Common Council and Mayor and Milwaukee County Board of Supervisors and County Executive have endorsed the project with full knowledge of these impacts.

* * *

APPENDICES

4/20/99

Appendix 1

Letter of Agreement on the Allocation of ICE Dollars and on Milwaukee Transportation Projects

Introduction

The City of Milwaukee (City), Milwaukee County (County) and the State of Wisconsin (State) agree to the allocation of federal ICE dollars shown below, and the following actions and responsibilities relative to transportation projects in Milwaukee. [ICE dollars are the Interstate Cost Estimate Substitute Project funds provided by Section 1045 of ISTEA, Public Law 102-240, December 8, 1991, as affected by Section 373 of the Omnibus Appropriations Act, Public Law 105-277 (enacted 10/21/98).] The parties agree to cooperate with and support the other parties in carrying out this agreement.

Basic ICE Allocation

The total ICE dollars will be allocated 50% to the State and 50% to the City and County (Local) as follows [in millions of dollars]:

State	Local	Total
120.5	120.5	241.0

Sixth Street Bridge

The parties agree to a $60 million cost estimate for the Sixth Street Bridge, which includes final design, real estate, hazardous material remediation and construction. This estimate will be reduced by the amount already expended or encumbered for those purposes when the final project agreement is reached. Of the $60 million estimate, $8 million will be divided equally between the State and Local. The balance, estimated to be $52 million, will be divided 75% State, 12.5% City and 12.5% County. The parties agree to maximize the use of ICE funds on the project. The maximum State commitment will be $43 million. The resulting distribution of costs is:

State			Local			Grand
ICE	Match	Total	ICE	Match	Total	Total
36.5	6.5	43.0	14.5	2.5	17.0	60.0

City is the "lead agency" with the State for the design and real estate for the project as specified in City and County agreement with the State Department of Transportation executed December 31, 1991. Lead on construction under existing law, sec. 84.11(7m), Stats., is the State Department of Transportation, but may be affected by the effort to secure design-build authority. The parties agree to cooperate in the design and construction of the project.

Park East Freeway

The parties agree to pursue the termination of the Park East Freeway at Fourth Street. The estimated cost of reducing the length of the current facility, re-establishing a connection to I-43, constructing a new river crossing, and making other street modifications is $25 million. The State will contribute $8 million to the project, including any bridge costs. The balance will be Local. The parties agree to maximize the use of ICE funds on the project. The resulting distribution of costs is:

State			Local			Grand
ICE	Match	Total	ICE	Match	Total	Total
6.8	1.2	8.0	14.5	2.5	17.0	25.0

County agrees to be the lead agency, in cooperation with the other parties, in the environmental and public processes that will precede any actual removal of the facility. The State Department of Transportation will play the lead role in designing facilities to the local street system for reconnecting to I-43. City will be the lead in the replacement facilities to the local street system and river crossing.

Local Transportation Options

The parties agree that the City and County will allocate the bulk of the remainder of their allocated portion of ICE funds to the projects that result from the study of local transportation options as determined by the Wisconsin District's Transportation Study.

Marquette Interchange

The parties agree that the State will allocate the bulk of its remaining ICE funds to the rebuilding of the Marquette Interchange. The City and the County will have input in the design and construction decisions.

Summary

This agreement is intended to implement paragraph (a)(2)(A) of Section 1045 of the Intermodal Surface Transportation Efficiency Act of 1991 [ISTEA], Public Law 102-240, December 8, 1991, as affected by Section 373 of the Omnibus Appropriations Act, Public Law 105-277 (enacted 10/21/98), within six months after its enactment [by April 21, 1999]. The parties agree to cooperate in securing release of the ICE funds from the U.S.DOT for the above purposes. The parties also agree to keep communications ongoing and to revise this agreement in the event that any of the mentioned projects fails to materialize through the study and public processes.

Signed:

F. Thomas Ament, Milwaukee County Executive

John O. Norquist, Mayor of Milwaukee

Tommy G. Thompson, Governor of Wisconsin

Appendix 2

JUN 17 1999 Adopted 2 3 3C-3 4

By Supervisor LeAnn Launstein, Acting Chairman
From the Committee on Transportation, Public Works and Transit, reporting on:

File No. 99-350
(Journal, June 17, 1999)

(ITEM 1) From the County Executive requesting authorization to negotiate and execute an inter-jurisdictional agreement with the City of Milwaukee and the State of Wisconsin calling for the demolition of STH 145 from North 4th Street east and reconnection to I-43 at no cost to Milwaukee County, by recommending adoption of the following:

A RESOLUTION

WHEREAS, Interstate Construction Estimate Substitute Project (ICE) funds have been available to the Milwaukee County area for mass transit purposes since the mid-1070s; and

WHEREAS, the 1991 Intermodal Surface Transportation Act (ISTEA) included $241 million in federal funds to be used for transportation improvement projects in the East-West (I-94) freeway corridor; and

WHEREAS, ICE funds could have been lost to this area if a transportation development plan utilizing these funds had not been agreed upon by the City of Milwaukee, Milwaukee County and the State of Wisconsin; and

WHEREAS, Governor Thompson, County Executive Ament and Mayor Norquist reached an agreement on April 26, 1999 for federal transportation funding that will invest directly in this area's infrastructure (including Schlitz Park and the Harley-Davidson Experience Center), economy and safety; and

WHEREAS, one element of the Agreement provided for modifications to STH 145 east of I-43 (also known as the Park East Freeway), terminating it at North 4th Street and reconnecting it to I-43; and

WHEREAS, it was understood among the City, County and State that funding for the STH 145 modification would be as follows:

STATE				CITY				COUNTY		
ICE	Match	TOTAL		ICE	Match	TOTAL		ICE	Match	TOTAL
$6.8M	$1.2M	$8M		$14.5M	$2.5M	$17M		$0	$0	$0

APPROVED AS TO FORM

CORPORATION COUNSEL

WHEREAS, the State would be responsible for the following which shall be included in the disposition plan:

1. Requesting SEWRPC to demap STH 145 (Park East Freeway) maintaining the facility as a State Trunk Highway, and requesting and receiving a federal waiver consenting to the reuse of the land

2. Negotiating agreement for any required federal reimbursements or payback

3. Preparing engineering plans, specifications and estimates (PS & E) for the removal of the elevated freeway east of North 4th Street, the reconnection to I-43 as well as the construction of the surface arterial that replaces it

4. Let bids and manage all demolition and construction projects to final completion; now, therefore

BE IT RESOLVED, that the Director of Public Works, Director of Economic Development, Corporation Counsel and other County officials as appropriate are directed to take all steps necessary to effectuate the modifications of STH 145 (Park East Freeway), including State action as outlined in the above four points; and

BE IT FURTHER RESOLVED, that the Director of Public Works, the Director of Economic Development and the Corporation Counsel are authorized and directed to negotiate and execute a jurisdictional transfer agreement with WISDOT and the City of Milwaukee, which agreement will allow the demolition of that segment of the (Park East Freeway) STH 145 running east of North 4th Street and that the above parties request that WISDOT program the appropriate modifications; and

BE IT FURTHER RESOLVED, that no County funds shall be spent on the demolition of and reprogramming of the (Park East Freeway) STH 145 and providing that Milwaukee County:

1. Will have no financial share of the demolition or reconstruction project costs
2. Will receive all proceeds from any remnant land sales; and

BE IT FURTHER RESOLVED, that anything that impacts County-owned property should come back to the County Board for approval.

FISCAL NOTE: Milwaukee County 1) will have no financial share of the demolition or reconstruction project costs and 2) will receive all proceeds from any remnant land sales. Expenditure of staff time will be required to negotiate and execute the inter-jurisdictional agreement.

Appendix 3

City of Milwaukee

Office Of The City Clerk

200 E. Wells Street

Milwaukee, Wisconsin

Certified Copy of Resolution

FILE NO: 990947

Substitute resolution authorizing and directing the Commissioner of Public Works to execute a document titled "State/Municipal Agreement for a Highway Improvement Project" with the Wisconsin Department of Transportation for the programming and construction of various projects with Federal and/or State aid using Interstate Construction Estimate (ICE) funds.

Whereas, The City of Milwaukee, the State of Wisconsin, and Milwaukee County have agreed to utilize federal Interstate Construction Estimate (ICE) funds for various projects associated with the removal of the Park East Freeway; and

Whereas, The Wisconsin Department of Transportation (WISDOT) has submitted a document titled "State/Municipal Agreement for a Highway Improvement Project" for execution by the City of Milwaukee for the construction of:

1. Project I.D. 1730-05-00, 20, 40, 70
Park East Freeway demolition from North 4th Street to North Jefferson street, and connections to the local street system.

2. Project I.D. 1730-06-00, 20, 40, 70
New bridge over the Milwaukee River connecting East Knapp Street to West McKinley Avenue.

3. Project I.D. 1730-07-00, 20, 40, 70
Miscellaneous local street improvements associated with the removal of the Park East Freeway; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the Commissioner of Public Works (CPW) is hereby authorized and directed to execute the agreement for the programming and construction of the aforementioned projects with federal ICE funds, a copy of which is attached to Common Council File Number 990947, and is incorporated in this resolution by reference as though set forth in full; and, be it

Further Resolved, That the CPW is hereby authorized and directed to undertake or engage a consultant to undertake preliminary engineering for the above-mentioned projects and to reimburse the WISDOT for preliminary engineering costs they incur for the improvements and, be it

Further Resolved, That the City Comptroller is hereby authorized to create within the Capital Improvement Fund, Grant and Aid Projects, the necessary Project/Grant Chartfield values for preliminary engineering for these projects (Expenditure), and transfer to these accounts the amount required under the grant agreement and City accounting policy, but not to exceed a 10 percent

FILE NO: 990947 Continued

increase in the total amounts reserved for the grantor's share and local share or $5,000, whichever is greater, as follows:

Project I.D. 1730-06-00
McKinley/Knapp Bridge Project
City of Milwaukee Share
Fund No. 0303
Project Grant No. BR10090000
$120,000

Federal Grantor Share
Fund No. 0306
Project Grant No. SP03290100
$680,000

Project I.D. 1730-07-00
Miscellaneous Local Streets Project
City of Milwaukee Share
Fund No. 0333
Project Grant No. ST32090000
$150,000

Federal Grantor Share
Fund No. 0306
Project Grant No. SP03290100
$850,000

; and, be it

Further Resolved, That the City Engineer is hereby authorized and directed to approve and make periodic payments to the WISDOT upon receipt of invoices for the local share of costs of the project; and, be it

Further Resolved; That separate Common Council action will be required to authorize funding for right-of-way acquisitions and construction.

I, Ronald D. Leonhardt, City Clerk, do hereby certify that the foregoing is a true and correct copy of a(n) Resolution passed by the COMMON COUNCIL of the City of Milwaukee, Wisconsin on November 9, 1999.

Ronald D. Leonhardt

Ronald D. Leonhardt
City Clerk

November 19, 1999

Date Certified

City of Milwaukee

Office Of The City Clerk

200 E. Wells Street

Milwaukee, Wisconsin

Certified Copy of Resolution

FILE NO: 990416

Substitute resolution authorizing the appropriate City officials to execute a Jurisdictional Transfer Agreement relating to the removal of the Park East Freeway east of North 4th Street and related infrastructure improvements.

Whereas, On April 26, 1999, Governor Tommy Thompson, County Executive F. Thomas Ament and Mayor John Norquist announced that they had reached an agreement on how to expend the $241 million in Interstate Construction Estimate ("ICE") funds for transportation improvements in and around downtown Milwaukee ("ICE Agreement"); and

Whereas, The ICE Agreement calls for the removal of the portion of the Park East Freeway (State Trunk Highway 145) that is located east of North 4th Street, reconnection of local streets to Interstate Highway 43 and improvement of the local street system, including the construction of a new crossing of the Milwaukee River as a replacement for the removed segment of the Park East Freeway; and

Whereas, The ICE Agreement calls for the Park East Freeway modification to be funded as follows:

	STATE			CITY			COUNTY		
ICE	MATCH	TOTAL	ICE	MATCH	TOTAL	ICE	MATCH	TOTAL
$6.8M	$1.2M	$8.0M	14.5M	$2.5M	$17.0M	$0	$0	$0

; and

Whereas, Under the ICE Agreement, the roles of the State of Wisconsin, Milwaukee County and the City of Milwaukee in this project were outlined as follows:

1. The Wisconsin Department of Transportation will take the lead role in removing the freeway and reconnecting the local street system to Interstate 43.

2. Milwaukee County will be the lead agency for program initiation and for the environmental and public processes that will precede any actual freeway removal.

3. The City of Milwaukee will be the lead agency for designing and constructing local street system improvements and the Milwaukee River crossing. Said improvements will be designed and constructed in consultation with Milwaukee County.

; and

Whereas, The specifics of the ICE Agreement now need to be incorporated in an inter-jurisdictional agreement relating to the Park East Freeway demolition; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the appropriate City officials are authorized to execute a Jurisdictional Transfer Agreement (a copy of which is attached to and made a part of this file) with the Wisconsin Department of Transportation and Milwaukee County that will provide for the demolition of the segment of the Park East Freeway (State Trunk Highway 145)

FILE NO: 990416 Continued

extending east of North 4th Street, the transfer of jurisdiction for such demolished segment from the State to the County, the reconnection of local streets to Interstate Highway 43 and State Trunk Highway 145, and the improvement of surface-level arterial streets as replacement routes for the Park East Freeway, including a new crossing of the Milwaukee River; and, be it

Further Resolved, That non-substantial changes to the Jurisdictional Transfer Agreement may be made without further Common Council approval.

I, Ronald D. Leonhardt, City Clerk, do hereby certify that the foregoing is a true and correct copy of a(n) Resolution passed by the COMMON COUNCIL of the City of Milwaukee, Wisconsin on July 13, 1999.

Ronald D. Leonhardt

Ronald D. Leonhardt
City Clerk

August 3, 2000

Date Certified

1988-1998 SOUTHEAST WISCONSIN DVMT SUMMARY
BASED ON HPMS UNIVERSE DATA

Year	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	Total	% Change
1988	2,396,000	14,991,000	1,737,000	2,958,000	1,899,000	2,009,000	6,510,000	32,500,000	
1989	2,552,000	15,298,000	1,765,000	3,045,000	1,915,000	2,063,000	6,609,000	33,247,000	2.30%
1990	2,731,000	15,756,000	1,835,000	3,321,000	2,172,000	2,177,000	6,712,000	34,704,000	4.38%
1991	2,791,000	16,076,000	1,864,000	3,321,000	2,135,000	2,208,000	7,124,000	35,519,000	2.35%
1992	2,913,000	16,380,000	2,013,000	3,413,000	2,233,000	2,364,000	7,330,000	36,646,000	3.17%
1993	2,875,000	17,328,000	2,130,000	3,542,000	2,280,000	2,504,000	7,777,000	38,436,000	4.88%
1994	3,118,000	16,733,000	2,062,000	3,518,000	2,236,000	2,558,000	7,639,000	37,864,000	-1.49%
1995	3,169,000	16,931,000	2,189,000	3,566,000	2,288,000	2,691,000	8,162,000	38,987,000	2.97%
1996	3,119,800	16,988,500	1,990,000	3,631,500	2,334,300	2,739,800	8,248,900	39,052,800	0.17%
1997	3,097,500	16,619,800	2,154,500	3,605,400	2,318,300	2,703,897	8,612,300	39,111,697	0.15%
1998	3,142,600	16,612,700	2,272,500	3,688,000	2,451,000	2,790,100	8,802,300	39,759,200	1.66%

Shading indicates year traffic counts taken. Milwaukee County an anomaly, with about one-third of county counted each year.
City of Milwaukee counts to state standards begun in 1993. HPMS revised in 1993.
Traffic counts for HPMS updated between actual count years by growth factors.
1994 VMT for Milwaukee and Waukesha counties probably low due to automation problems in getting count data to transfer between computer files correctly.
Estimates taken directly from HPMS master file, not adjusted to statewide control total.
Most important number for air quality purposes highlighted at bottom right.

