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#### MEMORANDUM REPORT NUMBER 160

ASSESSMENT OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND THE REGIONAL TRANSPORTATION SYSTEM PLAN AS AMENDED WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN—SIX COUNTY SEVERE OZONE NONATTAINMENT AND WALWORTH COUNTY OZONE MAINTENANCE AREA

Prepared by the

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# ASSESSMENT OF CONFORMITY OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND THE REGIONAL TRANSPORTATION SYSTEM PLAN AS AMENDED WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLANSIX COUNTY SEVERE OZONE NONATTAINMENT AREA AND WALWORTH COUNTY OZONE MAINTENANCE AREA

#### INTRODUCTION

This report is intended to provide the basis for a determination that the year 2002-2004 Transportation Improvement Program, and also the regional transportation system plan as amended to incorporate the recommendations of the regional freeway system reconstruction study 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, February 2000, December 2000, and January 2003. The report is also intended to demonstrate that the year 2002-2004 Transportation Improvement Program continues to serve to implement the regional transportation plan.

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 WDNR 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 USEPA approved Wisconsin's 15 percent plan in March 1996.

The regional transportation plan is documented in SEWRPC Planning Report No. 46, A Regional Transportation System Plan for Southeastern Wisconsin: 2020. This plan was amended to remove the Park East Freeway and construct a new replacement surface arterial. The reaffirmation of the regional transportation plan and the extension of its design year to the year 2025 is documented in SEWRPC Memorandum Report No. 157, Review and Reaffirmation of Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025. The amendment of the regional transportation plan with respect to the reconstruction of the regional freeway system is documented in SEWRPC Planning Report No. 47, A Regional Freeway Reconstruction Plan for Southeastern Wisconsin. Specifically, the regional freeway reconstruction study recommended the widening upon reconstruction of 127 miles of freeway, 119 miles of which were not in the previous regional transportation system plan. The 2002-2004 Transportation Improvement Program is documented in a report entitled, A Transportation Improvement Program for Southeastern Wisconsin: 2002-2004.

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 emissions budget for transportation on September 8, 2000, to allocate 0.5 tons of volatile organic compound emissions from the safety margin to the year 2007 motor vehicle emissions budget, 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 USEPA 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 Department of Natural Resources, 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 WDNR submitted the attainment plan for ozone for the six county southeastern Wisconsin severe ozone nonattainment area to USEPA in December 2000, and this attainment plan with conformity budgets for the years 2002, 2005, and 2007 was approved by USEPA in August, 2001. The WDNR submitted in January 2003 for the six county southeastern Wisconsin severe ozone non-attainment area state implementation transportation conformity budgets for volatile organic compounds and nitrogen oxides based on USEPA's new transportation mobile source emission model, MOBILE6.

The USEPA 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 USEPA 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 USEPA 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 WDNR, 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 USEPA.

The USEPA has advised the Regional Planning Commission staff that the conformity criteria which should be applied to the six county area with respect to volatile organic compounds and nitrogen oxides require the satisfaction of emission budget tests. With respect to Walworth County, the conformity criteria also 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 Federal Transit Administration, and U. S. Environmental Protection Agency.

The next section of this report describes the regional transportation system plan for the seven-county Southeastern Wisconsin Region as amended to incorporate the recommendations of the regional freeway reconstruction plan. The following section describes the 2002-2004 transportation improvement program 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 USEPA 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 regional transportation system plan and the 2002-2004 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 WDNR. 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 III ozone attainment demonstration State Implementation Plan were based on alternative high growth vehicle miles of travel and emissions forecasts and increased by 7.5 percent to account for uncertainty in transportation 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 III Ozone Attainment Demonstration element of the State Implementation Plan also did 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

The design year 2020 regional transportation system plan is documented in The Southeastern Wisconsin Regional Planning Commission Planning Report No. 46, A Regional Transportation System Plan for Southeastern Wisconsin: 2020, and was adopted by the Commission in December 1997. As described in SEWRPC staff memorandum entitled Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025, the plan design year has been extended to the year 2025. The previous year 2010 plan is documented in SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010. The regional transportation system plan is based upon a 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 regional land use and transportation plans, have been adopted by the County Boards of all of the seven counties comprising the Southeastern Wisconsin Region as their official guide to land use and transportation development, and have also been endorsed by the Wisconsin Department of Transportation (WisDOT).

The regional transportation system plan was amended in the year 2000 to provide for the removal of the Park East Freeway and its replacement with a surface arterial. This plan amendment is documented in a SEWRPC Staff Memorandum entitled, 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. The regional freeway reconstruction study and plan completed in 2003 also amends the regional transportation plan by providing for the widening of an additional 119 miles of freeway upon their

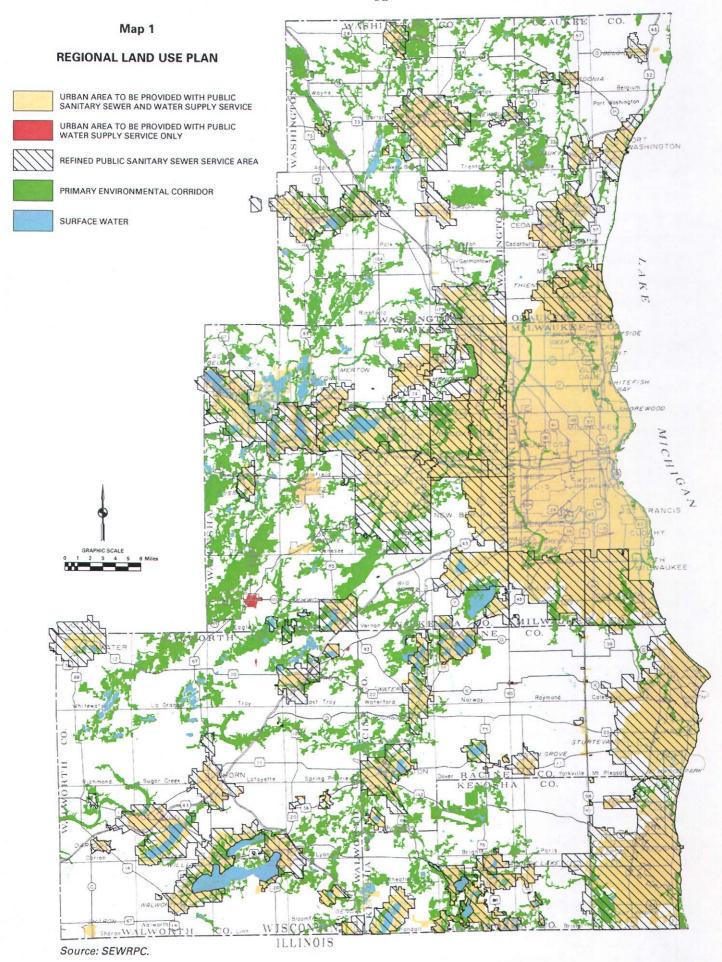
reconstruction. This plan amendment is documented in SEWRPC Planning Report No. 47, A Regional Freeway Reconstruction Plan for Southeastern Wisconsin.

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 many, but not all, of the residual congestion problems. The implementation of the recommended transportation actions and their effectiveness, and performance of the transportation system is assessed on a three-year cycle along with transportation system plan reaffirmation.

Also, the 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, have been estimated and compared to existing available Federal, State, and local revenues. This comparison of estimated plan costs and revenues indicates that the plan may be funded largely within existing revenues. This finding is consistent with the substantial progress made during the last few years in plan implementation with respect to both public transit and arterial streets and highways, and with the increased Federal highway and transit funding being provided to the State of Wisconsin and the Southeastern Wisconsin Region as a result of ISTEA and its reauthorization. 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. 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*, which was adopted by the Commission in December 1997. 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 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.

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 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 a 92 percent increase in transit service as measured by vehicle-miles of service, from the current 65,000 vehicle-miles of such service in

Table 1

TRANSIT SYSTEM OPERATING CHARACTERISTICS IN THE REGION:
1995 AND 2025 RECOMMENDED PLAN

Transit Service Characteristics	Existing 1995°	Recommended Plan - 2025
Round-Trip Route Length (miles)		
Rapid Routes	523	1,360
Express Routes	437	430
Local Routes		
Kenosha Urbanized Area	192	220
Milwaukee Urbanized Area	1,135	1,560
Racine Urbanized Area	186	210
Subtotal	1,513	1,980
Total	2,473	3,770
Average Weekday Vehicle Requirements		
Peak Period	537	894
Midday Off-Peak Period	286	453
Revenue Vehicle-Miles (average weekday)		
Rapid	3,800	16,100
Express	5,400	22,800
Local	55,800	85,800
Total	65,000	124,700
Revenue Vehicle-Hours (average weekday)		
Rapid	200	700
Express	310	1,500
Local	4,730	7,400
Total	5,240	9,600

\*Existing 1995 transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion 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. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and will decline in 2003 to about 72,600 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service expected to be provided on an average weekday in 2003 represents about a 12 percent increase in service since 1995. The transit service element of the plan may be considered consistent with implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990's. (Public shared-ride taxi service—not included in the above discussion of fixed-route transit vehicle-miles of service—increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to 8,000 taxi miles of service in 2002 and may be expected to increase slightly again in 2003.)

1995 to 124,700 vehicle-miles in the year 2025. 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.

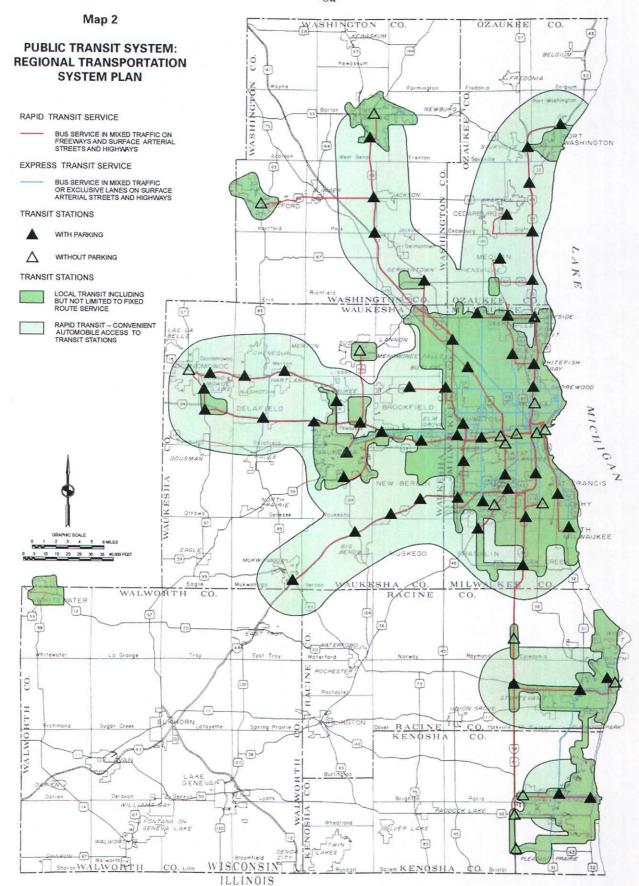
Rapid Transit: The plan recommends that existing freeway flyer bus service within the Region continue to be operated from the Milwaukee CBD southwesterly to the Village of Mukwonago; westerly to the Cities of Waukesha and Oconomowoc; northwesterly to the Villages of Germantown and Jackson and to the Cities of Hartford and West Bend; 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. 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 16,100 vehicle-miles. Similarly, the plan recommends that the number of rapid transit revenue vehicle-hours of service be increased by 500 vehicle-hours, from 200 in 1995 to 700 vehicle-hours.

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.

Under the plan, the fares for rapid transit service would remain at the plan base year 1997 levels, adjusted only for future general price inflation. (Fares were increased in 2001 from \$1.60 to \$1.80, which was only slightly greater than the 10 percent general price inflation since 1997.) 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



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.

corridors. Therefore, these facilities have not been explicitly included in the regional transportation plan and the conformity determination of the plan.

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 Canadian Pacific Railway and Union Pacific Railroad 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 Canadian Pacific Railway lines; from Milwaukee through Villages of Germantown and Jackson to the City of West Bend over the Canadian Pacific Railway, Wisconsin & Southern Railroad, Union Pacific Railroad, and Canadian National 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 Canadian Pacific Railway; Wisconsin & Southern Railroad, and Canadian National Railway lines. The plan also recognizes the potential to provide commuterrail passenger service in two Chicago-oriented corridors: from the Village of Walworth through Fox Lake, Illinois, to Chicago over Wisconsin & Southern Railroad and Metra railway lines and from the City of Burlington through the Village of Silver Lake and Antioch, Illinois, to Chicago over Canadian National Railway lines (see Map 30 of SEWRPC Planning Report No. 46, A Regional Transportation system Plan for Southeastern Wisconsin: 2020). Corridor transit 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. A transit alternatives analysis study considering commuter rail is near completion 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 with extensions to the northeast and west investigating bus, guided busway, 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 17,400 vehicle-miles, from about 5,400 in 1995 to about 22,800 vehicle-miles. Similarly, vehicle-hours of express service provided on an average weekday would increase by 1,190 vehicle-hours, from 310 in 1995 to 1,500 vehicle-hours.

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. Under the plan, 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, with adjustments for general price inflation over the plan design period. (In Milwaukee County, fares were increased in 2001 from \$1.35 to \$1.50, an increase at about the same level as general price inflation since 1997.)

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 85,800 vehicle-miles of service on an average weekday within the Region, representing an increase of 30,000 vehicle-miles, or 54 percent, over the approximately 55,800 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. Plan base year 1997 fares within Milwaukee County \$1.35; and within the Cities of Kenosha, Racine, and Waukesha, \$1.00. (In Milwaukee County, fares were increased in 2001 from \$1.35 to \$1.50, an increase at about the same level as general price inflation since 1997.) 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 2005, 2007, 2010, 2020, and 2025. The year 2020 transit plan element implementation schedule anticipated that the then planned 68 percent increase in vehicle-miles of transit service over 1995 levels to the year 2020 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 about 2.8 percent annually of the planned increase of 45,400 vehicle-miles of transit service. However, transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion 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. It is estimated that transit vehiclemiles of service declined in 2002 to about 76,000 vehicle-miles of service, and will decline in 2003 to about 72,600 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service expected to be provided on an average weekday in 2003 represents about a 12 percent increase in service since 1995. The transit service element of the plan may be considered consistent with the implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990's. (Public shared-ride taxi service—not included in the above discussion of fixed-route transit service—increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to 8,000 taxi miles of service in 2002 and may be expected to increase slightly again in 2003.) Thus, proposed 2005 service levels are equal to projected 2003 levels; 2007 levels represent a 7 percent increase over projected 2003 levels; 2010 levels

represent a 17 percent increase over projected 2003 levels; 2020 levels represent a 54 percent increase over projected 2003 levels, and; 2025 levels represent a 72 percent increase over projected 2003 levels. These proposed potential stages for the transit plan element are 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 2025 is summarized in Table 4. 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 323 route-miles to a total of 3,600 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 arterial street and highway system for the Region identifies the number of traffic lanes to be provided on each segment of arterial street. Arterial facilities are identified as having either two, four, six, or eight lanes. The number of lanes identified refers to through travel lanes; that is, those lanes that would carry traffic directly through intersections. Thus, the number does not include any auxiliary traffic lanes provided at intersections for left- and right-turning movements, for vehicle parking, or for use by distressed vehicles. It was assumed in the regional systems analysis that such right- and left-turn lanes will be provided where the volumes of turning vehicles would adversely affect the movement of vehicles through the intersection. The provision of turn lanes would, therefore, follow a design investigation in connection with a given improvement project. In addition to determining whether or not right- and/or left-turn lanes should be provided at intersections, the design investigation should determine whether or not a given arterial street improvement should be made using a divided or an undivided roadway cross-section. Thus, the precise cross-section to be selected for a given improvement project should be determined by the State, county, and local implementing agencies following appropriate design study.

The plan recommended arterial street and highway system capacity improvement and expansion to add traffic lanes to the existing arterial street system are shown for each county on Maps 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 2005, 2007, 2010, 2020, and 2025

Table 2 POTENTIAL STAGES OF TRANSIT PLAN ELEMENT: 2005, 2007, 2010, 2020, AND 2025

Transit Service			Year		
Element	2005	2007	2010	2020	2025
Rapid Transit <sup>a</sup>	Expand service to the City of Milwaukee central business district by adding new routes, including: From 5th Street and Main Street in the City of Racine via STH 20 and IH 94 From 13th Avenue and 54th Street in the City of Kenosha via STH 158 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  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 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	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 STH 39 and S. West Avenue in the City of Waukesha via STH 59, Moreland Boulevard and IH 94  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 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  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	Reduce headways on rapid service to provide 10 to 20 minute service during peak periods on routes serving Mitwaukee 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  • 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 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 and east of STH 67 in Waukeeha County	Expand service on most routes to provide service with equal headways in both travel directions during peak periods.  Expand service on all routes serving Milwaukee County to provide 30 to 60 minute service during midday off-peak period.

#### Table 2 (continued)

Transit Service Element			Year		
	2005	2007	2010	2020	2025
Express Transit <sup>b</sup>	Expand Milwaukee urbanized area service by adding new route from Clinton Street and Broadway Street in the City of Wakesha to the University of Wisconsin-Milwaukee via Moreland Boulevard, Blue Mound Road, Wisconsin Avenue, Prospect/Farwell Avenue, and Downer Avenue  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 district and the STH 158	<ul> <li>Expand Milwaukee urbanized area service by adding new routes including:</li> <li>From the transit station at N. Teutonia Avenue and Florist Avenue in the City of Glendale to the transit station at W. Loomis Road and IH 43 in the City of Greenfield via 27th Street</li> <li>From the transit station at 13th Avenue and E. Rawson Avenue in the City of Oak Creek to the City of Milwaukee central business district via E. Rawson Avenue, Chicago/Packard Avenue, Kinnickinnic Avenue, and S. 1st Street</li> </ul>	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 75th Street and the Milwaukee Regional Medical Center  From the transit station at S. 76th Street and H 94 in the City of West Allis to the City of Milwaukee central business district via S. 76th Street, National Avenue, S. 2 <sup>nd</sup> 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 H 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  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	Reduce headways on all express routes in Milwaukee County to no longer than 10-12 minutes during peak periods and no longer than 15 minutes during midday off-peak periods.

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#### Table 2 (continued)

Transit Service			Year		
Element	2005	2007	2010	2020	2025
Local Transit <sup>e</sup>	Extend fixed-route service to medium-density development and industrial areas in:  Northern and southern Miliwaukee County  The west side of City of Kenosha  The northwest side of the City of Waukesha  Extend fixed-route service industrial areas in northern and southern Miliwaukee County  Add weekday and Saturday evening service until 10:00 p.m. in the Cities of Kenosha, Racine, and Waukesha  Continue existing shared-ride taxi services in the Ozaukee and Washington Counties and in the Cities of Hartford, Port Washington, West Bend, and Whitewater. 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 west side of City of Racine  The west side of City of Renosha  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  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 New Berlin area in eastern Waukesha County  The castern portion of Caledonia and developing areas along IH 94 in eastern Racine County  The Pleasant Prairie area 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 taxl services and expand to new areas as warranted	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 extending fixed-route service to medium- density development and industrial areas in:  Northern and southern Milwaukee County The City of Mequon and southern Ozaukee County The Germantown, Jackson, Slinger, and Hartford areas in Washington County The Germantown, Jackson, Slinger, and Hartford areas in Washington County The Oconomowoc, Delafield, Hartland, and Mukwonago areas in western Waukesha Count Reduce headways on all minor local routes in Milwaukee County to provide 15 to 20-minute peak, 30-minute midday off-peak service, and 30 to 60- minute evening service Reduce weekday midday off-peak headways on routes in the Cities of Kenosha, Racine, and Waukesha so all routes operate with 30-minute service.  Add Sunday service between 9:00 a.m. and 5:00 p.m. in the Cities of Kenosha, Racine, and Waukesha.  Continued existing shared-ride taxl services and expand to new areas as warranted.

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.

PNew express transit services would initially be implemented as peak period services. By 2025 all express transit routes would provide service on weekdays from 6:00 a.m. until 6:00 p.m. Service would also be provided over selected routes during weekday evenings and on weekends. Operating headways on express routes would range from five to 15 minutes during morning and afternoon peak periods, from 10 to 30 minutes during the weekday midday period, and from 20 to 30 minutes during weekday evenings and on weekends.

<sup>&</sup>lt;sup>6</sup>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 2025 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 30 minutes in Milwaukee County, and 30 minutes in Kenosha and Racine, and Waukesha.

Table 3

NUMBER AND PERCENT CHANGE IN REVENUE VEHICLE-MILES OF TRANSIT SERVICE IN THE REGION BY SERVICE TYPE AND IMPLEMENTATION SCHEDULE: 2005, 2007, 2010, 2020 and 2025

	Existing Transit			P	roposed Tra	nsit Vehicle (Average	Miles of Re Weekday)	venue Servi	ce		
	Vehicle- Miles of Revenue Service:	20	05	20	07	20	10	20	20	20	25
Transit Service Type	1995 <sup>a</sup> (Average Weekday)	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Rapid	3,800	6,700	9.1	7,900	10.1	9,700	11.5	14,700	13.2	16,100	12.9
Express	5,400	6,700	9.1	9,200	11.8	10,300	12.2	21,500	19.3	22,800	18.2
Local	55,800	60,400	81.8	60,900	78.1	64,700	76.3	75,300	67.5	85,800	68.9
Total	65,000	72,600 <sup>b</sup>	100.0	78,000	100.0	84,700	100.0	111,500	100.0	124,700	100.0

<sup>&</sup>lt;sup>a</sup> Transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion 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. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and will decline in 2003 to about 72,600 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service expected to be provided on an average weekday in 2003 represents about a 12 percent increase in service since 1995. The transit service element of the plan may be considered consistent with implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990's. (Public shared-ride taxi service increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to 8,000 taxi miles of service in 2002 and may be expected to increase slightly again in 2003.)

Table 4

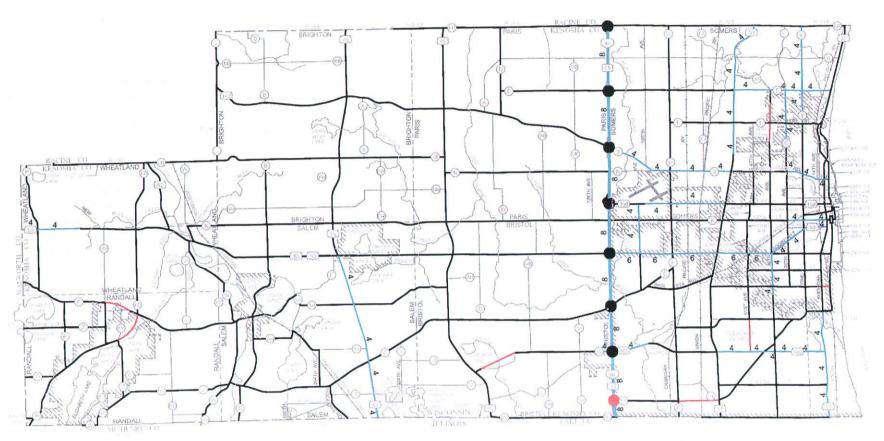
ARTERIAL STREET AND HIGHWAY SYSTEM PRESERVATION, IMPROVEMENT, AND EXPANSION BY ARTERIAL FACILITY TYPE BY COUNTY: REGIONAL TRANSPORTATION SYSTEM PLAN®

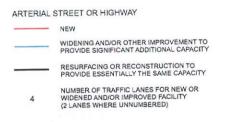
County	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha			• • • • • • • • • • • • • • • • • • • •	
Freeway	0.0	12.0	0.0	12.0
Standard Arterial	290.3	44.8	8.5	343.6
Subtotal	290.3	56.8	8.5	355.6
Milwaukee				
Freeway	12.8	55.0	0.0	67.8
Standard Arterial	679.9	40.3	10.3	730.5
Subtotal	692.7	95.3	10.3	798.3
Ozaukee				
Freeway	11.7	14.5	0.0	26.2
Standard Arterial	223.9	47.7	7.0	278.6
Subtotal	235.6	62.2	7.0	304.8
Racine			*	
Freeway	0.0	12.0	0.0	12.0
Standard Arterial	342.0	50.6	21.5	414.1
Subtotal	342.0	62.6	21.5	426.1
Walworth	10.0	0.0	10.7	
Freeway Standard Arterial	48.9 361.0	0.0 36.7	16.7 17.8	65.6 415.5
Subtotal	409.9	36.7	34.5	481.1
Washington	409.9	30.7	34.5	401.1
Freeway	36.1	6.7	0.0	42.8
Standard Arterial	348.2	43.6	21.8	413.6
Subtotal	384.3	50.3	21.8	456.4
Waukesha				
Freeway	33.2	26.8	5.7	65.7
Standard Arterial	555.2	141.6	15.0	711.8
Subtotal	588.4	168.4	20.7	777.5
Region			-	
Freeway	142.7	127.0	22.4	292.1
Standard Arterial	2,800.5	405.3	101.9	3307.7
Total	2,943.2	532.3	124.3	3599.8

<sup>&</sup>lt;sup>a</sup>To date, an estimated 81 miles of system improvement and expansion recommended under the plan have been completed.

Map 3

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN KENOSHA COUNTY



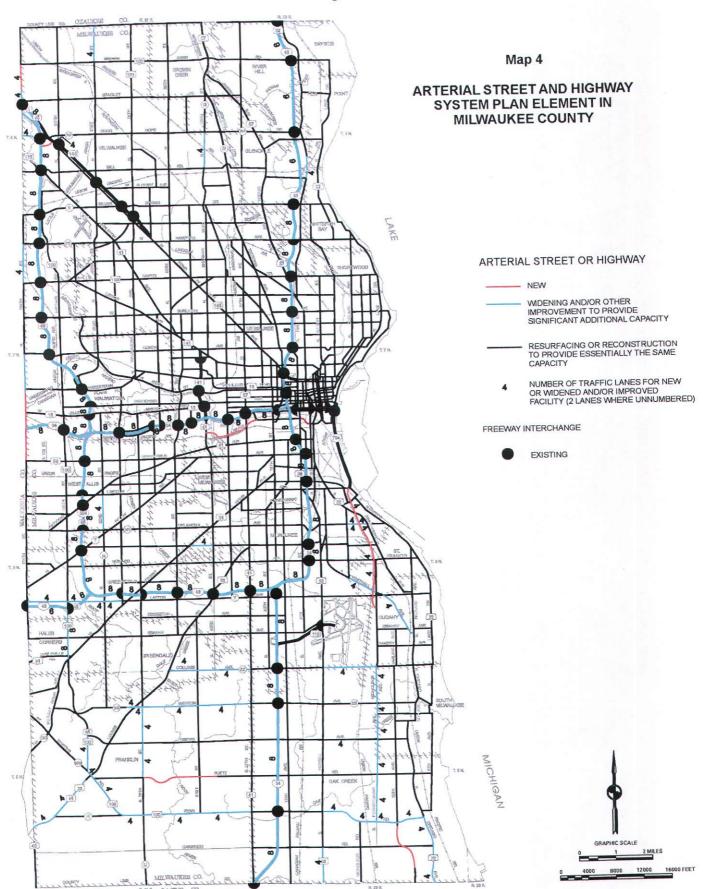




THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

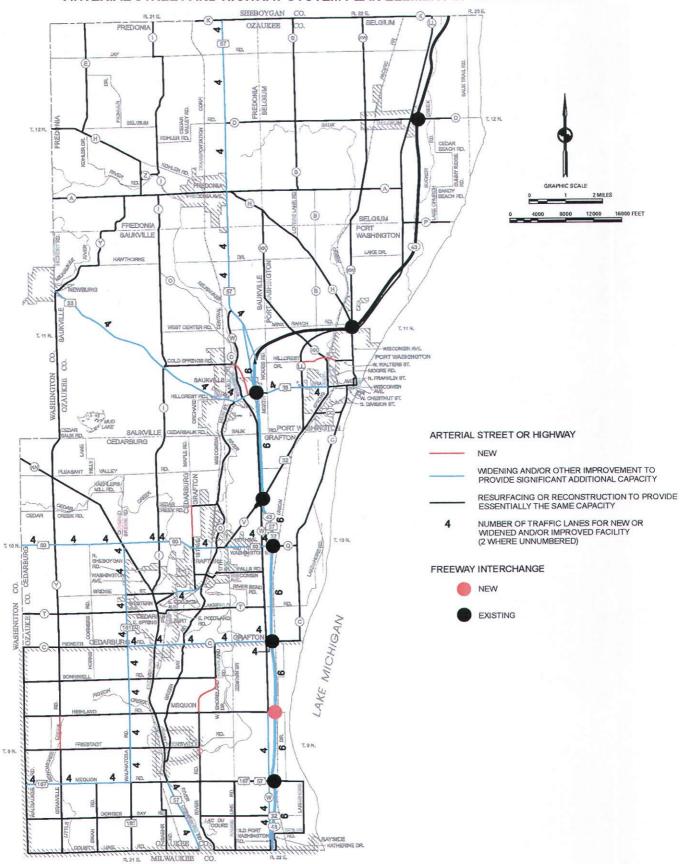
- SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG STH 158 FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.
- 2. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG CTH K FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.
- 3. AS IMPROVEMENTS ARE MADE TO IH 94 AND THE FRONTAGE ROADS ALONG IN 94 IN THE VICINITY OF CTH K, THE ULTIMATE PROVISION OF AN INTERCHANGE WITH CTH K SHOULD BE TAKEN INTO CONSIDERATION.
- 4. AS URBAN DEVELOPMENT PROCEEDS ON LANDS ABUTTING CTH KR BETWEEN III 94 AND STH 32, SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED FOR THE ULTIMATE IMPROVEMENT OF CTH KR TO FOUR TRAVEL LANES.





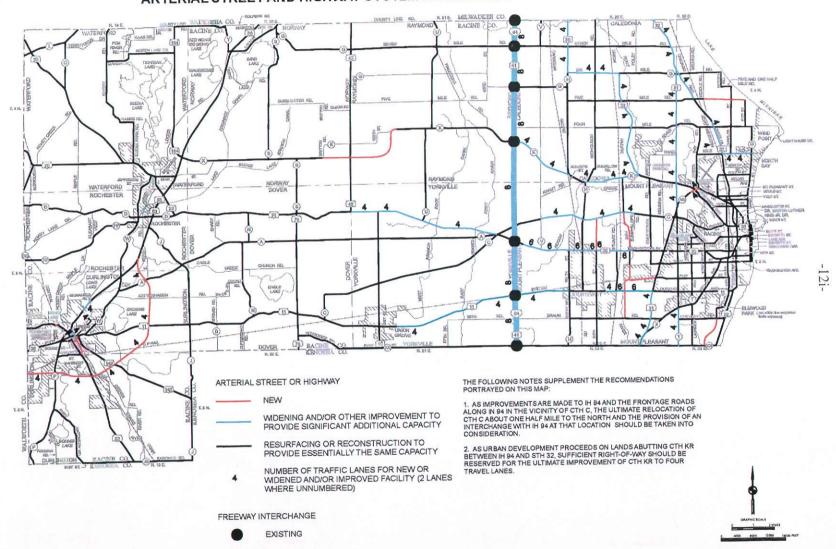
-12h-**Map 5** 

#### ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY

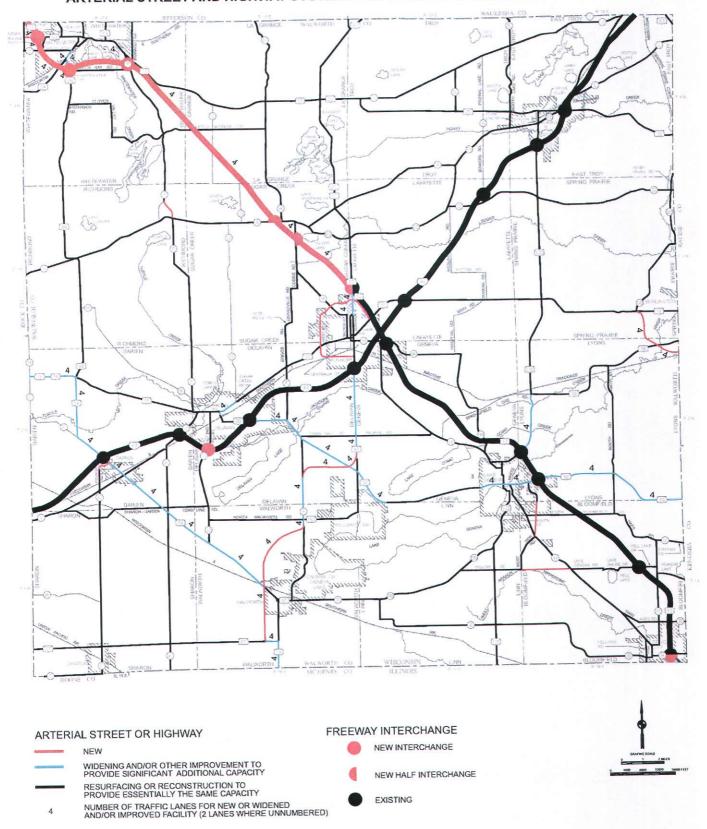


Map 6

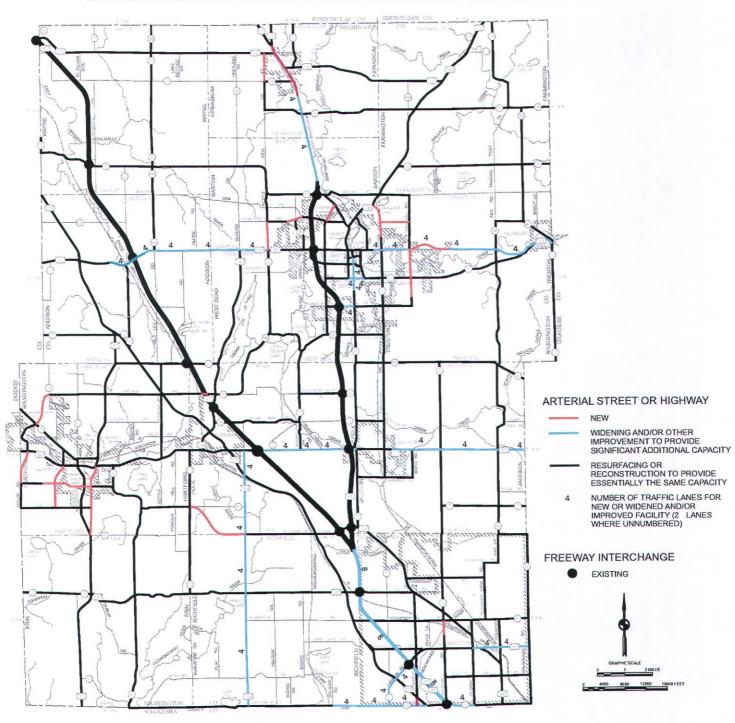
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY



# ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY

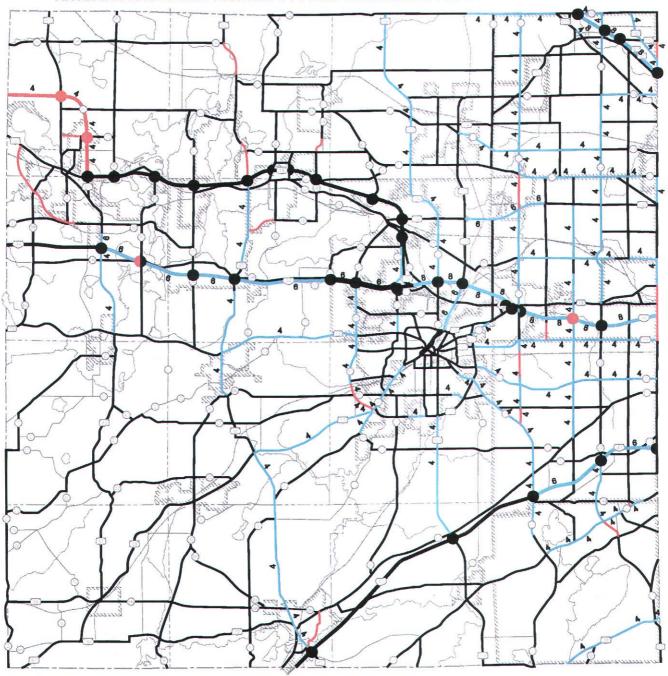


# ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY



Map 9





#### ARTERIAL STREET OR HIGHWAY

NEV

WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY

RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

#### FREEWAY INTERCHANGE

NEW INTERCHANGE

NEW HALF INTERCHANGE

EXISTING



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

Table 5

				_	
Year					
Open to Traffic	County	Improvement	Facility	Termini	Description
		Type			Widen from two to four traffic lanes
2005	Kenosha	Widening	22nd Avenue	CTH L to CTH E	
2005 3	Milwaukee	Widening	CTHU	Rawson Avenue to Puetz Road	Widen from two to four traffic lanes Widen from two to four traffic lanes
2005	1		CTH ZZ	STH 38 to Pennsylvania Avenue	
2005 *	1	Expansion	Lake Parkway	Layton Avenue to Pennsylvania Avenue	Construct four lanes on new alignment
2005 *			Park East Freeway	Jefferson Street to N-6th Street	Remove Freeway/Construct 4/6 lane arterial
			Removal/Reconstruction <sup>c</sup>		
2005 °	Ozaukee	Widening	STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2005 *			CTH W	STH 167 to Glen Oaks Lane	Widen from two to four traffic lanes
2005 °	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2005 "			CTHY	CTH KR to CTH X	Widen from two to four traffic lanes
2005		Expansion	State Street/ Adams Street	Calumet Street to STH 11	Construct two lanes on new alignment
2005	Walworth	Expansion	STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new
2005	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2005	***usi iii gion	Wideling	STH 164	STH 175 to STH 60	Widen from two to four traffic lanes
_			стно	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2005 3				-	
2005 1	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2005	I	1	STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2005 °	1	1	STH 83	Mariner Drive to STH 16	Widen from two to four traffic lanes
2005 "	1	1	STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2005 "	1	1	STH 164	STH 190 to Jay Lane	Widen from two to four traffic lanes
2005 1	1	1	СТН Ј	Rockwood Drive to STH 190	Widen from two to four traffic lanes
2005	1	1	CTHL	CTH O to Milwaukee County line	Widen from two to four traffic lanes
2005	1		Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
			Sunset Drive	Tenny Avenue to STH 59/STH 164	Widen from two to four traffic lanes
2005 "	l				
2005 *	Waukesha	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	1		STH 165	IH 94/USH 41 to a point about 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		]	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 °			CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2007			52 <sup>nd</sup> Avenue extension	93rd Street to STH 165	Construct two lanes on new alignment
2007		1 .	85th Street extension	Sheridan Road to 7th Avenue	Construct two lanes on new alignment
2007 *	Milwaukee	Widening	STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2007 °			STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007			STH 100	STH 36 to 81st Street	Widen from two to four traffic lanes
2007	1		STH 100	81st Street to 60th Street	Widen from two to four traffic lanes
	.1	1	STH 100	60th Street to USH 41	Widen from two to four traffic lanes
2007	.]	1			Widen from two to four traffic lanes
2007	1		Port Washington Road	Bender Road to W. Daphne Road	1
2007	1	1	Whitnall Avenue	Nicholson Avenue to Packard Avenue	Widen from two to four traffic lanes
2007	1		91st Street	STH 100 to Ozaukee County Line	Widen from two to four traffic lanes
2007	1		107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2007	Ή		124th Street	STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007	·I	Expansion	Canal Street extension	USH 41 to 21st Street	Construct two lanes on new alignment
2007	1		Canal Street extension	6th Street to 2nd Street	Construct two lanes on new alignment
2007		Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007	1	Widering	STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
	1	1	STH 60	Wisconsin Avenue to IH 43	Widen from two to four traffic lanes
2007	1	1			
2007		1	CTH W	Glen Oaks Road 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	·		Wauwatosa Road (STH 181)	STH 167 to CTH C	Widen from two to four traffic lanes
2007		Widening	STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
		Tridering	STH 11	Willow Road to STH 31	Widen from four to six traffic lanes
2007				Oakes Road to Sunnyslope Road	Widen from four to six traffic lanes
2007	. I	1	STH 20	· ·	
2007°			STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2007	1	1	СТНК	Union Pacific Railway to STH 38	Widen from two to four traffic lanes
2007	1		Calumet Street	Robert Street to Bridge Street	Widen from two to four traffic lanes
2007	' <b>1</b>		Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
				(STH 36) Milwaukee Avenue to Walworth County line	Construct four lanes on new alignment

# Table 5 (continued)

				rable 5 (continued)	
Year					
Open to		Improvement	· ·		
Traffic	County	Туре	Facility	Termini	Description
2007	Racine	Expansion	Commerce Street/Pine Street	Herman Street to Origen Street	Construct two lanes on new alignment
2007	(continued)	(continued)	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	Waiworth	Widening	USH 14	Proposed STH 67 bypass to McHenry County line	Widen from two to four traffic lanes
2007 *	ĺ		STH 50	STH 67 to Geneva Street	Widen from two to four traffic lanes
2007 "			STH 50	CTH H to Edwards Boulevard	Widen from two to four traffic lanes
2007 "		Expansion	USH 12 freeway	Cold Spring Road to Howard Road	Construct four lanes on new alignment
2007 "	<u> </u>		Burlington bypass	STH 11 Racine-Walworth County Line	Construct four lanes on new alignment
2007 *	Washington	Widening	STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007			CTHY	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			Main Street	Decorah Street to Walnut 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 *		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2007			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
	Waukesha	Widening	STH 83	IH 94 to USH 18	Widen from two to four traffic lanes
2007 ° 2007	**aunesilä	*videring	STH 164	City of Waukesha north corporate limit to IH 94	Widen from two to four traffic lanes Widen from four to six traffic lanes
2007	·		STH 164	Jay Lane 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		
1				Moorland Road to Milwaukee County line	Widen from two to four traffic lanes
2007			CTH L	CTH Y to CTH O	Widen from two to four traffic lanes
2007 <sup>a</sup>			CTH Q	Colgate Road 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	CTH L to IH 43	Widen from two to four traffic lanes
2007			CTHY	USH 18 to North Avenue	Widen from two to four traffic lanes
2007			СТНТТ	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007 °			CTH VV	CTH Y to Bette Drive	Widen from two to four traffic lanes
2007			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2007			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2007 <sup>a</sup>			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		Expansion	IH 94	CTH P	Construct new interchange
2007 <sup>a</sup>			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			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 32	128 <sup>th</sup> Street to CTH T	Widen from two to four traffic lanes
2010	Renosna	widering	STH 83	128 <sup>th</sup> Street to STH 50	Widen from two to four traffic lanes
2010			STH 158	104 <sup>th</sup> Avenue to STH 31	Widen from two to four traffic lanes
2010			STH 165		Widen from two to four traffic lanes
				STH 31 to STH 32	
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 89 <sup>th</sup> 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		Evnancia-	IH 43		
2010		Expansion	Cold Springs Road	Highland Road	Construct new interchange Construct two lanes on new alignment
			· · ·	CTH O to STH 33	
2010	· ·		Maple Road extension	Cedar Creek Road to Rose Street in the Village of Grafton	Construct two lanes on new alignment
2010	Pagina	Midonina	STH 20	north corporate limits	Widon from four to giv troffin lance
2010	Racine	Widening	STH 20 STH 38	IH 94/USH 41 to Oakes Road	Widen from four to six traffic lanes Widen from two to four traffic lanes
2010	Ì		CTH C	Milwaukee County to CTH K CTH V to Airline Road	Widen from two to four traffic lanes
2010		}	CTH C		Widen from two to four traffic lanes
2010			СТНК	Airline Road to Sunnyslope Road  IH 94 to CTH H	Widen from two to four traffic lanes
1					Widen from two to four traffic lanes
2010		-	CTHK	CTH H to Union Pacific Railway	
2010	l	Expansion	Five Mile Road extension	STH 32 to Erie Street	Construct two lanes on new alignment

# Table 5 (continued)

	1			·	
Year	[				
Open to		Improvement			
Traffic	County	Туре	Facility	Termini	Description
2010	Racine	Expansion	Oakes Road extension	21st Street to 16th Street	Construct two lanes on new alignment
2010	(continued)	(continued)	Oakes Road extension	STH 11 to 21 <sup>st</sup> 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		Expansion	New facility	CTH H east to STH 11	Construct two lanes on new alignment
2010	Washington	Widening	STH 33	Oak Road to Ozaukee County line	Widen from two to four traffic lanes
2010	wasinigion	wideining	STH 33	USH 41 to CTH Z	Widen from two to four traffic lanes
2010			STH 60	<u> </u>	Widen from two to four traffic lanes
I				Wilshire Drive to Ozaukee County line	
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			Maple Road Extension	CTH Q to STH 175	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	l		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 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			стнк	CTH Y to Calhoun Road	Widen from two to four traffic lanes
2010			стн т	Golf Road to CTH SS	Widen from two to four traffic lanes
	l		CTHY		
2010"				IH 43 to Coffee Road	Widen from two to four traffic lanes
2010			СТН Ү	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			Old Orchard Road	W. Brown Deer Road to Washington County line	Widen from two to four traffic lanes
2010			Pilgrim Road	North Avenue to Lisbon Road	Widen from two to four traffic lanes
				USH 18 to North Avenue	
2010			Pilgrim Road	1	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		Expansion	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	IH 94	Illinois State line to Racine County line	Widen from six to eight traffic lanes
2020	·		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
	Milwaukee		IH 43/IH94		
	iviiiwaukee	Widening		Mitchell Interchange to Marquette Interchange	Widen from six to eight traffic lanes
2020			IH 43/IH 894	Hale Interchange to Mitchell Interchange	Widen from six to eight traffic lanes
2020			IH 94	Racine County line to Mitchell Interchange	Widen from six to eight traffic lanes
2020		Ì	IH 94	Waukesha County line to Zoo Interchange	Widen from six to eight traffic lanes
2020			IH 894/USH 45	Hale Interchange to Zoo Interchange	Widen from six to eight traffic lanes
2020			USH 45	Zoo Interchange to North Interchange	Widen from six to eight traffic lanes
2020			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
,			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
		EXPANSION		Highland Road to Freistadt Road	Construct two lanes on new alignment
2020	Ozaukee	<del> </del>	Granville Road		
2020 2020	Ozaukee	Expansion	Granville Road River Road extension	_ = -	· · · · · · · · · · · · · · · · · · ·
2020 2020 2020	Ozaukee	<del> </del>	River Road extension	Bonniwell Road to Highland Road	Construct two lanes on new alignment
2020 2020 2020 2020	Ozaukee	<del> </del>	River Road extension River Road extension	Bonniwell Road to Highland Road Freistadt Road to Grace Avenue	Construct two lanes on new alignment Construct two lanes on new alignment
2020 2020 2020 2020 2020 2020		Expansion	River Road extension River Road extension Walters Street extension	Bonniwell Road to Highland Road Freistadt Road to Grace Avenue CTH LL to Grant Street	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2020 2020 2020 2020 2020 2020	Ozaukee Racine	<del> </del>	River Road extension River Road extension Walters Street extension IH 94	Bonniwell Road to Highland Road Freistadt Road to Grace Avenue CTH LL to Grant Street Kenosha County line to Milwaukee County line	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Widen from six to eight traffic lanes
2020 2020 2020 2020 2020 2020		Expansion	River Road extension River Road extension Walters Street extension	Bonniwell Road to Highland Road Freistadt Road to Grace Avenue CTH LL to Grant Street	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment

#### Table 5 (continued)

Year					·
Open to		Improvement			
Traffic	County	Туре	Facility	Termini	Description
2020	Racine	Widening	STH 31	Four Mile Road to STH 32	Widen from two to four traffic lanes
2020	(continued)	Expansion	CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
2020	Waiworth	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	СТНО	Construct new interchange
2020			USH 12 freeway	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	Washington	Widening	STH 164	CTH Q to STH 175	Widen from two to four traffic lanes
2020	_	Expansion	USH 45 Relocation	Sandy Ridge Road to CTH V	Construct two lanes on new alignment
2020		·	Kettieview 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	IH 94	STH 16 to Milwaukee County line	Widen from six to eight traffic lanes
2020			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			CTHY	STH 74 to CTH Q	Widen from two to four traffic lanes
2020			CTHY	CTH K to STH 74	Widen from two to four traffic lanes
2020			CTHY	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

<sup>&</sup>lt;sup>a</sup> Transportation improvement project is included in the amended 2002-2004 Transportation Improvement Program.

Source: SEWRPC.

<sup>&</sup>lt;sup>b</sup> The initial segment of the USH 12 freeway between the City of Whitewater and the City of Elkhorn is anticipated to be the segment bypassing the City of Whitewater from existing USH 12 at approximately Howard Road southeast of the City to existing USH 12 at approximately Cold Spring Road northwest of the City. Initially, only two travel lanes are anticipated to be constructed and are anticipated to be open to traffic by the year 2007.

<sup>&</sup>lt;sup>c</sup> 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.

are identified. Table 6 summarizes the mileage of system improvement and expansion anticipated to be implemented by 2005, 2007, 2010, 2020, and 2025. 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 3.4 percent of the total planned arterial route-miles.

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 plan, a total of 532 route-miles of facilities would be widened and improved with respect to traffic carrying capacity. Proposed improvements would include the widening of CTH J and STH 164 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; and of Ryan Road (STH 100) in Milwaukee County. The system improvement activities would comprise about 14.8 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 2,943 route-miles of the arterial system representing about 81.8 percent of the total planned arterial system.

Included in the category of preservation are extensive improvements needed to renew the freeway system in the Milwaukee area. That freeway system is the "backbone" of the entire regional arterial street and highway system, and is nearing the end of its physical and economic life. The pavement and bridge structures and surfaces are wearing 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

Table 6

IMPLEMENTATION SCHEDULE FOR ARTERIAL STREET SYSTEM PLAN ELEMENT CAPACITY IMPROVEMENT AND EXPANSION: 2002, 2005, 2007, 2010, 2020, and 2025

				ental Arterial Sy expansion Route		
Southeastern Wisconsin Region	2005 <sup>a</sup>	2007	2010	2020	2025	Total
State Trunk Highway	32	85	95	129	56	397
County and Local Trunk Highway	13	57	60	50	<del>-</del> -	180
Total Regional Arterial System	45	142	155	179	56	577

<sup>&</sup>lt;sup>a</sup> Since the completion of the plan in 1997, approximately 81 miles of the proposed arterial improvement and expansion have been implemented.

Source: SEWRPC

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 Zoo, Mitchell, Hale, Stadium, and Marquette interchanges--and the reconstruction of freeway interchanges as needed in 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 11 percent, of the planned 3,600-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. <u>Transit Systems Management and Service Enhancement Measures</u>

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.

# 2002 THROUGH 2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR SOUTHEASTERN WISCONSIN

The 2002 through 2004 transportation improvement program for Southeastern Wisconsin is documented in the SEWRPC report entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2002-2004*. The 2002 through 2004 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 2002 through 2004. A listing of all projects in the transportation improvement program is referenced in Appendix B of this report.

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 2002 through 2004 transportation improvement program as amended includes 855 projects. The transportation improvement program for the seven-county Southeastern Wisconsin Region for the years 2002, 2003, and 2004 represents a total programmed investment in transportation improvements of about \$1.84 billion. Of this total, about \$1.04 billion, or about 57 percent, is proposed to be provided in Federal aids; \$517 million, or about 28 percent, in State aids; and \$281 million, or about 15 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 \$610 million. Of this total, about \$342 million, or about 56 percent, is proposed to be provided in Federal aids; \$169 million, or about 28 percent, in State aids; and \$99 million, or about 16 percent, in local funds.

Historically, the transportation improvement program for Southeastern Wisconsin has been structured to indicate the programmed projects in nine categories: highway system preservation, highway system improvement, highway system expansion, transit system preservation, transit system improvement, transit

system expansion, highway safety, highway environmental enhancement, and off-system highway.<sup>2</sup> These nine categories are defined as follows:

#### 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.

<sup>&</sup>lt;sup>2</sup>All transportation improvement program projects with potential impact on air quality, that is, "nonexempt" projects, are listed later in this report in Table 10.

#### 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 72 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 \$24 million, or less than 4 percent of total programmed expenditures in the Region. The expenditures for highway improvement are approximately \$60 million, or 9 percent of total expenditures. This compares to the \$330 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 29 percent of the programmed resources. Of the total programmed resources for public transit, 78 percent is for preservation, only 10 percent and 12 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.

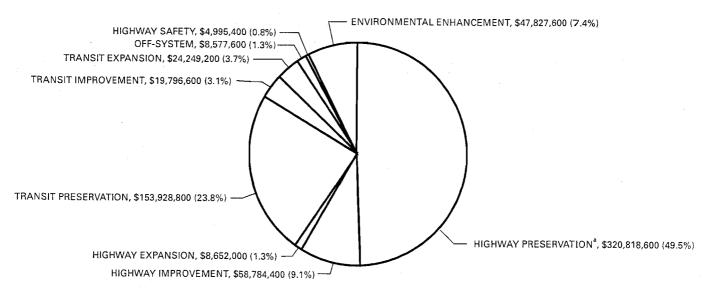
# ASSESSMENT OF CONFORMITY OF THE REGIONAL TRANSPORTATION PLAN AND THE 2002 THROUGH 2004 TRANSPORTATION IMPROVEMENT PROGRAM

This section of the report demonstrates the conformity of the regional transportation system plan with design year extended to year 2025 and the year 2002 through 2004 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

#### Figure 1

# DISTRIBUTION OF EXPENDITURES IN 2002 OF THE 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM BY CATEGORY

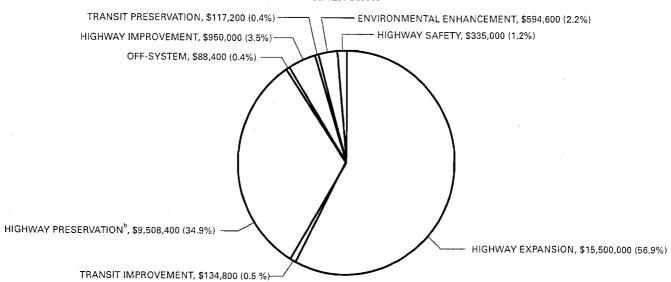
#### KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES



TOTAL \$647,630,200°

(\* INCLUDES ESTIMATED \$60 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

#### **WALWORTH**



TOTAL \$27,228,400<sup>b</sup>

(<sup>5</sup>INCLUDES ESTIMATED \$5 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

nonattainment area, including Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, and for the ozone maintenance area for Walworth County.

#### **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 III 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 a 7.5 percent additional emissions to account for uncertainty in transportation emission forecasts. 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.

The determination of conformity of the transportation system plan and transportation improvement program requires specific travel and emission forecasts for the years 2005, 2007, 2010, 2020, and 2025. The population, household, and employment data at regional and subregional levels for the years 2005, 2007, and 2010 have been projected by interpolation between existing regional and subregional estimates and the

year 2020 and 2025 regional forecasts and subregional planned forecast allocations based upon the regional land use plan. The regional level year 2020 and 2025 forecasts for population, households, and employment are set forth in Table 7, along with the interpolated 2005, 2007, and 2010 population, household, and employment levels. The year 2020 population, household, and employment forecasts were developed as part of the year 2020 regional land use and transportation plans which were completed in December, 1997. The year 2020 regional land use and transportation plans, and the attendant year 2020 socio-economic travel, and traffic forecasts were reviewed and reaffirmed in February 2000, as documented in the SEWRPC Staff Memorandum entitled, *Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans*, and were again reviewed and reaffirmed in December 2002—along with the extension of plan forecasts to the year 2025—in the SEWRPC staff Memorandum entitled, *Review and Reaffirmation of the Year 2020 Regional Land Use and Transportation System Plans and Extension of Plan Design Year To 2025*.

As part of the regional transportation plan preparation, the implications of a range of different future development scenarios for Southeastern Wisconsin have been 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

FORECAST POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS FOR SOUTHEASTERN WISCONSIN: 2005, 2007, 2010, 2020 AND 2025

Table 7

	<u>_</u>	Southeastern Wis	sconsin								
Forecast Year											
Characteristics	2005	2007	2010	2020	2025						
Population	1,995,600	2,009,600	2,030,600	2,077,900	2,105,000						
Households	767,900	776,600	789,700	827,100	851,000						
Employment	1,199,500	1,213,200	1,233,700	1,277,100	1,320,000						

Six county Ar	ea: Kenosha, Milwa	ukee, Ozaukee, Ra	cine, Washington	and Waukesha Cou	nty							
Forecast Year												
Characteristics	2005	2007	2010	2020	2025							
Population	1,906,600	1,919,600	1,939,100	1,982,900	2,005,000							
Households	734,200	742,400	754,800	790,200	811,000							
Employment	1,143,400	1,156,300	1,175,700	1,217,100	1,259,000							

Walworth County												
Forecast Year												
Characteristics	2005	2007	2010	2020	2025							
Population	89,000	90,000	91,500	95,000	100,000							
Households	33,700	34,200	34,900	36,900	40,000							
Employment	56,100	56,900	58,000	60,000	61,000							

Source: SEWRPC

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. The models have recently been validated for the year 1995 using 1995 transportation network data and data on population, household, and employment estimates.

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 the first conformity determination completed in 1997 with respect to the year 2020 plan and also 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 4 percent between 1995 and 1997 as measured by vehicle-miles of bus service, and by about 12 percent between 1997 and 1999, and by about 3 percent between 1999 and 2001, for a total increase of about 20 percent from 1995 to 2001. It is estimated that transit vehicle-miles of service declined by about 5 percent in 2002 and will decline by another 4 percent in 2003. Thus, since 1995 transit vehicle-miles of service have increased by an estimated 12 percent. Also, since 1995, transit ridership has increased by an estimated 9 percent, and transit annual operating assistance has increased by about 49 percent. Total State transit operating assistance to the Region has increased by about 32 percent from 1995 to 2001, Federal transit operating assistance by 262 percent, and local operating assistance by 14 percent. Transit fares have increased at about the level of general price inflation, which is estimated to have experienced an increase of about 5 percent from 1995 to 1997, 10 percent from 1997 to 2002, or in total, about 15 percent from 1995 to 2002. 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 from \$1.25 in 1995 to \$1.35 in 1996 to \$1.50 in 2002, a 20 percent increase from 1995 to 2002. 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 1995 to \$0.86 in 2002, only a 9 percent increase. As noted in the description of the transportation system plan, the conformity determination of the plan assumes, based upon the transit system element of the regional plan, that transit service measured in terms of vehicle-miles of transit service would be increased from projected 2003 levels beginning in 2005 by approximately 72 percent over the time period from 2005 to 2025, or by about 2.8 percent annually beginning in 2005, and transit fare increases on average over the 20-year period would 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 2000, and 1.4 percent annually beyond the year 2000.3 The Walworth County maintenance plan for air quality assumes a 2.7 percent annual increase in vehicle-miles of travel to 2000, and 2.2 percent annual increase beyond the year 2000. (The Walworth County maintenance plan was amended in the year 2000 to allocate 0.5 tons of volatile organic compound emissions from the safety margin to the year 2007 motor vehicle emissions budget.) The official intermediate year 2025 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 2025. 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 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 2001 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

<sup>&</sup>lt;sup>3</sup> 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.

counts, the vehicle-miles of travel in Southeastern Wisconsin is estimated to have increased by about 1.5 percent annually from 1990 to 2001, or slightly less than incorporated in the State Implementation Plan.<sup>4</sup>

#### 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 MOBILE6 air pollutant emissions estimation model. The assumptions in the emissions estimation model for the years 2005, 2007, 2010, 2020 and 2025 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 its January 2003 submittal of six county southeastern Wisconsin severe ozone non-attainment area transportation conformity budgets for volatile organic compounds and nitrogen oxides. The specific emission factors used for each of the years of analysis in the conformity determination were provided to the Regional Planning Commission by the State of Wisconsin Department of Natural Resources to assure 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 transportation system plan has 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 2002-2004 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, and the county and Wisconsin Department of Natural Resources, the U. S. Department of Transportation, and the county and

<sup>&</sup>lt;sup>4</sup> 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), 1.98 percent annual growth from 1990 to 1999; Milwaukee County (46 percent of Region VMT in 1990) 0.90 percent annual growth from 1990 to 2001; Ozaukee County (5 percent of Region VMT in 1990) 0.97 percent annual growth in VMT from 1992 to 2001; Racine County (10 percent of Region VMT in 1990) 1.24 percent annual growth in VMT from 1990 to 1999; Walworth County (6 percent of Region VMT in 1990) 1.68 percent annual growth in VMT from 1990 to 1999; Washington County (6 percent of Region VMT in 1990) 2.81 percent annual growth in VMT from 1992 to 2001, and; Waukesha County (19 percent of Region VMT in 1990) 2.28 percent annual growth in VMT from 1991 to 2000. (See Appendix C.)

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 from 1990 to 2000 of 1.8 percent annually.

Table 8

ASSUMPTIONS ASSOCIATED WITH MOBILE6 EMISSIONS ESTIMATING MODEL: 2005, 2007, 2010, 2020, AND 2025

	Six-Count	—– ∨ Areaª⁵	-		
Category	2005	2007	2010	2020	2025
Fuel Inputs					
Reformulated Gasoline	. Phase 2-North	Phase 2-North	Phase 2-North	Phase 2-North	Phase 2-North
Low Sulfur Gasoline	. Yes	Yes	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	7.0	7.1	7.1	7.1	7.1
Alcohol Blends					
Market Share	. NA	NA ·	NA NA	NA	NA
Oxygen Content	. NA	NA ·	NA .	NA	l NA
1 PSI RVP Waiver	. NA	NA	NA NA	NA	NA
Ether Blends					1
Market Share	. NA	NA NA	l <sub>NA</sub>	NA NA	NA
Oxygen Content	. NA	NA NA	l <sub>NA</sub>	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	70.0 to 94.0
Absolute Humidity (Grains/Ib. Dry Air)	65	65	65	65	65
Vehicle-Miles of Travel in Start Mode	Default	Default	Default	Default	Default
Vehicle-Miles of Travel in Running Mode	Default	Default	Default	Default	Default
Inspection/Maintenance Inputs				Dottant	Doradit
Start Year (January 1)—Tailpipe/Evaporative	1984/1996	1984/1996	1984/1996	1984/1996	1984/1996
Start Year (January 1)—On-Board Diagnostic		2001	2001	2001	2001
Pre-1981 Stringency		30 percent	30 percent	30 percent	30 percent
Model Years Tested		1968+	1968+	1968+	1968+
Waiver Rate (pre-1981)		4 percent	3 percent	3 percent	3 percent
Waiver Rate (1981+)		4 percent	3 percent	3 percent	3 percent
Compliance Rate		96 percent	96 percent	96 percent	96 percent
Inspection Type	1	Test only	Test only	Test only	Test only
Test Frequency		Biennial	Biennial	Biennial	Biennial
Vehicle Types Tested	1	LDGV	LDGV	LDGV	LDGV
	LDGT1	LDGT1	LDGT1	LDGT1	LDGT1
	LDGT2	LDGT2	LDGT2	LDGT2	LDGT2
	HDGV2B	HDGV2B	HDGV2B	HDGV2B	HDGV2B
IM240 Test					
LDGV/LDGT1/LDGT2	1968-1995	1968-1995	1968-1995	1968-1995	1968-1995
HDGV2	1968+	1968+	1968+	1968+	1968+
Gas Cap Test	-				
LDGV/LDGT1/LDGT2	1971+	1971+	1971+	1971+	1971+
HDGV2	1971+	1971+	1971+	1971+	1971+
On-Board Diagnostic Check					
LDGV/LDGT1/LDGT2	1996+	1996+	1996+	1996+	1996+
HDGV2	N/A	N/A	N/A	N/A	N/A
Annual Mileage Accumulation Rates	Default	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Vehicle Age Distribution	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR

-23b-

### Table 8 (continued)

	Walworth	County <sup>c</sup>			
Category	2005	2007	2010	2020	2025
Fuel Inputs	-				
Reformulated Gasoline	No	No	No	No	No
Low Sulfur Gasoline	No	Yes	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	8.8 PSI	8.8 PSI	8.8 PSI	8.8 PSI	8.8 PSI
Alcohol Blends					
Market Share	15%	15%	15%	15%	15%
Oxygen Content	3.5%	3.5%	3.5%	3.5%	3.5%
1 PSI RVP Waiver	Yes	Yes	Yes	Yes	Yes
Fuel Inputs (continued)					
Ether Blends					
Market Share	0%	0%	0%	0%	0%
Oxygen Content	0%	0%	0%	0%	0%
Temperature Range (degrees Fahrenheit)	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0
Absolute Humidity (Grains/lb. Dry Air)	65	65	65	65	65
Vehicle-Miles of Travel in Start Mode	Default	Default	Default	Default	Default
Vehicle-Miles of Travel in Running Mode	Default	Default	Default	Default	Default
Annual Mileage Accumulation Rates	Default	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Vehicle Age Distribution	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR

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

#### Six County Area

	<u> </u>	ix Count	у Агеа							
Speed Range	20	05	20	07	20	10	20	20	20	25
(miles per hour)	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Standard Arterials										
0 to 10	2.169	2.195	1.741	1.766	1,199	1.291	0.638	0.412	0.605	0.342
10 to 15	1.076	1.629	0.871	1.314	0.618	0.959	0.321	0.298	0.300	0.244
15 to 20	0.898	1.445	0.730	1.167	0.520	0.851	0.266	0.262	0.246	0.213
20 to 25	0.797	1.337	0.650	1.079	0.464	0.787	0.233	0.240	0.215	0.19
25 to 30	0.738	1.269	0.602	1.025	0.431	0.747	0.215	0.227	0.197	0.183
30 to 35	0.698	1.233	0.570	0.996	0.408	0.726	0.201	0.219	0.184	0.17
35 to 40	0.670	1.234	0.547	0.997	0.393	0.727	0.193	0.219	0.176	0.176
40 to 45	0.651	1.263	0.531	1.020	0.382	0.744	0.187	0.224	0.170	0.180
45 to 50	0.634	1.308	0.517	1.058	0.373	0.772	0.182	0.232	0.165	0.186
50 to 55	0.620	1.370	0.505	1.109	0.366	0.809	0.178	0.243	0.162	0.193
55 to 60	0.609	1.455	0.496	1.180	0.360	0.861	0.177	0.257	0.160	0.202
Over 60	0.597	1.636	0.486	1.332	0.355	0.972	0.175	0.287	0.159	0.22
Freeways			•	1					,	
0 to 10	2.187	2.840	1.758	2.313	1.217	1.675	0.651	0.501	0.615	0.384
10 to 15	1.044	1.977	0.850	1.616	0.603	1.163	0.317	0.330	0.294	0.24
15 to 20	0.872	1.795	0.713	1.465	0.508	1.052	0.262	0.296	0.242	0.21
20 to 25	0.788	1.735	0.645	1.413	0.461	1.014	0.234	0.287	0.215	0.21
25 to 30	0.736	1.700	0.602	1.382	0.432	0.992	0.218	0.281	0.199	0.207
30 to 35	0.696	1.684	0.570	1.369	0.410	0.982	0.205	0.278	0.187	0.204
35 to 40	0.667	1.697	0.546	1.379	0.394	0.990	0.195	0.280	0.178	0.206
40 to 45	0.646	1.742	0.528	1.417	0.382	1.017	0.189	0.288	0.171	0.21
45 to 50	0.628	1.816	0.513	1.479	0.372	1.063	0.183	0.301	0.166	0.219
50 to 55	0.613	1.923	0.501	1.569	0.364	1.129	0.179	0.318	0.162	0.23
55 to 60	0.602	2.074	0.491	1.698	0.359	1.223	0.177	0.343	0.160	0.246
Over 60	0.591	2.405	0.481	1.981	0.353	1.429	0.176	0.398	0.159	0.279
Freeway Ramps	0.772	1.686	0.617	1.369	0.440	0.987	0.212	0.289	0.193	0.223
Non-Arterials										
Urban	1.036	1.297	0.841	1.062	0.597	0.786	0.311	0.243	0.289	0.194
Rural	0.660	1.243	0.539	1.004	0.387	0.732	0.190	0.221	0.173	0.177

Table 8 (continued)

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

Mobile Source				enicie mi	ie of trav	ei)				
		alworth (			I					
Speed Range	200	05	20	07	20	10	20:	20	20:	25
(miles per hour)	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	voc's	NOx
Standard Arterials										
0 to 10	3.529	2.375	2.852	1.946	2.007	1.462	1.193	0.594	1.151	0.52
10 to 15	1.648	1.776	1.351	1.458	0.983	1.095	0.577	0.437	0.549	0.38
15 to 20	1.319	1.583	1.087	1.300	0.793	0.976	0.453	0.387	0.429	0.33
20 to 25	1.139	1.469	0.944	1.207	0.690	0.906	0.387	0.358	0.364	0.31
25 to 30	1.046	1.397	0.868	1.149	0.637	0.862	0.355	0.340	0.333	0.29
30 to 35	0.980	1.359	0.815	1.118	0.600	0.839	0.332	0.329	0.311	0.28
35 to 40	0.932	1.360	0.777	1.118	0.573	0.839	0.316	0.329	0.295	0.28
40 to 45	0.897	1.389	0.748	1.142	0.554	0.857	0.304	0.335	0.283	0.29
45 to 50	0.866	1.435	0.723	1.180	0.537	0.885	0.294	0.344	0.273	0.29
50 to 55	0.839	1.498	0.701	1.232	0.522	0.923	0.286	0.356	0.266	0.30
55 to 60	0.816	1.584	0.682	1.304	0.511	0.976	0.280	0.371	0.260	0.31
Over 60	0.791	1.766	0.661	1.458	0.497	1.089	0.274	0.403	0.254	0.33
reeways										
0 to 10	3.504	3.012	2.834	2.483	2.000	1.836	1.183	0.672	1.138	0.55
10 to 15	1.581	2.103	1.298	1.738	0.942	1.276	0.550	0.442	0.521	0.35
15 to 20	1.267	1.914	1.047	1.580	0.762	1.159	0.433	0.400	0.408	0.31
20 to 25	1.115	1.854	0.925	1.528	0.676	1.121	0.378	0.390	0.354	0.31
25 to 30	1.033	1.819	0.859	1.497	0.631	1.098	0.351	0.385	0.328	0.30
30 to 35	0.969	1.804	0.807	1.484	0.595	1.089	0.329	0.382	0.307	0.30
35 to 40	0.92	1.817	0.767	1.494	0.568	1.096	0.313	0.384	0.291	0.30
40 to 45	0.883	1.862	0.737	1.532	0.547	1.124	0.300	0.392	0.279	0.31
45 to 50	0.852	1.937	0.712	1.595	0.530	1.170	0.290	0.406	0.269	0.32
50 to 55	0.824	2.044	0.689	1.686	0.515	1.237	0.282	0.425	0.261	0.33
55 to 60	0.802	2.196	0.671	1.816	0.503	1.332	0.276	0.451	0.255	0.35
Over 60	0.778	2.529	0.651	2.100	0.490	1.539	0.270	0.507	0.250	0.38
Freeway Ramps	1.055	1.819	0.863	1.498	0.632	1.106	0.342	0.409	0.320	0.34
Non-Arterials			<u> </u>		•					
	1.576	1.420	1.294	1.181	0.941	0.897	0.556	0.353	0.529	0.30
Rural	0.914	1.369	1	1.126		0.845	0.310	0.331		0.28

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; HDGV2B = Heavy Duty Gasoline Vehicle 2B (Gross Vehicle Weight Rating of 8,500-10,000 pounds); 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.

Source: Wisconsin Department of Natural Resources and SEWRPC.

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

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

 $<sup>^{</sup>c}$  No inspection/maintenance programs and no anti-tampering program was assumed for Walworth County.

local units of government have all been extensively involved in the development of the regional plans, 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 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 includes public informational meetings and hearings, transmittal of a series of newsletters to 2,500 individuals, and a day-long conference on the regional plan attended by over 400 individuals. 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 comments received on the plan and its social, economic, and environmental impacts, and included in the plan documents is consideration and response to the public comment. The public consultation on the reaffirmation of the 2020 plan and its design year extension to 2025 is documented in Record of Public Comments: Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025. The public consultation on the regional freeway reconstruction plan is documented in Record of Public Comments: Regional Freeway System Reconstruction Study for Southeastern Wisconsin-Volumes 1, 2, and 3.

State and county and municipal governments have also been directly involved in the preparation of the 2002-2004 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 2002-2004 transportation improvement program and the regional transportation 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 2002-2004 transportation improvement program

and its conformity determination, and, as well, the regional transportation plan 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.

#### 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 regional transportation system plan and transportation improvement program would in no way interfere with the implementation of the Partners program and would assist in its implementation. The transportation system plan recommends a number of measures which should serve to 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. The 2002-2004 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 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).<sup>5</sup> 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,

<sup>&</sup>lt;sup>5</sup>A U. S. Department of Transportation, Federal Highway Administration report issued May 21, 1997, on the Federal Review of the travel modeling conducted by the Commission, is documented in Appendix E of SEWRPC Memorandum Report No. 147, entitled, Assessment of Conformity of the Amended Year 2000-2002 Transportation Improvement Program and Amended Year 2020 Regional Transportation Plan With Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, along with a Commission report which cites how each requirement in 40CFR 93.122 is met.

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.<sup>6</sup>

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 models have recently been validated for the year 1995. The Commission will complete the conduct of new travel surveys in 2002, and will review, refine, and recalibrate its travel simulation models in 2004 including a revalidation of the models.

The future 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.

<sup>&</sup>lt;sup>6</sup> The models were documented in a methods report prepared for the east-west corridor transit study, Travel Simulation Models for the East-West Corridor Transit Study, May 1993.

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 last such survey was conducted in 1999 with the analysis completed in 2000. 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 is the Phase III attainment demonstration approved by USEPA in August 2001 with volatile organic compounds and nitrogen oxides emission budgets for 2005 and 2007, and the Wisconsin Department of Natural Resources transportation conformity budget submittal for MOBILE6 in January 2003 which reconfirmed the 2007 budgets.

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 its revision approved by USEPA in December, 2000. The revised motor vehicle emission budgets are 5.39 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 regional transportation system plan through the year 2025 and 2002-2004 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 2025 population, households, and employment forecasts and regional land use plan. Table 9 presents the forecast vehicle-miles of travel attendant to the forecast years of 2005, 2007, 2010, 2020, and 2025. The transportation plan projects incorporated in each forecast year were listed in Tables 2 (transit) and 5 (arterial street and highway).

The year 2002-2004 transportation improvement program is consistent with the year 2025 regional transportation system plan and the plan's implementation schedule. All year 2002-2004 transportation improvement program projects, that is, projects with air quality impacts, are included in the plan. Also, the year 2002-2004 amended transportation improvement program includes all projects essential to implement the plan on schedule. The satisfaction of these two tests are demonstrated in Tables 5 and 10.

Table 10 lists all projects with air quality impact, so-called "nonexempt" projects in the year 2002-2004 amended transportation improvement program and confirms that they are included in the regional transportation system plan and confirms that their schedule in the improvement program is consistent with their schedule for project completion proposed in the transportation plan.<sup>7</sup>

Table 5 lists all projects with air quality impact proposed in the regional transportation plan, along with the plan-recommended implementation schedule, and identifies the plan projects which are included in the year 2002-2004 transportation improvement programs.

Table 11 presents for the years 2005, 2007, 2010, 2020, and 2025 forecast volatile organic compound emissions from the transportation system within the six county severe ozone nonattainment area under the amended regional transportation plan and year 2002-2004 transportation improvement program, and compares those forecast emissions to the year 2005 and 2007 transportation system emissions budgets in the State Implementation Plan for the 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 regional transportation plan and 2002-2004 transportation improvement program. Table 11 also presents year 2005, 2007, 2010, 2020, and 2025 forecast volatile organic compound and nitrogen oxide emissions from the transportation system within Walworth County under the regional transportation system plan and 2002-2004 amended transportation improvement program and compares those forecast emissions to the year 2007 transportation system emission budgets in the State 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

 $<sup>\</sup>overline{{}^7All\ 2002\text{-}20}04$  transportation improvement program projects are listed in Appendix B of this report.