SUMMARY: *Compound Annual Percentage Change Rates Between Actual Count Years for Each County*

	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	TOTAL	TOTAL - Walworth	Total (Best Data)
Period	1990-96	1990-98	1989-98	1990-96	1990-96	1989-98	1991-97	1990-98	1990-98	1990-98
Annual Rate	2.24%	0.66%	2.85%	1.50%	1.21%	3.41%	3.21%	1.71%	1.73%	1.97%
Period	1990-93	1990-93	1989-92	1990-93	1990-93	1989-92	1991-94	1990-93		1990-93
Annual Rate	1.73%	3.22%	4.48%	2.17%	1.63%	4.64%	2.35%	3.46%		2.90%
Period	1993-96	1993-96	1992-95	1993-96	1993-96	1992-95	1994-97	1993-96		1993-96
Annual Rate	2.76%	-0.66%	2.69%	0.84%	0.79%	4.41%	4.08%	0.53%		1.34%

Actual HPMS Based Annual VMT Growth Rate
between 1990 and 1998

County	Annual Growth Rate	1990 Base VMT	1998 Grown VMT
KENOSHA	0.0224	2,731,000	3,261,333
MILWAUKEE	0.0066	15,756,000	16,612,700
OZAUKEE	0.0285	1,835,000	2,297,205
RACINE	0.0150	3,321,000	3,741,322
WALWORTH	0.0121	2,172,000	2,391,052
WASHINGTON	0.0341	2,177,000	2,847,148
WAUKESHA	0.0321	6,712,000	8,643,950
Total		34,704,000	39,794,710

Seven Co. Resultant VMT Growth Rate **1.97%**

between 1990 and 1993

County	Annual Growth Rate	1990 Base VMT	1993 Grown VMT
KENOSHA	0.0173	2,731,000	2,875,000
MILWAUKEE	0.0322	15,756,000	17,328,000
OZAUKEE	0.0448	1,835,000	2,092,836
RACINE	0.0217	3,321,000	3,542,000
WALWORTH	0.0163	2,172,000	2,280,000
WASHINGTON	0.0464	2,177,000	2,494,633
WAUKESHA	0.0235	6,712,000	7,197,216
Total		34,704,000	37,809,685

Seven Co. Resultant VMT Growth Rate **2.90%**

between 1993 and 1996

County	Annual Growth Rate	1993 Base VMT	1996 Grown VMT
KENOSHA	0.0276	2,875,000	3,119,800
MILWAUKEE	-0.0066	17,328,000	16,988,500
OZAUKEE	0.0269	2,130,000	2,306,706
RACINE	0.0084	3,542,000	3,631,500
WALWORTH	0.0079	2,280,000	2,334,300
WASHINGTON	0.0441	2,504,000	2,850,365
WAUKESHA	0.0408	7,777,000	8,767,883
Total		38,436,000	39,999,055

Seven Co. Resultant VMT Growth Rate **1.34%**

Grown VMT calculated based on annual growth rates.

APPENDIX E

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION
REPORT ON REVIEW OF TRAVEL MODELING AS CONDUCTED BY THE
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
AND
COMMISSION MEMORANDUM ON TRAVEL MODELING
REQUIREMENTS FOR OZONE NON-ATTAINMENT AREAS

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

Subject: Report on Review of Travel Demand Forecasting Process in Milwaukee

Date: May 21, 1997

From: Director
Office of Planning & Program Development
Olympia Fields, Illinois

Reply to Attn. of: HPP-05

To:
Mr. William K. Fung, Division Administrator
Madison, Wisconsin

Attached is the final version of the Washington Office's report on the process review performed on Milwaukee's conformity-related travel demand modeling process. Brian Gardner (HEP-20) performed the review with the collaboration of Samuel Herrera and Tom Frank.

The issuance of this report was delayed by travel and other work scheduling conflicts that Brian Gardner experienced after the site review date of December 18, 1996. However, a copy of the draft report was provided to the MPO, Southeastern Wisconsin Regional Planning Commission (SEWRPC) in March.

The report concludes that the Milwaukee MPO's travel demand forecasting process substantially meets the requirements of the Air Quality Conformity Rule, section 51.452(b). However, technical weaknesses were identified in the current procedures used for speed monitoring and for peak period speed estimation. Based on SEWRPC's input, the report recommends a May 1, 1997, date for designing the work scope, and a May 1, 1998, date for completing the planning work necessary to correct these deficiencies. Given that we are late in formally notifying the MPO of these recommendations, we concur with Tom Frank's suggestion that the transmittal letter to the MPO will not specify completion dates for the recommended model enhancements, but will emphasize that any model improvements that the MPO may be able to accomplish in the near term should be incorporated in the next conformity analysis of the TP, which is now scheduled for the Fall of 1997.

Samuel Herrera

For: Philip E. Miller

Attachment

Memorandum

U.S. Department
of Transportation
Federal Highway
Administration

Subject: INFORMATION: Transmittal of Review of Conformity Related Travel Demand Procedures in the Milwaukee Area

Date: APR 25 1997

From: Chief, Metropolitan Planning Division

Reply to
Attn. of: HEP-20

To: Mr. Dale E. Wilken
Regional Administrator (HRA-05)
Olympia Fields, IL

The subject report is attached for your information and use. The review was initiated at the request of your staff, who also provided substantial input and guidance on the final report. I appreciate the contributions of Samuel Herrera-Diaz and Tom Frank in completing this team effort.

If you have questions or concerns regarding this report, please contact me or Brian Gardner (202) 366-4061 of my staff. I look forward to our continued collaboration.

Barna Juhasz

Attachment

Review of Conformity Related Travel Demand Procedures in the Milwaukee Area

Executive Summary

The purpose of this review was to examine the travel demand modeling issues specifically relating to conformity prior to updating the transportation plan. The scope of the review follows the current regulatory requirements: land-use and transportation interactions, speed monitoring, peak-period travel and speed estimation, adequacy of HPMS data in the conformity and model processes, consistency of travel speeds between sub-models, and consistency with the current SIP. Except for the speed monitoring and peak-period procedures, the travel demand procedures currently in place are adequate or better for meeting the conformity requirements.

The use of observed free flow speeds appears adequate. The MPO has maintained use of free flow speeds in its network databases for 35 years. The free flow network speeds are used in other planning programs to measure accessibility, for example, to parks and airports. However, documentation of the sampling method used to check and verify speeds is recommended. Support of the data collection method is needed in case of a challenge.

The adequacy of the peak period methodology could be questioned. To provide a peak period capability, the methods use a daily assignment and estimate peak hour speeds and volumes based upon the ratio of AWDT to average-weekday design capacity. The estimates are derived from relationships calibrated from existing and historic traffic volumes, congestion and speed data. Additional documentation of this somewhat unique method and its validation is recommended in case of a challenge.

The land use and transportation interactions are adequately captured within the long range transportation and land-use plans. Consistency between the two is formally provided for in the design and analysis of both plans. The agency is congratulated for its work in this regard.

Adequacy of the HPMS data in the conformity and model process is provided by the stated interchange of traffic and model data with the State and the regularity of the extensive traffic monitoring program in the region. This ensures that the HPMS estimates are current and consistent with the MPO estimates.

Consistency of travel speeds is adequate given that congested skims are used iteratively for the HBW purpose. The requirement is for consistency, not equilibrium, and the feedback and closure-checking technically meets the requirement. Additional technical information, provided separately, will allow consideration of methods with better closure behaviors. It is recommended that refinement of this model aspect be considered only if incorporating combined impedance into trip distribution is not feasible.

The Employee Commute Option was eliminated from the federal regulation and the State Department of Natural Resources withdrew this option from the current State Implementation Plan in May, 1996. No other transportation control measures are currently in force and this section of the requirement is not currently relevant.[1]

In summary the identified weaknesses in the current procedures are the speed monitoring procedures and the peak period speed estimation procedure based upon a daily assignment and estimated daily volume to design capacity ratios. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) should develop and implement a work program to verify, and if needed, refine the free-flow arterial street and highway speeds in its existing arterial system network. The results of the verification should be documented in a memorandum report. The SEWRPC should also develop and implement a work program to validate its peak hour speed estimation procedure (which is based on the ratio of facility average weekday traffic volume to average weekday design capacity), and to review potential enhancements of this peak hour estimation procedure (including different speed estimation equations for freeways and surface arterials, and for different types of surface arterials). The results of this validation and review should be documented in a memorandum report. The work program design should be completed by May 1, 1997, and implemented by May 1, 1998. The SEWRPC's next transportation plan conformity is anticipated in Fall 1997. Any interim refinements completed by that time should be incorporated in that conformity analysis. Subsequent conformity analyses should use the results of the model validation and refinement to be conducted and completed by May 1, 1998.

Background

On December 18, 1996, a joint meeting was held to review the modeling practices used in the Milwaukee area. The purpose of the meeting was to foster cooperation in updating the air quality conformity analyses for the region. This session focused on the travel forecasting procedures. Present were representatives of the Southeastern Wisconsin Regional Planning Commission (SEWRPC), Wisconsin Department of Transportation, Wisconsin Department of Natural Resources, FHWA Division, FHWA Region, and FHWA Headquarters offices.

Synopsis of Analysis Procedures

Available Data: Three survey years, 1963, 1972 and 1991 along with census data are available[2]. Note that the survey tools were kept as consistent as possible to keep the survey results comparable. Land use data at the parcel level is also available within the agency. Traffic counts cover all highway facilities functionally classified as collectors and above in the metropolitan area, and are updated on a 3-year cycle. It was also noted in the meeting that free flow and peak hour travel time data are routinely used in other MPO planning programs, and collected for staff work-related trips in the region.

Land-Use Planning: The current method as described follows a traditional Delphi process involving the local governments in the area[3]. As discussed in the Long Range Plan and at the 12/18 meeting, transportation impacts are integrated into the land use plan design by using thematic maps showing regional accessibility changes derived from elements of the trip distribution model. Transportation impacts are also considered through explicit design standards[4]. While this approach is only as strong as the underlying Delphi method, the land use controls available to the region and the consensus approach used provide substantial reinforcements to the final design.

Travel Demand Forecasting: Current[2] and near term[5] methods use a traditional four step model chain. The regional transportation model is currently in its third generation. Standard practices for trip generation, trip distribution, and mode split are employed. An atypical approach is used for trip assignment.

Different daily person-trip production rates are estimated by purpose for each of the three distinct urban areas and one set of rates by purpose for all rural areas. Home-based work, shopping and other are cross classified by vehicle availability and household size. Home based school trips are estimated each for K-12 and university primarily through growth factored trip tables. Non-home based productions are estimated by subregion and allocated to zones by households, retail employees, and other employees. Truck and taxi trips are estimated from inventory data using linear regression. Person trip attraction rates are estimated by single variable regression and specified by subarea (ie central Milwaukee County vs. the remainder of Milwaukee County vs. remainder of the region).

Trip distribution uses a standard gravity model formula for allocating trips with peak hour travel times used for home based work trip distribution and free flow travel times used for home based shop and other and non home base trips. Home based trips and non-home based trips are allocated by both total highway trip time and highway trip out-of-pocket costs. Also for the East-West corridor study, zero car households were distributed separately. No K-factors are used

within the gravity model. Trucks, nonresident, and external trips are distributed using Fratar. During the 12/18 discussion, it was noted that home based work trips are distributed using peak hour travel time skims in a simple, iterative fashion.

Mode split uses a straightforward, multi-variate logit approach for allocating home-based work, other, shopping, college, and non-home based. Mode shares for transit, drive alone, and shared ride are estimated for home based work while only transit and highway shares are estimated for the remaining trip purposes.

Assignment uses a daily method with post-assignment link-based factors based upon the ratio of AWDT to daily capacity to estimate peak travel by direction for each highway link and trip-based factors to estimate transit demand by time period. The relationship between AWDT and daily capacity is also used to estimate peak hour speed and average daily speed.

Conclusions

Explicit documentation validating the free flow network speeds and use of daily volume-capacity ratios for estimating hourly speeds is needed. Highway speeds are a key element for demand forecasting and air quality assessment. As the current SEWRPC practices use a somewhat unique approach, additional information is needed to defend their validity if challenged. This is especially true since experience with hourly speed estimation using AADT/capacity based methods has been mixed for arterial facilities. If the speed estimation procedures are not readily defensible, it is recommended that the procedures be changed to reflect an hourly assignment using BPR, or a similar approach, with appropriately calibrated coefficients by facility type, good estimates of maximum service flow rates (ie LOS E capacity), and current estimates of link free flow speeds. This approach has been shown to provide reasonable estimates of travel speeds if current data are used. More accurate speed estimation techniques require additional traffic control and geometric data to be meaningful, but they should also be considered if these data are available. Note that moving to an hourly or peak period assignment has implications for the distribution and mode split models. At a minimum, this would require factoring trip tables before assignment to reflect peak period trip patterns.

For trip distribution, it is suggested that in the next model update a composite impedance based on modal utilities as the separation variable should be considered instead of highway travel times and costs. Given the mode share in the region, destination choice may be sensitive to transit service levels. The additional iteration should not be difficult as the current model stream is already iterated at least once for estimating HBW trip distribution. This approach would require recalibrating the friction factors for the trip purposes involved and revalidating the trip distribution model. Also, if the mode split model is scheduled to be updated in the future, examining composite impedance within trip distribution should be postponed until the mode split work is complete.

The data resources available to SEWRPC are extraordinary. The agency is congratulated for their monitoring work within the region. In addition to a stronger, more defensible, analytic planning process, the benefits of providing current, meaningful information to the jurisdictions and the public are immeasurable.

The current process effectively considers the transportation and land-use relationships using shared design goals and quantitative thematic mapping. An additional benefit is the consensus achieved within the region for supporting implementation of the land use plan. SEWRPC is one of the few agencies achieving both of these important goals and is again congratulated for their success in this regard.

References

1. "Assessment of Conformity of the 1997-1999 Transportation Improvement Program With Respect to the State of Wisconsin Air Quality Implementation Plan", Memorandum Report #116, SEWRPC October 1996.

2. "A Regional Transportation System Plan for Southeastern Wisconsin-2010", Planning Report #41 SEWRPC December 1994.

3. "A Regional Land Use Plan for Southeastern Wisconsin-2010", Planning Report #40, SEWRPC January 1992.

4. Ibid, p 303.

5. "Methods Report: Service and Patronage Forecasting. Milwaukee East-West Corridor Transit Study", Deliverable #12, SEWRPC for Wisconsin DOT (et al) May 1993.

TRAVEL MODELING REQUIREMENTS FOR SERIOUS, SEVERE, AND EXTREME OZONE NONATTAINMENT AREAS AND SERIOUS CARBON MONOXIDE AREAS

REQUIREMENT

1. A network-based transportation demand model according to procedures and methods that are available and in practice and supported by current and available documentation.

RESPONSE

The travel simulation models used to estimate travel and traffic for the regional transportation system plan and transportation improvement program and attendant air pollutant emissions, are network-based models which forecast travel demand and highway traffic and transit ridership volumes based upon forecasts of regional population and economic activity levels and characteristics, based upon planned regional land use patterns, and based upon the characteristics of the transportation system. 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.

Among the demographic and economic characteristics which are considered in the models are the number of households and jobs; the characteristics of the households, including household size, household income, household vehicle availability, and household residential density; and the characteristics of jobs including type of industry, such as retail and non-retail commercial and industrial.

The travel models forecast travel demand based upon the planned allocation of regional growth and change in population, households, and jobs to 10,800 U. S. Public Land Survey System quarter-sections and approximately 1,400 traffic analysis zones. The former have areas of about 160 acres; the latter ranges in size down to six acres. The regional land use plan and alternative regional growth scenarios are fully described in SEWRPC Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin: 2010.

The transportation network incorporated in the models includes the entire over 3,600-mile arterial street system of the region. This arterial system comprises about one-third of the total street system within the Region, and includes all Federal and State functionally classified arterials within the urban areas and all arterials and major collectors within the rural areas of the Region. The transportation network also includes the entire public transit system, including the local, express, and rapid transit system components.

The regional transportation system plan and improvement program thus include all proposed additions to transportation system capacity within the Region, including with respect to arterial streets and highways, all widenings to provide additional traffic lanes; all conversions of non-arterial facilities to arterials; and all construction of new arterial facilities. With respect to the transit system, the plan and program includes all new routes and service frequency changes. Thus, the transportation system plan, the simulation of the performance of that plan and the implementing improvement program all go well beyond the Federally required consideration of Federally defined regionally significant projects, that is principal arterials and transit fixed guideway facilities.

The battery of Commission travel and traffic simulation models were calibrated with 1991 large-scale travel survey data, 1991 transportation system inventory data, 1990 U. S. Bureau of Census data, and 1990 land use inventory data, and represent state-of-the-art professional practice. The model structure and calibration were approved by the Commission Technical and Intergovernmental Coordinating and Advisory Committee on Regional Transportation System Planning, which Committee includes representation from Federal, State, and local governments. The models were approved for use in a Federal Transit Administration transit fixed-guideway alternatives analysis, and are also documented in a methods report prepared for the east-west corridor transit study, entitled Travel Simulation Models for the East-West Corridor Transit Study. It should be noted that the first generation of the Commission travel and traffic simulation models were developed in 1963 and were validated and recalibrated and refined as necessary in 1972 and 1992 utilizing three generations of Commission large scale travel survey data as well as census and land use data.

REQUIREMENT

(i) Network-based model(s) must be validated against observed counts for a base year that is not more than 10 years prior to the date of the conformity determination. Model forecasts must be analyzed for reasonableness and compared to historic trends.

RESPONSE

As already noted, Commission travel and traffic simulation models were extensively and intensively calibrated and recalibrated, validated, and refined as necessary over a period of more than 30 years. The latest travel model validation was completed for the years 1990 and 1991 using 1990 U. S. Bureau of Census data, 1990 land use inventory data, 1991 travel survey data, and 1990 and 1991 transportation system inventory data. The model validation included comparisons of observed and model-estimated trip generation, trip distribution, transit ridership, and arterial street and highway traffic volume. The model validation is documented in Chapter VII, "Travel Simulation Models," of SEWRPC Planning Report No. 41, A Regional Transportation Plan for Southeastern Wisconsin: 2010.

REQUIREMENT

(ii) Land use, population, employment and other network-based travel model assumptions must be documented, and based on best available information.

RESPONSE

Among the demographic and economic characteristics which are considered in the models are the number of households and jobs; the characteristics of the households, including household size, household income, household vehicle availability, and household residential density; and the characteristics of jobs including type of industry, such as retail and non-retail commercial and industrial.

The travel models forecast travel demand based upon the planned allocation of regional growth and change in population, households, and jobs to 10,800 U. S. Public Land Survey System quarter-sections and approximately 1,400 traffic analysis zones. The former have areas of about 160 acres; the latter ranges in size down to six acres.

The transportation network incorporated in the models includes the entire over 3,600-mile arterial street system of the region. This arterial system comprises about one-third of the total street system within the Region, and includes all Federal and State functionally classified arterials within the urban areas and all arterials and major collectors within the rural areas of the Region. The transportation network also includes the entire public transit system, including the local, express, and rapid transit system components.

The regional transportation system plan and improvement program thus include all proposed additions to transportation system capacity within the Region, including with respect to arterial streets and highways, all widenings to provide additional traffic lanes; all conversions of non-arterial facilities to arterials; and all construction of new arterial facilities. With respect to the transit system, the plan and program includes all new routes and service frequency changes. Thus, the transportation system plan, the simulation of the performance of that plan and the implementing improvement program all go well beyond the Federally defined regionally significant projects, that is, principal arterials and transit fixed guideway facilities.

SEWRPC Planning Report No. 45, A Regional Land Use Plan for Southeastern Wisconsin: 2020 and SEWRPC Planning Report No. 46, A Regional Transportation System Plan for Southeastern Wisconsin: 2020 provide documentation of the travel model assumptions.

(iii) Scenarios of land development and use must be consistent with the future transportation alternatives.

RESPONSE

Land use and transportation system planning have been carried on in Southeastern Wisconsin in a fully integrated fashion for over 30 years. The consistency of the transportation system plan and underlying land use plan is directly established, tested, and documented. First, the transportation system plan is designed to serve the regional land use plan, which is an agreed upon desirable pattern of future land use and not a project pattern of likely future land use. The regional land use plan has been adopted by all seven counties of Southeastern Wisconsin, as well as by many of the major cities, including the City of Milwaukee, as the desirable pattern of future land use. The transportation system plan includes only such arterial street and highway transit improvements which address existing travel needs and demands and those probable future needs and demands which are generated by the regional land use plan.

Second, to test this consistency of the regional land use and transportation system plans, 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 system plans was the preparation of estimates of the future level of accessibility provided by the transportation system plan to each subarea of the Region, as defined by traffic analysis zones. The total level of accessibility provided by the transportation system plan, and, as well, the incremental level of accessibility compared to a "no build" transportation system 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 system plan was consistent with the regional land use plan as it

provided higher levels of accessibility to areas planned for urban development, and lower levels of accessibility to areas planned to be protected from such development.

REQUIREMENT

(iv) A capacity sensitive assignment methodology must be used, and emissions estimates must differentiate between peak and off-peak link volumes and speeds and use speeds based on final assigned volumes.

RESPONSE

The Commission travel and traffic simulation models incorporate sensitivity to peak hour traffic congestion and travel time through a capacity restrained average weekday traffic assignment. Based upon the average weekday capacity restrained assignment, estimates of peak hour traffic speeds and volumes are prepared. The peak hour volumes and speeds are related to the total weekday travel volume and design capacity on the facility, and incorporate the potential for the spreading of total weekday traffic to hours of the day adjacent to the peak hour.

The capacity constrained peak hour, and free flow or off-peak, travel speeds are incorporated in, estimated by, and are available from the Commission models. The models estimate peak hour and off-peak travel times and utilize the peak hour 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).

REQUIREMENT

(v) Zone-to-zone travel impedances used to distribute trips between origin and destination pairs must be in reasonable agreement with the travel times which result from final assigned traffic volumes. Where use of transit currently is anticipated to be a significant factor in satisfying transportation demand, these times should also be used for modeling mode splits.

RESPONSE

The Commission travel and traffic and simulation modeling is conducted in the classic four step procedure, beginning with trip generation, and followed in order by trip distribution, mode choice, and traffic assignment. Zone-to-zone highway travel times and costs are used in the modeling of trip distribution, and zone-to-zone highway travel times and transit travel times are used in the modeling of mode choice. The final modeling step of traffic and transit assignment establishes the final estimated highway and transit travel times for each land use-transportation alternative. It is standard Commission practice to re-estimate trip distribution and mode choice with traffic and transit assignment-estimated travel times until the travel times used to estimate trip distribution and mode choice are in agreement with those estimated in traffic and transit assignment.

REQUIREMENT

(vi) Network based travel models must be reasonably sensitive to changes in the times, costs, and other factors affecting travel choices.

RESPONSE

The Commission mode choice model estimates mode choice in part based upon the travel times and out-of-pocket costs of both public transit and automobile travel. The Commission trip distribution model estimates trip distribution based upon travel time and travel costs.

REQUIREMENT

2. Reasonable methods in accordance with good practice must be used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment represented in the network-based travel model.

RESPONSE

For use in capacity restrained traffic assignment, as well as in trip distribution and mode choice, the Commission simulation models estimate 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 peak hour congested traffic speeds are calculated on the basis of a model calibrated using inventoried speeds and congestion which relates reductions in peak hour speed to the ratio of total average weekday traffic volume to estimated total design capacity. The model was calibrated and validated through comparison of model-estimated peak hour speeds to actual arterial street and highway segment peak hour operating speeds.

REQUIREMENT

3. Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled shall be considered the primary measure of vehicle miles traveled within the portion of the Nonattainment or maintenance area for the functional classes of roadways included in HPMS for urban areas which are sampled on a separate urban area basis. A factor (or factors) may be developed to reconcile and calibrate the network-based model estimates of vehicle miles traveled in the base year of its validation to the HPMS estimates for the same period. These factors shall be applied to model estimates of future vehicle miles traveled. In this factoring process, consideration will be given to differences between HPMS and network-based travel.

RESPONSE

The vehicle-miles of travel estimated by the Commission travel simulation models in the base year of its validation have been compared to estimates prepared for the State Implementation Plan with Highway Performance Monitoring System estimates, and it has been determined that the model estimate is consistent with the inventory estimate, being within 1 percent.

Southeastern Wisconsin Regional Planning Commission

STAFF MEMORANDUM

REVIEW OF TRAVEL SIMULATION MODEL ARTERIAL STREET AND HIGHWAY ESTIMATED FREE-FLOW TRAVEL SPEEDS AND PROCEDURES TO FORECAST ARTERIAL STREET AND HIGHWAY PEAK HOUR TRAVEL SPEEDS

INTRODUCTION

This memorandum documents the findings of an evaluation of the estimated arterial street and highway free flow travel speeds used in the Southeastern Wisconsin Regional Planning Commission travel simulation models, and of the procedures used to forecast arterial street and highway peak hour travel speeds used in those models. The evaluation of free flow travel speeds is documented in the first section of this memorandum. The findings of the evaluation of the procedures used to forecast arterial street and highway peak hour travel speeds are documented in the second section of this memorandum.

REVIEW OF SIMULATION MODEL FREE FLOW TRAVEL SPEEDS

The Commission travel simulation model includes for each segment of arterial street and highway an estimate of the average travel speed which may be expected to be experienced during free flow travel conditions. Free flow travel conditions are defined as those conditions under which traffic volume does not affect, and thereby reduce, travel speed. Typically, all arterial street and highway segments experience free flow travel conditions during non-peak travel hours. When traffic volumes exceed arterial facility design capacity, free flow conditions no longer exist, and travel speeds may be expected to be affected. The Commission has maintained the use of free flow travel speeds in its travel simulation models since the original development of these models in 1963. The free flow travel speeds incorporated in the models are utilized by the Commission in transportation and other planning efforts to document accessibility to, for example, such major land uses as, among others, shopping centers, industrial concentrations, airports, major parks, and major institutions. The travel times are reviewed during each use in facility planning and plan implementation efforts, and also at the initiation of major regional transportation system plan re-evaluations and updates. Past reviews and evaluations have consisted of

comparing estimates used in the travel simulation models to actual measured travel times through review of isochronal lines from selected locations throughout Southeastern Wisconsin.

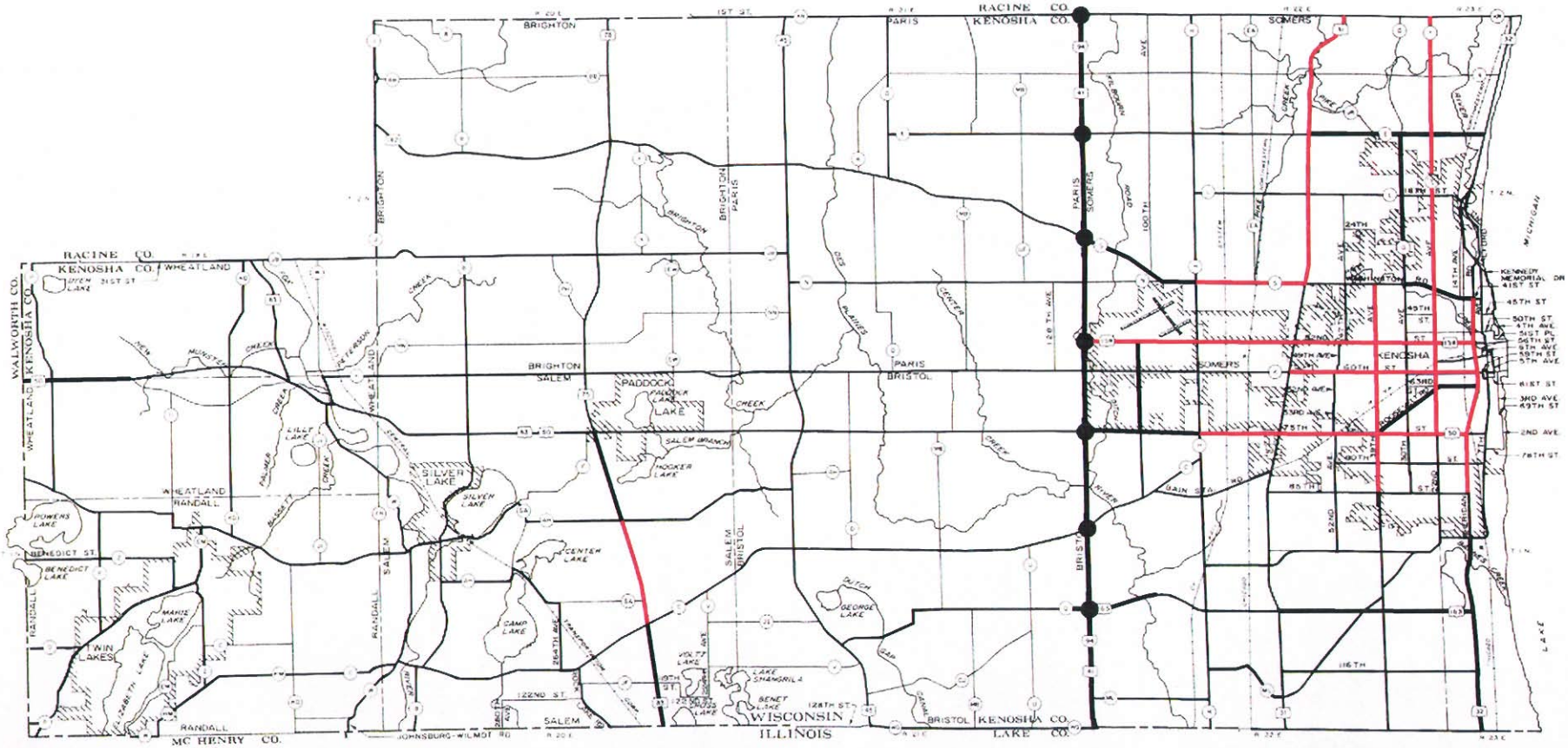
This review and evaluation of the arterial street and highway estimated free flow travel speeds used in the travel simulation model was conducted by comparing model and survey estimated travel speeds and times by street segment. Specifically, the estimated travel speeds and travel times on selected segments of the arterial street and highway as currently incorporated in the highway network travel simulation model were compared to travel survey measured free flow travel speeds and travel times on those segments of arterial street and highway. The travel survey measured travel speeds and times were obtained using a floating car technique, wherein the observed travel time is measured by attempting to approximate the actual speed of traffic flow by passing as many vehicles as pass the survey vehicle. All free flow travel speed measurements were taken during non-peak travel hours.