Table 9

SUMMER WEEKDAY VEHICLE MILES OF TRAVEL WITHIN SOUTHEASTERN WISCONSIN: FORECAST YEAR 2005, 2007, 2010, 2020 and 2025 a.b

Facility Type	Speed Range	2005	2007	2010	2020	2025
Standard Arterials	0 to 10	24,512	22,391	23,050	28,772	34,544
Six County Area	10 to 15	329,432	328,421	331,179	379,263	366,432
]	15 to 20	1,542,342	1,577,716	1,598,503	1,636,948	1,645,851
, and the second	20 to 25	3,425,933	3,482,325	3,553,243	3,607,137	3,608,996
-	25 to 30	3,942,656	4,001,969	4,073,400		4,317,478
1	30 to 35	2,845,452	2,834,149	2,893,875	3,050,217	3,195,446
	35 to 40	6,138,965	6,249,963	6,473,803	6,849,860	7,099,953
1	40 to 45	2,591,177	2,684,993	2,709,267	2,826,500	2,947,137
1	45 to 50	3,306,241	3,381,004	3,459,411	3,759,827	3,884,192
	50 to 55	275,779	334,658	335,234	413,637	
	55 to 60	164,054	187,858	191,485	227,466	429,928
	60+	1,981	2,663	2,931	0	229,818
Subtotal		24,588,524				U
Freeways	0 to 10		25,088,110	25,645,381	27,018,218	27,759,775
Six County Area	10 to 15	187,177	191,080	188,059	241,009	248,948
Six County Area		108,515	111,542	113,340	120,496	120,822
	15 to 20	75,212	86,159	99,276	75,987	29,998
	20 to 25	144,334	132,090	134,534	153,816	76,574
	25 to 30	270,603	277,171	299,908	230,369	235,579
	30 to 35	272,489	272,539	267,328	186,155	276,281
	35 to 40	274,087	299,846	295,530	342,609	369,961
	40 to 45	365,654	370,490	394,897	466,381	527,791
	45 to 50	1,103,328	1,139,506	1,148,026	1,214,301	1,319,128
	50 to 55	1,278,321	1,283,830	1,273,061	1,514,119	1,600,488
	55 to 60	2,733,114	2,753,676	2,836,752	3,054,343	3,144,015
	60+	9,494,359	9,736,208	9,907,624	11,341,105	11,880,221
Subtotal		16,307,193	16,654,137	16,958,335	18,940,690	19,829,806
Six County Area Total		40,895,717	41,742,247	42,603,716	45,958,908	47,364,289
Standard Arterials	0 to 10	2,096	2,125	2,198	1,774	1,838
Walworth County	10 to 15	6,602	6,890	7,530	5,696	6,475
	15 to 20	33,462	27,152	28,047	36,097	39,805
	20 to 25	74,263	66,523	66,570	63,238	62,389
	25 to 30	108,611	101,847	102,356	96,524	101,155
	30 to 35	143,360	151,261	160,570	163,755	175,070
	35 to 40	417,639	404,225	416,379	407,859	430,986
	40 to 45	401,490	427,682	441,126	457,728	475,700
	45 to 50	691,435	731,513	760,535	698,498	
	50 to 55	21,841	42,370	25,421	23,133	719,418
	55 to 60	8,351	7,263	7,486	11,436	24,262
	60+	0,551	7,203	7, <del>4</del> 60	11,436	10,963
Subtotal	- 00+					0
		1,909,150	1,968,851	2,018,218	1,965,738	2,048,061
Freeways Walworth County	0 to 10	0	0	0	0	0
Walworth County	10 to 15	0	0	0	0	0
	15 to 20	0	0	0	0	0
	20 to 25	0	0	0	0	0
	25 to 30	14,356	14,922	15,440	20,173	20,950
	30 to 35	0	0	0	0	0
	35 to 40	20,586	20,465	21,250	29,690	31,592
	40 to 45	0	0	0	0	0
<u> </u>	45 to 50	1,787	1,812	1,862	0	. 0
	50 to 55	0	0	0	46,897	53,734
	55 to 60	. 0	0	0	1,578	2,233
]	60+	1,001,683	1,003,578	1,043,467	1,343,723	1,409,340
Subtotal		1,038,412	1,040,777	1.082.019	1,442,061	1,517,849
Walworth Co Total		2,947,562	3,009,628	3,100,237	3,407,799	3,565,910
Region Total		43,843,279	44,751,875	45,703,953	49,336,707	51,155,491
71.2		70,070,2/3	4,701,070	40,702,800	43,330,707	51,155,491

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

Source: SEWRPC

<sup>&</sup>lt;sup>b</sup> Summer average weekday traffic is estimated to 4 percent greater than 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.

### 30b-

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Ti	ousands \$	5)		Source of	Funds (Th	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
STATE OF	75	REMOVE PARK EAST FWY (STH 145) WEST OF JEFFERSON ST. AND	HP	PE	0.0	0.0	0.0	0.0		1,930.5	0.0	0.0	1,930.5	_	
WISCONSIN	'"	CONSTRUCT NEW TERMINUS WEST	nr	ROW	0.0	0.0	0.0	0.0	STATE	. 960.5	0.0	0.0	960.5	Α	NON-
		OF MILWAUKEE RIVER IN CITY OF		CONST	19,273.0	0.0	0.0	19,273.0	FED	16,382.0	0.0	0.0	16,382.0		EXEMP.
	(153)	MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	IH-C/S					29 Quality Status  5 A NON-EXEMP  0 A NON-EXEMP	
	-	RECONSTRUCTION WITH	<del> </del> — —	TOTAL PE	19,273.0	0.0	0.0	19,273.0	TOTAL	19,273.0	0.0	0.0	19,273.0		
	87	ADDITIONAL LANES OF STH 32	н	ROW	0.0 0.0	350.0 0.0	0.0	350.0	LOCAL	0.0	0.0	0.0	0.0	Α	
		FROM S. CO. LINE TO STH 100 IN	1	CONST	0.0	0.0	0.0 0.0	0.0	FED	0.0	70.0 280.0	0.0	70.0	Α.	
	(00)	THE CITY OF OAK CREEK (1.75 ML)	]	OTHER	0.0	0.0	0.0	0.0	STP-M	""	200.0	0.0	280.0		EXEMP
	(88)			TOTAL	0.0	350.0	0.0	350.0	TOTAL	0.0	350.0	0.0	350.0		
		CONSTRUCTION OF SECOND STH	†	PE	0.0	0.0	60.0	60.0	LOCAL	0.0	0.0	0.0	0.0		+ -
	88	100 BRIDGE OVER THE C&NW RR	HI	нош	0.0	0.0	0.0	0.0	STATE	0.0	0.0	12.0	12.0	Α	NON.
	1 !	· ·		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	48.0	48.0		
	(89)		1	OTHER	0.0	0.0	0.0	0.0	NHS			- 1			
	(00)			TOTAL	0.0	0.0	60.0	60.0	TOTAL	0.0	0.0	60.0	60.0		
		RECONSTRUCTION WITH		PE	140.0	0.0	0.0	140.0	LOCAL	0.0	0.0	0.0	0.0		
	89	ADDITIONAL LANES OF STH 100 FROM HOWELL AVE. (STH 38) TO	Н	ROW	0.0	200.0	0.0	200.0	STATE	28.0	200.0	0.0	228.0	Α	NON-
		STH 32 IN THE CITY OF OAK CREEK		CONST	0.0	0.0	0.0	0.0	FED	112.0	0.0	0.0	112.0		EXEMP
	(90)	(2.75 MILES)		OTHER	0.0	0.0	0.0	0.0	NHS	ļ					
	<b></b>			TOTAL	140.0	200.0	0.0	340.0	TOTAL	140.0	200.0	0.0	340.0		<u> </u>
Ť	90	RECONSTRUCTION OF RYAN RD. (STH 100) WITH ADDITIONAL LANES	н	PE	100.0	200.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	Δ	
	'	FROM STH 36 TO USH 41 IN THE	'"	ROW CONST	1,700.0	0.0	0.0	1,700.0	STATE FED	1,800.0	200.0	0.0	2,000.0	^	
		CITY OF FRANKLIN (5.0 MILES)		OTHER	0.0 0.0	0.0	0.0 0.0	0.0 0.0	FED	0.0	0.0	0.0	0.0		EXEMP
	(91)			TOTAL	1,800.0	200.0	0.0	2,000.0	TOTAL	1,800.0	200.0	0.0	2,000.0		٠.
	1	CONSTRUCTION OF THE		PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	0.0	0.0		
	91	PENNSYLVANIA AVE. CONNECTOR	HE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	200.0	200.0	Α	NON
		TO THE LAKE PARKWAY (STH 794) IN		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
*		THE CITY OF CUDAHY (0.50 MILE)		OTHER	0.0	0.0	0.0	0.0		ł i	i				
			ĺ	TOTAL	0,0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
		CONSTRUCTION OF THREE		PE	0.0	0.0	0.0	0.0	LOCAL	-0.0	0.0	0.0	0.0		
	105	COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'A' SET	TE	ROW	0.0	0.0	0.0	0.0	STATE	263.0	0.0	0.0	263.0	Α .	NON-
		FROM THE GROOP A SET		CONST	1,315.0	0.0	0.0	1,315.0	FED	1,052.0	0.0	0.0	1,052.0		EXEMPT
	(130)			OTHER	0.0	0.0	0.0	0.0	CMAQ	<del>   </del>					1
				TOTAL	1,315.0	0.0	0.0	1,315.0	TOTAL	1,315.0	0.0	0.0	1,315.0		ļ
MILWAUKEE	163	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST	н	PE	500.0	0.0	0.0	500.0	LOCAL STATE	100.0	50.0	1,140.0	1,290.0	Δ	
COUNTY	''	(CTH U) FROM PUETZ RD TO	'"	ROW CONST	0.0	250.0 0.0	0.0 6,150.0	250.0 6,150.0	FED	400.0	0.0 200.0	0.0	0.0	^	
		IMPERIAL DR IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	STP-M	400.0	200.0	5,010.0	5,610.0		EXEMP
	(172)	FRANKLIN		TOTAL	500.0	250.0	6,150.0	6,900.0	TOTAL	500.0	250.0	6,150.0	6,900.0		1
		RECONSTRUCTION WITH	-	PE	0.0	0.0	0.0	0,900.0	LOCAL	0.0	0.0	1,600.0	1,600.0		ŧ
	164	ADDITIONAL LANES OF E. COLLEGE	н	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α.	NON-
		AVE (CTH ZZ) FROM S. HOWELL AVE. TO S PENNSYLVANIA AVE INC.		CONST	0.0	0.0	8,000.0	8,000.0	FED	0.0	0.0	6,400.0	6,400.0		EXEMP1
	(175)	BRIDGE OVER THE C&NW RR		OTHER	0.0	0.0	0.0	0.0	NHS		1				]
	(1/5)			TOTAL	0.0	0.0	8,000.0	8,000.0	TOTAL	0.0	0.0	8,000.0	8,000.0		
CUDAHY		RECONSTRUCTION WITH		PE	0.0	0.0	0.0	0.0	LOCAL	272.0	0.0	0.0	272.0		
(CITY)	239		н	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
				CONST	1,360.2	0.0	0.0	1,360.2	FED	1,088.2	0.0	0.0	1,088.2	-	EXEMPT
	(229)	THE CITY OF CUDAHY (0.40 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M	<b>.</b>					A
	ائــلــــــــــــــــــــــــــــــــــ		}	TOTAL	1,360.2	0.0	0.0	1,360.2	TOTAL	1,360.2	0.0	0.0	1,360.2		

Source: SEWRPC.

Table 10
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

No.   Description   Type   2002   2003   2004   Total   2002   2003   2004   Total   Apvi.   Statistical   Apvi.   Statistical   Construction of Local Street   City   Construction of Local Street   HP Row   1,000.0   0.0	Project		Project			Estimate	ed Costs (TI	nousands \$	6)		Source of	Funds (Th	ousands \$)		GEO 29	Air
COLITY   311   CONNECTIONS AND   IMPROVEMENTS/MODICICATIONS ASSOCIATED WITH REMOVAL/NEW TERMINUS OF PARK EAST FWY   FOR INTERMINUS OF PARK E	Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total		Quality Status
(241) TERMINUS OF PARK EAST FWY TERMINUS OF PARK EAST FWY TOTAL 8,350.0 0.0 0.0 2,500.0 IH-C/S TOTAL 8,350.0 0.0 0.0 8,350.0 0.0 0.0 8,350.0 0.0 0.0 0.0 8,350.0 0.0 0.0 0.0 8,350.0 0.0 0.0 0.0 8,350.0 0.0 0.0 0.0 8,350.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		311	CONNECTIONS AND	HP	ROW	1,000.0	0.0	0.0	1,000.0	STATE	0.0	0.0	0.0		A	NON-
Second Part		(241)			OTHER	2,500.0					7,097.5	0.0	0.0	7,097.5		EXEMPT
ADDITIONAL LANES OF N 124TH ST   FROM LISBON RD TO RUBY AVE IN THE CITY OF WAUWATOSA (CITY)   ADDITIONAL LANES OF N 124TH ST   FROM LISBON RD TO RUBY AVE IN THE CITY OF WAUWATOSA (0.50)   MILE)   MCKINILEVANNAPP STREET BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (2.77 MILES)   HI ROW CONST OTHER   H		1`						0.0	8,350.0		8,350.0	0.0	0.0	8,350.0		
(309)    CONST   THE CITY OF MILWAUKEE   HVEH IN THE CITY OF MILWAUKEE   CONST   O.00   O.00		312	MCKINLEY/KNAPP STREET BRIDGE	HP							1 ' 1				Α	NON-
TOTAL 7,890.0 0.0 7,890.0 10TAL 7,890.0 0.0 0.0 0.0 7,890.0 10TAL 7,890.0 0.0 0.0 0.0 1,576.0 2,085.0 9,805.9 13,466.9 NOTHER 1,576.0 1,			THE CITY OF MILWAUKEE			· ' 1			,	1	6,706.5	0.0	0.0			EXEMPT
RECONSTRUCTION/EXPANSION OF W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF MAUWATOSA (0.50 MILE)   N 6TH ST N 7 HE CITY OF WAUWATOSA (0.50 MILE)   N 6TH ST N 7 HE C		(309)	· ·	1							7 890 0			7.000.0		
NOME   STATE   STATE		<del>                                     </del>	RECONSTRUCTION/EXPANSION OF	† — — —						-						
MILWAUKEE (2.77 MILES)		313	W CANAL ST FROM MILLER PARK TO	HE	ROW	0.0	200.0	0.0	200.0	STATE		1			Α	NON-
NOI		.								FED	0.0	0.0	0.0	0.0		EXEMPT
NAUWAUTOSA   376   RECONSTRUCTION WITH   ADDITIONAL LANES OF N 124TH ST   HI   ROW   0.0   0.0   40.6   40.6   57ATE   0.0   0.0   48.7   48.7   ADDITIONAL LANES OF N 124TH ST   FROM LISBON RD TO RUBY AVE IN THE CITY OF WAUWATOSA (0.50   OTHER   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   EXEM			i ·		TOTAL	3,152.0	4,170.0	19.611.8	26,933,8	TOTAL	3,152.0	4,170.0	19.611.8	26 933 8		
(CITY) FROM LISBON PD TO RUBY AVE IN THE CITY OF WAUWATOSA (0.50 MILE) CONST 0.0 0.0 0.0 0.0 0.0 STP-M 0.0 0.0 194.9 194.9 EXEM	WAUWAUTOSA	376		н					203.0	1		0.0	48.7	48.7	A	Nov
(WILL)	(CITY)		FROM LISBON RD TO RUBY AVE IN THE CITY OF WAUWATOSA (0.50		CONST	0.0	0.0		0.0	FED			*		•	NON- EXEMPT
		1			TOTAL	0.0	0.0	0.0			0.0	0.0	243.6	243.6		

### TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project		Project			Estimate	d Costs (T	nousands \$	5)	,	Source of	Funds (Th	ousands \$)	-	GEO 29	Air Quality
Sponsor	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF WISCONSIN	<b>394</b> (394)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO OZAUKEE - SHEBOYGAN COUNTY LINE	н	PE ROW CONST OTHER	0.0 0.0 9,900.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 9,900.0	LOCAL STATE FED STP-O	0.0 1,980.0 7,920.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 1,980.0 7,920.0	Α	NON- EXEMPT
OZAUKEE COUNTY	400	RECONSTRUCTION WITH ADDITIONAL LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN	Н	PE ROW CONST OTHER	9,900.0 0.0 230.0 0.0 0.0	0.0 0.0 0.0 4,260.0 0.0	0.0 0.0 0.0 0.0 0.0	230.0 4,260.0	LOCAL STATE	9,900.0 46.0 0.0 184.0	0.0 852.0 0.0 3,408.0	0.0 0.0 0.0 0.0	9,900.0 898.0 0.0 3,592.0	A	NON- EXEMPT
	(408)			TOTAL	230.0	4,260.0	0.0	4,490.0	TOTAL	230.0	4,260.0	0.0	4,490.0		

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Table 10
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (TI	nousands \$	 6)	]	Source of	Funds (Th	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvi.	Quality Status
STATE OF WISCONSIN	442	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45	н	PE ROW	630.0 0.0	0.0	0.0	630.0	LOCAL STATE	0.0 126.0	0.0	0.0	0.0	Α	NON-
	(448)	FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)		CONST OTHER	0.0 0.0	9,000.0	0.0	9,000.0 0.0	FED STP-O	504.0	7,200.0	0.0	7,704.0		EXEMPT
	1, ,		<u> </u>	TOTAL	630.0	9,000.0	0.0	9,630.0	TOTAL	630.0	9,000.0	0.0	9,630.0		
	443	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM USH 41 TO EAST BRANCH OF	н	PE ROW	317.4 0.0	0.0	0.0 0.0	317.4 0.0	LOCAL	0.0 63.5	0.0 0.0	0.0 0.0	0.0 63.5	Α	NON-
	(449)	ROCK RIVER IN THE VILLAGE OF ALLENTON (0.34 MILES)		CONST OTHER	0.0	0.0 0.0	0.0	0.0	FED STP-O	253.9	0.0	0.0	253.9		EXEMPT
				TOTAL	317.4	0.0	0.0	317.4	TOTAL	317.4	0.0	0.0	317.4		
•	444	RECONSTRUCTION ON NEW ALIGNMENT AND WITH ADDITIONAL LANES OF STH 33 FROM TRENTON	н	PE ROW	0.0	368.0 128.8	0.0	368.0 128.8	STATE	0.0	0.0 202.4	0.0 0.0	0.0 202.4	Α	NON-
	(450)	RD. TO OAK RD. IN THE TOWN OF TRENTON (1.3 MILES)		CONST OTHER	0.0 0.0	0.0	0.0 0.0	0.0	FED NHS	0.0	294.4	0.0	294.4		EXEMPT
	-			TOTAL	0.0	496.8	0.0	496.8	TOTAL	0.0	496.8	0.0	496.8		
	445	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM USH 41 TO USH 45 IN	н	PE ROW	200.0 0.0	0.0 0.0	0.0 1,000.0	200.0 1,000.0	LOCAL	0.0 40.0	0.0 0.0	0.0 1,000.0	0.0 1,040.0	Α	NON-
	(451)	WASHINGTON COUNTY (3.30 MILES)		CONST OTHER	0.0 0.0	0.0	0.0	0.0	FED STP-O	160.0	0.0	0.0	160.0		EXEMPT
	<u> `                                    </u>			TOTAL	200.0	0.0	1,000.0	1,200.0	TOTAL	200.0	0.0	1,000.0	1,200.0		
	446	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH	н	PE ROW CONST	0.0 0.0 6,000.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 6.000.0	LOCAL STATE FED	0.0 6,000.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 6,000.0 0.0	Α	NON- EXEMPT
		175 TO STH 60 IN WASHINGTON		OTHER	0.0	0.0	0.0	0.0	""	0.0	. 0.0	0.0	0.0	* *	EXEMP
	(452)	COUNTY (0.88 MILES)		TOTAL	6,000.0	0.0	0.0	6,000.0	TOTAL	6,000.0	0.0	0.0	6,000.0		
WASHINGTON COUNTY	457	RECONSTRUCTION WITH ADDITIONAL LANES OF COUNTY	н	PE ROW	0.0	0.0 0.0	0.0 575.0	0.0 575.0	LOCAL	0.0	0.0	115.0	115.0	Α	NON-
COUNTY		LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM ROAD		CONST OTHER	0.0 0.0	0.0	0.0	0.0 0.0	FED STP-M	0.0	0.0	460.0	460.0	-	EXEMPT
	(464)			TOTAL	0.0	0.0	575.0	575.0	TOTAL	0.0	0.0	575.0	575.0		
KEWASKUM	475	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	4.4	0.0	0.0	4.4	Α	
(VILLAGE)	47.5	VILLAGE OF KEWASKUM	_ EE	CONST	0.0 44.3	0.0	0.0 0.0	0.0 44.3	STATE FED	0.0 39.9	0.0 0.0	0.0 0.0	0.0 39.9	^	NON- EXEMPT
	(481)			OTHER TOTAL	0.0 44.3	0.0	0.0	0.0 44.3	TOTAL	44.3	0.0	0.0	44.3		

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# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	<b>;</b> )		Source of	Funds (Th	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvi.	Quality Status
STATE OF WISCONSIN	511	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM STH 164 TO CALHOUN ROAD	HI	PE ROW CONST	2,000.0 0.0 0.0	2,000.0 2,000.0 0.0	0.0 0.0 10,000.0	4,000.0 2,000.0 10,000.0	LOCAL STATE FED	0.0 400.0 1,600.0	0.0 2,400.0 1,600.0	0.0 2,000.0	0.0 4,800.0	Α	NON-
	(519)			OTHER	0.0	0.0	0.0	0.0	STP-O	, , , , ,		8,000.0	11,200.0		EXEMP
	<del></del> -	RECONSTRUCTION WITH	<del> </del>	PE	2,000.0 1,100.0	4,000.0 0.0	10,000.0 0.0	16,000.0 1,100.0	LOCAL	2,000.0	4,000.0	10,000.0	16,000.0		
	512	ADDITIONAL LANES OF STH 83	н	ROW	0.0	2,200.0	0.0	2,200.0	STATE	0.0 220.0	0.0 2,200.0	0.0	0.0	· A	
		FROM STH 16 TO MARINER DRIVE IN THE CITY OF DELAFIELD		CONST	0.0	0.0	0.0	0.0	FED	880.0	0.0	0.0	2,420.0 880.0	- '	NON
	(520)	THE CITY OF DELAFIELD		OTHER	0.0	0.0	0.0	0.0	STP-O	1		, 0.9	000.0		EVEINIL
	(320)	İ		TOTAL	1,100.0	2,200,0	0.0	3.300.0	TOTAL	1,100.0	2,200.0	0.0	3,300.0		
		RECONSTRUCTION WITH		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		<u> </u>
	513	ADDITIONAL LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE	Н	ROW	0.0	0.0	0.0	0.0	STATE	7,930.5	0.0	0.0	7,930.5	. A	NON-
	1	VILLAGE OF MUKWONAGO (2.0		CONST	7,930.5	0.0	0.0	7,930.5	FED .	0.0	0.0	0.0	0.0		EXEMP
	(521)	MILES)	1	OTHER	0.0	0.0	0.0	0.0	,						· ·
	1,,			TOTAL	7,930.5	0.0	0.0	7,930.5	TOTAL	7,930.5	0.0	0.0	7,930.5		1
	514	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83	H	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0		
	1 717	FROM USH 18 TO IH-94 (2.90 MILES)	'''	ROW	0.0	0.0	2,400.0	2,400.0	STATE	200.0	0.0	2,400.0	2,600.0	·A	NON-
		,		CONST OTHER	0.0	0.0	0.0	0.0	FED STP-O	800.0	0.0	0.0	800.0		EXEM
				TOTAL		0.0	0.0	0.0	TOTAL	1 000 0					
<del></del>	<del> </del>	RECONSTRUCTION OF STH 164		PE	1,000.0 500.0	0.0	2,400.0	3,400.0 500.0	LOCAL	1,000.0	0.0	2,400.0	3,400.0		
	515	OVER I-94 RAMPS AND ROADWAY IN	HI	ROW	0.0	0.0	0.0	0.0	STATE	50.0	0.0	0.0 670.0	0.0 720.0	Α	NON
		THE TOWN OF PEWAUKEE (0.40		CONST	0.0	0.0	6,700.0	6,700.0	FED	450.0	0.0	6,030.0	6,480.0		EXEM
	(E00)	MILES)	]	OTHER	0.0	0.0	0.0	0.0	ін-м	1	5.0	0,000.0	0,400.0		LXLIVII
	(522)			TOTAL	500.0	0.0	6,700.0	7,200.0	TOTAL	500.0	0.0	6,700.0	7,200.0		
<u> </u>		RECONSTRUCTION OF STH 164		PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0		
	516	WITH ADDITIONAL CAPACITY FROM	HI	ROW	500.0	0.0	0.0	500.0	STATE	300.0	0.0	0.0	300.0	Α	NON-
		STH 190 TO CTH VV IN WAUKEHA COUNTY (4.11 MILES)		CONST	0.0	0.0	0.0	0.0	FED	1,200.0	0.0	0.0	1,200.0		EXEMP
		( III.E.E.S,		OTHER	0.0	0.0	0.0	0.0	STP-0						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	518	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS	HE	PE	500.0	500.0	500.0	1,500.0	LOCAL	0.0	0.0	. 0.0	0.0		
	310	INCLUDING THE REMAINING STH	ne	ROW	900.0	100.0	0.0	1,000.0	STATE	2,100.0	13,100.0	19,200.0	34,400.0	Α	NON-
	1	16/67 LEG AND STH 16 TO		CONST OTHER	700.0	12,500.0	18,700.0	31,900.0	FED	0.0	0.0	0.0	0.0		EXEMP
*	(526)	JEFFERSON CO. (7.4 MI)		TOTAL	0.0	0.0	0.0	0.0	TOTAL	0.100.0	10 100 5				
		RECONSTRUCTION WITH		PE	2,100.0 736.0	13,100.0	19,200.0	34,400.0 736.0	LOCAL	2,100.0 736.0	13,100.0 1,426.0	19,200.0	34,400.0		
WAUKESHA COUNTY	548	ADDITIONAL LANES OF PEWAUKEE	HI	ROW	0.0	0.0 1,426.0	0.0	1,426.0	STATE	0.0	0.0	373.4	2,535.4 0.0	A٠	NON-
SOCIALL		RD (CTH J) FROM ROCKWOOD DR		CONST	0.0	0.0	7.571.0	7,571.0	FED	0.0	0.0	7,197.6	7,197.6		EXEME
	(500)	TO CAPITAL DR (STH 190) WAUKESHA CO		OTHER	0.0	0.0	0.0	0.0	STP-M	1	5.0	,,,,,,,,	7,107.0		LALIVI
	(562)	117.61.251.71.00		TOTAL	736.0	1,426.0	7,571.0	9.733.0	TOTAL	736.0	1,426.0	7,571.0	9,733.0		1
		RECONSTRUCTION WITH		PE	621.0	0.0	0.0	621.0	LOCAL	621.0	3,600.0	1,700.0	5,921.0		
	549	ADDITIONAL LANES OF CTH L FROM CTH O TO THE MILWAUKEE	HI	ROW.	0.0	3,600.0	1,700.0	5,300.0	STATE	0.0	0.0	0.0	0.0	A	NON
	1	COUNTY LINE IN THE CITY OF		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		EXEMP
	(563)	MUSKEGO		ОТНЕЯ	0.0	0.0	0.0	0.0							
	1			TOTAL	621.0	3,600.0	1,700.0	5 <u>,921.0</u>	TOTAL	621.0	3,600.0	1,700.0	5,921.0		
	550	RECONSTRUCTION WITH ADDITITONAL LANES OF CTH Q	н	PE.	844.0	0.0	0.0	844.0	LOCAL	844.0	353.0	0.0	1,197.0	• А	1
	333	FROM COLGATE TO STH 175 (3,03	""	ROW	0.0	353.0	0.0	353.0	STATE	0.0	0.0	0.0	0.0	A	NON-
,		MILES)		CONST OTHER	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		EXEM
					0.0	0.0	0.0	0.0	TOTAL						1
				TOTAL	844.0	353.0	0.0	1,197.0	TOTAL	844.0	353.0	0.0	1,197.0		

Source: SEWRPC.

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Table 10
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY 2002 - 2004

Project		Project			Estimate	d Costs (Ti	nousands \$	S)	<u> </u>	Source of	Funds (Th	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apyl.	Quality Status
WAUKESHA COUNTY	551	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH X BETWEEN STH 59 AND HARRIS HIGHLANDS (1.80 MILES)	н	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	1,079.0 0.0 0.0 0.0	0.0 174.0 11,060.0 0.0	1,079.0 174.0 11,060.0 0.0	LOCAL STATE FED STP-M	0.0 0.0 0.0	1,079.0 0.0 0.0	2,246.8 0.0 8,987.2	3,325.8 0.0 8,987.2	A	NON- EXEMP
	1	RECONSTRUCTION WITH		TOTAL PE	0.0	1,079.0 0.0	11,234.0 1,402.0	12,313.0 1,402.0	TOTAL LOCAL	0.0	1,079.0 0.0	11,234.0	12,313.0 1,402.0		<b> </b>
	552	ADDITIONAL LANES OF CTH Y BETWEEN CTH L AND CTH I (4.00 MILES)	HI	ROW CONST OTHER	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	STATE FED	0.0	0.0	0.0	0.0	A	NON- EXEMP
	<del> </del>	CONSTRUCT ADDITIONAL LANES ON		TOTAL PE	0.0	0.0 263.0	1,402.0 0.0	1,402.0 263.0	LOCAL	0.0	0.0 263.0	1,402.0 378.0	1,402.0		-
	553	CTH TT FROM USH 18 TO NORTH VIEW ROAD (1.00 MILE)	HI	ROW CONST OTHER	0.0 0.0 0.0	0.0 0.0 0.0	378.0 0.0 0.0	378.0 0.0 0.0	STATE FED	0.0	0.0	0.0	641.0 0.0 0.0	Α	NON- EXEMPT
		RECONSTRUCTION WITH		TOTAL PE	0.0	263.0	378.0	641.0	LOCAL	0.0	263.0	378.0	641.0		ļ
	554	ADDITIONAL LANES OF CTH VV FROM CTH Y TO BETTE DRIVE IN THE VILLAGE OF MENOMONEE FALLS	н	ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	800.0 0.0 0.0 0.0	800.0 0.0 0.0 0.0	STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0	800.0 0.0 0.0	Α	NON- EXEMPT
	(564)			TOTAL	0.0	0.0	800.0	800.0	TOTAL	0.0	0.0	800.0	800.0		
	555	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH K TO CTH VV (1.00 MILE)	н	PE ROW CONST OTHER	0.0 0.0 3,152.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 3,152.0 0.0	LOCAL STATE FED	3,152.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	3,152.0 0.0 0.0	A	NON- EXEMP
				TOTAL	3,152.0	0.0	0.0	3,152.0	TOTAL	3,152.0	0.0	0.0	3,152.0		1 :
BROOKFIELD CITY)	571	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM WISCONSIN AVENUE TO GEBHARDT ROAD (1.0 MILES)	Н	PE FIOW CONST OTHER	470.0 0.0 0.0 0.0	0.0 950.0 0.0 0.0	0.0 0.0 4,700.0 0.0	470.0 950.0 4,700.0 0.0	LOCAL STATE FED STP-M	470.0 0.0 0.0	950.0 0.0 0.0	940.0 0.0 3,760.0	2,360.0 0.0 3,760.0	A	NON- EXEMPT
				TOTAL	470.0	950.0	4,700.0	6,120.0	TOTAL	470.0	950.0	4,700.0	6,120.0		
	572	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO GREENFIELD AVENUE IN THE CITY OF BROOKFIELD (0.19 MILES)	HE	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,100.0 0.0	0.0 0.0 1,100.0 0.0	LOCAL STATE FED STP-M	0.0 0.0 0.0	0.0 0.0 0.0	220.0 0.0 880.0	220.0 0.0 880.0	Α .	NON- EXEMPT
·	(592)			TOTAL	0.0	0.0	1,100.0	1,100.0	TOTAL	0.0	0.0	1,100.0	1,100.0		
MENOMONEE FALLS VILLAGE)	585	RECONSTRUCTION WITH ADDITIONAL LANES OLD ORCHARD RD (OLD STH 145) FROM W BROWN DEER RD TO 3000' S OF W BROWN DEER RD	н	PE ROW CONST OTHER	0.0 0.0 1,500.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,500.0 0.0	LOCAL STATE FED	1,500.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	1,500.0 0.0 0.0	A	NON- EXEMPT
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	586	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS	н	PE ROW CONST OTHER	0.0 0.0 0.0	0.0 0.0 0.0 0.0	265.9 133.1 0.0 0.0	265.9 133.1 0.0 0.0	LOCAL STATE FED STP-M	0.0 0.0 0.0	0.0 0.0 0.0	79.8 0.0 319.2	79.8 0.0 319.2	<b>A</b>	NON-
	(605)			TOTAL	0.0	0.0	399.0	399.0	TOTAL	0.0	0.0	399.0	399.0	•	
NEW BERLIN CITY)	589	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE IN CITY OF	н	PE ROW CONST	23.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	23.0 0.0 0.0	LOCAL STATE FED	23.0 0.0 0.0	0.0	0.0 0.0 0.0	23.0 0.0 0.0	Α	NON- EXEMP
	(609)	NEW BERLIN (1.60 MI)		OTHER TOTAL	0.0 23.0	0.0	0.0	0.0 23.0	STP-M TOTAL	23.0	0.0	0.0	23.0		

Source: SEWRPC.

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY 2002 - 2004

o.	Description	·	l I					Source of Funds (Thousands \$)						Quality
		Type		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvi.	Status
D9 AD DR LN	R FROM TENNY AV TO GRAMLING N IN THE CITY OF WAUKESHA (0.32	ні	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 760.0 0.0	0.0 760.0	STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	760.0 0.0 0.0	0.0	A	NON- EXEMPT
	A D U	ADDITIONAL LANES OF E SUNSET DR FROM TENNY AV TO GRAMLING	ADDITIONAL LANES OF E SUNSET DR FROM TENNY AV TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32	ADDITIONAL LANES OF E SUNSET HI ROW DR FROM TENNY AV TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32	ADDITIONAL LANES OF E SUNSET	ADDITIONAL LANES OF E SUNSET HI ROW 0.0 0.0 0.0 DR FROM TENNY AV TO GRAMLING UN IN THE CITY OF WAUKESHA (0.32 MILES) OTHER 0.0 0.0 0.0	ADDITIONAL LANES OF E SUNSET HI ROW 0.0 0.0 0.0 0.0 DR FROM TENNY AV TO GRAMLING UN IN THE CITY OF WAUKESHA (0.32 MILES) OTHER 0.0 0.0 0.0 0.0	ADDITIONAL LANES OF E SUNSET HI ROW 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 DR FROM TENNY AV TO GRAMLING UN IN THE CITY OF WAUKESHA (0.32 MILES) OTHER 0.0 0.0 0.0 0.0 0.0 0.0	ADDITIONAL LANES OF E SUNSET HI ROW 0.0 0.0 0.0 0.0 STATE DR FROM TENNY AV TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32 MILES) MILES) OTHER 0.0 0.0 0.0 0.0 0.0 FED	ADDITIONAL LANES OF E SUNSET HI ROW 0.0 0.0 0.0 0.0 STATE 0.0 DR FROM TENNY AV TO GRAMLING CONST 0.0 0.0 760.0 760.0 760.0 FED 0.0 MILES) MILES) OTHER 0.0 0.0 0.0 0.0 0.0 0.0 0.0	ADDITIONAL LANES OF E SUNSET DR FROM TENNY AV TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32 MILES) OTHER O.0 0.0 0.0 0.0 0.0 STATE O.0 0.0 0.0 FED O.0 0.0 0.0 FED OTHER O.0 0.0 0.0 0.0 0.0 FED	ADDITIONAL LANES OF E SUNSET HI ROW 0.0 0.0 0.0 0.0 STATE 0.0 0.0 0.0 0.0 0.0 U.D FED 0.0 0.0 0.0 0.0 0.0 0.0 U.D STATE 0.0 0.0 0.0 0.0 U.D STATE 0.0 0.0 0.0 0.0 U.D STATE 0.0 0.0 0.0 0.0 0.0 U.D STATE 0.0 0.0 0.0 0.0 U.D STATE 0.0 0.0 0.0 0.0 0.0 U.D STATE 0.0 0.0 0.0 0.0 0.0 U.D STATE 0.0 0.0 0.0 0.0 0.0 U.D STATE 0.0 0.0 0.0 U.D U.D STATE 0.0 0.0 0.0 U.D	ADDITIONAL LANES OF E SUNSET HI ROW 0.0 0.0 0.0 0.0 0.0 STATE 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	ADDITIONAL LANES OF E SUNSET HI ROW 0.0 0.0 0.0 0.0 0.0 STATE 0.0 0.0 0.0 0.0 0.0 D. STATE 0.0 0.0 0.0 0.0 D. STATE 0.0 D

Project		Project		Estimated Costs (Thousands \$)						Source of Funds (Thousands \$)					
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvi.	Quality Status
KENOSHA COUNTY	672	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (22ND AVE) FROM 14TH PLACE TO CTH E (12TH ST) (0.42 MILE)	Ні	PE ROW CONST OTHER	304.3 0.0 0.0 0.0	0.0 10.0 0.0 0.0	0.0 0.0 925.6 0.0	10.0 925.6	LOCAL STATE FED STP-O	60.9 0.0 243.4	2.0 0.0 8.0	185.1 0.0 740.5	248.0 0.0 991.9	A	NON- EXEMPT
	<u> </u>	<u> </u>		TOTAL	304.3	10.0	925.6	1,239.9	TOTAL	304.3	10.0	925.6	1,239.9		

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

	T -			ſ			2004		1	4,					·
Project		Project			Estimate	ed Costs (Ti	housands !	\$)		Source o	f Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No,	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
STATE OF	724	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11	н	PE	0.0	0.0	0.0	0.0		550.0	0.0	0.0	550.0		
WISCONSIN	1	FROM IH 94 TO THE WEST VILLAGE	'"	ROW CONST	0.0	0.0	0.0	0.0	STATE	230.0	0.0	0.0	230.0	Α	NON-
		OF STURTEVANT LINE (1.58 MILES)		OTHER	3,900.0	0.0	0.0	3,900.0 0.0		3,120.0	0.0	0.0	3,120.0		EXEMPT
	(749)		1	TOTAL	3,900.0	0.0	0.0	3,900.0		3,900.0	0.0				1
	1	RECONSTRUCTION WITH	<b>!</b>	PE	0.0	1,800.0	0.0	. 1.800.0	LOCAL	0.0	0.0	0.0	3,900.0		-
	725	ADDITIONAL LANES OF STH 11	HI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	360.0	0.0	360.0	`A	NON-
		FROM EASTERN VILLAGE OF STURTEVANT LIMITS TO STH 31 (2.0		CONST	0.0	- 0.0	0.0	0.0	FED	0.0	1,440.0	0.0	1,440.0		EXEMPT
	(750)	MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O				,		
·	ļ` <u>'</u>	·		TOTAL	0.0	1,800.0	0.0	1,800.0	TOTAL	0.0	1,800.0	0.0	1,800.0		ļ. · .
	726	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32	н	PE	0.0	500.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0		
	'""	FROM FIVE MILE AD. TO NORTH	' ''	ROW	0.0	0.0	0.0	0.0	STATE	0.0	100.0	0.0	100.0	Α	NON-
		COUNTY LINE IN THE TOWN OF	•	OTHER	0.0 0.0	0.0	0.0	0.0	FED STP-0	0.0	400.0	0.0	400.0		EXEMPT
	(751)	CALEDONIA (3.37 MI.)		TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500 O				
		RECONSTRUCTION WITH		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	500.0 0.0	0.0	500.0		
	727	ADDITIONAL LANES OF STH 32	HI.	ROW	0.0	0.0	0.0	0.0	STATE	6,500.0	0.0	0.0	6,500.0	Α	NON-
		FROM THREE MILE RD, TO FOUR MILE RD. IN THE TOWN OF		CONST	6,500.0	0.0	0.0	6,500.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(752)	CALEDONIA (1.25 MILES)		OTHER	0.0	0.0	0.0	0.0		1			0.0		LACIMI I
	(132)			TOTAL	6,500.0	0.0	0.0	6,500.0	TOTAL	6,500.0	0.0	0.0	6,500.0		
	728	RECONSTRUCTION WITH		PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0		
	128	ADDITIONAL LANES OF STH 36 FROM WEGGE RD. TO TEUT RD. IN	HI	ROW	0.0	0.0	0.0	0.0	STATE	453.8	0.0	0.0	453.8	Α	NON-
		THE TOWN OF BURLINGTON (.72		CONST OTHER	2,369.0	0.0	0.0	2,369.0	FED STP-O	1,815.2	0.0	0.0	1,815.2		EXEMPT
	(753)	MILES)		TOTAL	0.0	0.0	0.0	0.0	TOTAL	2,369,0					
		CONSTRUCTION OF THE CITY OF		PE	2,369.0 200.0	200.0	200.0	2,369.0 600.0	LOCAL	2,369.0	0.0	0.0	2,369.0		<del> </del>
	729	BURLINGTON BYPASS FOR STH 36	HE	ROW	0.0	4,418.0	0.0	4,418.0	STATE	200.0	4,771.0	0.0 9,208.0	0.0 14,179.0	Α	NON-
	1.	AND STH 11 (11.0 MILES)		CONST	0.0	153.0	9.008.0	9,161.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(754)			OTHER	0.0	0.0	0.0	0.0				0.0	0.0		LACIMITY
•	(754)			TOTAL	200.0	4,771.0	9,208.0	14,179.0	TOTAL	200.0	4,771.0	9,208.0	14,179.0		1
	1	CONSTRUCTION OF A NEW STATE		PE	0.0	0,0	0.0	0.0	LOCAL	700.0	0.0	0.0	700.0		
	730	STREET BRIDGE FROM DODGE STREET TO MAIN STREET IN THE	HE	ROW	0.0	0.0	0.0	0.0	STATE	2,200.0	0.0	0.0	2,200.0	Α	NON-
		CITY OF BURLINGTON (STH 142)		CONST	2,900.0	0.0	0.0	2,900.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(755)			ОТНЕЯ	0.0	0,0	0.0	0.0							
	-	CONSTRUCTION OF THREE		TOTAL	2,900.0	0.0	0.0	2,900.0	LOCAL.	2,900.0	0.0	0.0	2,900.0		
	733	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS	TI	PE ROW	0.0	0.0	0.0 0.0	0.0 0.0	STATE	0.0 178.0	0.0	0.0	0.0	Α	NON
		FROM THE GROUP 'B' SET		CONST	890.0	0.0	0.0	890.0	FED	712.0	0.0	0.0	178.0 712.0	• •	NON- EXEMPT
	(77.71		.	OTHER	0.0	0.0	0.0	0.0	CMAQ		""		, 12.0		CVEIAN, I
	(757)	• !		ŤOTAL	890.0	0.0	0.0	. 890.0	TOTAL	890.0	0.0	0.0	890.0		
RACINE		RECONSTRUCTION WITH		PE	0.0	0.0	0.0	. 0.0	LOCAL	0.0	504.0	0.0	504.0		
COUNTY	741	ADDITIONAL LANES OF CTH.Y FROM CTH KR TO CTH X IN RACINE	HI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
	1	COUNTY (1.40 MILES)		CONST	0.0	2,520.0	0.0	2,520.0	FED	0.0	2,016.0	0.0	2,016.0		EXEMPT
	(768)	,		OTHER	0.0	0.0	0.0	0.0	STP-0	<b> </b>					
	لنسا			TOTAL	0.0	2,520.0	0.0	2,520.0	TOTAL	0.0	2,520.0	0.0	2,520.0		<u> </u>

Source: SEWRPC.