Approximately 22 percent of the arterial streets and highways within Southeastern Wisconsin were selected for review and evaluation of the estimated free flow travel speeds and times, or nearly 700 miles of the 3,277 miles of existing arterial streets and highways within the seven county planning region. The arterial facilities for which model free flow travel speeds were evaluated are shown on Maps 1 though 7, and are listed in Table 1. Table 1 presents for each surveyed arterial street and highway segment a comparison of travel model estimated and travel survey measured free flow travel times and travel speeds. Figures 1 and 2 compare the travel model estimated and travel survey measured free flow travel times and speeds, respectively. This comparison indicates that the free flow travel times and speeds incorporated in the Commission travel simulation models accurately represent actual free flow travel speeds experienced on the arterial street and highway system of Southeastern Wisconsin. The modest differences observed between travel model estimated and travel survey measured free flow travel times and travel speeds were analyzed by Commission staff and incorporated as necessary into the travel simulation model estimate of free flow travel speeds.

The Commission staff plans to routinely review the free flow travel speeds incorporated in the travel simulation models. These reviews are to be conducted during the recalibration of the Commission travel simulation models which occurs about every 10 years following the conduct of the new U. S. Census and of a new major regional travel inventory. The next such review would be expected following the year 2000 Census, and would be conducted most likely in 2001. Commission staff would again compare

Map 1

ARTERIAL FACILITIES IN KENOSHA COUNTY SURVEYED WITH THE RESPECT TO FREE FLOW TRAVEL SPEED AND TIME



LEGEND

ARTERIAL STREET OR HIGHWAY

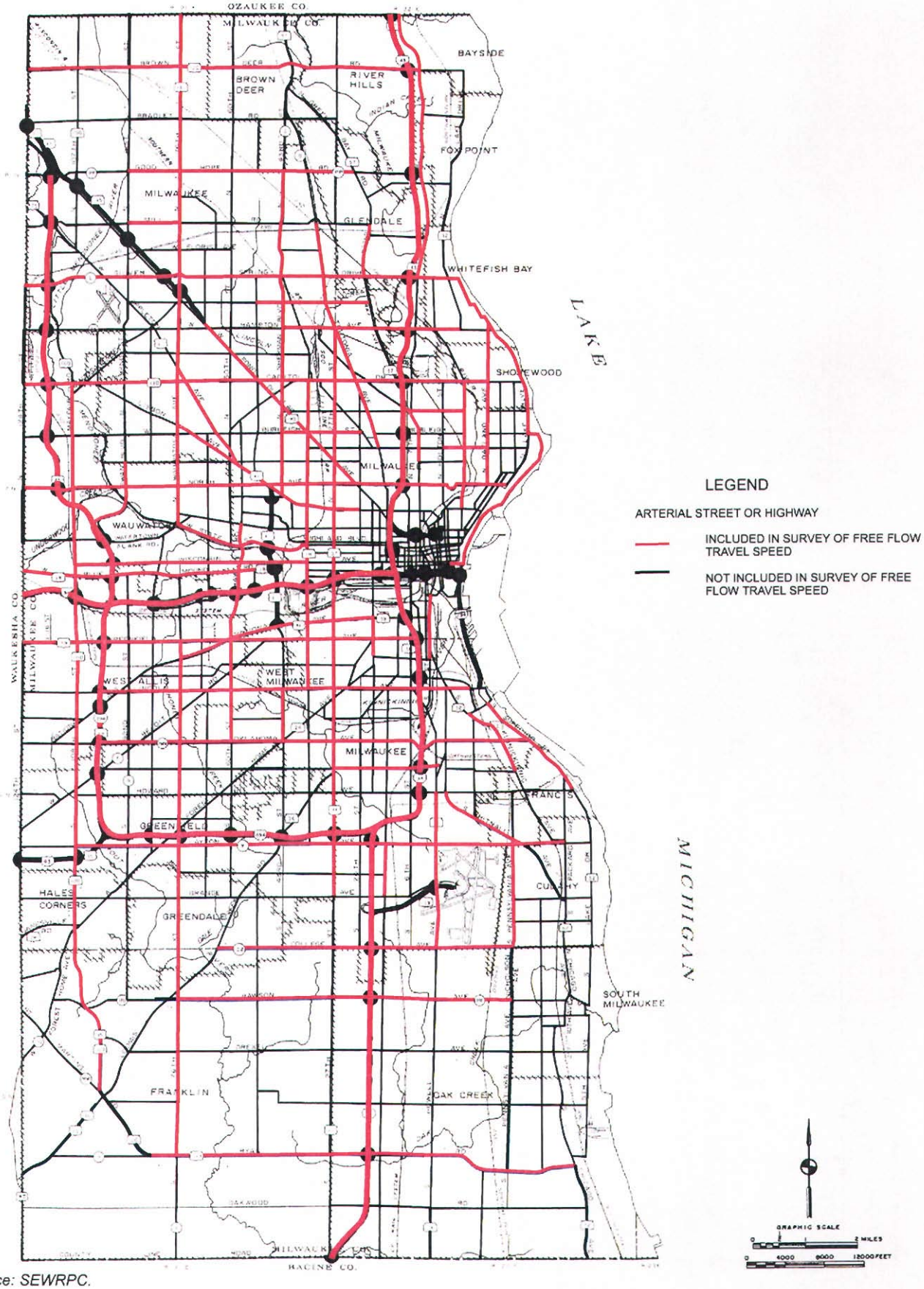
INCLUDED IN SURVEY OF FREE FLOW TRAVEL SPEED

NOT INCLUDED IN SURVEY OF FREE FLOW TRAVEL SPEED

Source: SEWRPC.

Map 2

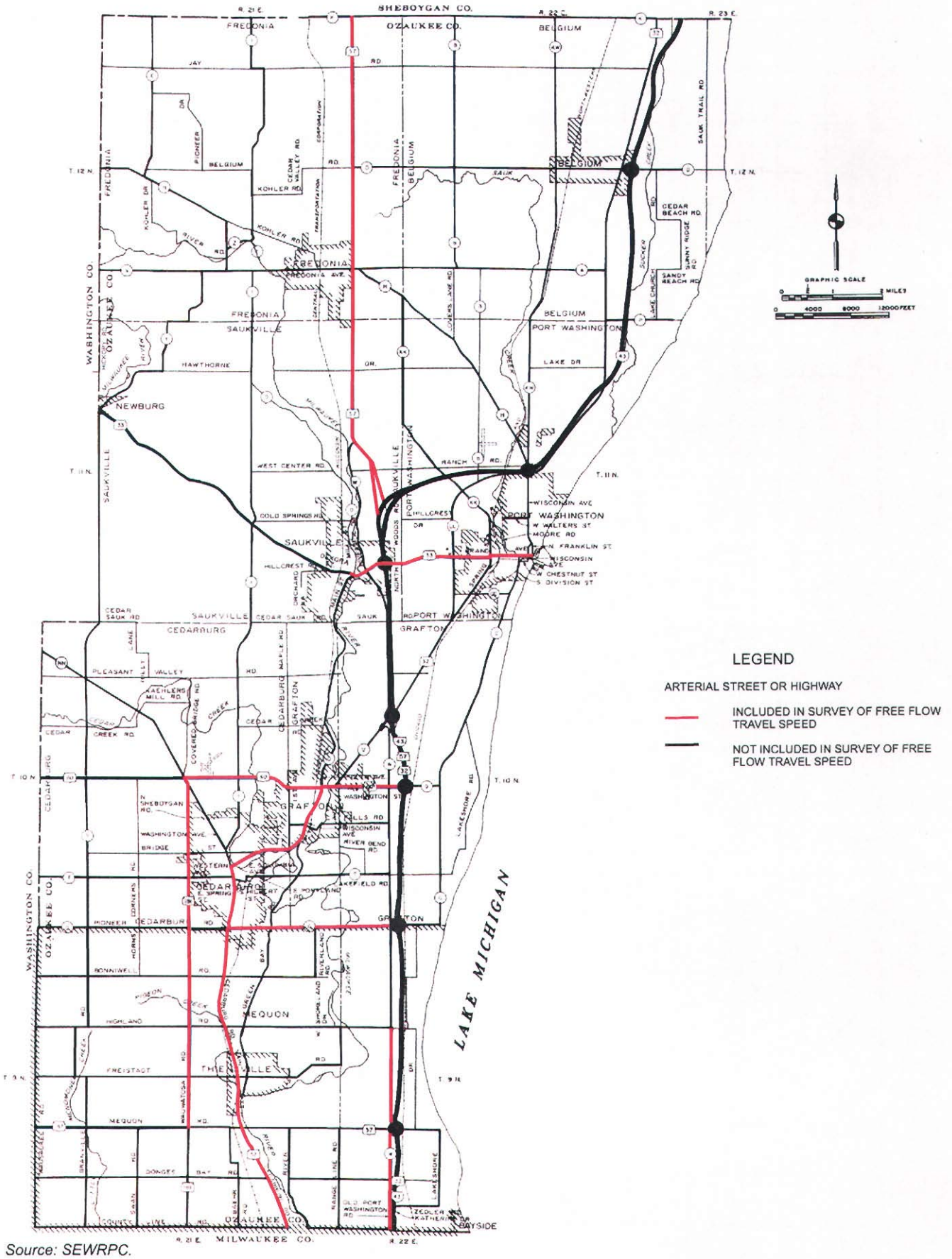
ARTERIAL FACILITIES IN MILWAUKEE COUNTY SURVEYED WITH THE RESPECT TO FREE FLOW TRAVEL SPEED AND TIME



Source: SEWRPC.

Map 3

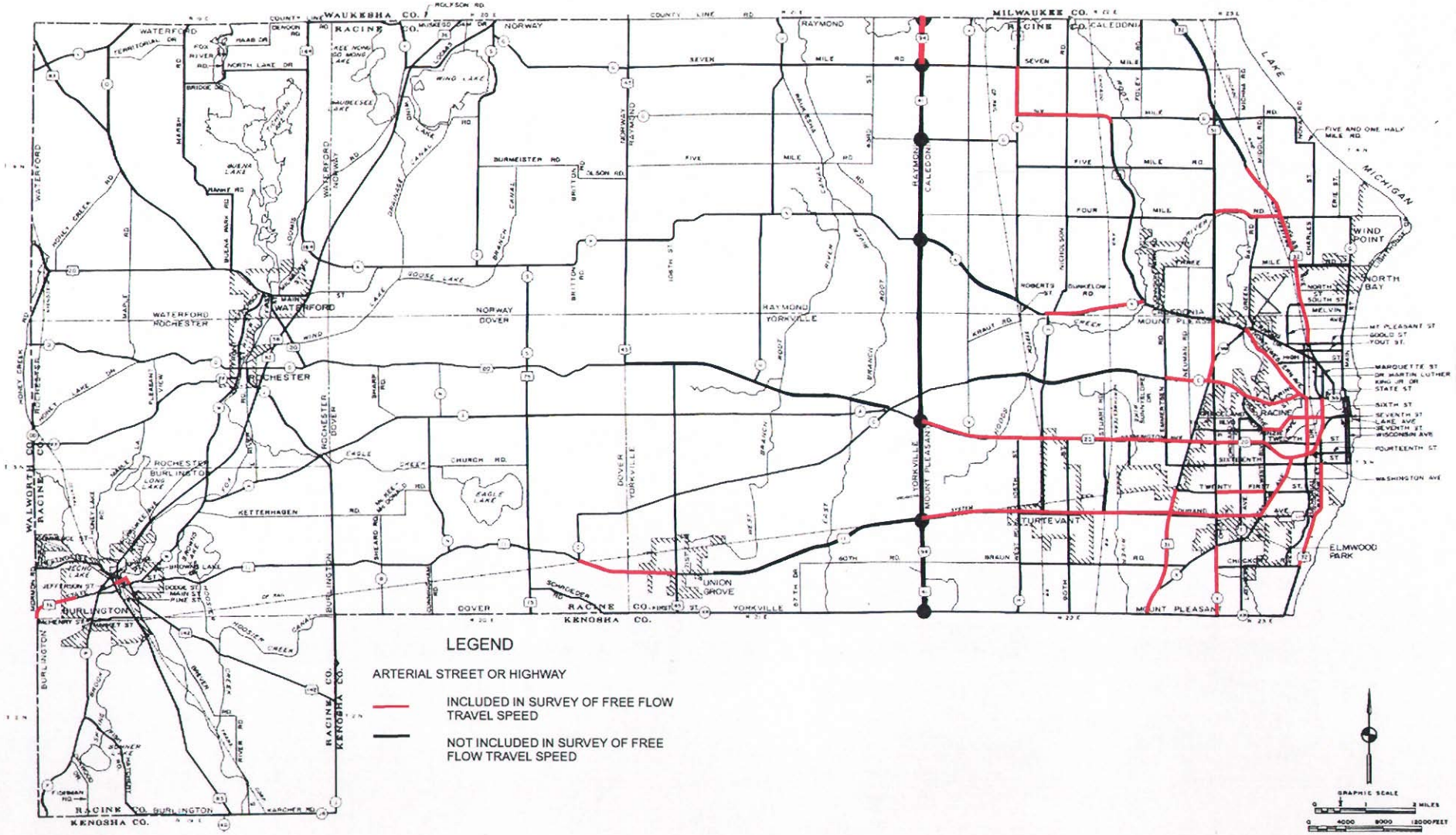
ARTERIAL FACILITIES IN OZAUKEE COUNTY SURVEYED WITH THE RESPECT TO FREE FLOW TRAVEL SPEED AND TIME



Source: SEWRPC.

Map 4

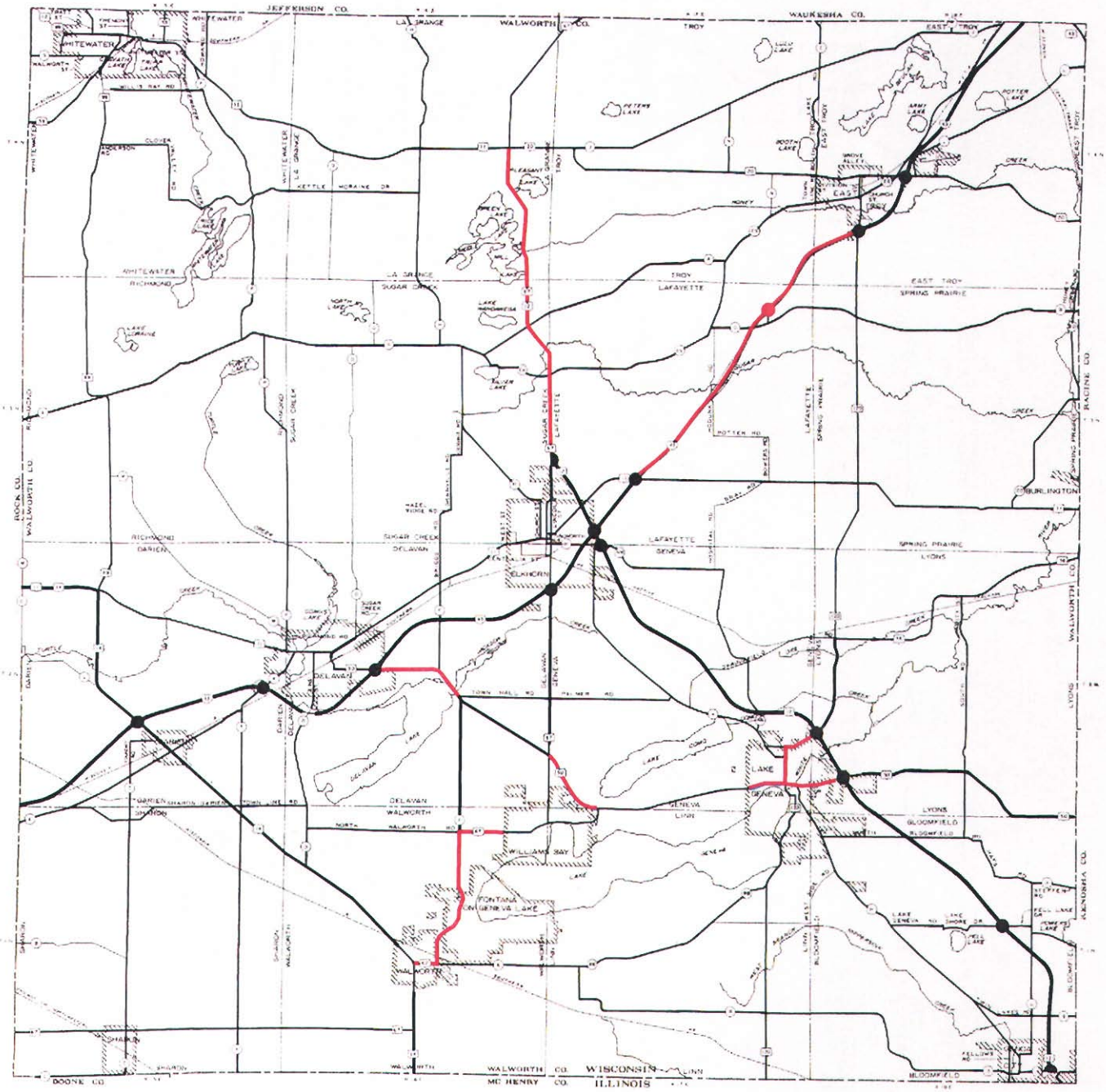
ARTERIAL FACILITIES IN RACINE COUNTY SURVEYED WITH THE RESPECT TO FREE FLOW TRAVEL SPEED AND TIME



Source: SEWRPC.

Map 5

ARTERIAL FACILITIES IN WALWORTH COUNTY SURVEYED WITH THE RESPECT TO FREE FLOW TRAVEL SPEED AND TIME



LEGEND

ARTERIAL STREET OR HIGHWAY

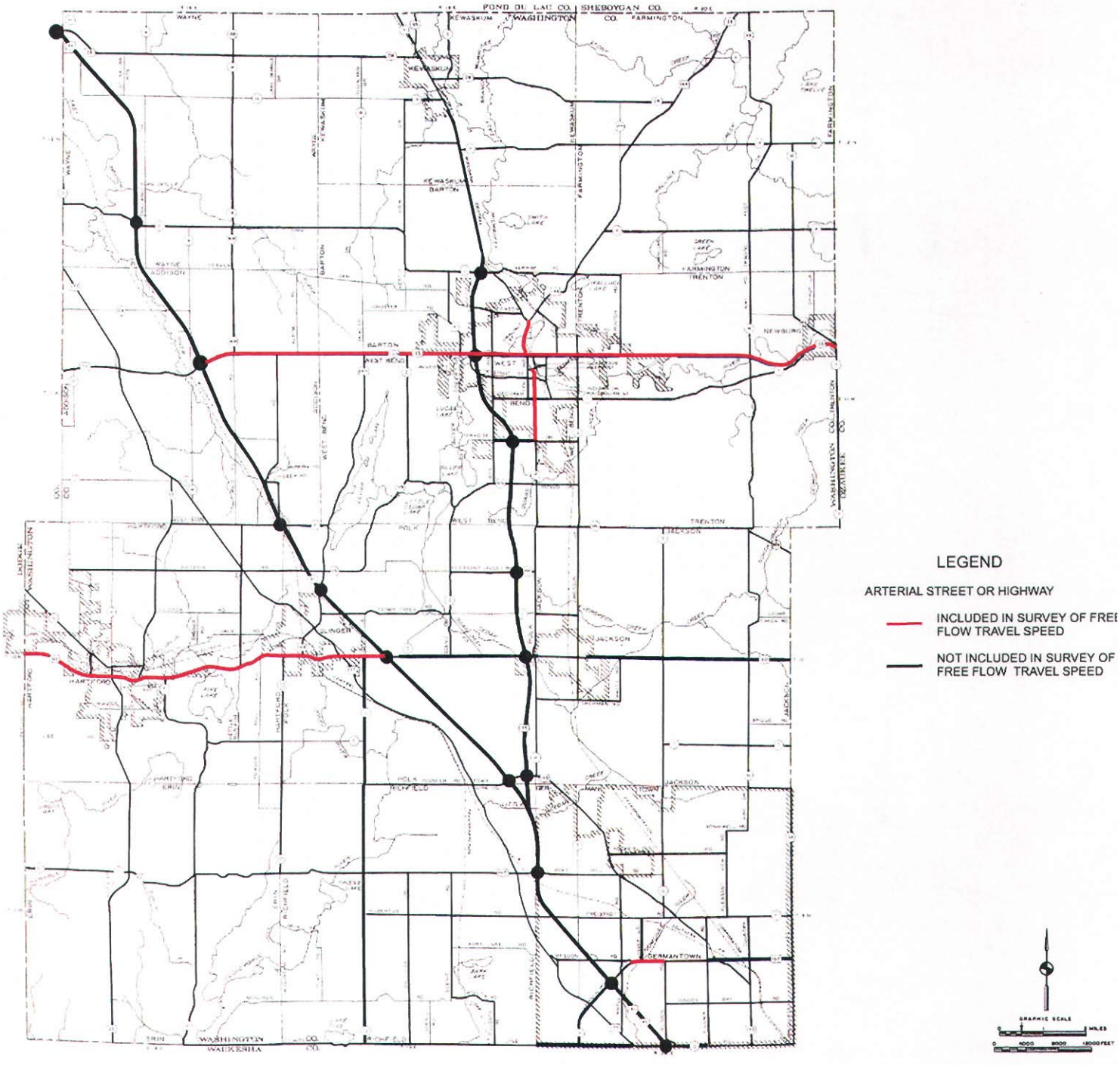
INCLUDED IN SURVEY OF FREE FLOW TRAVEL SPEED

NOT INCLUDED IN SURVEY OF FREE FLOW TRAVEL SPEED

Source: SEWRPC.

Map 6

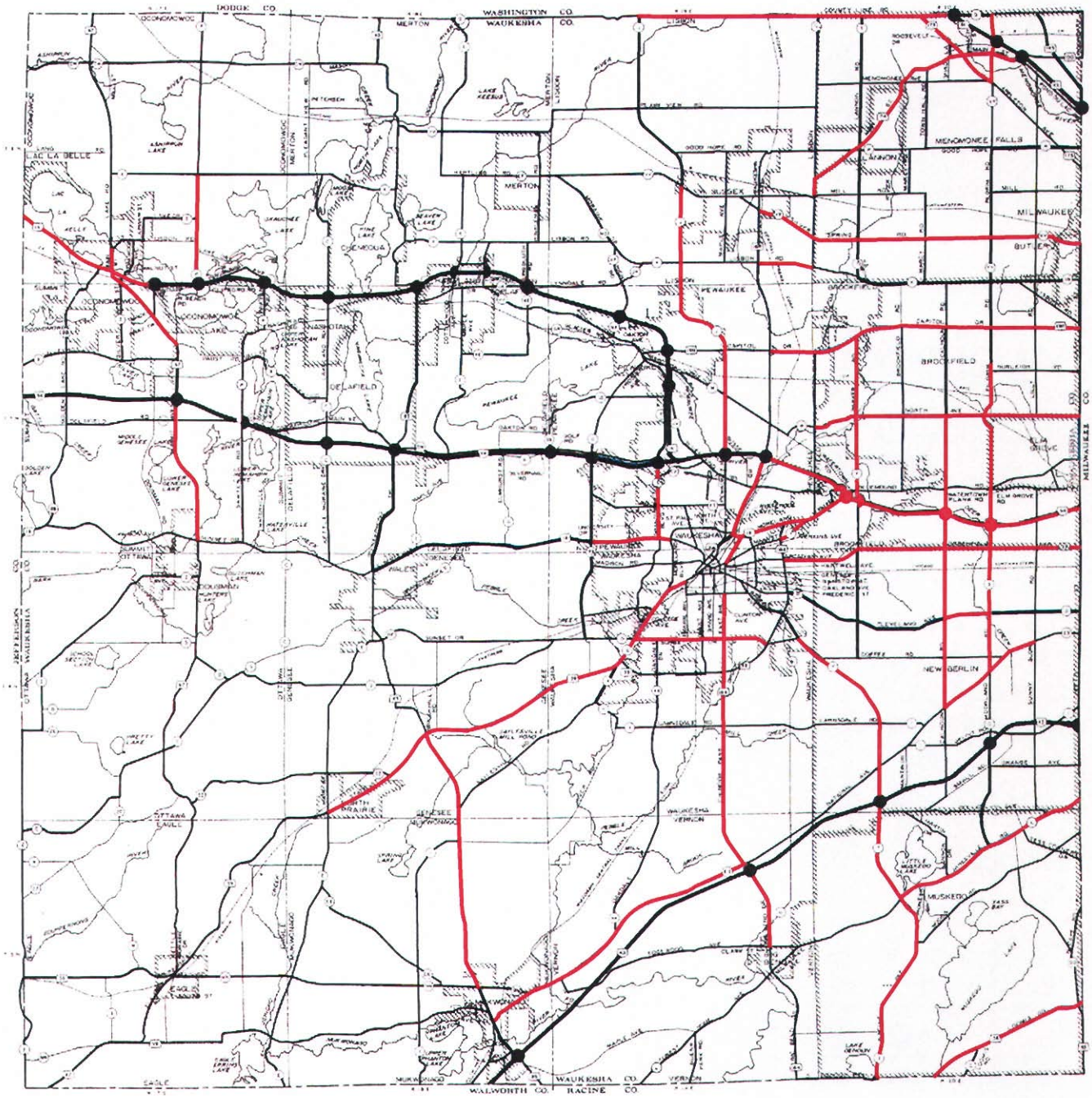
ARTERIAL FACILITIES IN WASHINGTON COUNTY SURVEYED WITH THE RESPECT TO FREE FLOW TRAVEL SPEED AND TIME



Source: SEWRPC.

Map 7

ARTERIAL FACILITIES IN WAUKESHA COUNTY SURVEYED WITH THE RESPECT TO FREE FLOW TRAVEL SPEED AND TIME



LEGEND

ARTERIAL STREET OR HIGHWAY

INCLUDED IN SURVEY OF FREE FLOW TRAVEL SPEED

NOT INCLUDED IN SURVEY OF FREE FLOW TRAVEL SPEED

Source: SEWRPC.

Table 1

COMPARISON OF TRAVEL MODEL-ESTIMATED AND TRAVEL SURVEY MEASURED FREE FLOW TRAVEL TIMES AND SPEEDS

Facility	Termini	Free Flow Travel Time		Free Flow Travel Speed	
		Model Estimate (minutes)	Survey Measurement (minutes)	Model Estimate (mph)	Survey Measurement (mph)
Kenosha County					
22nd Avenue	CTH KR to 75th Street	14.14	12.79	29.70	32.84
39th Avenue	38th Street to 85th Street	7.70	7.51	27.77	27.96
52nd Street	IH 94 to Green Bay Road	4.76	4.47	39.08	41.59
60th Street	Green Bay Road to Sheridan Road	7.85	6.65	24.46	28.87
75th Street	Green Bay Road to Sheridan Road	6.32	7.00	29.43	26.57
Green Bay Road	CTH KR to 38th Street	6.65	5.20	40.60	51.92
Sheridan Road	Washington Street to 85th Street	8.95	7.08	22.12	27.97
CTH S	88th Avenue to Green Bay Road	2.49	2.21	48.86	43.78
STH 83	CTH AH to CTH C	3.00	2.21	36.00	48.97
Milwaukee County					
Airport Freeway	Zoo Freeway to IH 94	5.23	5.31	60.81	59.89
IH 43	County Line Road to IH 94	12.18	11.76	54.18	56.12
IH 94	Airport Freeway to 7mile Road	8.80	8.93	64.75	63.84
IH 94 (see Waukesha County)	STH 164 to IH 43	15.70	14.66	56.93	60.98
IH 94/IH 43	IH 94 to Airport Freeway	5.96	6.02	59.44	58.80
Zoo Freeway	Good Hope Road to Airport Freeway	13.38	13.29	60.07	60.50
13th Street	Lincoln Avenue to Grange Avenue	7.51	7.57	31.96	31.69
16th Street	National Avenue to Lapham Avenue	1.86	1.92	19.35	18.73
1st Street	Water Street to Mitchell Street	3.25	2.96	24.00	26.33
20th Street	Layton Avenue to College Avenue	4.40	4.11	27.27	29.23
27th Street	Cornell Street to Grange Avenue	28.27	27.24	22.92	23.78
35th Street	Capitol Drive to Lincoln Avenue	17.07	16.39	21.09	21.97
43rd Street	Lincoln Avenue to Oklahoma Avenue	2.57	2.21	23.35	27.14
76th Street	County Line Road to State Street	22.15	21.77	26.55	27.01
76th Street	Greenfield Avenue to Ryan Road	21.47	18.97	27.95	31.63
Appleton Avenue	76th Street to Lisbon Avenue	5.72	5.48	23.08	24.09
Bluemound Road	Barker Road to Wisconsin Avenue	20.36	19.22	29.76	31.53
Bradley Road	76th Street to 68th Street	1.00	0.86	30.00	34.88
Brown Deer Road	107th Street to Port Washington Road	11.06	11.17	36.35	35.99
Burleigh Street	Sherman Boulevard to 20th Street	4.51	4.81	19.96	18.71
Capitol Drive	STH 164 to Oakland Avenue	31.13	30.68	31.42	31.87
College Avenue	Loomis Road to Pennsylvania Avenue	11.20	10.43	30.54	32.78