Table 10
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (T	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Quality Status
STATE OF WISCONSIN	827	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM CENTER ST TO EDWARDS	н	PE ROW CONST	400.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	400.0 0.0 0.0	LOCAL STATE FED	100.0 300.0 0.0	0.0 0.0 0.0	0.0 0.0	100.0 300.0	Α	NON-
	(838)	BLVD IN THE CITY OF LAKE GENEVA (0.80 MILES)		ОТНЕП	0.0	0.0	0.0	0.0	STP-O		_	0.0	0.0		EXEMPT
· -	-	DECOMPTENCE OF THE PARTY.	ļ	TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	828	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO GENEVA	· HI	PE ROW	50.0 500.0	0.0 0.0	0.0	50.0 500.0	LOCAL STATE	0.0 510.0	0.0	0.0	0.0 510.0	Α	NON-
		LAKES RD. IN THE TOWN OF		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		EXEMPT
	(839)	GENEVA (1.70 MILES)	1	OTHER	0.0	0.0	0.0	0.0	NHS			j			ł
	(500)		<u> </u>	TOTAL	550.0	0.0	0.0	550.0	TOTAL	550.0	0.0	0.0	550.0		1
	829	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12)	HE	PE	500.0	500.0	500.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0		
	0.0	(5.30 MILES)	'''	ROW CONST	0.0	0.0 12,000.0	10,000,0	0.0	STATE FED	8,500.0 0.0	12,500.0 0.0	10,500.0	31,500.0	А	NON-
	(840)			OTHER	0.0	0.0	10,000.0	0.000,0E 0.0	1,50	. 0.0	0.0	0.0	0.0		EXEMPT
	(040)			TOTAL	8,500.0	12,500.0	10,500.0	31,500.0	TOTAL	8,500.0	12,500.0	10,500.0	31,500.0		
	000	CONSTRUCT A RELOCATED STH 120		PE	0.0	0.0	0.0	0.0	LOCAL	1,749.4	0.0	0.0	1,749.4		
	830	ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW	HE	ROW	0.0	0.0	0.0	0.0	STATE	5,250.6	0.0	0.0	5,250.6	Α	NON-
		HOAD TO STH 50 (4.40 MI)		CONST OTHER	7,000.0 0.0	0.0	0.0	7,000.0 0.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(841)			TOTAL	7,000.0	0.0	0.0	7,000.0	TOTAL	7,000.0	0.0	0.0	7,000.0		1

Table 11

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

Year	_			<del></del>	
Open to		Improvement			·
Traffic	County	Туре	Facility	Termini	Description
2005	Kenosha Milwaukee	Widening	22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2005 <sup>*</sup> 2005 <sup>*</sup>	Milwaukee	Widening	CTH U CTH ZZ	Rawson Avenue to Puetz Road STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes
2005 °		Expansion	Lake Parkway	Layton Avenue to Pennsylvania Avenue	Construct four lanes on new alignment
2005			Park East Freeway Removal/Reconstruction	Jefferson Street to N-6th Street	Remove Freeway/Construct 4/6 lane arterial
2005 "	Ozaukee	Widening	STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2005 "			стн w	STH 167 to Glen Oaks Lane	Widen from two to four traffic lanes
2005 * 2005 *	Racine	Widening	STH 11 CTH Y	IH 94 to CTH H CTH KR to CTH X	Widen from two to four traffic lanes Widen from two to four traffic lanes
2005 3		Expansion	State Street/ Adams Street	Calumet Street to STH 11	Construct two lanes on new alignment
2005."	Walworth	Expansion	STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new
2005 " 2005 "	Washington	Widening	USH 45 STH 164	CTH D to Prospect Drive STH 175 to STH 60	Widen from two to four traffic lanes
2005			CTHQ	Division Road to Pilgrim Road	Widen from two to four traffic lanes Widen from two to four traffic lanes
2005	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2005 "			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2005 "			STH 83	Mariner Drive to STH 16	Widen from two to four traffic lanes
2005 *			STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2005 "			STH 164	STH 190 to Jay Lane	Widen from two to four traffic lanes
2005 "			СТН Ј	Rockwood Drive to STH 190	Widen from two to four traffic lanes
2005 1			CTHL	CTH O to Milwaukee County line	Widen from two to four traffic lanes
2005 1			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2005 "	NA facilities a la ca	<b>-</b>	Sunset Drive	Tenny Avenue to STH 59/STH 164	Widen from two to four traffic lanes
2005 <sup>a</sup> 2007	Waukesha Kenosha	Expansion Widening	Brookfield Road extension STH 50	Davidson Road to STH 59	Construct two lanes on new alignment
2007	Renosna	widening	STH 165	IH 94/USH 41 to 39th Avenue IH 94/USH 41 to a point about one mile west of CTH H	Widen from four to six traffic lanes Widen from two to four traffic lanes
2007			Washington Road	39th Avenue to STH 32	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 ° 2007			CTH KD extension 52 <sup>nd</sup> Avenue extension	CTH EM to CTH F	Construct two lanes on new alignment
2007			85th Street extension	93rd Street to STH 165 Sheridan Road to 7th Avenue	Construct two lanes on new alignment Construct two lanes on new alignment
2007 "	Milwaukee	Widening	STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2007		11100111119	STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007 "			STH 100	STH 36 to 81st Street	Widen from two to four traffic lanes
2007 "			STH 100	81st Street to 60th Street	Widen from two to four traffic lanes
2007 "			STH 100	60th Street to USH 41	Widen from two to four traffic lanes
2007			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2007			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 124th Street	Good Hope Road to STH 145 STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007 <sup>*</sup>		Expansion	Canal Street extension	USH 41 to 21st Street	Widen from two to four traffic lanes
2007		-Apa ioiuii	Canal Street extension	6th Street to 2nd Street	Construct two lanes on new alignment Construct two lanes on new alignment
2007	Ozaukee	Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007			STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
2007			STH 60	Wisconsin Avenue to IH 43	Widen from two to four traffic lanes
2007 2007			CTH W Columbia Road	Glen Oaks Road to Highland Road	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	Bridge Street to Chateau Drive STH 181 to Green Bay Road	Widen from two to four traffic lanes 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			Wauwatosa Road (STH 181)	STH 167 to CTH C	Widen from two to four traffic lanes
2007 "	Racine	Widening	STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2007 *			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
2007 <sup>a</sup>			STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2007			CTH K	Union Pacific Railway to STH 38	Widen from two to four traffic lanes
2007 2007			Calumet Street Three Mile Road	Robert Street to Bridge Street	Widen from two to four traffic lanes
I		Expansion		STH 32 to CTH G	Widen from two to four traffic lanes
2007*	-	-vharioini	Burlington bypass	(STH 36) Milwaukee Avenue to Walworth County line	Construct four lanes on new alignment

#### Table 11 (continued)

	_	T		1	<u> </u>
Year				•	
Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007	Racine	Expansion	Commerce Street/Pine Street	Herman Street to Origen Street	Construct two lanes on new alignment
2007	(continued)	(continued)	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	Walworth	Widening	USH 14	Proposed STH 67 bypass to McHenry County line	Widen from two to four traffic lanes
2007 "			STH 50	STH 67 to Geneva Street	Widen from two to four traffic lanes
2007 "			STH 50	CTH H to Edwards Boulevard	Widen from two to four traffic lanes
2007 "		Expansion	USH 12 freeway	Cold Spring Road to Howard Road	Construct four lanes on new alignment
2007 *		,	Burlington bypass	STH 11 Racine-Walworth County Line	Construct four lanes on new alignment
2007 *	Washington	Widening	STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007	J -		CTHY	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			Main Street	Decorah Street to Walnut 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		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2007		LAPANSION	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	_
2007					Construct two lanes on new alignment
2007			Monroe Avenue extension	Monroe Avenue to Pond Road	Construct two lanes on new alignment
			N. River Road extension	N. River Road to STH 144	Construct two lanes on new alignment
2007		<del>                                     </del>	18th Avenue extension	Jefferson Street to CTH D	Construct two lanes on new alignment
2007 *	Waukesha	Widening	STH 83	IH 94 to USH 18	Widen from two to four traffic lanes
2007		1	STH 164	City of Waukesha north corporate limit to IH 94	Widen from four to six traffic lanes
2007		1	STH 164	Jay Lane to Washington County line	Widen from two to four traffic lanes
2007		1	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		ĺ	CTHL	CTH Y to CTH O	Widen from two to four traffic lanes
2007 <sup>a</sup>			CTH Q	Colgate Road to STH 175	Widen from two to four traffic lanes
2007			стн х	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 3			CTH Y	CTH L to IH 43	Widen from two to four traffic lanes
2007			CTH Y	USH 18 to North Avenue	Widen from two to four traffic lanes
2007			СТНТТ	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007 °			CTH VV	CTH Y to Bette Drive	Widen from two to four traffic lanes
2007			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2007			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2007 <sup>a</sup>			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		Expansion	IH 94	CTH P	<del>_</del>
2007 2007 <sup>a</sup>		Expansion	STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct new interchange
2007			Lake Drive extension	-	Construct four lanes on new alignment
2007				Lapham Street to STH 67	Construct two lanes on new alignment
			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 32	128 <sup>th</sup> Street to CTH T	Widen from two to four traffic lanes
2010			STH 83	128 <sup>th</sup> Street to STH 50	Widen from two to four traffic lanes
2010			STH 158	104 <sup>th</sup> 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
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 89 <sup>th</sup> 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		l	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 Waterlown 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		ľ	STH 167	Washington County line to Wauwatosa Road	Widen from two to four traffic lanes
2010					
		E-mana'	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
<u> </u>				north corporate limits	
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			СТН К	CTH H to Union Pacific Railway	Widen from two to four traffic lanes
		Expansion	Five Mile Road extension	STH 32 to Erie Street	Construct two lanes on new alignment

#### Table 11 (continued)

			<del> </del>	——————————————————————————————————————	
Year					
Open to	l .	Improvement			
Traffic	County	Туре	Facility	Termini Termini	Description
2010	Racine	Expansion	Oakes Road extension	21st Street to 16th Street	Construct two lanes on new alignment
2010	(continued)	(continued)	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		
2010	Walworth	wideiling	USH 14	CTH O to 7th Street	Widen from two to four traffic lanes
2010				CTH O to proposed STH 67 bypass	Widen from two to four traffic lanes
			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		
2010		LAPATISION	New facility	Frontage Road to Rock County line	Construct two lanes on new alignment
	Marking and	1401.1. 1.	<del></del>	CTH H east to STH 11	Construct two lanes on new alignment
2010	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	
2010	ł	an partoron,	Jefferson Street extension		Construct two lanes on new alignment
2010			Maple Road Extension	Trenton Road to N. River Road	Construct two lanes on new alignment
	1		1 '	CTH Q to STH 175	Construct two lanes on new alignment
2010			Pioneer Road extension	CTH J to CTH CC	Construct two lanes on new alignment
2010	İ		Taylor Road extension	Pond Road to STH 60	Construct two lanes on new alignment
2010	<u></u>	<u></u>	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 two to four traffic lanes  Widen from four to six traffic lanes
2010			STH 83	CTH NN to STH 59	1
2010			STH 190		Widen from two to four traffic lanes
				STH 164 to CTH Y	Widen from four to six traffic lanes
2010			СТНО	STH 59/STH 164 to Moorland Road	Widen from two to four traffic lanes
2010			СТНК	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°			CTHY	IH 43 to Coffee Road	Widen from two to four traffic lanes
2010			СТН Ү	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	
2010					Widen from two to four traffic lanes
			North Avenue	Lilly Road to 124th Street	Widen from two to four traffic lanes
2010			Old Orchard Road	W. Brown Deer Road to Washington County line	Widen from two to four traffic lanes
2010		ľ	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		Expansion	IH 94		
				Calhoun Road	Construct new interchange
2010		1	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		1	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	IH 94	Illinois State line to Racine County line	Widen from six to eight traffic lanes
2020		1	Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2020			22nd Avenue	CTH E to CTH KR	
2020		Evansiles			Widen from two to four traffic lanes
		Expansion	CTH Q	184th Street extended to 168th Street	Construct two lanes on new alignment
	Milwaukee	Widening	IH 43/IH94	Mitchell Interchange to Marquette Interchange	Widen from six to eight traffic lanes
2020			IH 43/IH 894	Hale Interchange to Mitchell Interchange	Widen from six to eight traffic lanes
2020			IH 94	Racine County line to Mitchell Interchange	Widen from six to eight traffic lanes
2020		]	IH 94	Waukesha County line to Zoo Interchange	Widen from six to eight traffic lanes
2020			IH 894/USH 45	Hale interchange to Zoo Interchange	Widen from six to eight traffic lanes
2020			USH 45	_	-
2020				Zoo Interchange to North Interchange	Widen from six to eight traffic lanes
			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
	Ozaukee	Expansion	Granville Road		
2020		-Apariaioi1	River Road extension	Highland Road to Freistadt Road	Construct two lanes on new alignment
			""YE! HOAD EXTENSION	Bonniwell Road to Highland Road	Construct two lanes on new alignment
2020			Observe Broad and 1		
2020 2020			River Road extension	Freistadt Road to Grace Avenue	Construct two lanes on new alignment
2020			River Road extension Walters Street extension	Freistadt Road to Grace Avenue CTH LL to Grant Street	Construct two lanes on new alignment  Construct two lanes on new alignment
2020 2020 2020	Racine	Widening			Construct two lanes on new alignment
2020 2020 2020	Racine	Widening	Walters Street extension	CTH LL to Grant Street Kenosha County line to Milwaukee County line	Construct two lanes on new alignment Widen from six to eight traffic lanes
2020 2020 2020 2020	Racine	Widening	Walters Street extension IH 94	CTH LL to Grant Street	Construct two lanes on new alignment

#### Table 11 (continued)

Year					
Open to Traffic	County	Improvement	Facility	Termini	Description
2020	Racine	Type Widening	STH 31	Four Mile Road to STH 32	Widen from two to four traffic lanes
2020	(continued)	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	стно	Construct new interchange
2020			USH 12 freeway	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	Washington	Widening	STH 164	CTH Q to STH 175	Widen from two to four traffic lanes
2020		Expansion	USH 45 Relocation	Sandy Ridge Road to CTH V	Construct two lanes on new alignment
2020			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	1H 94	STH 16 to Milwaukee County line	Widen from six to eight traffic lanes
2020			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			CTHY	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			CTHY	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	<u> </u>	<b></b>	124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment
2025 2025	Milwaukee	Widening	IH 43	Waukesha County line to Hale Interchange	Widen from four to six traffic lanes
2025			IH 43 IH 43	Marquette Interchange to Silver Spring Drive	Widen from six to eight traffic lanes
2025			· · · · · ·	Silver Spring Drive to Ozaukee County line	Widen from four to six traffic lanes
	Oppulate	Midada	IH 94	Zoo Interchange to Marquette Interchange	Widen from six to eight traffic lanes
2025		Widening	IH 43	Milwaukee County line to STH 57	Widen from four to six traffic lanes
2025	Washington	Widening	USH 41/USH 45	North Interchange to Richfield Interchange	Widen from six to eight traffic lanes
2025 2025		Widening	IH 43 IH 94	CTH Y to Milwaukee County line STH 67 to CTH SS	Widen from four to six traffic lanes Widen from four to six traffic lanes
2025			ID 94	91U 0\ () C1U 99	widen from four to six trainc lanes

<sup>&</sup>lt;sup>a</sup> Transportation improvement project is included in the amended 2002-2004 Transportation Improvement Program.

<sup>&</sup>lt;sup>b</sup> The initial segment of the USH 12 freeway between the City of Whitewater and the City of Elkhorn is anticipated to be the segment bypassing the City of Whitewater from existing USH 12 at approximately Howard Road southeast of the City to existing USH 12 at approximately Cold Spring Road northwest of the City. Initially, only two travel lanes are anticipated to be constructed and are anticipated to be open to traffic by the year 2007.

<sup>&</sup>lt;sup>c</sup> 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.

Table 12

# COMPARISON OF FORECAST FUTURE AIR POLLUTANT EMISSIONS FROM THE TRANSPORTATION SYSTEM OF SOUTHEASTERN WISCONSIN UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN AS AMENDED AND YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO THE AIR POLLUTANT TRANSPORTATION SYSTEM EMISSION BUDGETS UNDER THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY (SIP)

	Six Coun	ty Area³	Walworth County					
Forecast Year	Volatile Organic Compounds <sup>b.e</sup> (Tons per Hot Summer Weekday) SIP Budget (36.7 tons - 2005 32.2 tons - 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast	Nitrogen Oxides <sup>b.c</sup> (Tons per Hot Summer Weekday) SIP Budget (84.1 tons - 2005 71.4 tons - 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast	Volatile Organic Compounds <sup>b,d</sup> (Tons per Hot Summer Weekday) SIP Budget (5.39 tons – 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast	Nitrogen Oxides <sup>bd</sup> (Tons per Hot Summer Weekday) SIP Budget (7.20 tons - 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast				
2005	34.94	81.01	3.43	6.44				
2007	29.03	67.46	2.91	5.42				
2010	21.35	50.03	2.22	4.16				
2020	11.46	16.25	1.39	1.71				
2025	10.82	12.89	1.31	1.46				

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

Source: Wisconsin Department of Natural Resources and SEWRPC.

The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 2002-2004 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.

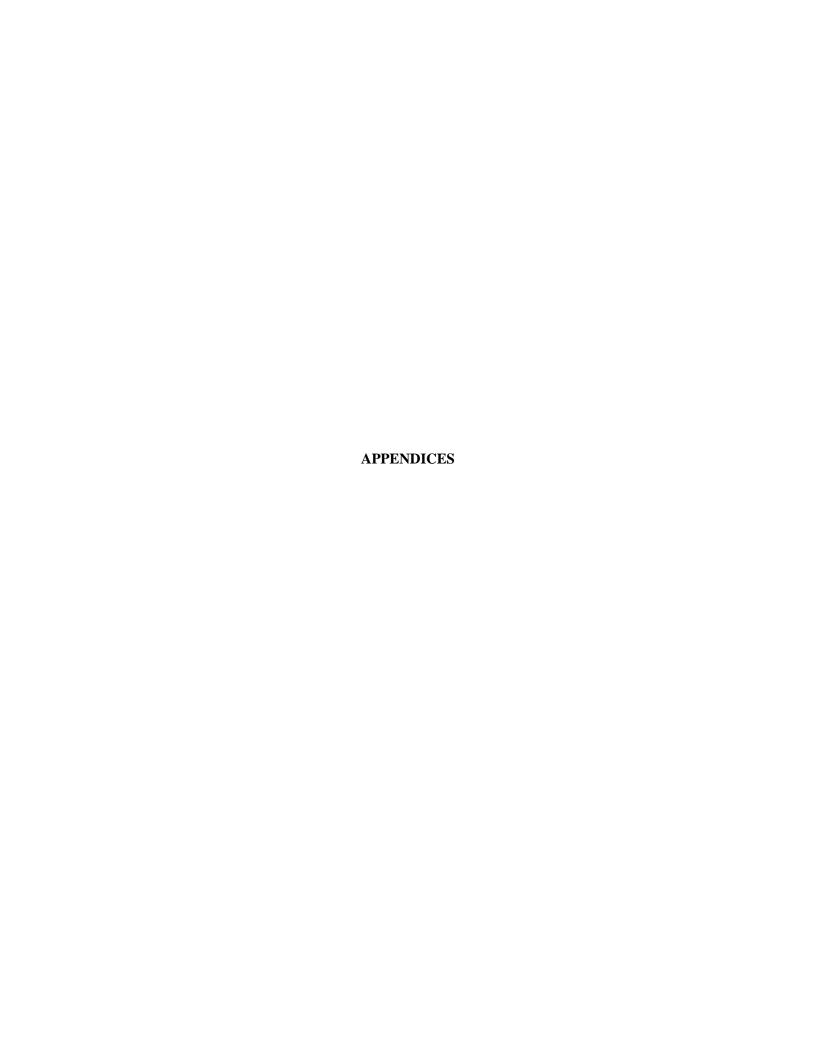
<sup>&</sup>lt;sup>c</sup> Estimated 1990 emissions are 145.6 tons of volatile organic compounds and 128.2 tons of nitrogen oxides. Estimated 1999 emissions are 56.4 tons of volatile organic compounds and 110.0 tons of nitrogen oxides.

<sup>&</sup>lt;sup>d</sup> Estimated 1990 emissions are 8.99 tons of volatile organic compounds and 8.10 tons of nitrogen oxides. Estimated 1999 emissions are 4.88 tons of volatile organic compounds and 8.01 tons of nitrogen oxides.

by the regional transportation plan with design year extended to 2025 and 2002-2004 transportation improvement program.

As described earlier in this report, the year 2002-2004 amended transportation improvement program is consistent with the regional transportation system plan and the plan's implementation schedule. All year 2002-2004 transportation improvement program projects, that is, projects with air quality impacts, are included in the plan. Also, the year 2002-2004 transportation improvement program includes all projects essential to implement the regional transportation plan on schedule. The satisfaction of these two tests have been demonstrated in Tables 5 and 10.

\* \* \*



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#### Appendix A

#### CONFORMITY ANALYSIS OF AMENDMENT OF THE YEAR 2025 REGIONAL TRANSPORTATION PLAN AND YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

- Years for Analysis [Years For Which Projection of Emissions Will Be Made For The Regional Transportation Improvement Program (TIP)/Transportation Plan (RTP)]
  - Proposed years are 2005, 2007, 2010, 2020, and 2025. 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 36.7 tons for 2005 and 32.2 tons for 2007.
    - Nitrogen Oxides (NO<sub>X</sub>) State Implementation Plan (SIP) budget per hot summer weekday is 84.1 tons for 2005, and 71.4 tons for 2007.
    - 2005 TIP/RTP VOC and NO<sub>X</sub> emission forecasts must not exceed the above year 2005 VOC and NO<sub>X</sub> budgets, and 2007, 2010, 2020, and 2025 TIP/RTP VOC and NO<sub>X</sub> emission forecasts must not exceed the 2007 VOC and NO<sub>X</sub> Budgets.
  - Walworth County
    - Year 2007 SIP budgets are 5.39 tons of VOC and 7.20 tons of NO<sub>X</sub> per hot summer weekday
    - Budget test 2007, 2010, 2020, and 2025 TIP/RTP emission forecasts must not exceed the above 2007 budgets.
  - Build-No Build Tests
    - Six county area
      - No test.
    - Walworth county
      - No test.
- The conformity analysis will include an updated comparison of the vehicle-miles of travel (VMT) projections in the SIP to current estimates of VMT through 2001 in Southeastern Wisconsin prepared by WisDOT and based on actual traffic counts (HPMS universe counts). If year 2002 VMT estimates are available from WisDOT, the comparison of projections to estimates will include the year 2002.
- Emission model will be Mobile 6 with recently updated vehicle fleet composition and age projections prepared by the Wisconsin Department of Natural Resources. Emission factors will be provided by WisDNR for years 2005, 2007, 2010, 2020, and 2025.

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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:

Bridge Replacement Funds

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

DIXI	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 FundsCapital Program
FTA 5307	FTA Section 5307 Funds—Urban Formula Program
FTA 5310	FTA Section 5310 FundsElderly and Persons with Disabilities 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.

**BRF** 

1	Project number for project in 2002-2004 TIP
(1)	2000-2002 TIP project number for project contained in 2000-2002 TIP

#### **Project Description**

CTH IH County trunk highway Interstate highway

STH

State trunk highway

M or MI

Miles

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

#### 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.

Α

Review of the project has been completed, and the project is approved.

Cost

PE

Preliminary engineering

ROW CONST Right-of-way 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.

Project		Project			Estimate	d Costs (Ti	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
STATE OF WISCONSIN	1	INTELLIGENT TRANSPORTATION SYSTEM FOR SOUTHEASTERN WISCONSIN	HP	PE ROW CONST	500.0 0.0 2,000.0	500.0 0.0 2,000.0	500.0 0.0 2,000.0	1,500.0 0.0 6,000.0	STATE FED	0.0 1,000.0 4,000.0	0.0 1,000.0 4,000.0	0.0 1,000.0 4,000.0	0.0 3,000.0 12,000.0	Α	EXEMPT
	(1)			OTHER TOTAL	2,500.0 5,000.0	2,500.0 5,000.0	2,500.0 5,000.0	7,500.0 15.000.0	STP-O TOTAL	5,000.0	5,000.0	5,000.0	15,000.0		1 .
	2	INTELLIGENT TRANSPORTATION SYSTEM: TEA 21 EARMARK ADMINISTRATION AND TECHNICAL SUPPORT	НР	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 120.0 480.0	0.0 0.0 0.0	0.0 120.0 480.0	Α	EXEMPT
	(2)	SUFFORI		OTHER TOTAL	0.0 0.0	600.0 600.0	0.0	600.0 600.0	STP-O TOTAL	0.0	600.0	0.0	600.0		
	3	INTELLIGENT TRANSPORTATION SYSTEM: GARY CHICAGO MILWAUKEE CORRIDOR PROGRAM SUPPORT IN WISCONSIN	HP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 30.0 120.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 30.0 120.0	A	EXEMPT
	(3)	DEPARTMENT OF TRANSPORTATION DISTRICT 2		OTHER TOTAL	150.0 150.0	0.0	0.0	/150.0 150.0	STP-O TOTAL	150.0	0.0	0.0	150.0		
	4	INTELLIGENT TRANSPORTATION SYSTEM: OVERHEIGHT DETECTION AND WARNING SYSTEM	HP	PE ROW CONST OTHER	0.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 100.0	LOCAL STATE FED STP-O	0.0 20.0 80.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 20.0 80.0	А	EXEMPT
	(4)			TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	5	INTELLIGENT TRANSPORTATION SYSTEM: SPECIAL EVENTS DATABASE AND PRE-TRIP ADVANCED TRAVELER	HP	PE ROW CONST OTHER	0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 200.0	LOCAL STATE FED STP-O	0.0 40.0 160.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 40.0 160.0	Α	EXEMPT
	(5)	INFORMATION SYSTEM DESIGN		TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	6	INTELLIGENT TRANSPORTATION SYSTEM: SPECIAL EVENTS DATABASE AND PRE-TRIP ADVANCED TRAVELER	HP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 100.0 400.0	0.0 0.0 0.0	0.0 100.0 400.0	<b>A</b>	EXEMPT
·	(6)	INFORMATION SYSTEM DEPLOYMENT		OTHER TOTAL	0.0	500.0 500.0	0.0	500.0 500.0	STP-O TOTAL	0.0	500.0	0.0	500.0		
	7	INTELLIGENT TRANSPORTATION SYSTEM: TRANSPORTATION AND EMERGENCY SERVICES COMMUNICATION NETWORK	HP	PE ROW CONST OTHER	0.0 0.0 0.0 1,000.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,000.0	LOCAL STATE FED STP-O	0.0 200.0 800.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 200.0 800.0	Ą	EXEMPT
	(7)	INTERCAD PHASE 3,4 .		TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	8	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE AND	HP	PE ROW CONST OTHER	0.0 0.0 0.0 2,000.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 2,000.0	LOCAL STATE FED STP-O	0.0 400.0 1,600.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 400.0 1,600.0	Α	EXEMPT
	(8)	INTEGRATION		TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
	9	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED STP-O	0.0 0.0 0.0	0.0 400.0 1,600.0	0.0 0.0 0.0	0.0 400.0 1,600.0	Α	EXEMPT
	(9)			TOTAL	0.0	2,000.0	0.0	2,000.0 2,000.0	TOTAL	0.0	2,000.0	0.0	2,000.0		
	10	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE AND	НР	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 400.0 1,600.0	0.0 400.0 1,600.0	Α	EXEMPT
	(10)	INTEGRATION		OTHER TOTAL	0.0	0.0	2,000.0	2,000.0	STP-O TOTAL	0.0	0.0	2,000.0	2,000,0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре	·	2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF	11	INTELLIGENT TRANSPORTATION		PE	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
WISCONSIN	''	SYSTEM: TRANSPORTATION AND EMERGENCY SERVICES	HP	ROW	⇒ 0.0	0.0	0.0	- 0.0	STATE	100.0	0.0	0.0	100.0	Α	EXEMPT
	1	COMMUNICATION NETWORK		CONST	0.0	0.0	0.0	0.0	FED	400.0	0.0	0.0	400.0		
	(11)	BACKBONE FIXED PLANT DESIGN	1	OTHER	500.0	0.0	0.0	500.0	STP-O						
	-	INTELLIGENT TRANSPORTATION	+	TOTAL PE	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	12	SYSTEM: TIME PROGRAM	HP	ROW	0.0 0.0	0.0 0.0	0.0	0.0 0.0	LOCAL STATE	0.0	0.0 120.0	0.0 0.0	0.0	Α	
		TECHNICAL SUPPORT 2003		CONST	0.0	0.0	0.0	,0.0	FED	0.0	480.0	0.0	120.0 480.0		EXEMPT
	(4.5)		1	OTHER	0.0	600.0	0.0	600.0	STP-O	0.0	400.0	0.0	400.0		
	(12)		1	TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600,0		
		INTELLIGENT TRANSPORTATION		PE.	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		1
	13	SYSTEM: TIME PROGRAM	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	60.0	60.0	Α	EXEMPT
	ľ	TECHNICAL SUPPORT 2004		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	240.0	240.0		-/
	(13)	ļ		OTHER	0.0	0.0	300.0	300.0	STP-O						
	(10)			TOTAL	0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		
	14	INTELLIGENT TRANSPORTATION	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	14	SYSTEM: MONITOR SOFTWARE, UPDATE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	200.0	200.0	Α	EXEMPT
		0, 2, 1, 2		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.008	0.008		
	(14)			OTHER TOTAL	0.0	0.0	1,000.0	1,000.0	STP-O	ļ					
	+	INTELLIGENT TRANSPORTATION		PE	0.0	0.0	1,000.0	1,000.0	TOTAL LOCAL	0.0	0.0	1,000.0	1,000.0	_	
	15	SYSTEM: MONITOR SOFTWARE	HP	ROW	0.0 0.0	0.0	0.0	0.0 0.0	STATE	0.0	0.0	0.0	0.0	Α	
	1	UPGRADE		CONST	0.0	0.0	0.0	0.0	FED	0.0	200.0 800.0	0.0	200.0 800.0	• • • • • • • • • • • • • • • • • • • •	EXEMPT
	(4.5)			OTHER	0.0	1,000.0	0.0	1,000.0	STP-O	0.0	0.00.0	0.0	800.0		1
	(15)			TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	1	INTELLIGENT TRANSPORTATION		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	16	SYSTEM: MONITOR STAGE 6B	HP	ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	0.0	0.0	1,000.0	Α	EXEMPT
		CONSTRUCTION 2002		CONST	5,000.0	0.0	0.0	5,000.0	FED	4,000.0	0.0	0.0	4,000.0		
	(16)		1	OTHER	0.0	0.0	0.0	0.0	STP-O						
	<b>↓</b> `			TOTAL	5,000.0	0.0	0.0	5,000.0	TOTAL	5,000.0	0.0	0.0	5,000.0		
	17	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	Α .	
	1 "	CONSTRUCTION 2003	'"	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	450.0	0.0	450.0	Α	EXEMPT
				OTHER	0.0 0.0	2,250.0 0.0	0.0	2,250.0 0.0	FED STP-O	0.0	1,800.0	0.0	1,800.0		
	(17)		1	TOTAL	± 0.0	2,250.0	0.0	2,250.0	TOTAL	0.0	2,250.0	0.0	2,250.0		
		INTELLIGENT TRANSPORTATION	1	PE	0.0	0.0	0.0	2,230.0 0.0	LOCAL	0.0	0.0	0.0	2,250.0		<del>                                     </del>
	18	SYSTEM: MONITOR STAGE 6B	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	400.0	400.0	Α	EXEMPT
		CONSTRUCTION 2004		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	1,600.0	1,600.0		LYEIW' '
	(18)			OTHER	0.0	0.0	2,000.0	2,000.0	STP-O			· 1	,		l
	(10)			TOTAL	0.0	0.0	2,000.0	2,000.0	TOTAL	0.0	0.0	2,000.0	2,000.0		
	10	INTELLIGENT TRANSPORTATION	1.15	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	19	SYSTEM: MONITOR STAGE 6B	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	25.0	0.0	25.0	Α	EXEMPT
	MAINTENANCE 2003		CONST	0.0	0.0	0.0	0.0	FED	0.0	100.0	0.0	100.0		l	
	(19)			OTHER	0.0	125.0	0.0	125.0	STP-0						
	$\vdash$	INTELLIGENT TO A CONTROL OF THE CONT	4——	TOTAL	0.0	125.0	0.0	125.0	TOTAL	0.0	125.0	0.0	125.0		
	20	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	٨	
		MAINTENANCE 2004	'''	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	50.0	50.0	Α	EXEMPT
				OTHER	0.0 0.0	0.0	0.0 250.0	0.0 250.0	STP-O	0.0	0.0	200.0	200.0		
	(20)					0.0	200.0	200.0	J J						

Project		Project			Estimate	ed Costs (Th	ousands \$	, , ,		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF WISCONSIN	21	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE DESIGN	HP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 200.0 800.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 200.0 800.0	Α	EXEMPT
	(21)		ļ	OTHER TOTAL	1,000.0 1,000.0	0.0	0.0	1,000.0	STP-O	1,000.0	0.0	0.0	1,000.0		
	22	INTELLIGENT TRANSPORTATION	НР	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		<del></del>
	22	SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE CONSTRUCTION 2003	HP	ROW CONST OTHER	0.0 0.0	0.0	0.0	0.0	STATE FED	0.0 0.0	200.0 800.0	0.0 0.0	200.0 800.0	Α	EXEMPT
	(22)	·		TOTAL	0.0	1,000.0	0.0	1,000.0 1.000.0	STP-O TOTAL	0.0	1,000.0	0.0	1,000.0		
	23	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR	HP	PE ROW	0.0 0.0	0.0	0.0 0.0	0.0 0.0	LOCAL	0.0	0.0	0.0 0.0 400.0	0.0 400.0	A	EXEMPT
•	(23)	MARQUETTE INTERCHANGE CONSTRUCTION 2004		CONST OTHER	0.0 0.0	0.0 0.0	0.0 2,000.0	0.0 2,000.0	FED STP-O	0.0	0.0	1,600.0	1,600.0		
	<del>  ` ′</del> -	INTELLIGENT TRANSPORTATION		TOTAL PE	0.0 0.0	0.0	2,000.0	2,000.0	TOTAL LOCAL	0.0	0.0	2,000.0	2,000.0		
	24	SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 AND IH 43/IH 894 DESIGN	HP	ROW CONST OTHER	0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	STATE FED STP-O	0.0 0.0 0.0	0.0 0.0 0.0	0.0 200.0 800.0	0.0 200.0 800.0	Α	EXEMPT
	(24)	·		TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000,0		
	25	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 DEPLOYMENT	HP	PE ROW CONST	0.0 0.0	0.0 0.0	0.0 0.0	0,0 0.0	LOCAL STATE	0.0 0.0	0.0 0.0	0.0 600.0	0.0 600.0	A	EXEMPT
	(25)			OTHER	0.0	0.0 0.0	0.0 3,000.0	0.0 0.000.0	FED STP-O	0.0	0.0	2,400.0	2,400.0		
	(20)			TOTAL	0.0	0.0	3,000.0	3,000.0	TOTAL	0.0	0.0	3,000.0	3,000.0		
	26	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 MAINTENANCE	HP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 25.0 100.0	0.0 25.0 100.0	. А	EXEMPT
	(26)	·		OTHER	<sub>.</sub> 0.0	0.0	125.0	125.0	STP-O		<u></u>				
	<del>                                     </del>	IMPLEMENTATION OF THE		TOTAL PE	0.0 1,802.0	0.0	125.0 0.0	125.0 1,802.0	TOTAL LOCAL	0.0	0.0	125,0 0.0	125.0 0.0	<u>.</u>	
	27	AREAWIDE FREEWAY MGMT. SYSTEM	HP	ROW CONST	0.0 5,495.0	0.0 0.0 4,573.8	0.0 0.0	0.0	STATE FED	1,151.9 7,045.1	457.4 4,116.4	0.0 0.0 0.0	1,609.3 11,161.5	Α	EXEMPT
	(27)			OTHER TOTAL	900.0 8,197.0	0.0 4,573.8	0.0	900.0	FAI(4R) TOTAL	8,197.0	4,573.8	0.0	12,770.8		
	28	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN	HP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 500.0	0.0 500.0	0.0 500.0	0.0 1,500.0	Α	EXEMPT
	(28)	SOUTHEASTERN WISCONSIN		CONST OTHER	500.0	500.0 0.0	500.0 0.0	1,500.0	FED	0.0	0.0	0.0	0.0		
	<del>  -</del>	EXPLORATION OF PUBLIC/ PRIVATE		TOTAL PE	500.0 0.0	500.0	500.0 0.0	1,500.0	TOTAL LOCAL	500.0 0.0	500.0 0.0	500.0	1,500.0 0.0	_	
	29	PARTNERSHIPS AS A POSSIBLE MEANS OF DEVELOPING INTELLIGENT TRANSPORTATION	HP	ROW CONST	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	STATE FED	40.0 160.0	0.0 0.0	0.0	40.0 160.0	Α	EXEMPT
	(29)	SYSTEMS IN WISCONSIN		OTHER TOTAL	200.0	0.0	0.0	200.0	GCM TOTAL	200.0	0.0		000.0		•
	30	PAVEMENT MARKING FOR VARIOUS STH AND USH IN SOUTHEASTERN	HP	PE ROW	0.0 0.0	0.0	0.0	0.0 0.0	LOCAL STATE	0.0 250.0	0.0 0.0 250.0	0.0 0.0 250.0	200.0 0.0 750.0	Α	EXEMPT
	(30)	WISCONSIN		CONST OTHER	250.0 0.0	250.0 0.0	250.0 0.0	750.0 0.0	FED	0.0	0.0	0.0	0.0		EACIVIT [
				TOTAL	250.0	250.0	250.0	750.0	TOTAL	250.0	250.0	250.0	750.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	d Costs (Ti	nousands \$	)		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
STATE OF WISCONSIN	31	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE STH SYSTEM IN	HP	PE ROW CONST	0.0 0.0 200.0	0.0 0.0 200.0	0.0 0.0 200.0	0.0 0.0 600.0	LOCAL STATE FED	0.0 200.0 0.0	0.0 200.0 0.0	0.0 200.0 0.0	0.0 600.0	Α	EXEMPT
	(31)	SOUTHEASTERN WISCONSIN		OTHER	0.0 200.0	0,0	0.0	0.0	TOTAL		_		0.0		
	1	TECHNICAL & PLANNING SUPPORT	+	PE	625.0	625.0	200.0	600.0 1,250.0	LOCAL	200.0	200.0	200.0	600.0		
	32	FOR INTELLIGENT TRANSPORTATION SYSTEM	HP	ROW CONST	0.0 0.0	0.0 0.0	0.0 0.0 0.0	0.0 0.0	STATE FED	0.0 0.0 625.0	0.0 0.0 625.0	0.0 0.0 0.0	0.0 0.0 1,250.0	Α	EXEMPT
	(32)	DEVELOPMENT		OTHER TOTAL	0.0 625.0	0.0 625.0	0.0	0.0	GCM TOTAL				·		
-	+	BRIDGE REHABILITATION VARIOUS	<del>                                     </del>	PE	0.0	0.0	0.0	1,250.0 0.0	LOCAL	625.0 0.0	625.0 0.0	0.0	1,250.0		-
	33	LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HP	ROW CONST	0.0 0.0 1,000.0	0.0 1,000.0	0.0 0.0 1,000.0	0.0 3,000.0	STATE FED	200.0 800.0	200.0 800.0	200.0 800.0	0.0 600.0 2,400.0	Α	EXEMPT
	(33)			OTHER	0.0	0.0	0.0	0.0	BRF		*	1	•		l
	(00)	BRIDGE REHABILITATION VARIOUS		TOTAL PE	1,000.0 0.0	1,000.0 0.0	1,000.0	3,000.0	TOTAL LOCAL	1,000.0	1,000.0	1,000.0	3,000.0		
	34	LOCATIONS WITHIN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0 100.0	0.0 100.0	0.0 100.0	0.0 300.0	Α	EXEMPT
		SOUTHEASTERN WISCONSIN		CONST	1.000.0	1,000.0	1,000.0	3,000.0	FED	900.0	900.0	900.0	2,700.0		EXEMPT
	(34)	INTERSTATE		OTHER	* 0.0	0.0	0.0	0.0	ІН-М				2,. 00.0		
	(34)			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		ļ
	25	INSPECTION OF VARIOUS BRIDGES		PE	1,000.0	1,000.0	1,000.0	3,000.0	LOCAL	0.0	0.0	0.0	0.0	A	
	35	IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH,	HP	ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	200.0	600.0		EXEMPT
		AND WASHINGTON COUNTIES		CONST	0.0	0.0	0.0	0.0	FED O	800.0	800.0	800.0	2,400.0		
	(35)			OTHER	0.0	0.0	0.0	0.0	STP-O	4 000 0	4 000 0	1,000,0			
		LIGHTING REHABILITATION AT		TOTAL PE	1,000.0	1,000.0 0.0	1,000.0	3,000.0_ 0.0	TOTAL LOCAL	1,000.0 0.0	1,000.0 0.0	1,000.0	3,000.0		1
	36	VARIOUS LOCATIONS ON THE STH	HP	ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	0.0 100.0	0.0 300.0	A	EXEMPT
		SYSTEM IN SOUTHEASTERN		CONST	500.0	500.0	500.0	1,500.0	FED	400.0	400.0	400.0	1,200.0		CALIVIE
	(36)	WISCONSIN		OTHER	0.0	0.0	0.0	0.0	STP-O				1,200.0		
	(36)			TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		
		MAINTENANCE PROJECTS REPAIR		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	37	AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	1,000.0	1,000.0	3,000.0	Α	EXEMPT
		SOUTHEASTERN WISCONSIN		CONST OTHER	1,000.0	1,000.0	1,000.0	3,000.0	FED IH-M	0.0	0.0	0.0	0.0		
•	(37)			TOTAL	1,000.0	0.0 1,000.0	1,000.0	3,000.0	TOTAL .	1,000.0	1,000.0	1,000.0	2,000,0		
	<del>                                     </del>	MAINTENANCE PROJECTS REPAIR		PE	0.0	0.0	0.0	3,000.0	LOCAL	0.0	0.0	0.0	3,000.0		
	38	AT VARIOUS LOCATIONS ON THE	HP	ROW	0.0	0.0	0.0	0.0	STATE	500.0	500.0	500.0	1,500.0	Α	EXEMPT
		STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	l .	CONST	500.0	500.0	500.0	1,500.0	FED	0.0	0.0	0.0	0.0		
	(38)			OTHER	0.0	0.0	0.0	0.0							
	(00)			TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		
	39	REPAIR OR REPLACEMENT OF SIGN BRIDGES ON MILWAUKEE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
*	39	FREEWAYS	n-	ROW	0.0	0.0	0.0	0.0	STATE FED	250.0	250.0	250.0	750.0	Α	EXEMPT
				CONST OTHER	250.0 0.0	250.0 0.0	250.0 0.0	750.0 0.0	FED	0.0	0.0	0.0	0.0		
	(39)			TOTAL	250.0	250.0	250.0	750.0	TOTAL	250.0	250.0	250.0	750.0		
<u>-</u>	1	INSTALL TRAFFIC SIGNALS AND		PE	250.0	0.0	0.0	750.0	LOCAL	0.0	0.0	0.0	750.0		<del>                                     </del>
	40	RECONFIGURE INTERSECTIONS ON	HP	ROW	0.0	0.0	0.0	0.0	STATE	500.0	500.0	500.0	1,500.0	Α	EXEMPT
		STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN		CONST	500.0	500.0	500.0	1,500.0	FED	0.0	0.0	0.0	0.0		L/\L/VIII
	(40)	COOTTENIN WISCONSIN	]	OTHER	0.0	0.0	0.0	0.0							
	```'		<b>!</b>	TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		

Project		Project			Estimate	d Costs (Th	nousands \$	)	,	Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
STATE OF WISCONSIN	41	TRAFFIC OPERATIONS CENTER (MONITOR) OPERATION AND MAINTENANCE	. HP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	STATE	0.0 220.0	0.0 298.5	0.0 298.5	0.0 817.0	A	EXEMPT
	(41)			CONST OTHER TOTAL	1,100.0	0.0 1,492.5	0.0 1,492.5	0.0 4,085.0	STP-O	0,088	1,194.0	1,194.0	3,268.0		
	-	INTEGRATION OF MILW AREA FWY	<del>                                     </del>	PE	1,100.0 0.0	1,492.5 0.0	1,492.5	4,085.0	LOCAL	1,100.0	1,492.5	1,492.5	4,085.0		
	42	TRAFFIC MGT SYSTEM WITH OTHER ELEMENTS OF THE GARY- CHICAGO-	HP ·	ROW CONST	0.0 2 0.0 0.0	0.0	0.0 0.0 0.0	0.0 .0.0 0.0	STATE FED	0.0 38.0 151.0	0.0 20.2 81.0	0.0 0.0 0.0	0.0 58.2 232.0	Α	EXEMPT
	(42)	MILWAUKEE FWY MGT SYSTEM (GCM FUNDED)		OTHER	189.0	101.2	0.0	290.2	GCM	101.0	01.0	0.0	202.0		
	(42)	(		TOTAL	189.0	101.2	0.0	290.2	TOTAL	189.0	101.2	. 0.0	290.2		
	43	STAFFING OF A POSITION TO ACT AS FACILITATOR, LIASION, &	HP	PE ROW	0.0	0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 15.0	0.0 15.0	0.0	0.0 30.0	A	EXEMPT
	(42)	TRAINER IN JOINT WISDOT/ MILW CO SHERIFF IMPLEMENTATION OF FWY TRAFF MGT SYST		CONST OTHER	75.0	0.0 75.0	0.0	'0.0 150.0	FED GCM	60.0	60.0	0.0	120.0		CYCIMIL
	(43)	1		TOTAL	75.0	75.0	0.0	150,0	TOTAL	75.0	75.0	0.0	150.0		
	44	MULTIMODAL TRAVELLER INFORMATION SYSTEM IN GARY-	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	""	CHICAGO-MILWAUKEE FREEWAY	. "	ROW CONST	0.0	0.0	0.0	0.0 0.0	STATE FED	75.0 375.0	0.0	0.0	75.0 375.0	Α	EXEMPT
	(4.4)	CORRIDOR		OTHER	450.0	0.0	0.0	450.0	GCM	375.0	0.0	0.0	3/5.0		
	(44)	· ·		TOTAL	450.0	0.0	0.0	450.0	TOTAL	450.0	0.0	0.0	450.0		J
	45	SUPPORT OF SEWRPC	HP	PE	0.0	0.0	0.0	0.0	LOCAL	57.8	57.8	72.3	187.9		
	45	TRANSPORTATION PLANNING PROGRAM	DE	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	42.2	42.2	52.7	137.1	Α	EXEMPT
				OTHER	0.0 500.0	500.0	625.0	1,625.0	STP-M	400.0	400.0	500.0	1,300.0		
	(45)			TOTAL	500.0	500.0	625.0	1.625.0	TOTAL	500.0	500.0	625.0	1,625.0		
_	40	CONTINUING REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	353.4	353.4	353.4	1,060.2		i –
	46		HP	ROW .	0.0	0.0	0.0	0.0	STATE FED	253.4	253.4	253.4	760.2	Α	EXEMPT
		SEWRPC		OTHER	0.0 3,034.1	0.0 3,034.1	0.0 3,034.1	0.0 9,102.3	COMB	2,427.3	2,427.3	2,427.3	7,281.9		1
	(46)		ļ.	TOTAL	3,034.1	3,034.1	3,034.1	9,102.3	TOTAL	3,034.1	3,034.1	3,034.1	9,102.3		]
		SEWRPC TRAVEL HABITS AND		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		_
	47	PATTERNS SURVEYS	HP	ROW	0.0	0.0	0.0	0.0	STATE	120.0	0.0	0.0	120.0	Α	EXEMPT
				CONST OTHER	0.0 600.0	0.0	0.0	0.0 600.0	FED STP-O	480.0	. 0.0	0.0	480.0		
	(47)			TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
		REGIONAL FREEWAY	_	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		<del></del>
	48	RECONSTRUCTION STUDY BY THE SOUTHEASTERN WISCONSIN	HP	ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	0.0	20.0	Α	EXEMPT
		REGIONAL PLANNING COMMISSION		CONST OTHER	0.0	0.0	0.0	0.0	FED IH-M	180.0	0.0	0.0	180.0		
	(48)			TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		1
		SPECIAL TRAFFIC OPERATIONS		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	Α	
	49	ACTIVITIES; SIGN BRIDGES,	HP	ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	1,000.0	1,000.0	3,000.0		EXEMPT
		ELECTRIC AND SIGNING MAINTENANCE - DISTRICT WIDE		CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	0.0	0.0	0.0	0.0		
	(49)		OTHER	0.0	0.0	0.0	0.0	TOTAL							
	$\vdash$	TRAVEL DATA COLLECTION		TOTAL PE	1,000.0 0.0	1,000.0	1,000.0	3,000.0	TOTAL LOCAL	1,000.0 0.0	1,000.0	1,000.0	3,000.0		
	50	PROGRAM FOR ARTERIAL STREETS	HP	ROW	0.0	0.0	0.0	0.0	STATE	485.0	0.0 0.0	0.0	0.0 485.0	Α	EXEMPT
		AND HIGHWAYS IN SOUTHEASTERN WISCONSIN		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	I I	EXEMPT
	(50)			OTHER	485.0	0.0	0.0	485.0							
	L`			TOTAL	485.0	0.0	0.0	485.0	TOTAL	485.0	0.0	0.0	485.0		L_

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

							2002 - 2004								
Project		Project			Estimate	ed Costs (T	housands \$	5)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
STATE OF	51	ROUT AND SEAL VARIOUS FREEWAY ASPHALT SURFACES IN	HP	PE	25.0	25.0	25.0	75.0	LOCAL	0.0	0.0	0.0	0.0	_	
WISCONSIN	"	DISTRICT 2	ПР	ROW	, 0.0	0.0	0.0	0.0	STATE	72.5	72.5	72.5	217.5	Α	EXEMPT
		1		CONST OTHER	700.0 0.0	700.0 0.0	700.0 0.0	2,100.0	FED IH-M	652.5	652.5	652.5	1,957.5		
	(51)			TOTAL	725.0	725.0	725.0	0.0	TOTAL.	725.0	705.0				
		PAVEMENT MAINTENANCE OF IH 43	<del>                                     </del>	PE	0.0	0.0	0.0	2,175.0 0.0	LOCAL	0.0	725.0 0.0	725.0 0.0	2,175.0		
	52	AND IH 894 ROUTING AND SEALING	HP	ROW	0.0	0.0	0.0	- 0.0	STATE	0.0	0.0	68.0	0.0 68.0	Α	EXEMPT
		OF JOINTS FROM S. 20TH ST. TO	1	CONST	0.0	0.0	680.0	680.0	FED	0.0	0.0	612.0	612.0		EXEMP
	(52)	NATIONAL AVE (8.63 MILES)		OTHER	0.0	0.0	0.0	0.0	IH-M		0.0	\$12.0	, 012.0		
	(52)			TOTAL	0.0	0.0	680.0	680.0	TOTAL	0.0	0,0	680.0	680.0		ļ
		RECONDITIONING OF IH 43/IH 94		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	53	FROM 13TH ST. TO NATIONAL AVE. IN THE CITY OF MILWAUKEE (4.58	HP	ROW	0.0	0.0	0.0	0.0	STATE	2,147.0	0.0	0.0	2,147.0	Α	EXEMPT
		MILES)		CONST	21,470.0	0.0	0.0	21,470.0	FED	19,323.0	0.0	0.0	19,323.0		
	(53)			OTHER	0.0	0.0	0.0	0.0	ІН-М				_		
	\ ` <u>`</u>			TOTAL	21,470.0	0.0	0.0	21,470.0	TOTAL	21,470.0	0.0	0.0	21,470.0	_	
	54	RECONDITIONING OF IH 43 FROM NORTH AVENUE TO LEXINGTON	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
. •	"	BOULEVARD (3.80 MILES)	'''	ROW	0.0	0.0	0.0	0.0	STATE	1,720.0	0.0	0.0	1,720.0	Α	EXEMPT
	l	, , , , , , , , , , , , , , , , , , , ,		CONST OTHER	17,200.0 0.0	0.0	0.0	17,200.0	FED IH-M	15,480.0	0.0	0.0	15,480.0		
	(54)			TOTAL		0.0	0.0	. 0.0	TOTAL	17,000,0	0.0	<u> </u>	1 m 2 m 2		
	<del>                                     </del>	RESURFACING OF IH 43 (BOCK	1	PE	17,200.0 500.0	400.0	0.0	17,200.0 900.0	LOCAL	17,200.0	0.0	0.0	17,200.0	<u> </u>	
	55	FREEWAY) BETWEEN BELOIT ROAD	HP	ROW	0.0	400.0	0.0	900.0	STATE	100.0	0.0 80.0	0.0 1.050.0	0.0 1,230.0	Α	EVENIE
		AND HALE INTERCHANGE (3.80		CONST	0.0	0.0	10,500.0	10,500.0	FED	400.0	320.0	9,450.0	10,170.0		EXEMPT
	/===\	MILES)		OTHER	0.0	0.0	0.0	0.0	NHS	400.0	020.0	9,400.0	10,170.0		
•	(853)			TOTAL	500.0	400.0	10,500.0	11,400.0	TOTAL	500.0	400.0	10,500.0	11,400.0		
		BRIDGE REPLACEMENT ON IH 43		PE	190.0	0.0	0.0	190.0	LOCAL	0.0	0.0	0.0	0.0		_
	56	(PORT WASHINGTON ROAD) OVER	HP	ROW	0.0	0.0	0.0	0.0	STATE	19.0	172.2	0.0	191.2	Α	EXEMPT
		MILWAUKEE RIVER B-40-0969		CONST	0.0	1,722.0	0.0	1,722.0	FED	171.0	1,549.8	0.0	1,720.8		
	(55)	•		OTHER	² 0.0	0.0	0.0	~ · · o.o	ІН-М				-		
	(00)			TOTAL	190.0	1,722.0	0.0	1,912.0	TOTAL	190.0	1,722.0	0.0	1,912.0		
	57	RECONFIGURATION AND		PE	15,000.0	15,000.0	15,000.0	45,000.0	LOCAL	0.0	0.0	0.0	0.0		
	57	RECONSTRUCTION OF THE MARQUETTE INTERCHANGE AND	HP	ROW	40,000.0	0.0	0.0	40,000.0	STATE	5,500.0	1,500.0	21,500.0	28,500.0	Α	EXEMPT
		APPROACHES ON IH-94, IH-43, AND		CONST	0.0	0.0	200,000.0	200,000.0	FED	49,500.0	13,500.0	193,500.0	256,500.0		
	(56)	IH-794 IN MILWAUKEE COUNTY	•	OTHER	0.0	0.0	0.0	.0.0	ІН-М						
•		RECONDITIONING OF IH-894 FROM		TOTAL	55,000.0	15,000.0	215,000.0	285,000.0	TOTAL	55,000.0	15,000.0	215,000.0	285,000.0		
	58	THE BELTON OVERPASS TO	HP	PE ROW	1,000.0 0.0	0.0 0.0	0.0 0.0	1,000.0 0.0	LOCAL STATE	0.0 200.0	0.0	0.0	0.0 200.0	Α	EVENCE
		MITCHELL INTERCHANGE (8.6 MILES)		CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	. 0.0	800.0	,,	EXEMPT
				OTHER	0.0	0.0	0.0	0.0	IH-M	000.0	0.0	0.0	800.0		
	(57)		, i	TOTAL	1,000.0	0.0	0.0	1.000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
		RESURFACING OF IH-894 FROM THE		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	59	BELTON OVERPASS TO MITCHELL	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	6,000.0	0.0	6,000.0	Á	EXEMPT
		INTERCHANGE (8.59 MILES)		CONST	0.0	30,000.0	0.0	30,000.0	FED	0.0	24,000.0	0.0	24,000.0		
	(58)	<u> </u>	[ ]	OTHER	0.0	0.0	0.0	0.0	STP-O	<u> </u>					]
	(00)			TOTAL	0.0	30,000.0	0.0	30,000.0	TOTAL	0.0	30,000.0	0.0	30,000.0	<u></u>	
		RESURFACING WITH OF BLUE		PE	0.0	0.0	0.0	0.0	LOCAL	80.0	0.0	0.0	80.0		
	60	MOUND RD. (USH 18) FROM 124TH ST. TO MAYFAIR RD. (STH 100) IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	140.0	0.0	0.0	140.0	Α	EXEMPT
		THE CITY OF WAUWATOSA (1.0		CONST	1,100.0	0.0	0.0	1,100.0	FED	880.0	0.0	0.0	880.0		
1	(59)	MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						l
	I ` ′			TOTAL	1,100.0	0.0	0.0	1,100.0	TOTAL	1,100.0	0.0	0.0	1,100.0		I

Project		Project	•		Estimate	d Costs (Ti	ousands \$	)		Source of	Funds (The	ousands \$)	·	GEO 29	Air Quality
Sponsor	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
STATE OF	61	RECONDITIONING OF USH 18 FROM N. 66TH ST TO N. STORY PARKWAY	HP	PE ROW	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	50.0	50.0		<u> </u>
WISCONSIN		IN SOUTH TO ILL SYSTEM TAINENTAL	'"	CONST	0.0 0.0	0.0	0.0 0.0	0.0 0.0	STATE FED	0.0	0.0 0.0	150.0	150.0	A	EXEMPT
	1			OTHER	0.0	0.0	0.0	0.0	] [ [	0.0	0.0	0.0	0.0		İ
	(60)			TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	T -	RECONDITIONING OF USH 18		PE	0,0	55.0	0.0	55.0	LOCAL	0.0	0.0	0.0	0.0		
	62	(STATE ST) FROM OLD WORLD 3RD ST. TO 17 TH ST. IN THE CITY OF	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	13.0	0.0	13.0	Α	EXEMPT
		MILWAUKEE (1.07 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	42.0	0.0	42.0		
	(61)	1		OTHER	0.0	0.0	0.0	0.0	STP-M						
	<b> </b> ` ′			TOTAL	0.0	55.0	0.0	55.0	TOTAL	0.0	55.0	0.0	55.0		
	63	RECONSTRUCTION WITH NO ADDITIONAL LANES OF USH 18 (W.	HP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
	"	STATE ST) BRIDGE OVER	'''	CONST	0,0	0.0	0.0 3,279.0	0,0 3,279.0	STATE FED	0.0 0.0	0.0 0.0	655.8	655.8	^	EXEMPT
		MILWAUKEE RIVER IN THE CITY OF		OTHER	0.0	0.0	0.0	3,279.0	BRF	0.0	0.0	2,623.2	2,623.2		
	(62)	MILWAUKEE (0.09 MILES)	1	TOTAL	0.0	0.0	3,279.0	3,279.0	TOTAL	0.0	0.0	3,279.0	3,279.0		
	1	RECONDITIONING OF STATE ST.		PE	0.0	28.0	0.0	28.0	LOCAL	0.0	7.0	21.9	28.9		
	64	(USH 18) FROM N. EDISON ST. TO	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	21.0	86.9	107.9	. A	EXEMPT
		PROSPECT AVE. IN THE CITY OF MILWAUKEE (0.44 MILES)		CONST	0.0	0.0	544.0	544.0	FED	0.0	0.0	435.2	435.2		
,	(63)		`	OTHER	0.0	0.0	0.0	0.0	STP-M						
	(/			TOTAL	0.0	28.0	544.0	572.0	TOTAL	0.0	28.0	544.0	572.0		
	65	REPLACEMENT OF USH 41 RAMP TO THE VETERANS MEDICAL CENTER	HP	PE	20.0	100.0	0.0	120.0	LOCAL	0.0	0.0	0.0	0.0	Α	
	"	THE VETERANG MEDICAL CENTER	'"	ROW CONST	100.0	0.0	0.0	100.0	STATE FED	120.0	100.0	0.0	220.0	. ^	EXEMPT
				OTHER	0.0	0.0 0.0	0.0	0.0 , 0.0	FED	0.0	0.0	0.0	0.0		
	(64)			TOTAL	120.0	100.0	0.0	220.0	TOTAL	120.0	100.0	0.0	220.0		
<del>.</del>		RESURFACING OF USH 41 FROM		PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	326.4	326.4		
	66	OKLAHOMA AVE, TO LINCOLN AVE,	HP	ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	183.6	223.6	Α	EXEMPT
		AND FOREST HOME AVE. FROM 31ST ST. TO 27TH ST. IN THE CITY		CONST	0.0	0.0	2,550.0	2,550.0	FED	160.0	0.0	2,040.0	2,200.0		
	(65)	OF MILWAUKEE (0.70 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
	(00)	· · ·		TOTAL	200.0	0.0	2,550.0	2,750.0	TOTAL	200.0	0.0	2,550.0	2,750.0		
	67	RESURFACING OF W FOREST HOME	НР	PE	100.0	0.0	0.0	100.0	LOCAL	25.0	0.0	92.2	117.2		
	87	AVE. (STH 24) FROM 42ND ST. TO 35TH ST. IN THE CITY OF	ПР	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	30.8	30.8	Α	EXEMPT
		MILWAUKEE (0.90 MILE)	ľ	CONST OTHER	0.0	0.0	615.0 0.0	615.0 0.0	FED STP-M	75.0	0.0	492.0	567.0		
	(66)			TOTAL	100.0	0.0	615.0	715.0	TOTAL	100.0	0.0	615.0	745.0		
	1	REPLACEMENT OF CANADIAN	<b>—</b>	PE	0.0	0.0	500.0	500.0	LOCAL	0.0	0.0	100.0	715.0 100.0		
	68	PACIFIC RR. BRIDGE OVER S.	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		KINNICKINNIC AVENUE (STH 32)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	400.0	400.0		
	(67)			OTHER	0.0	0.0	0.0	0.0	STP-M	<u> </u>					
	(01)			TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0	<u></u> .	
· · · · · · · · · · · · · · · · · · ·	60	RECONSTRUCTION WITH NO	HP	PE	150.0	0.0	0.0	150.0	LOCAL	0.0	0.0	0.0	0.0		
	69	ADDITIONAL LANES OF STH 32 FROM E, DEAN RD. TO UNION	nr	ROW	0.0	0.0	0.0	0.0	STATE	30.0	0.0	254.6	284.6	Α	EXEMPT
		PACIFIC RR BRIDGE (0.80 MILE)		CONST OTHER	0.0	0.0	1,273.0 0.0	1,273.0 0.0	FED STP-O	120.0	0.0	1,018.4	1,138.4		
	(68)	·		TOTAL	150.0	0.0		1,423.0	TOTAL	150.0	0.0	1.070.0	4 405 5		Ì
	1	REPLACEMENT OF THE STH 38	$\vdash$	PE	0.0	0.0	1,273.0 0.0	1,423.0	LOCAL	150.0 0.0	0.0	1,273.0 0.0	1,423.0		<u> </u>
	70	(CHASE AVE.) BRIDGE OVER THE	HP	ROW	0.0	0.0	0.0	0.0	STATE	263.8	0.0	0.0	0.0 263.8	Α	EXEMPT
		KINNICKINNIC RIVER IN THE CITY OF		CONST	1,319.0	0.0	0.0	1,319.0	FED	1,055.2	0.0	0.0	1,055.2		EVENILL
	(60)	MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	BRF	,,,,,,,,,,,	5.0	5.5	1,000.2		
	(69)			TOTAL	1,319.0	0.0	0.0	1,319.0	TOTAL	1,319.0	0.0	0.0	1,319,0	•	

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	<del></del>		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
STATE OF ·	71	RECONDITIONING OF STH 38 FROM S.CHASE AVE TO W. MAPLE ST	HP	PE	200.0	0.0	0.0	200.0	LOCAL	50.0	0.0	0.0	50.0		
WISCONSIN	''	S.CHASE AVE TO W. MAPLE ST	""	ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0	Α	EXEMPT
			1	CONST OTHER	0.0 0.0	0.0 0.0	0.0	0.0 0.0	FED STP-O	0.0	0.0	0.0	0.0		
•	(70)			TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	000.0		
	1 -	REHABILITATE N GREEN BAY AVE		PE	0.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	200.0	_	
	72	(STH 57) STRUCTURE OVER	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	380.8	0.0	380.8	Α	EXEMPT
		LINCOLN CREEK AND APPROACHES IN THE CITY OF MILWAUKEE (0.20		CONST	0.0	1,904.0	0.0	1,904.0	FED	0.0	1,523.2	0.0	1,523.2		C.XLIVII I
	(71)	MILES)		OTHER	0.0	0.0	0.0	0.0	BRF	1			,		
	(, ,			TOTAL	0.0	1,904.0	0.0	1,904.0	TOTAL	0.0	1,904.0	0.0	1,904.0		
	73	RECONDITIONING OF STH 57 FROM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	40.0	0.0	40.0		
	'* -	W. LAWN AVENUE TO W. SILVER SPRING DRIVE	l ne	ROW	2 0.0	0.0	0.0	.0.0	STATE	0.0	120.0	0.0	120.0	Α	EXEMPT
				CONST OTHER	0.0	800.0	0.0	800.0	FED STP-O	0.0	640.0	0.0	640.0		
	(72)	i *			0.0	0.0	0.0	0.0		- 00	200.0				
	┼ -	RESURFACING OF STH 57 FROM		TOTAL PE	0.0	0.00 0.0	0.0	0.00 0.0	LOCAL	0.0	800.0 0.0	0,0	800.0		
	74	TEUTONIA AVE. TO GOOD HOPE RD.	HP	ROW	0.0	0.0	0.0	0.0	STATE	146.0	0.0	0.0	0.0 146.0	Α	EXEMPT
	1	(2.00 MILES)		CONST	730.0	0.0	0.0	730.0	FED	584.0	0.0	0.0	584.0		CYCIMIE
	(73)		ľ	OTHER	0.0	0.0	0.0	0.0	STP-O		0.0	0.5	001.0		1
	(73)	· · · · · · · · · · · · · · · · · · ·		TOTAL	730.0	0.0	0.0	730.0	TOTAL	730.0	0.0	0.0	730.0		
		RECONDITIONING OF STH 59 FROM		PE	0.0	0.0	0.0	0.0	LOCAL	48.0	0.0	0.0	48.0		_
	. 75	I-894 TO S 92ND ST IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	0.0	100.0	Α	EXEMPT
		WEST ALEIS (0.50 MILES)	1	CONST	548.0	0.0	0.0	548.0	FED	400.0	0.0	0.0	400.0		
	(74)			OTHER	0.0	0.0	0.0	0.0	STP-M						
-	<u> </u>	RESURFACING OF THE AIRPORT	-	TOTAL	548.0	0.0	0.0	548.0	TOTAL	548.0	0.0	0.0	548.0		
	76	SPUR (STH 119) FROM IH 94 TO	HP	PE ROW	600.0 0.0	0.0	0.0 0.0	600.0 0.0	LOCAL STATE	0.0 120.0	0.0 0.0	0.0 1,600.0	0.0	Α	EVE: 157
		HOWELL AVENUE (1.89 MILES)		CONST	0.0	0.0	8,000.0	8.000.0	FED	480.0	0.0	6,400.0	1,720.0 6,880.0	, ,	EXEMPT
	(0.5.5)			OTHER	0.0	0.0	0.0	0.0	STP-O	700.0	0.0	0,400.0	0,000.0		
	(855)		1	TOTAL	600.0	0.0	8,000.0	8,600.0	TOTAL	600.0	0.0	8,000.0	8,600.0		
		REMOVE PARK EAST FWY (STH 145)		PE	0.0	0.0	0.0	0.0	LOCAL	1,930.5	0.0	0.0	1,930.5		
	77	WEST OF JEFFERSON ST. AND CONSTRUCT NEW TERMINUS WEST	HP	ROW	0.0	0.0	0.0	0.0	STATE	960.5	0.0	0.0	960.5	Α	NON-
		OF MILWAUKEE RIVER IN CITY OF		CONST	19,273.0	0.0	0.0	19,273.0	FED	16,382.0	0.0	0.0	16,382.0		EXEMPT
	(75)	MILWAUKEE	1 1	OTHER	0.0	0.0	0.0	0.0	IH-C/S						
	<u> </u>	<u> </u>		TOTAL	19,273.0	0.0	0.0	19,273.0	TOTAL	19,273.0	0.0	0.0	19,273.0		
	78	RESURFACING OF STH 145 FROM E. KILBOURNE AVE. TO E. OGDEN AVE.	HP'	PE ROW	0.0 0.0	0.0	0.0 0.0	0.0	LOCAL STATE	0.0	71.2	0.0	71.2	Α	
		IN THE CITY OF MILWAUKEE (0.40		CONST	0.0	475.0	0.0	0.0 475.0	FED	0.0	0.0 403.8	0.0	0.0 403.8	,,	EXEMPT
		MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M	0.0	403.8	0.0	403.6		
	(76)			TOTAL	0.0	475.0	0.0	475.0	TOTAL	0.0	475.0	0.0	475.0		
		RECONDITIONING OF STH 181 (N.		PE	0,0	0.0	3,500.0	3.500.0	LOCAL	0.0	0.0	0.0	0.0		
	79	76TH ST) FROM W. FLORIST AVE. TO	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	3,500.0	3,500.0	Α	EXEMPT
		THE NO. COUNTY LINE IN THE CITY OF MILW (4.54 MI)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		1
	(77)			OTHER	0.0	0.0	0.0	0.0							
	L \' /			TOTAL	- 0.0	0.0	3,500.0	3,500.0	TOTAL	0.0	0.0	3,500.0	3,500.0		
	80	REPLACEMENT OF THE STH 190 BRIDGE OVER THE MENOMONEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	^	
	"	RIVER IN THE CITY OF WAUWATOSA	FIF	ROW	0.0	0.0	0.0	0.0	STATE	1,350.0	0.0	0.0	1,350.0	Α	EXEMPT
				CONST OTHER	1,350.0	0.0	0.0	1,350.0	FED	0.0	0.0	0.0	0.0		
	(78)				0.0	0.0	0.0	0.0	TOTAL	1.050.0					
				TOTAL	1,350.0	0.0	0.0	1,350.0	TOTAL	1,350.0	0.0	0.0	1,350.0		<u> </u>

Project		Project			Estimate	d Costs (Ti	nousands \$	)		Source of	Funds (The	ousands \$)	W.	GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF WISCONSIN	81	RECONDITIONING OF STH 190 FROM N. 60TH ST TO N. GREEN BAY AVENUE	HP	PE ROW CONST	800.0 0.0 0.0	0.0 0.0 6,000.0	0.0 0.0 0.0	800.0 0.0 6.000.0	LOCAL STATE FED	200.0 600.0 0.0	900.0 300.0 4,800.0	0.0 0.0 0.0	1,100.0 900.0 4,800.0	Α	EXEMPT
	(79)			OTHER TOTAL	0.0	0.0	0.0	0.0	STP-O TOTAL	800.0	6,000.0	0.0			
	1	RECONSTRUCTION WITH NO		PΕ	375.0	0.0	0.0	375.0	LOCAL	0.0	0.0	0.0	6,800.0 0.0	_	<u> </u>
	82	ADDITIONAL TRAVEL LANES OF	HP	ROW	500.0	0.0	0.0	,500.0	STATE	875.0	0.0	500.0	1,375.0	Α	EXEMPT
		LAYTON AVE. FROM THE WEST COUNTY LINE TO STH 100 IN THE		CONST	0.0	0.0	2,500.0	2,500.0	FED	0.0	0.0	2,000.0	2,000.0		L.ALIVII I
	(80)	CITY OF GREENFIELD (1.0 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M				,		
	(00)			TOTAL	875.0	0.0	2,500.0	3,375.0	TOTAL	875.0	0.0	2,500.0	3,375.0		
	83	RECONDITIONING OF N. PORT	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0		
	03	WASHINGTON RD. FROM W. HAMPTON AVE. TO W. DAPHNE RD.	HP	ROW	0.0	0.0	0.0	0.0	STATE	50.0	2,500.0	0.0	2,550.0	Α	EXEMPT
	i	(2.10 MILES)		CONST	. 0.0	2,500.0	0.0	2,500.0	FED	0.0	0.0	0.0	0.0		
	(81)	[ '		OTHER	0.0	0.0	0.0	0.0							
	ļ .	RECONSTRUCTION WITH NO		TOTAL	50.0	2,500.0	0.0	2,550.0	TOTAL	50.0	2,500.0	0.0	2,550.0		