Facility	Termini	Free Flow Travel Time		Free Flow Travel Speed	
		Model Estimate (minutes)	Survey Measurement (minutes)	Model Estimate (mph)	Survey Measurement (mph)
Fond Du Lac Avenue	End Of Freeway to North Avenue	11.58	11.22	22.80	23.53
Good Hope Road	91st Street to Green Bay Road	8.03	7.83	32.88	33.73
Green Bay Road	Mill Road to Silver Spring Drive	1.99	1.70	30.15	35.29
Greenfield Avenue	STH 164 to 1st Street	31.39	32.70	27.91	26.79
Hampton Avenue	Sherman Boulevard to Santa Monica Boulevard	8.11	7.92	22.19	22.74
Hawley Road/60th Street	Vliet Street to Oklahoma Avenue	12.05	11.57	21.91	22.81
Howell Avenue	Howard Avenue to College Avenue	6.30	5.31	28.57	33.93
Humboldt Avenue	Capitol Drive to Brady Street	7.88	5.91	19.04	25.40
Keefe Avenue	IH 43 to Humboldt Avenue	3.41	3.23	21.11	22.27
Kinnickinnic Avenue	Russell Avenue to Norwich Avenue	3.98	4.80	33.17	27.50
Lake Drive/Superior Street	Russell Avenue to Howard Avenue	5.09	4.72	29.47	31.80
Lake Drive	Silver Spring Drive to Michigan Street	16.20	12.91	21.85	27.42
Layton Avenue	STH 100 to Packard Avenue	21.26	18.67	25.40	28.92
Lincoln Avenue	STH 100 to Becher Street	21.77	19.66	19.84	21.97
Lisbon Avenue	76th Street to 20th Street	11.49	9.99	21.41	24.66
Locust Street	Holton Avenue to Oakland Avenue	2.40	2.57	22.50	21.04
Martin Luther King Jr Drive	Keefe Avenue to Center Street	3.19	3.07	18.81	19.56
Morgan Avenue/Holt Avenue	Chase Avenue to 27th Street	5.35	4.26	22.43	28.16
National Avenue	76th Street to 16th Street	11.37	10.54	22.16	23.90
North Avenue	Springdale Road to Lake Drive	38.41	36.79	24.52	25.61
Oakland Avenue	Hampton Avenue to North Avenue	8.03	10.03	22.42	17.95
Oklahoma Avenue	STH 100 to Lake Drive	22.80	18.84	23.16	28.03
Pennsylvania Avenue	Layton Avenue to College Avenue	3.86	3.19	31.09	37.63
Port Washington Road	County Line Road to Silver Spring Drive	10.08	10.08	32.74	32.74
Rawson Avenue	76th Street to Nicholson Avenue	10.81	10.99	36.08	35.47
Ryan Road	St Martins Road to Chicago Avenue	12.31	12.26	40.94	41.11
Sherman Boulevard	Good Hope Road to Lisbon Avenue	16.68	13.56	22.30	27.43
Silver Spring Drive/Road	STH 164 to Lake Drive	31.44	29.38	29.77	31.86
State Street	Harmonee Avenue to 35th Street	8.22	6.74	19.70	24.02
STH 100	Capitol Drive to St Martins Road	28.78	28.54	32.31	32.59
Swan Boulevard	Center Street to Watertown Plank Road	4.76	3.66	22.69	29.54
Teutonia Avenue	Mill Road to Locust Street	12.50	11.10	21.12	23.78
Villard Avenue	51st Street to Green Bay Avenue	5.20	5.32	25.38	24.80
Whitnall Avenue	Howard Avenue to Layton Avenue	4.51	3.82	25.28	29.87
Wisconsin Avenue	STH 100 to 35th Street	11.66	10.47	23.16	25.80

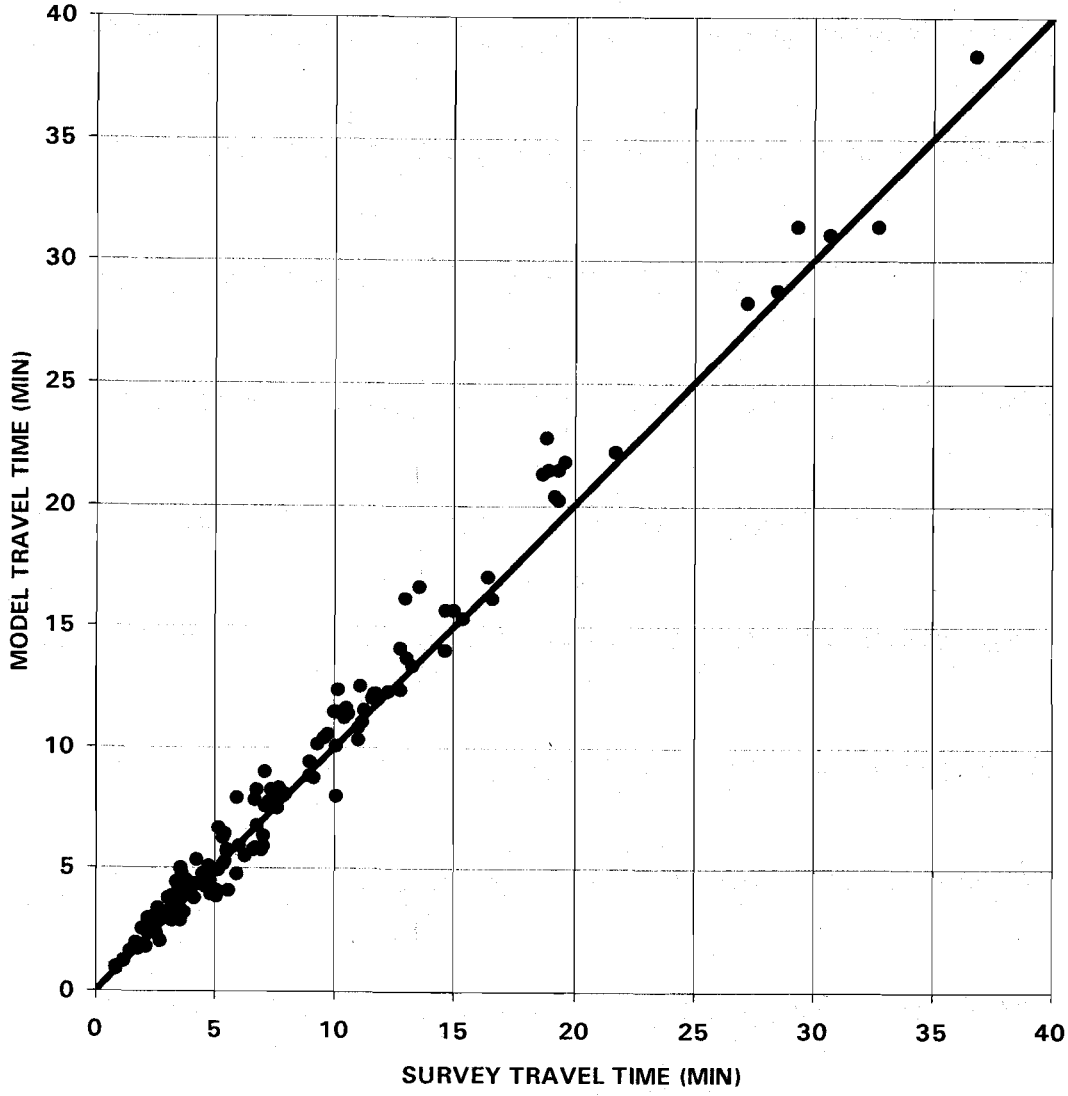
Facility	Termini	Free Flow Travel Time		Free Flow Travel Speed	
		Model Estimate (minutes)	Survey Measurement (minutes)	Model Estimate (mph)	Survey Measurement (mph)
Ozaukee County					
CTH C	STH 57 to IH 43	4.95	5.18	41.21	39.40
Port Washington Road	Highland Road to County Line Road	5.76	6.59	41.67	36.42
STH 33	CTH O to Franklin Street	8.28	7.33	26.81	30.30
STH 57	CTH K to Freeway	10.16	9.31	51.97	56.70
STH 57	STH 60 to County Line Road	20.18	19.36	31.22	32.54
STH 60	STH 143 (5 Points) to STH 32/IH 43	7.73	7.29	34.15	36.19
Wauwatosa Road	Mequon Road to STH 60	12.34	10.16	34.04	41.33
Racine County					
21st Street	Ohio Street to West Boulevard	2.50	2.20	24.00	27.27
4 Mile Road	STH 31 to STH 32	2.40	2.22	37.50	40.50
Douglas Avenue	5 Mile Road to Goold Street	7.56	7.10	31.75	33.80
Durand Avenue	IH 94 to Taylor Avenue	10.33	10.96	39.50	37.24
Green Bay Road	Northwestern Avenue to Spring Street	2.05	2.69	38.04	28.95
Green Bay Road	21st Street to CTH KR	4.25	4.59	38.12	35.30
Kinzie Avenue/6th Avenue	Osborne Boulevard to Marquette Street	3.80	3.07	22.11	27.40
Marquette Street	State Street to Washington Avenue	1.80	2.09	20.00	17.23
Meachem Road	Taylor Avenue to CTH KR	2.52	1.96	33.33	42.83
Memorial Drive	State Street to Washington Avenue	3.05	2.46	23.61	29.32
Northwestern Avenue	CTH H to STH 38	3.41	2.60	35.19	46.15
Northwestern Avenue	Rapids Drive to State Street	4.08	3.44	25.00	29.62
Spring Street	Emmertsen Road to Northwestern Avenue	6.41	5.45	28.08	33.03
STH 32	16th Street to Chicory Road	5.00	3.53	25.20	35.72
STH 38	7 Mile Road to CTH G	4.49	3.36	38.75	51.81
Taylor Avenue	Washington Avenue to Durand Avenue	3.28	3.55	25.61	23.66
Washington Avenue	IH 94 to Marquette Street	15.68	14.94	34.06	35.73
Jefferson Street/Main Street	Pine Street to Durand Avenue (STH 11)	1.66	1.43	14.46	16.78
State Street(STH 36)	Mormon Avenue to Kendrick Avenue	1.20	1.17	35.00	35.90
STH 11	Britton Road to Main Street(USH 45)	3.00	2.82	42.00	44.73
Walworth County					
STH 120	USH 12 to STH 50	4.12	3.43	21.84	26.24
STH 50	West City Limits to USH 12	4.15	5.57	28.92	21.54
STH 50	IH 43 to CTH F (South)	2.86	3.58	41.96	33.53
STH 50	STH 67 to Divided Highway	1.73	1.81	45.09	43.09
STH 67	W Limit Williams Bay to STH 14	7.87	7.58	38.12	39.56
STH 67	STH 120 to USH 12 Freeway	9.44	8.96	43.22	45.56
Washington County					
Main Street	STH 144 to Washington Street	2.90	2.48	18.62	21.79
Main Street	Water Street to Rusco Drive (CTH NN)	4.79	5.94	33.82	27.28
Mequon Road	Lannon Road to Division Road	0.93	0.84	38.71	42.77
STH 33	USH 41 to CTH I	21.44	19.34	40.58	44.97
STH 60	County Line to USH 45	16.18	16.58	44.50	43.43

Facility	Termini	Free Flow Travel Time		Free Flow Travel Speed	
		Model Estimate (minutes)	Survey Measurement (minutes)	Model Estimate (mph)	Survey Measurement (mph)
Waukesha County					
Apppleton Avenue	CTH Q to Pilgrim Road	4.95	5.03	26.67	26.24
Barker Road	Capitol Drive to Blue Mound Road	5.85	6.71	37.95	33.08
Calhoun Road	North Avenue to National Avenue	13.70	13.00	35.91	37.85
Cleveland Avenue	Calhoun Road to Moorland Road	1.92	1.92	31.30	31.30
CTH J	Silver Spring Drive to IH 94	8.75	9.13	36.34	34.82
CTH P	CTH K to STH 16	3.70	3.51	40.54	42.72
CTH Q	CTH J to USH 41/USH 45	10.39	9.59	40.42	43.89
East Avenue	College Avenue to Edgewood Avenue	12.33	12.73	38.44	37.25
Grandview Boulevard	IH 94 to Summit Avenue	3.21	3.73	31.78	27.36
Janesville Road	Racine Avenue to 124th Street	5.90	7.04	45.76	38.56
Lisbon Road	STH 164 to Townline Road (CTH V)	1.86	1.93	41.94	40.34
Main Street/Moreland Boulevard	Barker Road to STH 164	3.91	5.06	29.16	22.53
Moreland Boulevard	STH 164 to Barker Road	5.79	5.48	33.16	35.02
National Avenue	Calhoun Road to Sunnyslope Road	4.11	5.08	35.04	28.35
National Avenue (CTH ES)	STH 83 to STH 164	11.43	10.03	40.94	46.67
Pilgrim Road	County Line Road to Appleton Avenue	3.36	3.53	26.79	25.47
Pilgrim/Moorland Road	Burleigh Place to National Avenue	14.05	14.61	29.47	28.34
Racine Avenue	Sunset Drive to Muskego Dam Road	15.38	15.43	32.77	32.67
St Paul Avenue	Prairie Avenue to STH 59 By-Pass	3.76	4.16	30.32	27.43
STH 16	Jefferson Co Line to Freeway	5.80	6.91	35.17	29.52
STH 164	IH 94 to Moreland Boulevard	2.92	3.24	39.04	35.20
STH 36	STH 100 to 4 Lane Highway	6.74	6.74	46.28	46.28
STH 59	CTH E to Sunset Drive	10.54	9.71	47.82	51.93
STH 67	IH 94 to USH 18	4.20	3.71	47.14	53.35
STH 67	Lisbon Road to Pabst Road	5.56	6.29	29.14	25.76
STH 74	Mill Road to USH 41/USH 45	12.20	11.63	30.98	32.51
STH 83	STH 59 to CTH NN	8.33	7.66	48.25	52.47
Summit Avenue	CTH TT to Moreland Boulevard	3.04	3.27	35.52	33.01
Sunset Drive	CTH X to STH 164	5.31	5.42	33.90	33.21
Whiterock Avenue	Main Street to Moreland Boulevard	1.92	1.78	21.88	23.60
IH 94 (see Milwaukee County)	STH 164 to IH 43	15.70	14.66	56.93	60.98
IH 43	STH 120 to STH 11	6.78	6.75	65.00	65.20

Source: SEWRPC.