	84	ADDITIONAL LANES OF N. PORT	HP	PE ROW	100.0	0.0	0.0	100.0	LOCAL STATE	0.0	0.0	0.0	0.0	Α	1
		WASHINGTON RD. FROM LARAMIE		CONST	0.0	1,200.0	0.0	1,200.0	FED	20.0 80.0	240.0 960.0	0.0	260.0	^	EXEMPT
		LN. TO THE OZAUKEE COUNTY LINE IN THE VILLAGE OF BAYSIDE (0.40		OTHER	0.0	0.0	0.0	0.0	STP-O	80.0	900.0	0.0	1,040.0		
	(82)	MILE)		TOTAL	100.0	1,200.0	0.0	1,300.0	TOTAL	100.0	1,200,0	0.0	1,300.0		
		REPLACEMENT OF THE CTH PP		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	85	BRIDGE DECK OVER STH 145 IN THE	HP	ROW	0.0	0.0	0.0	0.0	STATE	20.8	0.0	0.0	20.8	Α	EXEMPT
٠		CITY OF MILWAUKEE		CONST	104,0	0.0	0.0	104.0	FED ·	83.2	0.0	0.0	83.2		
	(83)	,		OTHER	0.0	0.0	0.0	0.0	BRF =			<u> </u>			
	(00)			TOTAL	104.0	0.0	0.0	104.0	TOTAL	104.0	0.0	0.0	104.0		
•	00	RECONSTRUCTION WITH NO	un	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	86	ADDITIONAL LANES OF THE ATKINSON AVE BRIDGE OVER IH-43	HP	ROW	0.0	0.0	0.0	0.0	STATE	98.2	0.0	0.0	98.2	Α	EXEMPT
		IN THE CITY OF MILWAUKEE		CONST	982.0	0.0	0.0	982.0	FED NHS	883.8	0.0	0.0	883.8		
	(84)			OTHER TOTAL	0.0	0.0	0.0	0.0		200.0					
		CONSTRUCTION OF A BRIDGE DECK		PE	982.0 0.0	0.0	0.0	982.0 0.0	LOCAL	982.0 0.0	0.0	0.0	982.0		
	87	REPLACEMENT ON GREEN BAY AVE	HP	ROW	0.0	0.0	0.0	0.0	STATE	124,4	0.0	0.0	0.0	Α	EVENDE
		OVER IH 43 IN THE CITY OF		CONST	1,244.0	0.0	0.0	1,244,0	FED	1.119.6	0.0	0.0	124.4 1,119.6		EXEMPT
	(05)	MILWAUKEE		OTHER	₹ 0.0	0.0	0.0	0.0	NHS	1,170.0	0.0	0.0	1,119.0		
	(85)			TOTAL	1,244.0	0.0	0.0	1.244.0	TOTAL	1,244.0	0.0	0.0	1,244.0		
		ACQUIRE HARDSHIP ROW ONLY		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	88	FOR RECONSTRUCTION WITH ADDITIONAL LANES OF IH 43 FROM	Ht	ROW	336.0	0.0	0.0	336.0	STATE	33.6	0.0	0.0	33.6	Α	EXEMPT
		BENDER RD TO DEAN ROAD IN		CONST	0.0	0.0	0.0	0.0	FED	302.4	0.0	0.0	302.4		
	(86)	MILW CO. (2,79 MI)		OTHER	0.0	0.0	0.0	0.0 و	IH-M						
	L`			TOTAL	336.0	0.0	0.0	336.0	TOTAL	336.0	0.0	0.0	336.0		
	89	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32	HI	PE	0.0	350.0	0.0	350.0	LOCAL	0.0	0.0	0.0	0.0	۸	
	ا " ا	FROM S. CO. LINE TO STH 100 IN	1 11	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	70.0	0.0	70.0	Α	NON-
		THE CITY OF OAK CREEK (1.75 MI.)		OTHER	0.0 0.0	0.0	0.0	0.0 0.0	STP-M	0.0	280.0	0.0	280.0		EXEMPT
	(87)			TOTAL	0.0	350.0	0.0	350.0	TOTAL	0.0	250.0	- 0.6	0500		
		CONSTRUCTION OF SECOND STH		PE	0.0	0.0	60.0	60.0	LOCAL	0.0	350.0 0.0	0.0	350.0		
	90	100 BRIDGE OVER THE C&NW RR	н	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0 12.0	0.0	Α	NON
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	48.0	12.0 48.0	.,	NON- EXEMPT
	(86)			OTHER	0.0	0.0	0.0	0.0	NHS	"."	0.0	70.0	46.0		FVEINIÉT
	(88)			TOTAL	0.0	0.0	60.0	60.0	TOTAL	0.0	0.0	60.0	60.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	i)		Source of	Funds (The	ousands \$)	· -	GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF	91	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 100	HI	PE	140.0	0.0	0.0	140.0	LOCAL	0.0	0.0	0.0	0.0		
WISCONSIN	'	FROM HOWELL AVE. (STH 38) TO	l '''	ROW CONST	0.0 0.0	200.0 0.0	0.0 0.0	200.0 0.0	STATE FED	28.0 112.0	200.0 0.0	0.0	228.0	Α	NON-
	(00)	STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)		OTHER	0.0	0.0	0.0	0.0	NHS	112.0	0.0	0.0	112.0		EXEMPT
	(89)	(2.10 MILLO)	1	TOTAL	140.0	200.0	0.0	340.0	TOTAL	140.0	200.0	0.0	340.0		
		RECONSTRUCTION OF RYAN RD.		PE	100.0	200.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0		-
	92	(STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE	HI	ROW	1,700.0	0.0	0.0	1,700.0	STATE	1,800.0	200.0	0.0	2,000.0	Α	NON-
		CITY OF FRANKLIN (5.0 MILES)		CONST OTHER	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(90)			TOTAL	0.0	0.0	0.0	0.0	TOTAL	1,000,0					
·	+	CONSTRUCTION OF THE		PE	1,800.0 0.0	200.0	200.0	2,000.0 200.0	TOTAL LOCAL	1,800.0 0.0	200.0	0.0	2,000.0		<u> </u>
	93	PENNSYLVANIA AVE. CONNECTOR	HE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	200.0	0.0 200.0	Α	NON-
		TO THE LAKE PARKWAY (STH 794) IN THE CITY OF CUDAHY (0.50 MILE)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(91)	IN THE CITY OF CODARTY (0.50 MILE)		OTHER	0.0	0.0	0.0	0.0		]			5,0		LACE IVIT
	(01)			TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	94	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- UWM INTERNET	TP	PE	0.0	0.0	0.0	0.0	LOCAL	94.0	0.0	0.0	94.0		
	94	TRIP PLANNER AND EMPLOYMENT	'	ROW	0.0	0.0	0.0	0.0	STATE	61.5	0.0	0.0	61.5	Α	EXEMPT
	ł	WEB SITE DESIGN		CONST OTHER	0.0 311.1	0.0	0.0 0.0	0.0 311.1	FED FTA 3037	155.6	0.0	0.0	155.6		
	(92)	]		TOTAL	311.1	0.0	0.0	311.1	TOTAL	311.1	0.0	0.0	211.4		
		ELDERLY/DISABLED		PE	0.0	0.0	0.0	0.0	LOCAL	40.3	41.6	42.8	311.1 124.7		
	95	TRANSPORTATION SEC 5310	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		CURATIVE REHAB SERVICES 5 SM BUSES EACH YEAR 2002-2004		CONST	0.0	0.0	0.0	0.0	FED	161.4	166.2	171.2	498.8		LXCIVII
	(93)	BOOLO ENON PER ELONG		OTHER	201.7	207.8	214.0	623.5	FTA 5310						
	( , ,			TOTAL	201.7	207.8	214.0	623.5	TOTAL	201.7	207.8	214.0	623.5		
	96	ELDERLY/DISABLED TRANS SEC 5310 GOODWILL INDUSTRIES OF	TP	PE	0.0	0.0	0.0	0.0	LOCAL	92.4	90.0	92.6	275.0	Λ	
	55	SOUTHEASTERN WISCONSIN; 9	l '' l	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
		VEH 2002, 8 VEH 2003, 8 VEH 2004		OTHER	462.0	0.0 450.0	0.0 463.1	0.0 1,375.1	FTA 5310	369.6	360.0	370.5	1,100.1		
	(94)	1		TOTAL	462.0	450.0	463.1	1,375.1	TOTAL	462.0	450.0	463.1	1,375.1		
		ELDERLY/DISABLED	l —	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	7.9	0.0	7,575.1		
	97	TRANSPORTATION SEC 5310 JEWISH COMMUNITY CENTER OF	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILWAUKEE ONE SMALL MODIFIED		CONST	0.0	0.0	0.0	0.0	FED	0.0	31.4	0.0	31.4		
	(95)	BUS		OTHER	0.0	39.3	0.0	39.3	FTA 5310						
		ELDERLY/DISABLED	$\vdash$	TOTAL PE	0.0	39.3	0.0	39.3	TOTAL	0.0	39.3	0.0	39,3		
	98	TRANSPORTATION SEC 5310 THE	TP	PE ROW	0.0	0.0	0.0 0.0	0.0 0.0	LOCAL STATE	13.6 0.0	0.0 0.0	0.0	13.6 0.0	Α	CVENDE
		RED BUS MILWAUKEE COUNTY ONE		CONST	0.0	0.0	0.0	0.0	FED	54.6	0.0	0.0	54.6		EXEMPT
	(96)	LARGE BUS		OTHER	68.2	0.0	0.0	68.2	FTA 5310		0.0	0.0	04.0		i
	(90)			TOTAL	68.2	0.0	0.0	68.2	TOTAL	68.2	0.0	0.0	68.2		
·	99	ELDERLY/DISABLED TRANS SEC	TP	PE	- 0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	99	5310 UNITED COMMUNITY CENTER: 1 SM MODIFIED BUS, 1 MED	"	ROW	0.0	0.0	0.0	0.0	STATE	16.7	0.0	0.0	16.7	Α	EXEMPT
	Ī İ	MODIFIED BUS	] . [	CONST OTHER	0.0 83.4	0.0 0.0	0.0	0.0	FED FTA 5310	66.7	0.0	0.0	66.7		]
•	(97)			TOTAL	83.4	0.0	0.0	83.4	TOTAL	83,4					
	1 1	ELDERLY/DISABLED TRANS SEC	<del>                                     </del>	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	83.4 0.0		
	100	5310 WOMAN UNITED FOR ACTION:	TP	ROW	0.0	0.0	0.0	0.0	STATE	5.8	5.8	5.8	17.4	Α	EXEMPT
•	1 1	1 MINI-VAN 2002, 1 MINI-VAN 2003, 1 MINI-VAN 2004		CONST	0.0	0.0	0.0	0.0	FED	23.2	23.2	23.2	69.6		EVENILL
	(98)	WINVI- VANV 2004		OTHER	29.0	29.0	29.0	87.0	FTA 5310		/-		33.0		
<u> </u>		<u></u>	<b> </b>	TOTAL	29.0	29.0	29.0	87.0	TOTAL	29.0	29.0	29.0	87.0		İ

Project		Project			Estimate	ed Costs (TI	nousands \$	3)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF WISCONSIN	101	ELDERLY/DISABLED TRANSPORTATION SEC 5310 MILWAUKEE CENTER FOR	TP	PE ROW	0.0 0.0	0.0 0.0	0.0	0.0 0.0	LOCAL STATE	20.8 83.1	0.0 0.0	0.0	20.8 83.1	A	EXEMPT
	(99)	INDEPENDENCE INC 2 FULLY MOD VAN 2002 7/1 1 STD VAN 15 PASS		CONST OTHER	0.0 103.9	0.0 0.0	0.0 0.0	0.0 103.9	FED FTA 5310	0.0	0.0	0.0	0.0		
		2002	<u> </u>	TOTAL	103.9	0.0	0.0	103.9	TOTAL	103.9	0.0	0.0	103.9		-
•	102	IMPLEMENTATION OF THE PARK AND RIDE SYSTEM PLAN (STAFFING COSTS)	TP	PE ROW	0.0	0.0	0.0	0.0	STATE	0.0 17.5	0.0	0.0	0.0 17.5	Α	EXEMPT
	(100)	,		CONST OTHER	0.0 87.5	0.0 0.0	0.0 0.0	0.0 87.5	FED STP-M	70.0	0.0	0.0	70.0		
	+	DESCRIPTION OF WILLIAM		TOTAL	87.5	0.0	0.0	87.5	TOTAL	87.5	0.0	0.0	87.5		
	103	RECONDITIONING OF W. LOOMIS RD. PARK AND RIDE LOT (IH 894 AT W. LOOMIS RD.) IN THE CITY OF	TP	PE ROW CONST	0.0 0.0 400.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 400.0	LOCAL STATE FED	0.0 400.0	0.0	0.0	0.0 400.0	A	EXEMPT
•	(101)	GREENFIELD	l l	OTHER	400.0 0.0	0.0	0.0	400.0	FED	0.0	0.0	0.0	0.0		ĺ
	(101)			TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	104	CONTINUED AND IMPROVED OPERATION OF THE "HIAWATHA" INTERCITY FROM MILWAUKEE TO	TI	PE ROW CONST	0.0 . 0.0 . 0.0	0.0	0.0	0.0	LOCAL STATE FED	0.0 814.3	1,026.0	1,000.0	0.0 2,840.3	Α	EXEMPT
	(102)	CHICAGO		OTHER	4,071.3	0.0 5,130.0	0.0 5,000.0	0.0 14,201.3	CMAQ	3,257.0	4,104.0	4,000.0	11,361.0		l
	(102)			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		
	105	CORRIDOR ALTERNATIVES STUDY OF COMMUTER PASSENGER TRAIN SERVICE IN THE MILWAUKEE-	TI	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	165.0 160.0	0.0 0.0	0.0 0.0	165.0 160.0	A	EXEMPT
	1	RACINE-KENOSHA CORRIDOR		CONST OTHER	0.0 825.0	0.0	0.0 0.0	.0.0 825.0	FED FTA 5309	500.0	0.0	0.0	500.0		
	(103)			TOTAL	825.0	0.0	0.0	825.0	TOTAL	825.0	0.0	0.0	825.0		
	1.00	PRELIMINARY ENGINEERING: JH 43		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	106	NORTH, IH 94 WEST, USH 45	TI	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	1,000.0	2,000.0	3,000.0	Α	EXEMPT
				OTHER	0.0 0.0	0.0	0.0 2,000,0	0.0 3,000.0	FEU	0.0	0.0	0.0	0.0		t.
	(104)			TOTAL	0.0	1,000.0	2,000.0	3,000.0	TOTAL	0.0	1,000.0	2,000.0	3,000.0		
	40 a	CONSTRUCTION OF THREE		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	107	COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'A' SET	TE	ROW	0.0	0.0	0.0	0.0	STATE	263.0	0.0	0.0	263.0	Α	NON-
				CONST OTHER	1,315.0 0.0	0.0 0.0	0.0	1,315.0 0.0	FED CMAQ	1,052.0	0.0	0.0	1,052.0		EXEMPT
	(105)			TOTAL	1,315.0	0.0	0.0	1,315.0	TOTAL	1,315.0	0.0	0.0	1,315.0		
· <u></u>	108	DESIGN/CONSTRUCTION OF AN	TE	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0		
	108	INTERMODAL TRAIN STATION AT GENERAL MITCHELL	15	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	100.0	0.0	0.0	100.0	Α	EXEMPT
		INTERNATIONAL AIRPORT		OTHER	2,500.0 0.0	0.0	0.0 0.0	2,500.0 0.0	OTHER FE	2,500.0	0.0	0.0	2,500.0		
	(106)			TOTAL	2,600.0	0.0	0.0	2,600.0	TOTAL	2,600.0	0.0	0.0	2,600.0		,
	109	PRELIMINARY ENGINEERING FOR	TE	PE	2,200.0	0.0	0.0	2,200.0	LOCAL	0.0	0.0	0.0	0.0		
	109	POSSIBLE EXTENSION OF INTERCITY RAIL SERVICE FROM	15	ROW CONST	0.0	0.0	0.0 0.0	0.0	STATE FED	2,200.0	0.0	0.0	2,200.0	Α	EXEMPT
	()	MILWAUKEE TO MADISON		OTHER	0.0 0.0	0.0	0.0	0.0	r ED	0.0	0.0	0.0	0.0		,
	(107)			TOTAL	2,200.0	0.0	0.0	2,200.0	TOTAL	2,200.0	0.0	0.0	2,200.0		
	440b	FINAL DESIGN FOR EXTENSION OF	7-	PE	1,700.0	0.0	0.0	1,700.0	LOCAL	0.0	0.0	0.0	0.0		
	110°	INTERCITY RAIL SERVICE FROM MILWAUKEE TO MADISON	TE	ROW	0.0	0.0	0.0	0.0	STATE	850.0	0.0	0.0	850.0	Α	EXEMPT
	(108)			CONST OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	FED OTHER FE	850.0	0.0	0.0	850.0		
	1` '		l	TOTAL	1,700.0	0.0	0.0	1,700.0	TOTAL	1,700.0	0.0	0.0	1,700.0		1

a The location of the three commuter park-ride lots will be selected from a set of four potential locations: USH 12 and STH 50; IH 894 and W. National Avenue; IH 43 and STH 33; and STH 31 and STH 20.

<sup>&</sup>lt;sup>b</sup> The source of Federal funding is a Federal Railroad Administration earmark of \$850,000.

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (The	ousands \$)	-	GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
STATE OF	111	DESIGN, CONSTRUCTION, AND MAINTENANCE OF A PARK RIDE LOT	TE	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0		<del>                                     </del>
WISCONSIN	1 '''	IN THE VICINITY OF IH 94 AND STH	'-	ROW	0.0	75.0	0.0	75.0	STATE	10.0	15.0	80.0	105.0	Α	EXEMPT
	1	100		CONST OTHER	0.0	0.0	400.0	400.0	FED	40.0	60.0	320.0	420.0		
	(109)			TOTAL	0.0	0.0	0.0	0.0	CMAQ						
	+-	TRAIN CONTROL SIGNAL	<del> </del>	PE	50.0	75.0 0.0	400.0	525.0	TOTAL LOCAL	50.0	75.0	400.0	525.0		<u> </u>
	112	UPGRADES AT 4 LOCATIONS ON CP	TE	ROW	0.0 0.0	0.0	0.0 0.0	0.0	STATE	0.0 0.0	125.0 0.0	0.0 0.0	125.0	Α	-veries
	1	RAIL MAINLINE SOUTH OF		CONST	0.0	0.0	0.0	0.0	FED	0.0	500.0	0.0	0.0 500.0	, · ·	EXEMPT
	44.00	MILWAUKEE TO SUPPORT IMPROVED INTERCITY RAIL SERVICE		OTHER	0.0	625.0	0.0	625.0	OTHER FE	0.0	000.0	0.0	300.0		
	(110)	IN NOVED INTENOIT I NAIE SERVICE		TOTAL	0.0	625.0	0.0	625.0	TOTAL	0.0	625.0	0.0	625.0		· .
		REDEVELOPMENT OF DOWNTOWN	1	PE	600.0	0.0	0.0	600.0	LOCAL	0.0	0.0	0.0	0.0		
	113	MILWAUKEE INTERMODAL STATION	TE	ROW	. 0.0	0.0	0.0	0.0	STATE	600.0	0.0	0.0	600.0	Α	EXEMPT
				CONST	0.0	2,000.0	0.0	2,000.0	FED	0.0	2,000.0	0.0	2,000.0		LXLIVII I
	(111)			OTHER	0.0	0.0	0.0	0.0	FTA 5309				,		
	(7.17			TOTAL	600.0	2,000.0	0.0	2,600.0	TOTAL	600.0	2,000.0	0.0	2,600.0		
		TURN LANE AND MEDIAN CHANGES		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0,0		
	114	TO IMPROVE SAFETY ALONG GREENFIELD AVE (STH 59) FROM	HS	ROW	0.0	0.0	0.0	0.0	STATE	75.0	0.0	0.0	75.0	Α	EXEMPT
		116TH STREET TO 101ST STREET IN		CONST	750.0	0.0	0.0	750.0	FED	675.0	0.0	0.0	675.0		
. *	(112)	CITY OF WEST ALLIS		OTHER	0.0	0.0	0.0	0.0	STP-S			_			
	<del>                                     </del>	MADDOVENEUT OF WATERDOVE		TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	<u>750.</u> 0		
	115	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STH	HS	PE ROW	10.0	20.0	20.0	50.0	LOCAL	0.0	0.0	0.0	0.0	Α	
		SYSTEM IN DISTRICT 2		CONST	0.0 200.0	0.0 250.0	0.0 250.0	0.0 700.0	STATE FED	21.0 189.0	27.0 243.0	27.0	75.0	_ ^	EXEMPT
		·		OTHER	200.0	0.0	0.0	700.0	STP-S	189.0	243.0	243.0	675.0		
	(113)			TOTAL	210.0	270.0	270.0	750.0	TOTAL	210.0	270.0	270.0	750.0		ı
		CONSTRUCTION OF VARIOUS		PE	0.0	0.0	0.0	0.0	LOCAL	5.0	5.0	5.0	15.0		
	116	SMALL HAZARD ELIMINATION	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MEASURES IN DISTRICT 2		CONST	50.0	50.0	50.0	150.0	FED	45.0	45.0	45.0	135.0		LACIVIE
	(3.1.4)			OTHER	0.0	0.0	0.0	- 0.0	STP-S						
	(114)			TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
•		RAILROAD CROSSING PROTECTION		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	117	PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		KEN, MILW, OZ, RAC, WAL, WASH,		CONST	0.0	0.0	0.0	0.0	FED	200.0	200.0	200.0	600.0		
	(115)	AND WAUK COUNTIES		OTHER	200.0	200.0	200.0	600.0	STP-S						1
	1` '			TOTAL	200.0	200.0	200.0	600.0	TOTAL	200.0	200.0	200.0	600.0		
	118	IMPROVEMENT & MODERNIZATION OF LIGHTING SYSTEMS ON	нs	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	Α	
	''"	VARIOUS INTERSTATE HIGHWAYS	'''	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	75.0	75.0	75.0	225.0	_ A	EXEMPT
	1	REGIONWIDE	l	OTHER	750.0 ÷ 0.0	750.0 0.0	750.0 0.0	2,250.0 - :0.0	COMB	675.0	675.0	675.0	2,025.0		i .
	(116)			TOTAL	750.0	750.0	750.0	2,250.0	TOTAL	750.0	750.0	750.0	0.050.0		
	+	PURCHASE AND INSTALLATION OF	$\vdash$	PE	0.0	0.0	0.0	2,250.0	LOCAL	0.0	0.0	0.0	2,250.0 0.0		<u> </u>
	119	UPGRADED DYNAMOMETERS FOR	EE	ROW	0.0	0.0	0.0	0.0	STATE	88.0	0.0	0.0	0.0 88.0	Α	EXEMPT
		EMISSION INSPECTION FACILITIES	1	CONST	0.0	0.0	0.0	0.0	FED	352.0	0.0	0.0	352.0		
	/447			OTHER	440.0	0.0	0.0	440.0	CMAQ	332.0		5.5	552.0		
	(117)			TOTAL	440.0	0.0	0.0	440.0	TOTAL	440.0	0.0	0.0	440.0		1
		CONSTRUCTION OF LAKESHORE		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	120	WALKWAY NEAR HARBOR DRIVE IN	EE	ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0	Α	EXEMPT
		CITY OF MILWAUKEE		CONST	2,000.0	0.0	0.0	2,000.0	FED	1,700.0	0.0	0.0	1,700.0		
	(118)			OTHER	0.0	0.0	0.0	0.0	IH-C/S	1			,		
	[(''')			TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2.000.0		ı

TOTALE OF WISCONSIN   121   MePLEMS NATION OF SPEED   EE	Project		Project			Estimate	ed Costs (Th	nousands \$	)		Source of	Funds (The	ousands \$)	_	GEO 29	Air Quality
## PATRICT   121   NOTIFICATION PROJECT   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121   121	Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
A		121	INCIDENT PREVENTION PROJECT	EE						1				0.0	Α.	- FVELLET
197	, , , , , , , , , , , , , , , , , , ,		VICINITY OF THE MITCHELL		CONST	600.0	0.0	0.0	600.0	FED				480.0		EXEMPT
122   DESIGNO F PREEWAY CRASH   EE   PE   MOW   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0	1	(119)	INTERCHANGE								600.0	0.0	0.0	600.0	l	
(120)  (120)  (121)  (121)  (121)  (121)  (121)  (122)  (123)  (123)  (123)  (124)  (124)  (125)  (126)  (127)  (127)  (128)  (128)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (129)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (1		T.,,,			PE	300.0	0.0	0.0	300.0	LOCAL				0.0		1
120		122	INVESTIGATION SITES	EE									0.0	60.0	À	EXEMPT
120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120		-				The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s					240.0	0.0	0.0	240.0	1	
123   CONSTRUCTION OF FREEWAY   FE   PE   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		(120)	1												l	1
123		+-	CONSTRUCTION OF ERFEWAY	<del> </del>										300.0	<b></b>	
(121)   COMST   1,700.0   O.0	123	CRASH INVESTIGATION SITES	EE							1 1		,	0.0	Α	EVENDT	
121		1													1	EXEMPT
124   SPOT SAFETY IMPROVEMENT OF   TOTAL   1,700.0   0.0   0.0   1,700.0   1,700.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		(121)		l	OTHER		0.0	0.0		CMAQ	',,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		*.5	.,000.0	Ĺ	
124   VARIOUS BIKEWAYS ON STATE   15.0   15.0   15.0   15.0   0.0   0.0   0.0   5TATE   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		(121)			TOTAL	1,700.0	0.0	0.0	1,700.0	TOTAL	1,700.0	0.0	0.0	1,700.0		
HIGHWAYS AND CONNECTING   HIGHWAYS IN SOUTHEASTERN   OTHER   135.0   135.0   135.0   35.0   405.0   FED   120.0   120.0   360.		] ,,,						15.0	45.0		30.0	30.0	30.0	90.0		
HIGHWAYSIN SOUTHEASTERN   CONST   135.0   135.0   135.0   1405.0   Feb   120.0   120.0   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   360.   36		124		LE.						1			i i	0.0	Α	EXEMPT
TOTAL   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.0   150.			HIGHWAYS IN SOUTHEASTERN							1	120.0	120.0	120.0	360.0	i	
125   CONSTRUCTION OF SIDEWALKS   FE   FE   12.0   19.0   19.0   50.0   LOCAL   24.0   38.0   36.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0   100.0		(122)	WISCONSIN								4500	450.0	177.0		l	
125		+	CONSTRUCTION OF SIDEWALKS	-											<del></del>	
TRUNK CONNECTING HIGHWAYS IN SUDMERSTERN WISCONSIN   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST		125	ALONG VARIOUS EXISTING STATE	EE										0.0	· A	EXEMPT
123   OTHER   0.0   0.0   0.0   0.0   STPE				*										400.0		EVENILL
COMPREHENSIVE STUDY OF EXISTING AND FUTURE PARK & RIDE   PE   50.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0		(123)	SOUTHEASTERN WISCONSIN			0.0	0.0	0.0	0.0	STP-E	1			100.0	I	
126   EXISTING AND FUTURE PARK & RIDE FACILITY NEDEDS IN DOT DISTRICT 2 AND ADMINISTRATION OF VARIOUS FOR CONST 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.		(120)			TOTAL	120.0	190.0	190.0	500.0	TOTAL	120.0	190.0	190.0	500.0	I	
ACULTY NEEDS IN DOT DISTRICT 2   COMST   O.0   O.0   O.0   O.0   O.0   O.0   STATE   S.0   O.0		100									0.0		0.0	0.0		
AND ADMINISTRATION OF VARIOUS   CONST   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0		120		EE										15.0	Α	EXEMPT
TOTAL   SO.0   O.0   SO.0   TOTAL   SO.0   O.0   O.0   SO.0   TOTAL			AND ADMINISTRATION OF VARIOUS								35.0	0.0	0.0	35.0		
127   EXPANSION OF THE LOCAL   GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITATION AND MONITORING PROGRAM BY THE UNIV OF WI-MILWAUKEE   FE   PE   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		(124)	SPOT IMPROVEMTS							`	50.0	- 0.0	0.0			
127   GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITATION AND MONITORING PROGRAM BY THE VEHICLE FACILITATION AND MONITORING PROGRAM BY THE UNIV OF WI-MILWAUKEE		1	EXPANSION OF THE LOCAL													
Vehicle Facilitation and Monitoring Program By The UNIV OF WI-MILWAUKEE		127	GOVERNMENT ALTERNATIVE FUEL	EE						1	1			0,0	Α	EXEMPT
125   UNIV OF WI-MILWAUKEE					CONST	0.0				FED		1		1,000.0		LACIVIE
128   MPLEMENTATION OF FREEWAY SAFETY PATROLS   EE   PE   50.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		(125)			OTHER	1,250.0	0.0	0.0	1,250.0	CMAQ				.,		
128   SAFETY PATROLS   EE   ROW   0.0   0.0   0.0   0.0   0.0   550.0   FED   1,120.0   640.0   0.0   1,760.		(120)				1,250.0		0.0	1,250.0		1,250.0	0.0	0.0	1,250.0		
(126)  (127)  (128)  (129)  (129)  (127)  (128)  (129)  (129)  (129)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (120)  (1		128		==										0.0		
(126) OTHER 800.0 800.0 0.0 1,600.0 CMAQ  129 ENHANCED FREEWAY SAFETY PATROLS DISTRICT 2 NONATTAINMENT COUNTIES  (127) ENHANCED FREEWAY SAFETY PATROLS DISTRICT 2 NONATTAINMENT COUNTIES  (127) ENHANCED FREEWAY SAFETY PATROLS DISTRICT 2 NONATTAINMENT COUNTIES  (127) ENHANCED FREEWAY SAFETY PATROLS DISTRICT 2 NONATTAINMENT COUNTIES  (127) ENHANCED FREEWAY SAFETY PATROLS DISTRICT 2 NONATTAINMENT COUNTIES  (128) PE 0.0 0.0 0.0 0.0 0.0 STATE 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.		'2"	SALETTIATROES		1									440.0	Α	EXEMPT
129   ENHANCED FREEWAY SAFETY   PATROLS DISTRICT 2   NONATTAINMENT COUNTIES   PE   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0											1,120.0	640.0	0.0	1,760.0	  -	
129   ENHANCED FREEWAY SAFETY   PATROLS DISTRICT 2   NONATTAINMENT COUNTIES   EE   ROW   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		(126)									1 400 0	900.0		0.000.0		
129   PATROLS DISTRICT 2   EE   ROW   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.														600.0		
130   NONATTAINMENT COUNTIES   CONST   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O		129	PATROLS DISTRICT 2	EE										0.0	Α	EXEMPT
130   WISCONSIN PARTNERS FOR CLEAN AIR TECHNICAL ASSITANCE AND OUTREACH   EE   PE   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		1	NONATTAINMENT COUNTIES			0.0	0.0	0.0	0.0	FED				2,400.0	,	
130   WISCONSIN PARTNERS FOR CLEAN AIR TECHNICAL ASSITANCE AND OUTREACH   EE   PE   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		(127)						0.0	-,		<u>                                       </u>			I		
130   AIR TECHNICAL ASSITANCE AND   EE   ROW   0.0   0.0   0.0   0.0   STATE   42.0   0.0   0.0   42.0   0.0   0.0   336.0   0.0   0.0   336.0   0.0   0.0   336.0   0.0   0.0   336.0   0.0   0.0   336.0   0.0   0.0   336.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0		<b> </b>												3,000.0		
OUTREACH 0.0 0.0 0.0 0.0 FED 336.0 0.0 0.0 336.	l	130		FF I										0.0		
	ŀ	.50											1	42.0	Α	EXEMPT
1	ŀ	[			OTHER	0.0 378.0	0.0	0.0	0.0 378.0	CMAQ	336.0	0.0	0.0	336.0	ļ	
(128)	•	(128)									279.0	0.0		378.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	),		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF WISCONSIN	131	ENHANCED MOTOR VEHICLE INSPECTION/MAINTENANCE PROGRAM	EE	PE ROW	0.0 0.0	0.0	0.0	0.0 0.0	LOCAL STATE	0.0 632.0	0.0 713.7	0.0	0.0 1,345.7	Α,	EXEMPT
	(129)	THOUTH		CONST OTHER	0.0 3,160.0	0.0 3,568.5	0.0 0.0	0.0 6,728.5	FED CMAQ	2,528.0	2,854.8	0.0	5,382.8		
	+	CONTINUE TION OF COUTURACT		TOTAL	3,160.0	3,568.5	0.0	6,728.5	TOTAL	3,160.0	3,568.5	0.0	6,728.5		
	132	CONTINUATION OF SOUTHEAST WISCONSIN RIDESHARE RIDE MATCHING SERVICE AND	EE	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 11.4 45.4	0.0 6.3 25.0	0.0 ± 6.3 25.0 i	0.0 24.0 95.4	Α	EXEMPT
	(130)	MARKETING 2000		OTHER	56.8	31.3	31.3	119.4	STP-M	40.4	20.0	25.0	95.4		
	(,			TOTAL	56.8	31.3	31.3	119.4	TOTAL	56.8	31.3	31.3	119.4		]
	133	ESTABLISHMENT OF AN EMERGENCY RIDE HOME PROGRAM FOR SOUTHEAST WISCONSIN	EE	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 3.0	0.0 3.0	0.0 3.0	0.0 9.0	Α	EXEMPT
	(131)	RIDESHARE PROGRAM PARTICIPANTS: 2000		OTHER	15.0	15.0	15.0	45.0	STP-M	12.0	12.0	12.0	36.0		
<u></u>	(131)		<u> </u>	TOTAL	15.0	15.0	15.0	45.0	TOTAL	15.0	15.0	15.0	45.0		
	134	DESIGN OF NOISE BARRIERS ON INTERSTATE HIGHWAYS	EE	PË ROW CONST	100.0 0.0 0.0	100.0 0.0 0.0	100.0 0.0 0.0	300.0 0.0 0.0	LOCAL STATE FED	0.0 20.0 80.0	0.0 20.0 80.0	0.0 20.0 80.0	0.0 60.0 240.0	Α	EXEMPT
	(132)			OTHER	0.0	0.0	0.0	0.0	ІН-М						
	+	CONSTRUCTION OF NOISE BARRIER	-	TOTAL PE	100.0	100.0	100.0	300,0	TOTAL LOCAL	100.0 248.0	100.0	100.0	300.0		
	135	OFF OF IH 94 COLLEGE AVE NB RAMP IN MILWAUKEE COUNTY	EE	ROW CONST	0.0 0.0 1,240.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 1,240.0	STATE FED	0.0 992.0	0.0 0.0 0.0	0.0 0.0 0.0	248.0 0.0 992.0	Α	EXEMPT
	(133)			OTHER	0.0	0.0	0.0	0.0	STP-O				·		
	<u> </u>			TOTAL	1,240.0	0.0	0.0	1,240.0	TOTAL	1,240.0	0.0	0.0	1,240.0		
	136	LANDSCAPING OF NOISE BARRIERS ON VARIOUS INTERSTATE HIGHWAYS	EE	PE ROW CONST	25.0 0.0 125.0	0.0 0.0 125.0	0.0 0.0 125.0	25.0 0.0 3 <b>7</b> 5.0	LOCAL STATE FED	0.0 15.0 135.0	0.0 12.5 112.5	0.0 12.5 112.5	0.0 40.0 360.0	Α	EXEMPT
	(134)			OTHER	0.0	0.0	0.0	0.0	сомв			112.0	0.00.0		
	(,			TOTAL	150.0	125.0	125.0	400.0	TOTAL	150.0	125.0	125.0	400.0		
	137	DESIGN OF NOISE BARRIERS ON NON-INTERSTATE FREEWAYS	EE	PE ROW CONST	25.0 0.0 0.0	25.0 0.0 0.0	25.0 0.0 0.0	75.0 0.0 0.0	LOCAL STATE FED	0.0 5.0 20.0	0.0 5.0 20.0	0.0 5.0 20.0	0.0 15.0 60.0	A	EXEMPT
	(135)			OTHER	0.0	0.0	0.0	0.0	NHS						
	( , , ,	WET! AND MITIGATION DANIGNO		TOTAL	25.0	25.0	25.0	75.0	TOTAL	25.0	25.0	25.0	75.0		
	138	WETLAND MITIGATION BANKING SITES FOR VARIOUS HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE ROW CONST	0.0 0.0 200.0	0.0 0.0 100.0	0.0 0.0 100.0	0.0 0.0 400.0	LOCAL STATE FED	0.0 200.0 0.0	0.0 100.0 0.0	0.0 100.0 0.0	0.0 400.0 0.0	Α	ЕХЕМРТ
	(136)			OTHER	0.0	0.0	0.0	0.0					0.0		
	(100)			TOTAL	200.0	100.0	100.0	400.0	TOTAL	200.0	100.0	100.0	400.0		
	139	IMPROVE SIGNAGE, BUS SHELTERS, LIGHTING, AND OTHER USER AMENITIES AT VARIOUS PARK AND	EE	PE ROW CONST	9.8 0.0 56.9	9.8 0.0 56.9	9.8 0.0 56.9	29.4 0.0 170.7	LOCAL STATE FED	0.0 13.3 53.4	0.0 13.3 53.4	0.0 13.3 53.4	0.0 39.9 160.2	A	EXEMPT
	(137)	RIDE LOTS IN SOUTHEASTERN WISCONSIN	,	OTHER	0.0	0.0	0.0	0.0	STP-M		35.4	55.4	160,2		
	(137)	·		TOTAL	66.7	66.7	66.7	200.1	TOTAL	66.7	66.7	66.7	200.1		
	140	DESIGN AND CONSTRUCTION OF BAYVIEW	EE	PE ROW	250.0 0.0	0.0 0.0	0.0 0.0	250.0 0.0	LOCAL STATE	0.0 50.0	0.0 185.8	0.0 0.0	0.0 235.8	Α	EXEMPT
	(138)	TO DOWNTOWN MILWAUKEE		CONST OTHER	0.0 0.0 0.0	929.0 0.0	0.0	929.0 0.0	FED COMB	200.0	743.2	0.0	943.2		EXEMPI