Figure 1

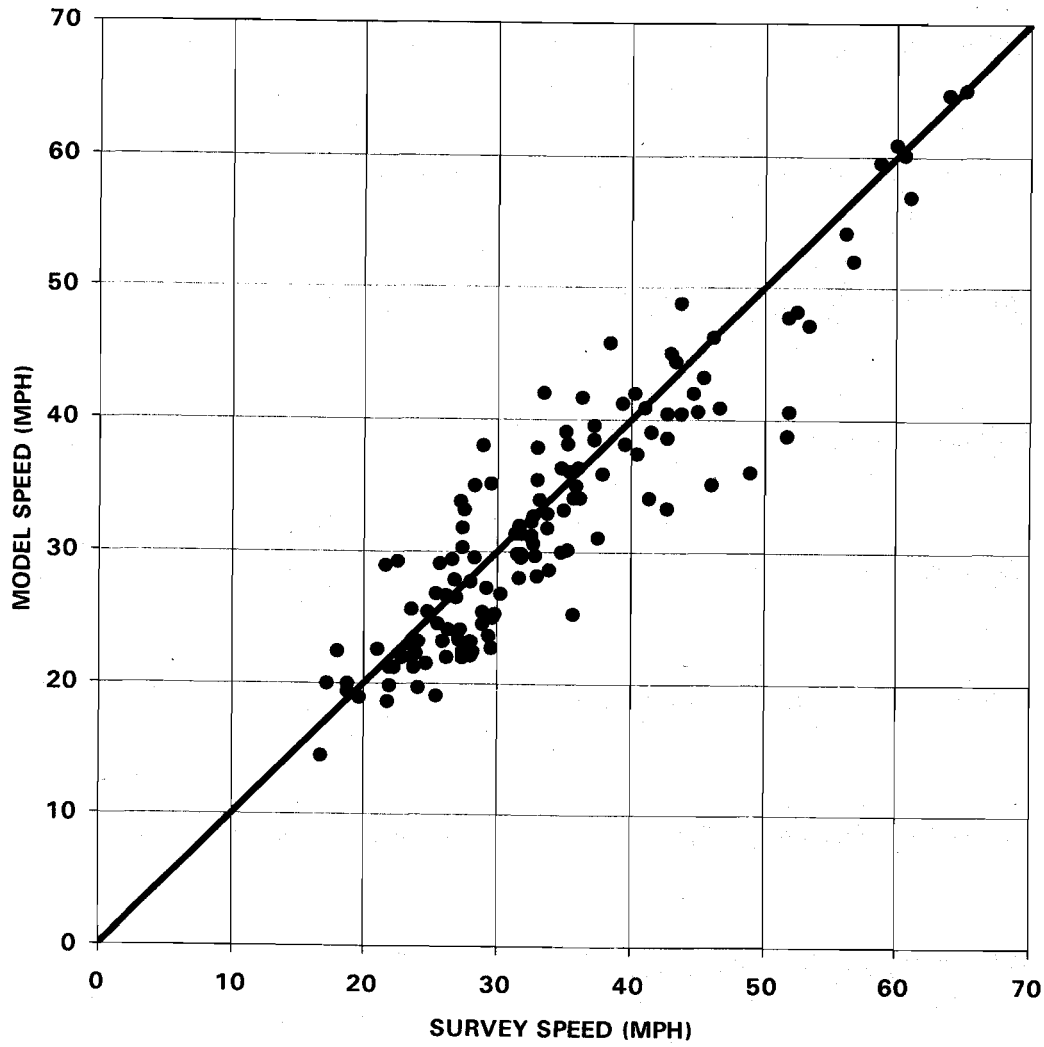
COMPARISON OF TRAVEL MODEL ESTIMATED AND TRAVEL SURVEY MEASURED FREE FLOW TRAVEL TIME



Source: SEWRPC.

Figure 2

COMPARISON OF TRAVEL MODEL ESTIMATED AND TRAVEL SURVEY MEASURED FREE FLOW TRAVEL SPEED



Source: SEWRPC.

travel model estimates of free flow speeds and travel times to actual travel survey measurements. Approximately 25 percent of the arterial street and highway network would be selected for such analysis.

REVIEW OF PROCEDURES TO FORECAST ARTERIAL STREET AND HIGHWAY PEAK HOUR TRAVEL SPEEDS AND TRAVEL TIMES

The Commission travel simulation models include a model which estimates arterial street and highway travel time and speed during the peak traffic hours under congested conditions. The model forecasts the peak hour travel time and speed based upon the arterial street and highway's ratio of 24-hour traffic volume to its estimated 24-hour design capacity. This procedure has been utilized in the Commission travel simulation model for nearly 20 years and was initially calibrated and validated based upon measurements of actual peak hour travel time on congested arterial street and highway segments.

This review of this procedure validates this procedure for its continued use in the Commission travel simulation models. The review considered whether the model relationship between 24-hour volume to design capacity ratio and peak hour travel speed was still valid, and whether different relationships between the 24-hour volume to design capacity ratio and peak hour travel times and speeds exist for different types of arterial facilities, including freeways, urban two-lane and multi-lane facilities, and rural arterial facilities. To conduct this review the Commission staff identified segments of existing congested arterial facilities within southeastern Wisconsin, that is, arterial facilities carrying existing traffic volumes exceeding their design capacities. These facilities included segments of freeway facilities, urban two-lane and multi-lane facilities, and rural two-lane facilities. Travel time and speed measurements were conducted on these selected facilities during other than peak hour conditions to measure actual free flow conditions, and also during peak traffic hours to represent peak hour travel times and speeds. Twenty-four hour traffic volumes were obtained principally from traffic counts conducted by the Wisconsin Department of Transportation. The arterial facilities selected for this travel simulation model review are shown on Table 2 along with their ratio of estimated existing 24 hour average weekday traffic volume to design capacity and their ratio of travel survey measured peak hour travel time to free flow travel time. Figure 3 compares the model estimate of the ratio of peak hour travel time to free flow travel time to the actual travel survey measured peak hour travel time. The review of the model indicates that the model

Table 2

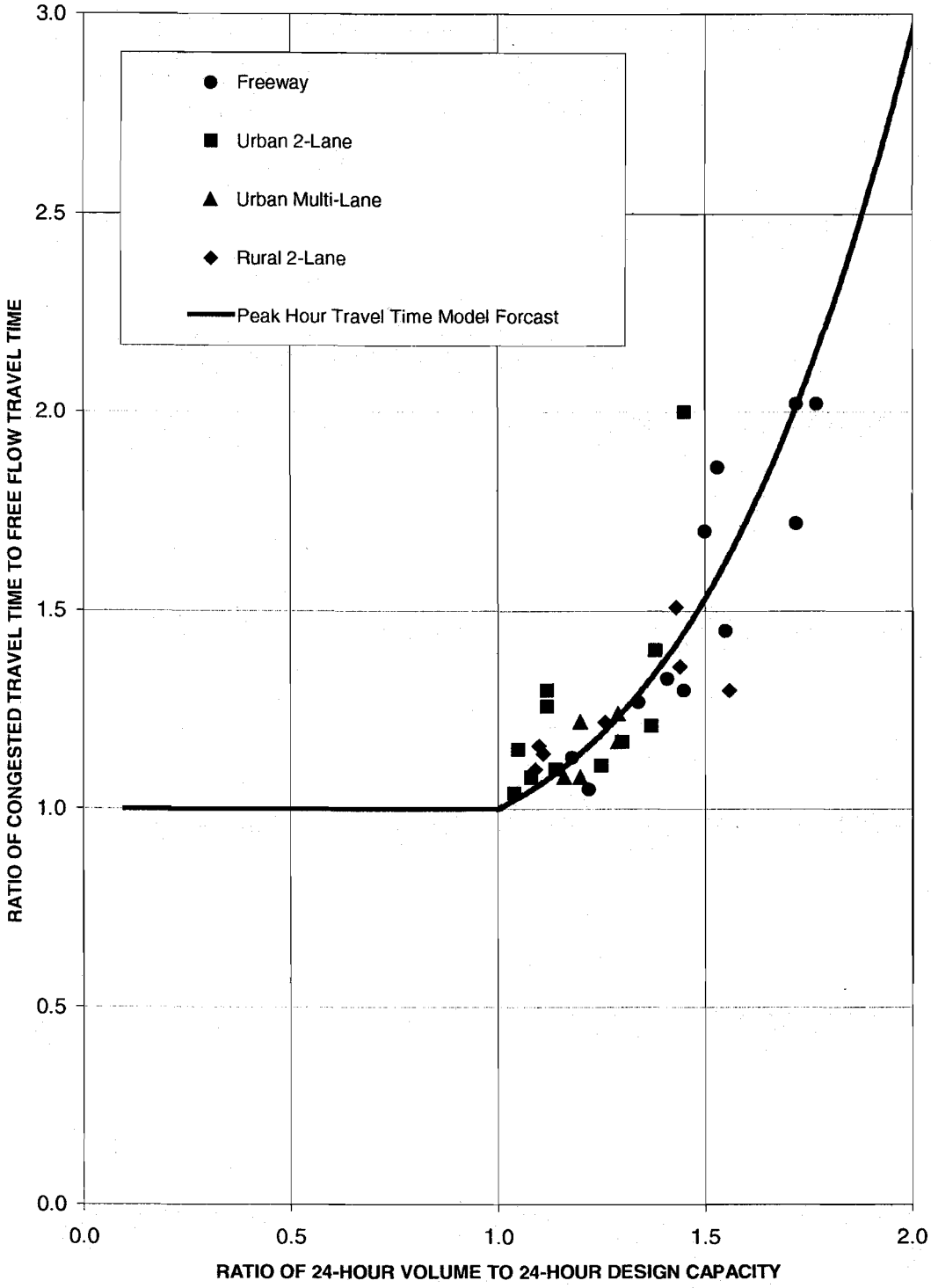
TRAVEL SURVEY MEASUREMENT OF PEAK HOUR AND FREE FLOW TRAVEL TIMES ON SELECTED CONGESTED ARTERIAL FACILITIES

Facility	Termini	Estimated Ratio of Estimated Existing Average Weekday Traffic Volume to Design Capacity	Travel Survey Measured Ratio of Peak Hour to Free Flow Travel Time
Freeway			
IH 94	STH 164 to Barker Road	1.18	1.13
IH 94	Barker Road to Moorland Road	1.22	1.05
IH 94	Moorland Road to USH 45	1.45	1.30
IH 94	USH 45 to Hawley Road	1.72	2.02
IH 94	Hawley Road to IH 43	1.72	1.72
IH 43	County Line Road to Brown Deer Road	1.08	1.08
IH 43	Brown Deer Road to Goood Hope Road	1.34	1.27
IH 43	Good Hope Road to Silver Spring Drive	1.41	1.33
IH 43	Silver Spring Drive to Capitol Drive	1.18	1.13
IH 43	Capitol Drive to North Avenue	1.50	1.70
IH 894/IH 43	Greenfield Avenue to IH 94 (Mitchell Int)	1.55	1.45
USH 45	Silver Spring Drive to Capitol Drive	1.53	1.86
USH 45	Capitol Drive to IH 94 (Zoo Int)	1.77	2.02
Urban 2-Lane			
Greenfield Avenue	STH 164 to Calhoun Road	1.04	1.04
Greenfield Avenue	Calhoun Road to Moorland Road	1.30	1.17
Greenfield Avenue	Moorland Road Road to 124th Street	1.38	1.40
Greenfield Avenue	92nd Street to 76th Street	1.37	1.21
Greenfield Avenue	76nd Street to 60th Street	1.14	1.10
Greenfield Avenue	35nd Street to 6th Street	1.08	1.08
Racine Avenue	National Avenue to IH 43	1.45	2.00
Cleveland Avenue	Calhoun Road to Moorland Road	1.12	1.26
Calhoun Road	Cleveland Avenue to Bluemound Road	1.12	1.30
Teutonia Avenue	Mill Road to Villard Avenue	1.05	1.15
STH 83	CTH NN to IH 43	1.25	1.11
Urban Multi-Lane			
Fond du Lac Avenue	North Avenue to Burleigh Street	1.29	1.17
Capitol Drive	Sherman Boulevard to 27th Street	1.29	1.24
Capitol Drive	STH 100 to Sherman Boulevard	1.20	1.08
Capitol Drive	Brookfield Road to 124th Street	1.20	1.22
Capitol Drive	Springdale Road to Brookfield Road	1.16	1.08
Rural 2-Lane			
Racine Avenue	Coffee Road to Lawnsdale Road	1.11	1.14
STH 164/CTH J	CTH VV to Watertown Road	1.26	1.22
STH 164	Lawnsdale Road to National Avenue	1.56	1.30
STH 83	CTH X to CTH NN	1.09	1.10
STH 59	CTH ZZ to CTH X	1.10	1.16
USH 18	Kossow Road to Brookfield Road	1.43	1.51
Ryan Road	76th Street to 35th Street	1.44	1.36

Source: SEWRPC.

Figure 3

TRAVEL SURVEY DATA ON PEAK HOUR TRAVEL TIMES USED TO COLLABORATE AND VALIDATE TRAVEL MODEL FOR PEAK HOUR TRAVEL TIME FORECASTS



Source: SEWRPC

predicting peak hour travel time, based upon 24-hour volume to design capacity ratio, continues to be, and is valid for all types of arterial facility.

The Commission staff will routinely review this peak hour travel simulation model travel time estimation procedure. This will occur when the Commission routinely conducts its review and recalibration of travel simulation models following the conduct of each new U.S. Census and major travel inventory. The next time that this would be conducted would be expected in the year 2001.

SUMMARY AND CONCLUSION

A review was conducted of the arterial street and highway estimated free flow travel speeds and procedures to forecast arterial street and highway peak hour travel speeds as incorporated in the Commission travel simulation models. With respect to model estimated free-flow travel speeds, the model estimated free flow travel speeds were compared to travel survey measured free-flow travel speeds on approximately 700 miles of arterial streets and highways within southeastern Wisconsin. This review and comparison indicated that the model estimated free-flow travel speeds and travel times accurately represent actual free flow travel speeds and travel times within southeastern Wisconsin. Only minor modification of model estimated travel speeds was necessary based upon this review and comparison. The Commission staff will routinely review free flow speed as part of its review and recalibration of travel simulation models which are conducted following each U.S. Census and major travel inventory.

A review was also conducted of the travel simulation model procedure which forecasts arterial street and highway peak hour travel speeds based upon the ratio of 24-hour traffic volume to design capacity. The results of this review indicated that this model procedure continues to be valid and accurately predicts peak hour travel speeds for all types of arterial facilities, including freeways, urban two-lane, urban multi-lane, and rural two-lane arterial facilities. This model also will be reviewed whenever the Commission conducts a major review and recalibration of its travel simulation models.

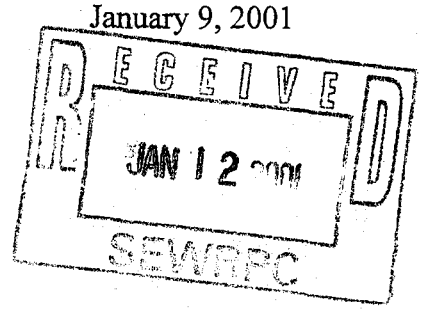
* * * * *

APPENDIX F

Federal Highway Administration
567 D'Onofrio Drive
Madison, WI 53719-2814

Federal Transit Administration
200 W. Adams Street, Suite 2410
Chicago, IL 60606-5232

January 9, 2001



Mr. Philip C. Evenson, Executive Director
Southeastern Wisconsin Regional Planning Commission
916 N. East Avenue
P.O. Box 1607
Waukesha, Wisconsin 53187-1607

Subject: Conformity of the Southeastern Wisconsin Regional Planning Commission Amended 2000-2002 Transportation Improvement Program and the Amended Year 2020 Regional Transportation Systems Plan with the Wisconsin State Implementation Plan

Dear Mr. Evenson:

The Federal Transit Administration and Federal Highway Administration have jointly reviewed the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Amended 2020 Regional Transportation Systems Plan (RTP) and the Amended 2000-2002 Transportation Improvement Program (TIP) and accompanying air quality conformity analysis submitted on August 22, 2000. The plan, program, and analysis apply to the six severe ozone non-attainment counties in the Milwaukee Transportation Management Area and the Walworth County ozone maintenance area. Our reviews compared the RTP and TIP with the requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the 1990 Clean Air Act Amendments (CAAA), and their related implementing regulations. The air quality conformity portion of our review was coordinated with the U.S. Environmental Protection Agency (EPA), the Wisconsin Department of Transportation (WisDOT), and the Wisconsin Department of Natural Resources (WisDNR). Please refer to the enclosed letters of review and approval from the EPA and WisDNR.

We jointly find the Amended 2020 RTP and Amended 2000-2002 TIP for the six-county metropolitan planning area in southeastern Wisconsin and Walworth County to be in conformance with the transportation related requirements of ISTEA, TEA-21, CAAA, and related regulations including those for determining conformity with the Wisconsin State Air Quality Implementation Plan (SIP). We hereby jointly find the Amended SEWRPC RTP and TIP for the six-county metropolitan planning area to be in conformity with the SIP as required in 40 CFR Part 93 as amended. With this determination and our joint air quality conformity finding, the corresponding projects in the Amended SEWRPC 2000-2002 TIP can be incorporated into the WisDOT 2001-2003 Statewide Transportation Improvement Program (STIP). Note, by agreement of all parties, this determination was deferred pending EPA approval of a SIP revision to increase the Walworth County VOC emissions budget, which became effective December 26, 2000.

This conformity finding is valid for a period of three years. A new air quality conformity determination will be required if either the RTP or TIP are modified by adding, removing and/or changing the implementation schedule of a non-exempt project, or if any other triggering events specified in 40 CFR 93.104(c) occur. Should you have any questions regarding this conformity finding, please contact Mr. Victor Austin, FTA at (312) 353-2865 or Dwight McComb, FHWA at (608) 829-7518.

Sincerely yours,

Dwight E. McComb
Federal Highway Administration
For the Division Administrator

Sincerely yours,

(for) Joel P. Ettinger
Federal Transit Administration
Regional Administrator

Enclosures

cc: Terrence Mulcahy, WisDOT
Rodney Clark, WisDOT
Kenneth Leonard, WisDOT
Carol Cutshall, WisDOT
Lloyd Eagan, WisDNR
Michael Leslie, USEPA Region V

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JAN 0 3 2001

REPLY TO THE ATTENTION OF:
(AR-18J)

William K. Fung, Regional Administrator
Federal Highway Administration
Wisconsin Division
567 D'Onofrio Drive
Madison, Wisconsin 53719

Dear Mr. Fung:

The United States Environmental Protection Agency (USEPA) has completed its review of the conformity determinations for the 2000-2002 Transportation Improvement Program (TIP) and 2020 Regional Transportation Plan (Plan) for the Milwaukee severe ozone nonattainment area and Walworth County ozone maintenance plan. The TIP and Plan were prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). This letter provides the results of our review of the conformity determinations.

The Milwaukee severe ozone nonattainment area has adequate Motor Vehicle Emissions Budgets (Budget) for the 9 percent Rate-of-Progress (ROP) plan and the Ozone Attainment Demonstration. The ROP plan contains a Budget for Volatile Organic Compounds (VOC) for 1999. The Attainment Demonstration contains Budgets for VOC and Oxides of Nitrogen (NOx) for 2007. The regional analysis for the Milwaukee area must satisfy the Budget test with the ROP plan and the Attainment Demonstration, an Action/Baseline test for VOC, and a demonstration that the Action Scenario achieves emissions reductions from 1990 mobile source emissions levels.

The Walworth County ozone maintenance area has an approved maintenance plan. The maintenance plan contains Budgets for VOC and NOx for 2007. The regional analysis for the Walworth county must demonstrate consistency with the maintenance Budget.

The Wisconsin Department of Natural Resources (WDNR) provided SEWRPC with emissions factors (EF) generated by USEPA's EF model MOBILE5a for the regional analyses for the years 2001, 2007, 2010 and 2020. These EF are consistent with the EF used in the ROP, Attainment Demonstration, and Walworth's maintenance plan.

The conformity analysis for the Milwaukee ozone nonattainment area demonstrated consistency with the ROP VOC budget, the Attainment Demonstration VOC and NOx Budgets a net reduction in VOC in the

Action/Baseline test, and the Action Scenario emissions were less than 1990 levels. The conformity analysis for the Walworth County maintenance area was consistent with the maintenance budget for VOC and NOx. The WDNR has reviewed the conformity determinations and concurs that the TIP and Plan are consistent with the State Implementation Plan.

In summary, the SEWRPC 2000-2002 TIP and 2020 Plan conformity determinations for the Milwaukee and Walworth County areas meet the requirements of the conformity regulations. The USEPA recommends that these conformity determinations be approved.

If you have any questions, feel free to contact Michael Leslie, of my staff, at (312) 353-6680.

Sincerely yours,

Stephen Rothblatt, Chief
Air Programs Branch

cc: Lloyd Eagan, Director
Bureau of Air Management
Wisconsin Department of Natural Resources

Paul Fish, Transportation Representative
Federal Transit Administration

Erik Steavens, Metropolitan Planning Specialist
Federal Highway Administration

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November 10, 2000

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

SUBJECT: Review of Southeastern Wisconsin Regional Planning Commission's Transportation Conformity Findings for Year 2020 RTP and 2000 – 2002 TIP

Dear Mr. Nash:

We are writing to acknowledge the Wisconsin Department of Natural Resources-Bureau of Air Management's review of and approval of the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) Transportation Conformity determination for the year 2020 Regional Transportation System Plan (RTP) and the 2000 – 2002 Transportation Improvement Program (TIP). The TIP includes a significant number of Congestion Mitigation and Air Quality (CMAQ) projects and is considered to be in conformity with the State of Wisconsin Air Quality Implementation 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 Phase II Ozone Attainment Demonstration SIP plan our department submitted for the southeastern Wisconsin ozone non attainment area. The EPA determined the Phase II motor vehicle budget was adequate for conformity purposes on May 31, 2000, but subject to revision after the Wisconsin Department of Natural Resources-Bureau of Air Management submits the final (or Phase III) attainment demonstration SIP. SEWRPC incorporates a Vehicle Miles Traveled (VMT) growth rate of approximately 2% per year to the year 2000, 1.2 % from the year 2001 to 2007 and 0.7% annual increase from 2007 to year 2020. 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. Our Phase II Ozone Attainment Demonstration plan incorporates the higher VMT growth rate of 2.0% between 1995 and 2000 and 1.7% from 2000 to 2007 to reflect the high growth rates and the possibility that in the near term planning horizon southeastern Wisconsin could continue to experience economic and employment trends at higher than anticipated rates.

The determination of conformity of the transportation system plan and the transportation improvement program requires travel and emission forecasts for the years 2001, 2007, 2010 and 2020. By interpolating between the existing 1990 regional and subregional estimates and the year 2020 regional forecasts and subregional planned forecasts allocations based upon the year 2020 regional land use plan, we can project the population, household and employment data at regional and subregional levels for the years 2001, 2007, 2010.

We note that SEWRPC's analysis indicates that the 2020 RTP and 2000-2002 TIP emissions remain within the mobile source emission budget of 31.98 tons of volatile organic compounds (VOC) / summer weekday and 78.53 tons of nitrogen oxides (NOx) / summer weekday included in our Phase II Ozone Attainment Plan, in spite of a very slight increase in modeled emissions resulting from calibrating the travel simulation model to account for increased free flow travel speeds. In the case of Walworth County, the EPA has approved allocating a shift of 0.5 VOC tons from to the safety margin to the mobile source emission budget. The rule governing this reallocation should become effective December 26, 2000 and is necessary for future transportation conformity determinations.

We would like to indicate our appreciation for the considerable SWRPC staff time, expertise and cooperation that were devoted to this effort. We also want to acknowledge the importance of continuing federal and state funding for curbing VMT growth (transit service levels and transit ridership between 1996 and 1999 have significantly increased as a result of enhancements funded under the Congestion Mitigation and Air Quality program) and providing sufficient future funding resources to enable the achievement of our SIP mobile sources emission objectives. We also look forward to our continuing dialogue with stakeholders to develop a framework for long-range transportation demand management (TDM) strategies.

Should you have any questions or comments concerning our review and concurrence with the assessment of conformity document, please call Mike Friedlander of my staff at (608) 267-0806.

Sincerely,

Larry A. Bruss, for

Lloyd Eagan, Director
Bureau of Air Management

cc: Phil Evenson/SEWRPC, Ken Yunker -SEWRPC, Ken Leonard/WISDOT, Carol Cutshall/WISDOT, James Van Sistine/WISDOT, Steve Hirshfeld/WISDOT, Dwight McComb/FHWA-Madison Samuel Herrera/FHWA-Chicago, Joel Ettinger/FTA-Chicago, Mike Leslie/USEPA-Region V, Lakshmi Sridharan/DNR-SER, Sue Hill/DNR-SER, Jeff Agee-Aguayo-BLRPC

APPENDIX G

COMPARISON OF SIX COUNTY SEVERE OZONE NON-ATTAINMENT AREA TRANSPORTATION SYSTEM NITROGEN OXIDE EMISSIONS UNDER BASELINE AND ACTION SCENARIOS WITH RESPECT TO YEAR 2020 AMENDED TRANSPORTATION PLAN AND YEAR 2000-2002 AMENDED TRANSPORTATION IMPROVEMENT PROGRAM: FORECAST 2001, 2007, 2010, AND 2020

	Six County Area [a]	
Year	Existing and Committed Transportation System: Baseline (tons per hot summer weekday)	2020 Transportation Plan and 2000-2002 Improvement Program [b] :Action (tons per hot summer weekday)
2001	115.25	115.23
2007	69.88	69.83
2010	48.56	48.46
2020	43.74	43.52

[a] *Estimated 1990 emissions are 111.98 tons.*

[b] *The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 2000-2002 transportation improvement program, which has been prepared to continue 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.*

Source: SEWRPC.

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APPENDIX H

2000 – 2001 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 2007

Sponsor	Type	Project Title	Reduction in Volatile Organic Compounds Emissions (pounds per hot summer day) 2007	Reduction in Nitrogen Oxide Emissions (pounds per hot summer day) 2007
Ozaukee County[1]	Alternative Fuel	Public CNG Fueling Site	15.43	--
Racine County	Bicycle / Pedestrian	Racine – Sturtevant Bike Trail	0.07	0.08
City of Racine	Bicycle / Pedestrian	Root River Parkway Bikeway	0.07	0.11
Milwaukee County	Bicycle / Pedestrian	East Side Bike Ramp	0.22	0.26
City of Milwaukee	Bicycle / Pedestrian	Kinnickinnic River Bike Trail	0.22	0.26
City of Milwaukee	Bicycle / Pedestrian	Hank Aaron State Park Trail	0.14	0.27
City of Milwaukee	Bicycle / Pedestrian	Beerline "B" Bike Trail and Pedestrian Links	0.22	0.26
City of Mequon	Bicycle / Pedestrian	Mequon-Thiensville Bike / Pedestrian Trail	0.08	0.13
City of Lake Geneva	Bicycle / Pedestrian	Memorial Bike Trail Paving	0.26	0.18
City of Kenosha	Bicycle / Pedestrian	Pike Bike Trail	0.03	0.03
Wisconsin DNR	Inspection / Maintenance	Inspection of Vehicle Fueling Stations	--	--
WCTC	Inspection / Maintenance	I/M 240 NO_x Mitigation Training	--	--
Kenosha County	Transportation Demand Management	Kenosha County Commuter Parking Ramp	5.04	7.08
WISDOT D2	Transportation Demand Management	Three Park and Ride Lots (Group A)	3.35	8.39
WISDOT D2	Transportation Demand Management	Three Park and Ride Lots (Group B)	2.24	5.59
WISDOT D2	Transportation Demand Management	Brookfield Square Park and Ride Lot	2.61	6.53
WISDOT D2[2]	Transportation Demand Management	Speed Incident Prevention Program	0.07	-0.31
WISDOT D2	Transportation Demand Management	Crash Investigation Sites – Design	--	--
WISDOT D2[2]	Transportation Demand Management	Crash Investigation Sites – Construction	3.52	-14.84
City of Milwaukee	Transportation Demand Management	Summerfest Shuttle Bus Parking Management	5.19	6.24
City of Waukesha	Transit	Sunday Transit Service	1.88	2.26
Milwaukee County	Transit	Purchase and Operation of Trolley Buses	4.01	4.83
City of Kenosha	Transit	Downtown Electric Trolley Circulator	1.50	1.80
City of Kenosha	Transit	Kenosha – Racine Express Bus	2.56	4.56

2000 – 2001 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 2007

Sponsor	Type	Project Title	Reduction in Volatile Organic Compounds Emissions (pounds per hot summer day)	Reduction in Nitrogen Oxide Emissions (pounds per hot summer day)
			2007	2007
Milwaukee County	Transit	MCTS Vanpool Program – 1 New Van	0.21	0.37
Waukesha County	Transit	Bluemound Road Bus Service	0.13	0.22
Waukesha County	Transit	Route 9 Bus Extension	0.17	0.30
Waukesha County	Transit	Pewaukee Bus Route	0.07	0.15
Waukesha County	Transit	New Berlin Bus Route	0.16	0.28
Waukesha County	Transit	Hartland / Delafield Bus Route	0.30	0.84
Milwaukee County	Transit	Freeway Flyer Service to Festivals	5.20	10.18

[1] The estimated reduction in volatile organic compound emissions attendant to use of the alternative fuel compressed natural gas are based upon an emissions rate reduction factor provided by the Wisconsin Department of Natural Resources in 1994.

[2] The nitrogen oxide emission factors for these projects have been adjusted to include the effects of heavy-duty diesel defeat devices.

Source: Wisconsin Department of Natural Resources, Wisconsin Department of Transportation and SEWRPC.