	(130)			TOTAL	250.0	929.0	0.0	1,179.0	TOTAL	250.0	929.0	0.0	1,179.0		

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (The	ousands \$)	· '	GEO 29	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Quality Status
WISCONSIN DNR	141	CONDUCT OF INSPECTION OF STAGE 2 FUEL VAPOR RECOVERY SYSTEMS	EE	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 13.0	0.0 13.0	0.0 0.0	0.0	Α	EXEMPT
	(139)		. ,	OTHER	65.0 65.0	65,0 65.0	0.0	130.0	CMAQ	52.0	52.0	0.0	104.0		
<del></del>		ONBOARD VAPOR RECOVERY	<del>                                     </del>	PE	0.0	0.0	0.0	0.0	LOCAL	65.0	65.0	0.0	130.0		
	142	ENHANCEMENT PROJECT 1 WRENCHES AND OUTREACH	EE	ROW CONST	0.0 0.0 0.0	0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	STATE FED	20.0 0.0 80.0	20.0 0.0	0.0	40.0 0.0	Α	EXEMPT
·	(140)	CAMPAIGN FY 2002 AND FY 2003	1	OTHER	100.0	100.0	0.0	200.0	CMAQ		80.0	0.0	160.0		
	+	HANK AARON STATE TRAIL 6TH ST	<del></del>	PE	106.0		0.0		LOCAL	100.0	100.0	0.0	200.0		
	143	BIKE RAMP CONSTRUCTION MILWAUKEE COUNTY CMAQ	EE	ROW CONST	0.0	45.1 0.0 838.2	0.0	151.1	STATE FED	21.2 0.0	176.7 0.0	0.0	197.9 0.0	Α	EXEMPT
	(141)			OTHER	0.0	0.0	0.0 0.0	838.2 0.0	CMAQ	84.8	706.6	0.0	791.4		]
	+			TOTAL	106.0	883.3	0.0	989.3	TOTAL	106.0	883.3	0.0	989.3		
	144	COMMUTER CHOICES ADD UP TO CLEANER AIR-MASS MEDIA PUBLIC INFO CAMPAIGN EDUCATE YOUTH	EE	PE ROW	0:0 _ 0.0	0.0 0.0	0.0	0.0	LOCAL STATE	75.0 0.0	75.0 0.0	75.0 0.0	225.0 0.0	Α	EXEMPT
	(142)	AGES 14-24 AND EVALUATE PROJECT CMAQ		CONST OTHER	0.0 374.9	0.0 374.9	0.0 374.9	0.0 1,124.7	FED CMAQ	299.9	299.9	299.9	899.7		,
	(, ,,,,,			TOTAL	374.9	374.9	374.9	1,124.7	TOTAL	374.9	374.9	374.9	1,124.7		
MILWAUKEE COUNTY	145	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM	HP	PE ROW	50.0 0.0	0.0	0.0	50.0 0.0	LOCAL STATE	0.0 10.0	0.0	0.0	0.0 10.0	Α	EXEMPT
	(4.40)	PROJECTS IN MILWAUKEE COUNTY		CONST OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0	FED STP-M	40.0	0.0	0.0	40.0		EXCIVII 1
	(143)	* .		TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	146	REHABILITATE W SILVER SPRING DR BRIDGE OVER THE LITTLE	HP	PE ROW	0.0 0.0	0.0	122.0	122.0 0.0	LOCAL STATE	0.0	0.0	24.4	24.4	Α	
		MENOMONEE RIVER B-40-0162 IN MILWAUKEE COUNTY		CONST	0.0	0.0	0.0	0.0	FED	0.0 0.0	0.0 0.0	0.0 97.6	0.0 97.6	^	EXEMPT
	(144)			OTHER TOTAL	0.0	0.0	0.0	0.0	BRF						
_		REHABILITATE W SILVER SPRING	<del> </del>	PE	0.0	0.0	122.0	122.0	TOTAL LOCAL	0.0	0.0	122.0	122.0		
	147	DR BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0247 IN	HP	ROW CONST	0.0	0.0	0.0	122.0 0.0	STATE FED	0.0	0.0	24.4 0.0	24.4 0.0	Α	EXEMPT
	(145)	MILWAUKEE COUNTY		OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0	BRF :	0.0	0.0	97.6	97.6		
		DELIADILITATION OF MANAGEMENT		TOTAL	0.0	0.0	122.0	122.0	TOTAL	0.0	0.0	122.0	122.0		
<b>*</b>	148	REHABILITATION OF W SILVER SPRING AVE FROM N. 69TH ST. TO N. 124TH ST. (4.50 MILES)	HP	PE ROW	939.0	0.0	0.0	939.0 0.0	LOCAL STATE	469.5 469.5	0.0 0.0	5,230.5 1,030.0	5,700.0 1,499.5	Α	EXEMPT
	(146)	,		CONST OTHER	0.0 0.0	0.0 0.0	6,260.5 0.0	6,260.5 0.0	FED LRIP	0.0	0.0	. 0.0	0.0	49	•
-	( /			TOTAL	939.0	0.0	6,260.5	7,199.5	TOTAL	939.0	0.0	6,260.5	7,199.5		
	149	REPLACEMENT WITH NO ADDITIONAL LANES AND INTER. IMPROVEMENT OF W. MILL RD (CTH	HP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 0.0	0.0 0.0	300.0	300.0 0.0	Α	EXEMPT
	(147)	S) BRIDGE OVER LITTLE MENOMONEE RIVER IN THE C/		CONST OTHER	. 0.0 = 0.0	0.0 0.0	1,500.0 0.0	1,500.0 = :0.0	FED BRF	0.0	0.0	1,200.0	1,200.0		
	``,,,	MILWAUKEE		TOTAL	0.0	0.0	1,500.0	1,500.0	TOTAL	0.0	0.0	1,500.0	1,500.0		·
	150	REPLACEMENT OF W BELOIT RD (CTH T) BRIDGE P-40-0727 OVER	HP	PE ROW	0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 0.0	160.0 0.0	0.0	160.0	Α	EXEMPT
	(148)	THE ROOT RIVER		CONST OTHER	0.0	800.0 0.0	0.0 0.0	0.008	FED BRF	0.0	640.0	0.0	640.0		-/-
	(140)			TOTAL	0.0	800.0	0.0	800.0	TOTAL	0.0	800.0	0.0	800.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	d Costs (Ti	ousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
MILWAUKEE	151	RECONSTRUCTION WITH AUXILIARY LANES OF BELOIT RD (CTH T) FROM	НР	PE	0.0	0.0	0.0	0.0	1	570.0	0.0	0.0	570.0		-
COUNTY		S 102ND TO S 108TH ST IN THE CITY	l '''	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		OF GREENFIELD		CONST OTHER	2,850.0 0.0	0.0	0.0	2,850.0	FED STP-M	2,280.0	0.0	0.0	2,280.0		
	(149)			TOTAL	2,850.0	0.0		0.0		0.050.0					
	_	REPLACEMENT OF S 76TH STREET		PE	2,850.0 2 0.0	0.0	0.0	2,850.0	TOTAL LOCAL	2,850.0 170.0	0.0	0.0	2,850.0		<b>-</b>
	152	(CTH U) BRIDGE B-40-0934 OVER	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0 0.0	170.0 0.0	Α	EVELIOT
	1	RYAN CREEK		CONST	850.0	0.0	0.0	850.0	FED	680.0	0.0	0.0	680.0		EXEMPT
	(150)			OTHER	0.0	0.0	0.0	0.0	BRF	000,0	0.0	0.0	000.0		
	(150)			TOTAL	850.0	0.0	0.0	850.0	TOTAL	850.0	0.0	0.0	850.0		1
		REHABILITATE BRIDGE ON S 76TH		PE	165.0	0.0	0.0	165.0	LOCAL.	33.0	0.0	350.0	383.0		
	153	STREET OVER W FOREST HOME	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		AVENUE MILWAUKEE COUNTY LOCAL BRIDGE B-40-0164		CONST	0.0	0.0	1,750.0	1,750.0	FED .	132.0	0.0	1,400.0	1,532.0		
	(151)	20071207110420 9 40 0104		OTHER	0.0	0.0	0.0	0.0	BRF						
	(1017	<u> </u>		TOTAL	165.0	0.0	1,750.0	1,915.0	TOTAL	165.0	0.0	1,750.0	1,915.0		
	154	MAJOR REHABILITATION S. 76TH	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,306.2	0.0	1,306.2	_	
	154	(CTH U) FROM W. COLDSPRING RD. TO W. OKLAHOMA AVE. (1.50 MILES)	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,068.8	0.0	1,068.8	Α	EXEMPT
	1			CONST	0.0	2,375.0	0.0	2,375.0	FED	0.0	0.0	0.0	0.0		
	(152)			OTHER	0.0	0.0	0.0	0.0	LRIP						] ,
	+	RECONSTRUCTION OF S 13 ST		TOTAL	0.0	2,375.0	0.0	2,375.0	TOTAL	0.0	2,375.0	0.0	2,375.0		<u> </u>
	155	FROM W RAWSON AVE TO W	HP	PE ROW	639.1 0.0	0.0 600.0	0.0	639.1	LOCAL STATE	127.8 0.0	120.0	852.1	1,099.9	Α	
	1	COLLEGE AVE IN OAK CREEK AND	,	CONST	0.0	0.0	4,260.9	4,260.9	FED	511.3	0.0 480.0	0.0 3,408.8	0.0		EXEMPT
		MILWAUKEE TO A 4-LANE UNDIVIDED ROADWAY (1.0 MILES)	-	OTHER	0.0	0.0	0.0	4,200.9	STP-S	]	480.0	3,406.6	4,400.1		
	(153)	UNDIVIDED HOADWAT (1.0 MILES)		TOTAL	639.1	600.0	4,260.9	5.500.0	TOTAL	639.1	600.0	4,260.9	5,500.0		
	1 -	RESURFACING OF CTH Y FROM S		PE	0.0	0.0	0.0	0.0	LOCAL	1,511.6	0.0	0.0	1,511.6	-	<del> </del>
	156	81ST ST TO CTH U AND CTH U FROM	HP	ROW	0.0	0.0	0.0	0.0	STATE	1,288.4	0.0	0.0	1,288.4	Α	EXEMPT
		GRANGE AVE TO COLD SPRING RD AND OVERLAY CTH U BRIDGE IN		CONST	2,800.0	0.0	0.0	2,800.0	FED	0.0	0.0	0.0	0.0		
	(154)	MILWAUKEE CO(2.0 MI)		OTHER	0.0	0.0	0.0	0.0	LRIP	l .			,		ľ
	(104)	<u> </u>		TOTAL	2,800.0	0.0	0.0	2,800.0	TOTAL	2,800.0	0.0	0.0	2,800.0		
	4	RECONSTRUCTION WITH IMPROVED		PE	577.0	0.0	0.0	577.0	LOCAL	165.4	1,114.6	0.0	1,280.0		
	157	SHOULDERS ON CTH W (N. PORT WASHINGTON RD) FROM GOOD	HP	ROW	250.0	0.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		HOPE ROAD TO WEST LARAMIE		CONST	0.0	5,573.0	0.0	5,573.0	FED	661.6	4,458.4	0.0	5,120.0		
	(155)			OTHER	0.0	0.0	0.0	0.0	STP-M						l
	-			TOTAL	827.0	5,573.0	0.0	6,400.0	TOTAL	827.0	5,573.0	0.0	6,400.0		
	158	RECONSTRUCTION OF W. RAWSON AVENUE (CTH BB) FROM ASH	HP	PE ROW	300.0	0.0	0.0	300.0	LOCAL	60.0	0.0	0.0	60.0	Α	
	""	STREET TO S. 27TH STREET (2.00	l '" .	CONST	0.0	0.0	0.0	0.0 0.0	STATE FED	0.0 240.0	0.0 0.0	0.0	0.0	^	EXEMPT
		MILES)		OTHER	• 0.0	0.0	0.0	0.0	STP-M	240.0	0.0	0.0	240.0		
	(851)	·		TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	200.0		
	+	REPLACEMENT OF W HAMPTON	<del>                                     </del>	PE	166.0	0.0	0.0	166.0	LOCAL	300.0	184.0	0.0	300.0 217.2		<del>                                     </del>
	159	AVENUE BRIDGE OVER THE LITTLE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MENOMONEE RIVER B-40-0342 IN MILWAUKEE COUNTY		CONST	0.0	920.0	0.0	920.0	FED	132.8	736.0	0.0	868.8		LYCIVIE
	(156)	WILLAN WOLFE COOM I A		OTHER	0.0	0.0	0.0	0.0	BRF						
<u> </u>	(100)			TOTAL	166.0	920.0	0.0	1,086.0	TOTAL	166.0	920.0	0.0	1,086.0		
		REPLACEMENT OF W HAMPTON		PE	166.0	0.0	0.0	166.0	LOCAL	33.2	184.0	0.0	217.2		
	160	AVENUE BRIDGE OVER THE LITTLE	, HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MENOMONEE RIVER B-40-0343 IN MILWAUKEE COUNTY		CONST	0.0	920.0	0.0	920.0	FED	132.8	736.0	0.0	868.8		
	(157)			OTHER	0.0	0.0	0.0	0.0	BRF			1			
•	1,,,,,			TOTAL	166.0	920.0	0.0	1,086.0	TOTAL	166.0	920.0	0.0	1.086.0		

Project		Project			Estimate	ed Costs (TI	nousands \$	) ,		Source of	Funds (Th	ousands \$)		GEO 29	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Quality Status
MILWAUKEE COUNTY	161	REPLACEMENT OF W.HAMPTON AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0382 IN	HP	PE ROW CONST	* 0.0 0.0	160.0	0.0	160.0 0.0	STATE	0.0	32.0 0.0	0.0 0.0	32.0 0.0	A	EXEMP.
	(158)	MILWAUKEE COUNTY		OTHER TOTAL	0.0 0.0 0.0	0.0 0.0 160.0	0.0 0.0 0.0	0.0 0.0 160.0	FED BRF TOTAL	0.0	128.0	0.0	128.0		
	+	REPLACEMENT OF W.HAMPTON	<del>                                     </del>	PE	0.0	160.0	0.0	160.0		0.0	160.0	0.0	160.0		
	162	AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0383 IN	HP	ROW CONST	0.0	0.0 0.0	0.0 0.0	0.0	STATE FED	0.0 0.0 0.0	32.0 0.0	0.0	32.0 0.0	Α	EXEMP
	(159)	MILWAUKEE COUNTY		OTHER TOTAL	0.0	0.0	0.0	0.0	BRF TOTAL		128.0	0.0	128.0		
_	1	REPLACEMENT OF WEST FOREST	├──	PE			0.0	160.0		0.0	160.0	0.0	160.0		
	163	HOME AVE (CTH OO) BRIDGE B-40- 0030 OVER A BRANCH OF ROOT	HP	ROW CONST	165.0 0.0	0.0	0.0	165.0 0.0	STATE	41.2 0.0	0.0 0.0	170.0 0.0	211.2 0.0	Α	EXEMP
	(160)	RIVER		OTHER	0.0 0.0	0.0 0.0	850.0 0.0	850.0 0.0	FED BRF	123.8	0.0	680.0	803.8		
		DECURE AND OF WARRANT	<b>—</b> —	TOTAL	165.0	0.0	850.0	1,015.0	TOTAL	165.0	0.0	850.0	1,015.0		
•	164	RESURFACING OF W. GOOD HOPE RD. (CTH PP) FROM N. 107TH ST. TO N. PORT WASHINGTON RD. IN	HP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0	LOCAL STATE	450.0 0.0	1,430.0 0.0	0.0 0.0	1,880.0 0.0	A	EXEMP
	(161)	MILWAUKEE COUNTY		CONST OTHER	2,250.0 0.0	7,150.0 0.0	0.0 0.0	9,400.0 0.0	FED NHS	1,800.0	5,720.0	0.0	7,520.0		
	<u> </u>			TOTAL	2,250.0	7,150.0	0.0	9,400.0	TOTAL	2,250.0	7,150.0	0.0	9,400.0	· ·	
	165	RECONSTRUCTION WITH AUXILIARY LANES OF S. 92ND ST. FROM W. FOREST HOME AVE. TO W.	HP	PE ROW	630.0 0.0	0.0 100.0	0.0	630.0 100.0		126.0 0.0	20.0 0.0	980.0 0.0	1,126.0 0.0	Р	EXEMPT
	(162)	HOWARD AVE. IN THE CITY OF GREENFIELD (1.50 MILES)		CONST OTHER	0.0 0.0	0.0	4,900.0 0.0	4,900.0 0.0	FED LRIP	504.0	80.0	3,920.0	4,504.0		
	(102)	<u></u> -,		TOTAL	630.0	100.0	4,900.0	5,630.0	TOTAL	630.0	100.0	4,900.0	5,630.0		
	166	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST	НІ	PE ROW	500.0	0.0 250.0	0.0	500.0 250.0	LOCAL STATE	100.0	50.0	1,140.0	1,290.0		
		(CTH U) FROM PUETZ RD TO IMPERIAL DR IN THE CITY OF		CONST OTHER	7 0.0 0.0 0.0	0.0	6,150.0 0.0	6,150.0 0.0		400.0	200.0	0.0 5,010.0	0.0 5,610.0	,,	NON- EXEMPT
	(163)	FRANKLIN		TOTAL	500.0	250.0	6,150.0	6,900,0	TOTAL	500.0	950.0	0.150.0			
	-	RECONSTRUCTION WITH	-	PE	0,0	0.0	0.0	0.0	LOCAL	500.0 0.0	250.0	6,150.0	6,900.0		
	167	ADDITIONAL LANES OF E. COLLEGE AVE (CTH ZZ) FROM S. HOWELL	н	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	1,600.0 0.0	1,600.0 0.0	Α	NON-
	(164)	AVE. TO S PENNSYLVANIA AVE INC. BRIDGE OVER THE C&NW RR		OTHER	0.0	0.0 0.0	0.000,8 0.0	8,000.0 0.0	NHS	0.0	0.0	6,400.0	6,400.0		EXEMPT
				TOTAL	0.0	0.0	8,000.0	8,000.0	TOTAL	0.0	. 0.0	8,000.0	8,000.0		
	168	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	PE ROW	0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	2,950.0 0.0	2,950.0 0.0	2,950.0 0.0	8,850.0 0.0	Α	EXEMPT
	(165)			CONST OTHER	0.0 14,750.0	0.0 14,750.0	0.0 14,750.0	0.0 44,250.0	FED FTA 5307	11,800.0	11,800.0	11,800.0	35,400.0		
	( , , , ,			TOTAL	14,750.0	14,750.0	14,750.0	44,250.0	TOTAL	14,750.0	14,750.0	14,750.0	44,250.0		
	169	PURCHASE AND INSTALL SCHEDULING/RUN CUTTING SOFTWARE FOR THE MILWAUKEE	TP	PE ROW	0.0	0.0 0.0	0.0	0.0 0.0	LOCAL STATE	240.0 0.0	0.0 0.0	0.0	240.0 0.0	Α	EXEMPT
	(166)	COUNTY TRANSIT SYSTEM		CONST OTHER	0.0 1,200.0	0.0 0.0	0.0 0.0	0.0 1,200.0	FED FTA 5307	960.0	0.0	0.0	960.0		
	(100)			TOTAL	1,200.0	0.0	0.0	1,200.0	TOTAL	1,200.0	0.0	0.0	1,200.0		
	170	ROOF REPAIRS FOR MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW	19.2	0.0	0.0	19.2	LOCAL	35.8 0.0	0.0 0.0	0.0	35.8 0.0	Α	EXEMPT
	/107	KINNICKINNIC GARAGE (GRANT WI- 90-X340)		CONST OTHER	160.0 0.0	0.0	0.0	160.0 0.0	FED FTA 5307	143.4	0.0	0.0	143.4		EVEWL
	(167)		l	TOTAL	179.2	0.0	0.0	179.2	TOTAL	179.2	0.0	0.0	179.2		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$)			Source of	Funds (The	ousands \$)		GEO 29	Air	
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Quality Status	
MILWAUKEE	171	PURCHASE OF TWO-COLOR PRINTING PRESS FOR THE	TP	PE	0.0	0.0	0.0	0.0		122.1	0.0	0.0	122.1			
COUNTY	1 '''.	MILWAUKEE COUNTY TRANSIT	''	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		SYSTEM (GRANT WI-90-X340)	ľ	OTHER	0.0 610.4	0.0 0.0	0.0	0.0	FED FTA 5307	488.3	0.0	0.0	488.3			
	(168)			TOTAL	610.4	0.0	0.0	610.4 610.4	TOTAL	610.4	0.0	0.0			l .	
	+	ADA ASSESSMENT AND	-	PE	18.0	0.0	0.0	18.0	LOCAL	33.6	0.0	0.0	610.4		<del>                                     </del>	
	172	MODIFICATIONS TO MILWAUKEE	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	33.6 0.0	Α	EXEMPT	
	1	COUNTY TRANSIT SYSTEM ADMINISTRATION BUILDING (GRANT		CONST	150.0	0.0	0.0	150.0	FED	134.4	0.0	0.0	134.4		EVENIE	
	(169)	WI-90-X340)	1	OTHER	0.0	0.0	0.0	0.0	FTA 5307				, , , ,			
	(100)			TOTAL	168.0	0.0	0.0	168.0	TOTAL	168.0	0.0	0.0	168.0			
	1 470	STUDY OF EXISTING SOFTWARE		PE	0.0	0.0	0.0	0.0	LOCAL	40.3	0.0	0.0	40.3			
	173	FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (GRANT WI-90-	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	. 0.0	0.0	0.0	A	EXEMPT	
		X340)		CONST	0.0	0.0	0.0	0.0	FED	161.3	0.0	0.0	161.3			
	(170)		1	OTHER	201.6	0.0	0.0	201.6	FTA 5307							
	+	PURCHASE OF MISCELLANEOUS		TOTAL PE	201.6	0.0	0.0	201.6	TOTAL	201.6	0.0	0.0	201.6			
	174	SUPPORT SERVICE AND	TP	ROW	0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	180.0 0.0	100.0	100.0	380.0	Α		
		MAINTENANCE EQUIPMENT FOR		CONST	0.0	0.0	0.0	0.0	FED	720.0	0.0 400.0	0.0 400.0	0.0 1,520.0	,,	EXEMPT	
	(4.74)	THE MILWAUKEE COUNTY TRANSIT SYSTEM		OTHER	900.0	500.0	500.0	1,900.0	FTA 5307	720.0	400.0	400.0	1,520.0			
	(171)	SISIEM	1	TOTAL	900.0	500.0	500.0	1,900.0	TOTAL	900.0	500.0	500.0	1,900.0			
		DEVELOPMENT OF THE	_	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	0.0	0.0	60.0			
	175	DISADVANTAGED BUSINESS	TP	ROW	, 0.0	0.0	0.0	, 0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		ENTERPRISE CAPACITY BUILDING PROGRAM (GRANT WI-90-X340)		CONST	0.0	0.0	0.0	0.0	FED	240.0	0.0	0.0	240.0			
	(172)	1710 d. 17111 (d. 17111 171 30 70 40)		OTHER	300.0	0.0	0.0	300.0	FTA 5307							
	(/			TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0			
		TRANSIT VEHICLE TIRE LEASING SERVICES	RANSIT VEHICLE TIRE LEASING	TP	PE	0.0	0.0	0.0	0.0	LOCAL	84.0	88.0	92.0	264.0		
	''"	SENVICES	'-	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
				OTHER	0.0 420.0	0.0 440.0	0.0 460.0	0.0 1,320.0	FED FTA 5307	336.0	352.0	368.0	1,056.0			
	(173)			TOTAL	420.0	440.0	460.0	1,320.0	TOTAL	420.0	440.0	460.0	4 000 0	l		
	1 -	PURCHASE REPLACEMENT BUSES		PE	0.0	0.0	0.0	1,320.0	LOCAL	2,700.0	2,360.0	2,000.0	1,320.0 7,060.0			
	177	FOR THE MILWAUKEE COUNTY	TP	ROW	0.0	0.0	0.0	0.0	STATE	2,700.0	0.0	2,000.0	7,060.0	Α	EXEMPT	
		TRANSIT SYSTEM		CONST	0.0	0.0	0.0	0.0	FED	13,100.0	11,440.0	8,000.0	32,540.0		LYCIVIE	
	(174)			OTHER	15,800.0	13,800.0	10,000.0	39,600.0	FTA 5309	,	,	5,223.2	02,01010			
· .	(174)			TOTAL	15,800.0	13,800.0	10,000.0	39,600.0	TOTAL	15,800.0	13,800.0	10,000.0	39,600.0			
		RENOVATIONS/REPAIRS AT THE		PE	150.0	0.0	0.0	150.0	LOCAL	300.0	0.0	0.0	300.0			
	178	FIEBRANTZ OPERATING GARAGE	ΤP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
•				CONST	1,350.0	0.0	0.0	1,350.0	FED	1,200.0	0.0	0.0	1,200.0			
	(175)			OTHER	0.0	0.0	0.0	- 0.0	FTA 5307							
<del>.</del>	-	DENOVATIONO/DEDAIDO AT THE		TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0			
•	179	RENOVATIONS/REPAIRS AT THE FOND DU LAC OPERATING GARAGE	TP	PE ROW	50.0 0.0	0.0 0.0	0.0	50.0 0.0	LOCAL STATE	100.0 0.0	0.0	0.0	100.0	Α		
				CONST	450.0	0.0	0.0	450.0	FED	400.0	0.0	0.0 0.0	0.0 400.0	• •	EXEMPT	
	(4=0)	•		OTHER	0.0	0.0	0.0	0.0	FTA 5307	400.0	5.0	0.0	400.0			
	(176)			TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0			
		RENOVATIONS/REPAIRS AT THE		PE	80.0	0.0	0.0	80.0	LOCAL	160.0	0.0	0.0	160.0		_	
	180	KINNICKINNIC OPERATING GARAGE	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		·		CONST	720.0	0.0	0.0	720.0	FED	640.0	0.0	0.0	640.0		EXEMPT	
	(177)		]	OTHER	≎ 0.0	0.0	0.0	~ :0.0	FTA 5307				- 12.0			
	[\'''']			TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0			

Project		Project	÷		Estimate	ed Costs (TI	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor 	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MILWAUKEE	181	PURCHASE OF REPLACEMENT BUS HOISTS FOR MCTS GARAGES	TP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	- 0.0 0.0	LOCAL &	200.0	0.0	0.0 0.0	200.0	Α	EXEMPT
•	(178)			CONST OTHER	0.0 1,000.0	0.0 0.0	0.0 0.0	0.0 1,000.0	FED FTA 5307	800.0	0.0	0.0	800.0		LYCIVIFI
	(176)	<u> </u>		TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	100	PARKING LOT IMPROVEMENTS AT		PE	30.0	0.0	0.0	30.0	LOCAL	60.0	0.0	0.0	60.0		
	182	THE SUMMERFEST STAGING AREA	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST	270.0	0.0	0.0	270.0	FED	240.0	0.0	0.0	240.0		
	(179)			OTHER	0.0	0.0	0.0	0.0	FTA 5307						
	-	OBERATING ACCIOTANCE FOR THE	-	TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	183	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT	TP	PE ROW	₹ 0.0	0.0	0.0	0.0	LOCAL STATE	21,000.0	21,000.0	21,000.0	63,000.0	Α	
		SYSTEM		CONST	0.0 0.0	0.0	0.0	0.0 0.0	FED	59,000.0	59,000.0	59,000.0	177,000.0	A	EXEMPT
	(100)			OTHER	80.000.0	80.000.0	80.000.0	240,000.0	1 2	0.0	0.0	0.0	0.0		
	(180)			TOTAL	80,000.0	80,000.0	80,000.0	240,000.0	TOTAL	80,000.0	80,000.0	80,000.0	240,000.0		
		BUS VACUUM SYSTEM FOR MCTS		PE	6.0	0.0	0.0	.6.0	LOCAL	76.0	0.0	0.0	76.0		_
	184	KINNICKINNIC GARAGE (GRANT WI-	TI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	ŀ	90-X323)		CONST	340.0	0.0	0.0	340.0	FED	304.0	0.0	0.0	304.0		LXCIVII
	(181)			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		
	185	BUS VACUUM SYSTEM FOR MCTS FOND DU LAC GARAGE (GRANT WI-	l <sub>Ti</sub>	PE	5.0	0.0	0.0	5.0	LOCAL	57.0	0.0	0.0	57.0		,
	100	90-X323)	l '' l	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		,	l 1	CONST OTHER	255.0	0.0	0.0	255.0	FED	228.0	0.0	0.0	228.0		1
	(182)				25.0	0.0	0.0	25.0	FTA 5307						
	1	TRANSIT SERVICE WITHIN		TOTAL PE	285.0	0.0	0.0	285.0	TOTAL	285.0	0.0	0.0	285.0		
	186	MILWAUKEE COUNTY TO AND FROM	TI	PE ROW	0.0	0.0	0.0	0.0 0.0	LOCAL STATE	60.0	60.0	60.0	180.0	Α	
		UW/MILWAUKEE		CONST	0.0	0.0	0.0	0.0	FED	0.0 240.0	0.0 240.0	0.0 240.0	0.0 720.0		EXEMPT
	(4.00)			OTHER	300.0	300.0	300.0	900.0	CMAQ	240.0	240.0	240.0	720.0		
	(183)	:		TOTAL	300.0	300.0	300.0	900.0	TOTAL	300.0	300.0	300.0	900,0		
	1 1	SOUTHEASTERN WISCONSIN		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	521.4	521.4	1,042.8		
	187	MARKETING PARTNERSHIP TO IMPROVE PUBLIC AWARENESS	TI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1 1	MILWAUKEE COUNTY CMAQ		CONST	0.0	0.0	0.0	0.0	FED	0.0	2,085.6	2,085.6	4,171.2		
	(184)			OTHER	0.0	2,607.0	2,607.0	5,214.0	CMAQ						
				TOTAL	0.0	2,607.0	2,607.0	5,214.0	TOTAL	0.0	2,607.0	2,607.0	5,214.0		
	188	TRANSIT PLANNING MILWAUKEE COUNTY SHORT RANGE PLANNING	TI	PE ROW	0.0	0.0	0.0	0.0	LOCAL	80.0	80.0	80.0	240.0	۸	
	'	AND PROGRAMMING STUDIES	,,	CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
				OTHER	0.0 400.0	0.0 400.0	0.0 400.0	0.0 1,200.0	FED FTA 5307	320.0	320.0	320.0	960.0		
	(185)			TOTAL	400.0	400.0	400.0	1,200.0	TOTAL	400.0	400.0	400.0	1 000 0		
	<del>   </del>	SUPPORT OF SEWRPC TRANSIT		PE	0.0	0.0	0.0	0.0	LOCAL	37.5	37.5	400.0 37.5	1,200.0 112.5	_	
	189	PLANNING PROGRAM	TI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1 1			CONST	0.0	0.0	0.0	0.0	FED	150.0	150.0	150.0	450.0		L'ALIVII" I
	(186)			OTHER	†87.5	187.5	187.5	562.5	FTA 5307						4
	(,,,,,,		[	TOTAL	187.5	187.5	187.5	562.5	TOTAL	187.5	187.5	187.5	562.5		
	100	DESIGN AND INSTALLATION OF A		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	60.0	0.0	60.0		
	190	MAINTENANCE TIMEKEEPING SYSTEM	TI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	'	5.5.u(r)		CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	0.0	240.0		
	(187)	<b>!</b>	' L	OTHER	0.0	300.0	0.0	300.0	FTA 5307		_				
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Sponsor  MI WALKEE	I				ii) eleoo u	nousands \$)	'	Source of Funds (Thousands \$)					GEO	Air	
MII WALIKEE	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
MILWAUKEE	191	PURCHASE OF MOBILE DATA TERMINALS FOR PARATRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	200.0	0.0	0.0	200.0		+
COUNTY	191	VEHICLES	l ''	ROW	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0	,	
	(188)		ľ	OTHER	1,000.0	0.0	0.0	1,000.0	FTA 5307		_				
		OPERATION OF TROLLEY BUSES	ļ	TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	192	OPERATION OF THOLLEY BUSES	TE	PE ROW	* 0.0	0.0	0.0	, 0.0	LOCAL	448.3	461.8	0.0	910.1	۸	i
			'-	CONST	0.0 0.0	0.0 0.0	0.0 0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
				OTHER	2.241.7	2,309.0	0.0	0.0	CMAQ	1,793.4	1,847.2	0.0	3,640.6		
,	(189)	•		TOTAL	2,241.7	2,309.0	0.0	4,550.7	TOTAL	0.041.7	0.000.0				
		FREEWAY FLYER SERVICE TO	-	PE	0.0	2,309.0		4,550.7	LOCAL	2,241.7	2,309.0	0.0	4,550.7		
!	193	ETHNIC FESTIVALS	TE	ROW	0.0	0.0	0.0	0.0	STATE	16.2 0.0	0.0 0.0	0.0	16.2	Α	
!				CONST	0.0	0.0	0.0	0.0	FED	64.6	0.0	0.0 0.0	0.0	,,,	EXEMPT
				OTHER	80.8	0.0	0.0	80.8	CMAQ	04.0	0.0	0.0	64.6		
ŀ	(190)	-		TOTAL	80.8	0.0	0.0	80.8	TOTAL	80.8	0.0	0.0	80.8		
		MILWAUKEE DOWNTOWN TRANSIT		PE	10,000.0	0.0	0.0	10,000.0	LOCAL	1,500.0	0.0	0.0	1,500.0		<del></del>
ł	194°	CONNECTOR STUDY LOCALLY	TE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
(1		PREFERRED ALTERNATIVE	l	CONST	0.0	0.0	0.0	0.0	FED	8,500.0	0.0	0.0	8,500.0		EVENUE
	(404)	•		OTHER	0.0	0.0	0.0	0.0	сомв	0,000.0	0.0	0.0	0,000.0		
	(191)			TOTAL	10,000.0	0.0	0.0	10,000,0	TOTAL	10,000.0	0.0	0.0	10,000.0		
		REHABILITATE BRIDGE ON HONEY		PE	120.0	0.0	0.0	120.0	LOCAL	24.0	0.0	80.0	104.0		+
	195	CREEK PARKWAY OVER HONEY	OH	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	l I	CREEK MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0780)		CONST	0.0	0,0	400.0	400.0	FED <sup>1</sup>	96.0	0.0	320.0	416.0		LXCIVII I
	(192)	BRIDGE (F-40-0780)		OTHER	0.0	0.0	0.0	0.0	BRF				, , , , ,		
•	(192)			TOTAL	120.0	0.0	400.0	520.0	TOTAL	120.0	0.0	400.0	520.0		
		REHABILITATE BRIDGE ON		PE	150.0	0.0	0.0	150.0	LOCAL	30.0	180.0	0.0	210.0		<del>-</del>
	196	MILWAUKEE RIVER PARKWAY OVER	ОН	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		N FORK OF MILWAUKEE RIVER MILWAUKEE COUNTY LOCAL		CONST	0.0	900.0	0.0	900.0	FED	120.0	720.0	0.0	840.0		
	(193)	BRIDGE B-40-0646		OTHER	0.0	0.0	0.0	0.0	BRF						
_	. (100)			TOTAL	150.0	900.0	0.0	1,050.0	TOTAL	150.0	900.0	0.0	1,050.0		l
	ا ۔۔۔ ا	BRIDGE REPLACEMENT ON W		PE	110.0	0.0	0.0	110.0	LOCAL	22.0	80.0	0.0	102.0		
	197	COLLEGE AVE OVER ROOT RIVER MILWAUKEE COUNTY LOCAL	ОН	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Ά	EXEMPT
		BRIDGE P-40-0562		CONST	0.0	400.0	0.0	400.0	FED	0.88	320.0	0.0	408.0		
	(194)			OTHER	0.0	0.0	0.0	0.0	BRF						Į.
				TOTAL	110.0	400.0	0.0	510.0	TOTAL	110.0	400.0	0.0	510.0		
	198	REPLACE BRIDGE WHITNALL PARK DR OVER BRANCH OF ROOT RIVER	ОН	PE	110.0	0.0	0.0	110.0	LOCAL	22.0	80.0	0.0	102.0		
	130	MILWAUKEE COUNTY LOCAL	OH	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		BRIDGE P-40-0721		CONST OTHER	· · · · · · · · · · · · · · · · · · ·	400.0	0.0	400.0	FED	0.88	320.0	0.0	408.0		
	(195)				0.0	0.0	0.0	0.0	BRF						
		PDIDGE BERLAGENERATION	_	TOTAL	110.0	400.0	0.0	510.0	TOTAL	110.0	400.0	0.0	510.0		
	199	BRIDGE REPLACEMENT ON JACKSON PARK DR OVER N	ОН	PE ROW	100.0	0.0	0.0	100.0	LOCAL STATE	20.0	80.0	0.0	100.0	Α	
		BRANCH OF THE KINNICKINNIC	"	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	^	EXEMPT
ļ		RIVER MILWAUKEE COUNTY LOCAL		OTHER	0.0	400.0 0.0	0.0	400.0	BRF	80.0	320.0	0.0	400.0		
	(196)	BRIDGE P-40-0568		TOTAL	100.0					100.0	100.0				
		REPLACE BRIDGE ON HONEY		PE		400.0	0.0	500.0	TOTAL	100.0	400.0	0.0	500.0		₩
	200	CREEK PARKWAY OVER HONEY	ОН	PE ROW	120.0	0.0	0.0	120.0	LOCAL STATE	24.0	80.0	0.0	104.0	Α	
		CREEK		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	^	EXEMPT
ļ		MILWAUKEE COUNTY LOCAL		OTHER	0.0	400.0	0.0	400.0	BRF	96.0	320.0	0.0	416.0		,
J	(197)	BRIDGE P-40-0779		TOTAL	120.0	0.0 400.0	0.0	0.0 520.0	TOTAL	120.0	400.0	0.0	520.0		,

<sup>&</sup>lt;sup>c</sup> The Federal funding sources include \$2,500,000 of Interstate Cost Estimate funds and \$6,000,000 of Interstate Substitute Transit funds.

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total	1	2002	2003	2004	Total	Apvi.	Quality Status
MILWAUKEE	201	REPLACEMENT OF MILWAUKEE RIVER PARKWAY BRIDGE OVER THE	ОН	PE	0.0	0.0	140.0	140.0	LOCAL	0.0	0.0	0.0	0.0		
COUNTY	20'	MILWAUKEE RIVER B-40-0647 IN	01	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	35.0	35.0	Α	EXEMPT
		MILWAUKEE COUNTY	1	OTHER	0.0 0.0	0.0	0.0	0.0	FED BRF	0.0	0.0	105.0	105.0		
	(198)			TOTAL	0.0	0.0	140.0	140.0	TOTAL	0.0		440.0	440.0		
	1	BRIDGE REPLACEMENT OAK CREEK		PE	0.0	0.0	115.0	115.0	LOCAL	0.0	0.0	140.0 23.0	140.0		
	202	PARKWAY OAK CREEK BRIDGE CITY	ОН	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	23.0 0.0	. A	EXEMPT
		OF SOUTH MILWAUKEE BRIDGE P- 40-0741		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	92.0	92.0		EXEMP
	(199).	40 0741		OTHER	0.0	0.0	0.0	0.0	BRF				32.3		1
	(100):			TOTAL	0.0	0.0	115.0	115.0	TOTAL	0.0	0.0	115.0	115.0		
	203	REPLACEMENT OF THE OAK CREEK PARKWAY BRIDGE OVER OAK	ОН	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	80.0	80.0		
	203	CREEK EAST OF 9TH AVE. IN THE	UH	ROW	0.0	0.0	. 0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	CITY OF SOUTH MILWAUKEE		CONST OTHER	0.0	0.0	400.0	400.0	FED BRF	0.0	0.0	320.0	320.0		
	(200)	BRIDGE P-40-0559	l	TOTAL	0.0	0.0	0.0	0.0							
	+ -	UPGRADE TRAFFIC SIGNALS AT W	<del>                                     </del>	PE	16.8	20.0	400.0	400.0 36.8	TOTAL LOCAL	0.0	0.0 8.3	400.0	400.0		
	204	204 OKLAHOMA AVE AND CTH NN AND	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	21.4	31.4 0.0	Α	EXEMPT
		W BELOIT RD AND CTH T AND S 92ND AND CTH N MILWAUKEE	ŀ	CONST	0.0	0.0	0.0	0.0	FED	15,1	75.0	192.6	282.7		EXEMPT
(20	(201)	COUNTY HES		OTHER	0.0	63.3	214.0	277.3	STP-S	, , , ,		, 02.0	202.7		
	(201)			TOTAL	16.8	83.3	214.0	314.1	TOTAL	16.8	83.3	214.0	314.1		
	205	UPGRADE TRAFFIC SIGNALS ON W	110	PE	25.0	0.0	0.0	25.0	LOCAL	18.3	0.0	0.0	18.3		
	205	COLLEGE AVE (CTH ZZ) E OF S 27TH ST TO S 13TH ST MILWAUKEE	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		COUNTY HES		CONST OTHER	0.0	0.0	0.0	0.0	FED	164.9	0.0	0.0	164.9		
(2	(202)		·		158.2	0.0	0.0	158.2	STP-S						
-	+	UPGRADE SIGNAL EQUIPMENT AND		TOTAL PE	183.2 30.0	0.0	0.0	183.2	LOCAL	183.2	0.0 18.5	0.0	183.2		
	206	SIGNAGE ON W SILVER SPRING DR	HS	ROW	0.0	0.0	0.0	30.0	STATE	4.5 0.0	0.0	6.4 0.0	29.4 0.0	Α	EVENDE
		(CTH EE) N 91ST TO N 124TH ST		CONST	0.0	0.0	0.0	0.0	FED	40.2	166.7	57.8	264.7		EXEMPT
	(203)	MILWAUKEE COUNTY HES		OTHER	14.7	185.2	64.2	264.1	STP-S	10,2	, 55	07.0	204.7		
	(203)			TOTAL	44.7	185.2	64.2	294.1	TOTAL	44.7	185.2	64.2	294.1		
	] <b></b>	INSTALL NEW SIGNAL		PE	20.0	0.0	0.0	20.0	LOCAL	20.0	27.2	0.0	47.2		
	207	INTERCONNECT ON W LAYTON AVE FROM S 27TH ST TO 92ND ST	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILWAUKEE COUNTY HES		CONST	0.0	0.0	0.0	0.0	FED	180.0	244.8	0.0	424.8		
	(204)			OTHER	180.0	272.0	0.0	452.0	STP-S						
	1	TRAFFIC SAFETY IMPROVEMENTS	Li	TOTAL PE	200.0	272.0	0.0	472.0	TOTAL LOCAL	200.0	272.0	0.0	472.0		
	208	ON W SILVER SPRING DRIVE FROM	HS	PE ROW	0.0 0.0	47.0 0.0	0.0	47.0 0.0	STATE	0.0	4.7 0.0	24.7 0.0	29.4 0.0	Α	EXEMPT
		N 91ST STREET TO N 124TH STREET		CONST	0.0	0.0	247.0	247.0	FED	0.0	42.3	222.3	264.6		EXEMPT
	(205)			OTHER	0.0	0.0	0.0	0.0	STP-S	"	12.0	2.2.0	204.0		
	(203)			TOTAL	0.0	47.0	247.0	294.0	TOTAL	0.0	47.0	247.0	294.0		
	000	UPGRADE MAST ARMS AND		PE	10.0	0.0	0.0	10.0	LOCAL	2.5	0.0	0.0	2.5		
	209	SIGNALS ON W BRADLEY RD AND N TEUTONIA AND 43RD CITY OF	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
•		MILWAUKEE HES		CONST	0.0	0.0	0.0	0.0	FED	22.5	0.0	0.0	22.5		
	(206)			OTHER	15.0	0.0	0.0	-15.0	STP-S						
	<del> </del>			TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	210	TRAFFIC SAFETY IMPROVEMENTS ON W. BELOIT RD., W. OAKLAHOMA	HS	PE ROW	0.0	16.8	15.0	31.8	LOCAL	0.0	1.7	29.8	31.5	٨	
		AVE., AND S. 92ND ST.	''-	CONST	0.0	0.0	0.0 283.1	0.0 283.1	STATE FED	0.0 0.0	0.0	0.0	0.0	Α	EXEMPT
	(007:	·		OTHER	0.0	0.0	0.0	0.0	STP-S	0.0	15.1	268.3	283.4		i
	(207)			TOTAL	0.0	16.8	298.1	314.9	TOTAL	0.0	16.8	298.1	314,9		l

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (TI	nousands \$	)		Source of	Funds (The	ousands \$)		GEO	Air	
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvi.	Quality Status	
MILWAUKEE	711	IMPROVE SIGNAL TIMING USING		PE	60.0	0.0	0.0	60.0	LOCAL	20.0	0.0	0.0	20.0			
COUNTY	211	COMPUTER SIMULATION ON S 76TH ST CTH U FROM COLD SPRING TO	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
	1	EDGERTON CITY OF MILWAUKEE		CONST	0.0	0.0	0.0	0.0	FED	180.0	0.0	0.0	180.0			
	(208)	HES		OTHER	140.0	0.0	0.0	140.0	STP-S						1	
•	-	TRAFFIC SAFETY IMPROVEMENTS	ļ	TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0			
	212	ON S. 76TH ST. (CTH U) FROM W.	нѕ	PE ROW	40.0	0.0	0.0	40.0	LOCAL :	4.0	16.0	0.0	20.0	Α		
		MORGAN AVE. TO W. GRANGE AVE.	,,,,	CONST	0.0 0.0	0.0 160.0	0,0	0.0	FED	0.0	0.0	0.0	0.0	^	EXEMPT	
•	1		1	OTHER	0.0	0.0	0.0	160.0	STP-S	36.0	144.0	0.0	180.0		ŀ	
	(209)		ł	TOTAL	40.0	160.0	0.0	200.0	TOTAL	40.0	160.0	0.0	000.0			
	1	SOUTH 13TH ST (CTH V) AT 7100	1-	PE	37.5	0.0	0.0	37.5	LOCAL	37.5	150.0	0.0	200.0			
	213	SOUTH BOX CULVERT	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	25.0	0.0	187.5 25.0	Α	EXEMPT	
	1	REPLACEMENT AT OAK CREEK	-	CONST	0.0	175.0	0.0	175.0	FED	0.0	0.0	0.0	0.0		EXEMPT	
	(0.4.0)	TRIBUTARY IN THE CITY OF OAK CREEK		OTHER	0.0	0.0	0.0	0.0	1	0.0	0.0	0.0	0.0		1	
	(210)	ONLER		TOTAL	37.5	175.0	0.0	212.5	TOTAL	37.5	175.0	0.0	212.5			
		SOUTH 13TH ST (CTH V) AT 7500		PE	:37.5	0.0	0.0	37.5	LOCAL	37.5	150.0	0.0	187.5		1	
	214 SOUTH BOX CULVERT	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	25.0	0.0	25.0	Α	EXEMPT		
	1	REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK	i .	CONST	0.0	175.0	0.0	175.0	FED	0.0	0.0	0.0	0.0		L/LIVII I	
(2	(211)	CREEK		OTHER	0.0	0.0	0.0	0.0	1						l	
	(211)			TOTAL	37.5	175.0	0.0	212.5	TOTAL	37.5	175.0	0.0	212.5			
		TRAFFIC SAFETY IMPROVEMENTS		PE	30.0	10.0	0.0	40.0	LOCAL	20.0	27.6	0.0	47.6			
*	215	ON W LAYTON AVENUE FROM S	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
(2	1	27TH ST TO S 92ND ST		CONST	170.0	262.0	0.0	432.0	FED	180.0	244.4	0.0	424.4			
	(212)			OTHER	0.0	0.0	0.0	0.0	STP-S				•		1	
	(212)			TOTAL	200.0	272.0	0.0	472.0	TOTAL	200.0	272.0	0.0	472.0			
	1	IMPROVE SIGNAL TIMING USING		PE	25.0	0.0	0.0	25.0	LOCAL	5.5	0.0	0.0	5.5			
	216	FROM GREEN TREE TO DEAN RD CITY OF MILWAUKEE HES		HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
						CONST	0.0	0.0	0.0	0.0	FED	49.5	0.0	0.0	49.5	
	(213)	*		OTHER	30.0	0.0	0.0	30.0	STP-S							
	<u> </u>			TOTAL	55.0	0.0	0.0	55.0	TOTAL	55.0	0.0	0.0	55.0			
	217	TRAFFIC SAFETY IMPROVEMENTS ON N PORT WASHINGTON RD FROM	HS	PE	5.5	0.0	0.0	5.5	LOCAL	5.5	0.0	0.0	5.5	۸		
	"	E GREEN TREE RD TO E DEAN	113	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Ą	EXEMPT	
		RD(1.50 MILES)		CONST OTHER	49.5 0.0	0.0	0.0	49.5	FED STP-S	49.5	0.0	0.0	49.5			
	(214)					0.0		0.0							· ·	
	-	TRAFFIC SAFETY IMPROVEMENTS		TOTAL PE	55.0	0.0	0.0	55.0	TOTAL LOCAL	55.0	0.0	0.0	55.0			
	218	N. PORT WASHINGTON RD (CTH W) -	HS	ROW	0.0	35.0 0.0	0.0	35.0 0.0	STATE	0.0	35.0 0.0	0.0 0.0	35.0	Α	EVENDE	
		BROWN DEER RD		CONST	0.0	315.0	0.0	315.0	FED	0.0	315.0	0.0	0.0 315.0		EXEMPT	
				OTHER	0.0	0.0	0.0	0.0	STP-S	1 0.0	313.0	0.0	313.0			
	(215)			TOTAL	0.0	350.0	0,0	350.0	TOTAL	0.0	350.0	0.0	350.0		*	
<del>.</del>	1 -	IMPROVE SIGNAL TIMING USING		PE	50.0	0.0	0.0	50.0	LOCAL	12.0	0.0	0.0	12.0		_	
	219	COMPUTER SIMULATION ON W	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		GOOD HOPE RD (CTH PP) FROM		CONST	0.0	0.0	0.0	0.0	FED	108.0	0.0	0.0	108.0		CALIMIT	
	(040)	TEUTONIA AVE TO N 99TH ST CITY OF MILWAUKEE HES		OTHER	70.0	0.0	0.0	70.0	STP-S			5.0	, 55.0			
	(216)			TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0			
	1	TRAFFIC SAFETY IMPROVEMENTS		PE	12.0	0.0	0.0	12.0	LOCAL	12.0	0.0	0.0	12.0		<del>                                     </del>	
	220	ON W GOOD HOPE RD (CTH PP)	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		VARIOUS LOCATIONS		CONST	108.0	0.0	0.0	108.0	FED	108.0	0.0	0.0	108.0		LALIVIE	
	(047)			OTHER	- 0.0	0.0	0.0	0.0	STP-S	'55.5	5.5	Ŭ.Ŭ	100.0			
	(217)	i		TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0			

Project		Project			Estimate	ed Costs (TI	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality	
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status	
MILWAUKEE COUNTY	221	TRAFFIC SAFETY IMPROVEMENTS ON W. COLLEGE AVE. FROM S. 27TH	HS	PE ROW	0.0 0.0	27.5 0.0	0.0	27.5 0.0	LOCAL STATE	0.0	18.3 0.0	0.0 0.0	18.3	— <u>—</u>	EVENDE	
		ST. TO S. 13TH ST.	•	CONST OTHER	0.0	155.7 0.0	0.0	155.7 0.0	FED STP-S	0.0	164.9	0.0	164.9		EXEMPT	
	(218)			TOTAL	0.0	183.2	0.0	183.2	TOTAL	0.0	183.2	0.0	183.2		-	
		TRAFFIC SAFETY IMPROVEMENTS	1	PE	3.5	0.0	0.0	3,5	LOCAL	2.5	0.0	0.0	2.5			
	222	ON W BRADLEY ROAD, N TEUTONIA AVE, AND N 43RD STREET	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		AVE, AND IN 43RD STREET	1	CONST	21.5	0.0	0.0	21.5	FED	22.5	0.0	0.0	22.5			
	(219)			OTHER	0.0	0.0	0.0	0.0	STP-S							
	<u>   `                                  </u>		ļ	TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0	,	<u> </u>	
	223	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF	EE	PE ROW	* 0.0	0.0	0.0	0.0	LOCAL	432.0	432.0	0.0	864.0	^		
	===	PUBLIC TRANSIT OPERATORS		CONST	0.0 0.0	0.0 0.0	0.0	0.0 0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT	
	1.			OTHER	2,160.0	2,160.0	0.0	4,320,0	CMAQ	1,728.0	1,728.0	0.0	3,456.0			
	(220)	•		TOTAL	2,160.0	2,160.0	0.0	4,320.0	TOTAL	2,160.0	2,160.0	0.0	4,320.0		`	
		RECONSTRUCTION OF		PE	0.0	0.0	0.0	4,320.0	LOCAL	300.0	2,160.0	0.0	300,0		<del> </del> -	
	224	PEDSTRIAN/BICYCLE PATH ON	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		SEAWALL SEPARATING THE MILWAUKEE ART MUSEUM AND		CONST	1,500.0	0.0	0.0	1,500.0	FED	1,200.0	0.0	0.0	1,200.0		LYCIVIE	
(2)	(221)	LAKE MICHIGAN	, i	OTHER	0.0	0.0	0.0	0.0	STP-O				.,			
\'-	(221)			TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0			
	005	REPLACE BRADY STREET		PE	99.0	0.0	0.0	99.0	LOCAL	19.8	202.0	0.0	221.8			
	225	PEDESTRIAN BRIDGE EAST SIDE OF THE CITY OF MILWAUKEE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		MILWAUKEE COUNTY CMAQ		CONST	0.0	981.7	0.0	981.7	FED	79.2	807.8	0.0	887.0			
	(222)		1	OTHER	0.0	28.1	0.0	28.1	CMAQ							
		DEDEVELOR EXICTING OAK LEAS	<u> </u>	TOTAL PE	99.0	1,009.8	0.0	1,108.8	TOTAL	99.0	1,009.8	0.0	1,108.8		<u> </u>	
•	226	TRAIL ESTABROOK PARK SEGMENT	REDEVELOP EXISTING OAK LEAF TRAIL ESTABROOK PARK SEGMENT	EE	ROW	279.5 0.0	0.0 0.0	0.0 0.0	279.5 0.0	LOCAL STATE	55.9 0.0	146.6 0.0	0.0	202.5	Α	
		CAPITOL DR TO HAMPTON AVE		CONST	0.0	733.0	0.0	733.0	FED	223,6	586.4	0.0	0.0 810.0	.,	EXEMPT	
	(000)	MILWAUKEE COUNTY CMAQ		OTHER	0.0	0.0	0.0	0.0	CMAQ	220.0	300.4	0.0	610,0			
•	(223)			TOTAL	279.5	733.0	0.0	1,012.5	TOTAL	279.5	733.0	0.0	1,012.5			
		DESIGN AND CONSTRUCTION OF		PE	75.1	0.0	0.0	75.1	LOCAL	93.7	0.0	0.0	93.7			
	227	ACCESS RAMP TO THE OAK LEAF BIKE TRAIL AT OAKLAND AVENUE	EΕ	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		AND NORTH AVENUE		CONST	393.6	0.0	0.0	393.6	FED	375.0	0.0	0.0	375.0			
	(224)			OTHER	0.0	0.0	0.0	0.0	CMAQ							
	<u> </u>			TOTAL	468.7	0.0	0.0	468.7	TOTAL	468.7	0.0	0.0	468.7			
	228	CONSTRUCTION OF BICYCLE PATH FROM INTERSECTION OF	EE	PE	66.3	0.0	0.0	66.3	LOCAL	66.3	0.0	0.0	66.3	Α		
		PROSPECT AV (STH 32) AND BRADY		ROW CONST	0.0 265.0	0.0	0.0	0.0 265.0	STATE FED	0.0 265.0	0.0	0.0	0.0	^	EXEMPT	
		ST DOWN THE BLUFF TO LINCOLN MEM DR (OAK LEAF TR) IN C/MILW		OTHER	0.0	0.0	0.0	0.0	STP-E	265.0	0,0	0.0	265.0			
	(225)	WEW DR (OAK LEAF TH) IN CAVILLY		TOTAL	331.3	0.0	0.0	331.3	TOTAL	331.3	0.0	0.0	331.3			
	1	OAK LEAF TRAIL - SOUTH SHORE		PE	0.0	0.0	26.4	26.4	LOCAL	0.0	0.0	37.7	37.7			
	229	PARK TO BAY VIEW PARK (1.00 MILE)	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
	1	· ·		CONST	···· 0.0	0.0	132.0	132.0	FED	0.0	0.0	120.7	120.7		-ALIVII I	
	(226)	·		OTHER	0.0	0.0	0.0	0.0	STP-E	<u>                                     </u>			J		*	
	(220)			TOTAL	0.0	0.0	158.4	158.4	TOTAL	0.0	0.0	158.4	158.4			
	230	OAK LEAF TRAIL - CITY OF ST.		PE	0.0	39.6	0.0	39.6	LOCAL	0.0	47.5	0.0	47.5			
	230	FRANICS SEGMENT (1.50 MILES)	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
				CONST	. 0.0	198.0	0.0	198.0	FED	0.0	190.1	0.0	190.1			
	(227)	`		OTHER	0.0	0.0	0.0	0.0	STP-E	<b>  </b>						
				TOTAL	0.0	237.6	0.0	237.6	TOTAL	0.0	237.6	0.0	237.6			

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (TI	nousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air	
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Quality Status	
MILWAUKEE	231	DESIGN AND CONSTN OF A PED/ BIKEE PATH BETWEEN FROEMMING	EE	PE ROW	0.0 0.0	0.0	0.0 0.0	0.0	1	0.0 0.0	18.0	0.0 0.0	18.0	Α	EVENDE	
	(000)	PARK AND THE MILW CO SPORTS COMPLEX AND BETWEEN THE MILW CO SPORT COMPLEX AND		CONST OTHER	0.0	90.0 0.0	0.0 0.0	90.0		0.0	72.0	0.0	72.0		EXEMPT	
	(228)	STH 100 (0.75 MILE)	l	TOTAL	···· 0.0	90.0	0.0	90.0	TOTAL	0.0	90.0	0.0	90.0			
		DESIGN AND CONSTRUCTION OF		PE	3.4	0.0	0.0	3.4	LOCAL	16.5	0.0	0.0	16.5		<del>                                     </del>	
	232	THE FORESTRY YARD SEGMENT OF THE HOYT BICYCLE/PEDESTRIAN	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		PATH		CONST	79.1	0.0	0.0	79.1	FED	66.0	0.0	0.0	66.0			
	(229)	·		OTHER	0.0	0.0	0.0	0.0	CMAQ							
	1	CONSTRUCTION OF A GRADE	<u> </u>	TOTAL	.82.5	0.0	0.0	82.5	TOTAL	82.5	0.0	0,0	82.5			
	233	SEPARATION BETWEEN THE	EE	PE ROW	47.0 47.0	0.0	0.0	47.0	LOCAL STATE	18.8	0.0	90.4	109.2	Α		
		FORMER NORTH SHORE RR		CONST	0.0	0.0	452.0	47.0 452.0	FED	0.0 75.2	0.0 0.0	0.0 361.6	0.0	^	EXEMPT	
	(,,,,,,,	BICYCLE PATH AND RYAN ROAD (STH 100) IN THE CITY OF OAK		OTHER	0.0	0.0	0.0	0.0	STP-E	75.2	0.0	361.6	436.8			
	(230)	CREEK	l	TOTAL	94.0	0.0	452.0	546.0	TOTAL	94.0	0.0	452.0	546.0		l	
	1	FORMER NORTH SHORE RAILROAD		PE	45.8	180.2	0.0	226.0	LOCAL	46.0	180.0	0.0	226.0			
	234	RIGHT-OF-WAY BIKEPATH - MARSHALL AVE AT HOWELL AVE TO	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		3000' TO THE EAST COUNTY LINE		CONST	183.2	720.8	0.0	904.0	FED	183.0	721.0	0.0	904.0			
(23	(231)			OTHER	0.0	0.0	0.0	0.0	STP-E							
	<u>  `                                   </u>			TOTAL	229.0	901.0	0.0	1,130.0	TOTAL	229.0	901.0	0.0	1,130.0			
	235	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM	EE	PE	0.0	0.0	0.0	0.0	LOCAL	25.6	0.0	0.0	25.6	Α .	İ	
	1 200	DRETZKA PARK AND BRADLEY		ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
	1 .	ROAD SOUTHERLY TO NEW		OTHER	128.0 0.0	0.0	0.0	128.0	FED STP-E	102.4	0.0	0.0	102.4			
	(232)	INTERCHANGE AT 124TH ST. AND FOND DU LAC AVE.		TOTAL	128.0	0.0	0.0	128.0	TOTAL	100.0			400.0			
	1	NORTHWEST BIKEWAY- BRADLEY		PE	0.0	19.0	0.0	19.0	LOCAL	128.0 0.0	0.0 25.6	0.0	128.0 25.6			
	236	ROAD TO 124TH AND FOND DU LAC	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	25.6 0.0	Α	EXEMPT	
					CONST	0.0	109.0	0.0	109.0		0.0	102.4	0.0	102.4		LACIVII
	(233)	. :		OTHER	0.0	0.0	0.0	0.0	STP-E			5,5	102.1			
	(233)			TOTAL	0.0	128.0	0.0	128.0	TOTAL	0.0	128.0	0.0	128.0			
		NORTHWEST BIKEWAY WEST GOOD		PE	0.0	0.0	34.0	34.0	LOCAL	0.0	0.0	45.0	45.0			
	237	HOPE ROAD TO NORTH 124TH ST (1.20 MILES)	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		(The Miles)		CONST	0.0	0.0	191.0	191.0	FED	0.0	0.0	180.0	180.0			
	(234)		l i	OTHER .	0.0	0.0	0.0	0.0	STP-E							
	-	NORTHWEST BIKEWAY WEST MILL	-	TOTAL	0.0	0.0	225.0	225.0	TOTAL	0.0	0.0	225.0	225.0			
	238	ROAD TO WEST GOOD HOPE ROAD	EE	PE ROW	0.0 0.0	0.0	30.0 0.0	30.0	LOCAL STATE	0.0 0.0	0.0	50.8	50.8	Α		
		(1.33 MILES)	l l	CONST	0.0	0.0	224.0	224.0	FED	0.0	0.0	0.0 203.2	0.0 203.2	,,	EXEMPT	
	(005)			OTHER	0.0	0.0	0.0	0.0	STP-E	"."	0.0	200.2	200.2			
	(235)			TOTAL	0.0	0.0	254.0	254.0	TOTAL	0.0	0.0	254.0	254.0			
		ROOT RIVER BIKEWAY ROOT RIVER		PE	0.0	0.0	70.0	70.0	LOCAL	0.0	0.0	56.0	56.0		1	
	239	PARKWAY AT LOOMIS RD TO 6200 WEST DREXEL AVE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α .	EXEMPT	
		WEST DREADLAYE		CONST	0.0	0.0	210.0	210.0	FED	0.0	0.0	224.0	224.0			
	(236)			OTHER	0.0	0.0	0.0	0.0	STP-E							
	<b>↓</b> ```			TOTAL	0.0	0.0	280.0	280.0	TOTAL	0.0	0.0	280.0	280.0			
	240	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH IN THE	EE	PE	0.0	0.0	125.0	125.0	LOCAL	0.0	0.0	150.0	150.0	^		
	- "	MENOMONEE RIVER CORRIDOR		ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	. А	EXEMPT	
•		BETWEEN SWAN BLVD AND STH 100		OTHER	0.0	0.0 0.0	625.0 0.0	625.0 - 0.0	FED STP-E	0.0	0.0	600.0	600.0			
	(237)	(4.00 MILES)		TOTAL	0.0	0.0	750.0	750.0	TOTAL			7500	750.5			
		<u> </u>		TOTAL	0.0	0.0	750.0	/50.0	IUIAL	0.0	0.0	750.0	750.0			

Project		Project			Estimate	ed Costs (Ti	nousands \$		4.5	Source of	f Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
BROWN DEER (VILLAGE)	241	RECONDITIONING OF N 60TH ST FROM W BRADLEY RD TO W BROWN DEER RD IN THE VILLAGE OF BROWN DEER (1.00 MILE)	НР	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	221.4 0.0 1,566.9	221.4 0.0 1,566.9	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	357.7 0.0 1,430.6	357.7 0.0 1,430.6	A	EXEMPT
	(238)			OTHER TOTAL	0.0	0.0	0.0 1.788.3	0.0 1.788.3	STP-M TOTAL	0.0	0.0	1,788.3	1,788.3		
CUDAHY (CITY)	242	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH	Н	PE ROW	0.0	0.0 0.0	0.0	0.0	LOCAL STATE	272.0 0.0	0.0 0.0	0.0 0.0	272.0 0.0	A	NON-
	(239)	WHITNALL AVENUE FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)		CONST OTHER TOTAL	1,360.2 0.0	0.0	0.0	1,360.2 0.0	FED STP-M	1,088.2	0.0	0.0	1,088.2	,	EXEMPT
·	243	ACQUSITION OF ALTERNATIVE-FUEL (CNG) MUNICIPAL VEHICLES FOR	EE	PE ROW	1,360.2 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	1,360.2 0.0 0.0	TOTAL LOCAL STATE	1,360.2 49.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	1,360.2 49.0 0.0	A	EXEMPT
	(240)	THE CITY OF CUDAHY: 1995		CONST OTHER TOTAL	0.0 245.0	0.0	0.0	0.0 245.0	FED CMAQ	196.0	0.0	0.0	196.0		
FOX POINT (VILLAGE)	244	BRIDGE REPLACEMENT ON DEAN ROAD OVER INDIAN CREEK IN THE	ОН	PE ROW	245.0 41.4 0.0	0.0 0.0 0.0	0.0 0.0 0.0	245.0 41.4 0.0	LOCAL STATE	245.0 8.3 0.0	0.0 35.8 0.0	0.0 0.0 0.0	245.0 44.1 0.0	A	EXEMPT
	(241)	VILLAGE OF FOX POINT LOCAL BRIDGE P-40-0702 MILWAUKEE COUNTY		CONST OTHER TOTAL	0.0	179.0 0.0	0.0 0.0	179.0 0.0	FED BRF	33.1	143.2	0.0	176.3		
	245	REHABILITATE BRIDGE ON N POINT DRIVE OVER INDIAN CREEK	OH	PE ROW	41.4 ::41.4 0.0	179.0 0.0 0.0	0.0 0.0 0.0	220.4 - 41.4 0.0	TOTAL LOCAL STATE	41.4 8.3 0.0	179.0 35.8 0.0	0.0 0.0 0.0	220.4 44.1 0.0	A	EXEMPT
·	(242)	MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0707)		CONST OTHER	0.0	179.0 0.0	0.0 0.0	179.0 0.0	FED BRF	33.1	143.2	0.0	176.3		
		BRIDGE REPLACEMENT ON REGENT		TOTAL PE	41.4 41.4	179.0 0.0	0.0	220.4 41.4	TOTAL LOCAL	41.4 8.3	179.0 35.8	0.0	220.4 44.1		<del></del> -
	246	RD OVER INDIAN CREEK VILLAGE OF FOX POINT LOCAL BRIDGE P-40-0703 MILWAUKEE	OH	ROW CONST OTHER	0.0 0.0 0.0	0.0 179.0 0.0	0.0 0.0 0.0	<sup>2</sup> 0.0 179.0 0.0	STATE FED BRF	0.0 33.1	0.0 143.2	0.0 0.0	0.0 176.3	Α	EXEMPT
	(243)	COUNTY		TOTAL	41.4	179.0	0.0	220.4	TOTAL	41.4	179.0	0.0	220.4		
	247	CONSTRUCTION OF A BIKE/PED PATH ALONG PORT WASHINGTON RD VILLAGE OF FOX POINT	EE	PE ROW	40.3	0.0 115.0	0.0	40.3 115.0	LOCAL STATE	8.1 0.0	23.0	39.1 0.0	70.2 0.0	А	EXEMPT
	(244)	MILWAUKEE COUNTY CMAQ		CONST OTHER TOTAL	0.0 0.0 40.3	0.0 0.0 115.0	195.5 0.0 195.5	195.5 0.0 350.8	FED CMAQ TOTAL	32.2 40.3	92.0	156.4	280.6 350.8		
GLENDALE (CITY)	248	RECONSTRUCTION WITH NO ADDITIONAL LANES W. MILL RD.(CTH S) FROM THE WEST CITY	HP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 0.0	202.2 0.0	0.0 0.0	202.2 0.0	Α	EXEMPT
	(245)	LIMIT TO GREEN BAY AVE. (CTH 57) C/GLENDALE (0.81 MILES)		CONST OTHER TOTAL	0.0 0.0	1,011.0 0.0 1,011.0	0.0 0.0 0.0	1,011.0 0.0 1.011.0	FED STP-M TOTAL	0.0	1,011,0	0.0	1.011.0		
	249	CONSTRUCT MILL RD PED/BIKE PATH CITY OF GLENDALE MILWAUKEE COUNTY CMAQ	EE	PE ROW	28.0 0.0	0.0 22.5	0.0 0.0	28.0 22.5	LOCAL STATE	5.6 0.0	44.8 0.0	0.0 0.0	50.4 0.0	. A	EXEMPT
	(246)			CONST OTHER TOTAL	0.0 0.0 28.0	188.4 13.1 224.0	0.0 0.0 0.0	188.4 13.1 252.0	FED CMAQ TOTAL	22.4	179.2 224.0	0.0	201.6		
GREENDALE (VILLAGE)	250	RESURFACING OF W GRANGE AVE FROM S 84TH ST TO STH 36 (W LOOMIS RD) AND S 60TH ST TO	НР	PE ROW	0.0 0.0	0.0 0.0	240.0 0.0	240.0 0.0	LOCAL STATE	0.0 0.0	0.0 0.0	488.0 0.0	488.0 0.0	A	EXEMPT
	(247)	FROM W GRANGE AVE TO 1500' N OF W GRANGE AVE IN THE VILLAGE OF GREENDALE (1.95 MILE)		CONST OTHER TOTAL	0.0 0.0 0.0	0.0 0.0	2,200.0 0.0 2,440,0	2,200.0	FED STP-M TOTAL	0.0	0.0	1,952.0	1,952.0		,
		(100 11111)		IOIAL	0.0	0.0	Z,44U.U	2,440.0	IVIAL	0.0	0.0	2,440.0	2,440.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

	<del>-</del>	·			_		2002 - 2004	_							
Project Sponsor		Project			Estimate	ed Costs (Ti	housands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
GREENDALE	251	CONSTRUCTION OF APROX. 1200 FEET OF SIDEWALK ALONG THE	EE	PE	20.0	0.0	0.0	20.0		4.0	11.0	0.0	15.0		
(VILLAGE)	231	EAST SIDE OF LOOMIS RD (STH36)		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		FROM RAMSEY AVE NORTHEAST IN		CONST OTHER	0.0	55.0	0.0	55.0		16.0	44.0	0.0	60.0		
	(248)	VILLAGE OF GREENDALE	1		0.0	0.0	0.0	0.0	STP-E						
	-	RECONSTRUCTION WITH AUXILIARY	<del>                                      </del>	TOTAL	20.0	55.0	0.0	75.0	TOTAL	20.0	55.0	0.0	75.0		
GREENFIELD (CITY)	252	LANES OF 35TH ST FROM LOOMIS	HP	PE ROW	414.0	0.0	0.0	414.0	LOCAL STATE	476.6	0.0	0.0	476.6	A <sup>*</sup>	
(CITY)		RD TO LAYTON AVE IN THE CITY OF	,	CONST	0.0 1,968.8	0.0 0.0	0.0 0.0	0.0 1.968.8	FED	0.0	0.0	0.0	0.0	^	EXEMPT
		GREENFIELD (0.90 MILE)		OTHER	0.0	0.0	0.0	0.0	STP-M	1,906.2	0.0	0.0	1,906.2		1
	(249)			TOTAL	2,382.8	0.0	0.0	2.382.8	TOTAL	2,382.8	0.0		0.000.0		
	1	RECONSTRUCTION WITH AUXILIARY	1	PE	92.0	0.0	0.0	92.0	LOCAL	2,382.8	116.0	0.0	2,382.8		
HALES CORNERS	253	LANES OF W. GRANGE AVE. FROM	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	134.4 0.0	Α	EXEMPT
(VILLAGE)		NEW BERLIN RD. TO 108TH STREET	ł	CONST	0.0	580.0	0.0	580.0	FED	73.6	464.0	0.0	537.6		EXEMP
	(050)	IN VILLAGE OF HALES CORNERS (1.0 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M	'0.0	404.0	0.0	337.0		ľ
	(250)	····/		TOTAL	92.0	580.0	0.0	672.0	TOTAL	92.0	580.0	0.0	672.0		
		LANDSCAPING OF MEDIANS IN STH		PE	*13.5	0.0	0.0	, 13.5	LOCAL	32.0	0.0	0.0	32.0		<del> </del> -
	254	100 AND STH 24 IN THE VILLAGE OF	EE,	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		HALES CORNERS		CONST	0.0	0.0	0.0	0.0	FED	32.1	0.0	0.0	32.1		CACIVII
	(251)			OTHER	50.6	0.0	0.0	50.6	STP-E	1					
	(231)			TOTAL	64.1	0.0	0.0	64.1	TOTAL	64,1	0.0	0,0	64.1		
MILWAUKEE		INSTALLATION OR MODIFICATION		PE	0.0	0,0	0.0	0.0	LOCAL	100.0	125.0	130.0	355,0		<u> </u>
(CITY)	255	OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		CITY OF MILWAUKEE		CONST	100.0	125.0	130.0	355.0	FED	0.0	0.0	0.0	0.0		
	(252)	on to the more		OTHER	0.0	0.0	0.0	0.0							1
	(202)			TOTAL	100.0	125.0	130.0	355.0	TOTAL	100.0	125.0	130.0	355.0		1
	1	INSTALLATION OF TRAFFIC SIGNING		PE	0.0	0.0	0.0	0.0	LOCAL	210.0	215.0	220.0	645.0	_	
	256	AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	ON TOT WILLWAOKEE	1	CONST	210.0	215.0	220.0	645.0	FED	0.0	0.0	0.0	0.0		1
	(253)			OTHER	0.0	0.0	0.0	0.0							1
	<u> </u>	<u> </u>		TOTAL	210.0	215.0	220.0	645.0	TOTAL	210.0	215.0	220.0	645.0		
	257	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	10.0	10.0	30.0		
	23'	ON CITY STREETS IN THE CITY OF	1.11-	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILWAUKEE		CONST OTHER	10.0	10.0	10.0	30.0	FED 1	0.0	0.0	0.0	0.0		l '
	(254)			TOTAL	0.0	0.0	0.0	0.0	TOTAL	100		12.0			I.
	1 1	RECONDITIONING OF TRAFFIC		PE	10.0	10.0	10.0	30.0	TOTAL LOCAL	10.0	10.0	10.0	30.0	•	<u> </u>
	258	SIGNALS AT VARIOUS LOCATIONS	HP	ROW	0.0 0.0	0.0 0.0	0.0	0.0 0.0	STATE	165.0 0.0	165,0 0.0	165.0 0.0	495.0	Α	EVELIE -
		ON CITY STREETS IN THE CITY OF		CONST	165.0	165.0	165.0	495.0	FED	0.0	0.0	0.0	0.0		EXEMPT
		MILWAUKEE		OTHER	0.0	0.0	0.0	495.0	'	0.0	0.0	0.0	0.0		
	(255)			TOTAL	165.0	165.0	165.0	495.0	TOTAL	165.0	165.0	165.0	405.0		1
	1	INSTALLATION OF TRAFFIC SIGNALS		PE	0.0	0.0	0.0	493.0	LOCAL	50.0	50.0	50.0	495.0 150.0		├─
	259	AT VARIOUS LOCATIONS ON CITY	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		STREETS IN THE CITY OF		CONST	50.0	50.0	50.0	150.0	FED	0.0	0.0	0.0	0.0		EVENILI
	(050)	MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	,	""		0.0	0.0		
	(256)			TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
_		RECONSTRUCTION AND		PE	95.0	75.0	125.0	295.0	LOCAL	535.0	350.0	600.0	1,485.0		
	260	RESURFACING AT VARIOUS	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	] [	LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF		CONST	440.0	275.0	475.0	1,190.0	FED	0.0	0.0	0.0	0.0		CVEIMILA
	(257)	MILWAUKEE		OTHER	0.0	0.0	0.0	0.0		"	3.0	١	, 3.0		
	(257)			TOTAL	535.0	350.0	600.0	1.485.0	TOTAL	535.0	350.0	600.0	1,485.0		I

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MILWAUKEE (CITY)	261	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST	0.0 0.0 2,204.8	0.0 0.0 0.0	0.0 0.0 2,204.8	0.0 0.0 4,409.6	STATE	1,102.4 1,102.4 0.0	0.0 0.0 0.0	1,102.4 1,102.4 0.0	2,204.8 2,204.8 0.0	Α	EXEMPT
	(258)			OTHER TOTAL	0.0 2,204.8	0.0 0.0	0.0 2.204.8	0.0 4.409.6	LRIP TOTAL	2,204.8	0.0	2,204.8	4,409.6		
	262	RECONSTRUCTION OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE RIVER INCL.	HP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	97.0 0.0	0.0 0.0	0.0	97.0 0.0	А	EXEMPT
	(259)	APPROACHES IN THE CITY OF MILWAUKEE (0.15 MILE)		CONST OTHER TOTAL	485.0 0.0 485.0	0.0 0.0 0.0	0.0 0.0 0.0	485.0 0.0 485.0	FED BRF TOTAL	388.0 485.0	0.0	0.0	388.0		
	263	RECONSTRUCT BRIDGE ON WEST BROWN ST OVER CANADIAN PACIFIC RR MILWAUKEE COUNTY	HP	PE ROW	230.0 0.0	0.0 0.0	0.0 0.0	230.0 0.0	LOCAL STATE	46.0 0.0	0.0	241.6 0.0	485.0 287.6 0.0	· A	EXEMPT
	(260)	LOCAL BRIDGE (P-40-0859)		CONST OTHER TOTAL	0.0 0.0 230.0	0.0 0.0 0.0	1,208.0 0.0 1,208.0	1,208.0 0.0 1,438.0	FED BRF TOTAL	184.0 230.0	0.0	1,208.0	1,150.4		
	264	BRIDGE REPLACEMENT OF W CAMERON AVE OVER LINCOLN CREEK CITY OF MILWAUKEE MILWAUKEE COUNTY LOCAL	HP	PE ROW CONST	91.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 433.0	91.0 0.0 433.0	LOCAL STATE FED	18.2 0.0 72.8	0.0 0.0 0.0	86.6 0.0 346.4	104.8 0.0 419.2	A	EXEMPT
	(261)	BRIDGE P-40-0636  RESURFACING OF W. CENTER ST.		OTHER TOTAL PE	91.0 325.0	0.0 0.0 0.0	0.0 433.0 0.0	0.0 524.0 325.0	BRF TOTAL LOCAL	91.0 65.0	0.0	433.0 0.0	524.0 258.0		
	265	FROM N. 76TH ST. TO N. 92ND ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	ROW CONST OTHER	0.0 0.0 0.0	0.0 920.0 45.0	0.0 0.0 0.0	0.0 920.0 45.0	STATE FED STP-M	0.0 260.0	0.0 772.0	0.0	0.0 1,032.0	A	EXEMPT
	(262)	DAVELENT DERVICENT OF F		TOTAL	325.0	965.0	0.0	1,290.0	TOTAL	325.0	965.0	0.0	1,290.0		
	266	PAVEMENT REPLACEMENT OF E AND W CENTER ST FROM N HUMBOLDT BLVD TO N DR MARTIN LUTHER KING JR DR IN THE CITY OF	HP	PE ROW CONST	0.0 0.0 1,570.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 1,570.0	LOCAL STATE FED	327.4 0.0 1,309.6	0.0 0.0 0.0	0.0 0.0 0.0	327.4 0.0 1,309.6	A	EXEMPT
	(263)	MILWAUKEE (0.82 MILES)		OTHER TOTAL	67.0 1,637.0	0.0	0.0	67.0 1,637.0	STP-M TOTAL	1,637.0	0.0	0.0	1,637.0		
	267	BRIDGE RENOVATION P-40-0864 W. CHERRY ST. (LOC RD) CHERRY ST. BASCULE BRIDGE/MILW RVR BRIDGE P-40-0864 CITY OF	HP	PE ROW CONST	286.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 1,087.0	286.0 0.0 1,087.0	LOCAL STATE FED	57.2 0.0 228.8	0.0 0.0 0.0	217.4 0.0 869.6	274.6 0.0 1,098.4	Α	EXEMPT
	(264)	MILWAUKEE		OTHER TOTAL	0.0 286.0	0.0	0.0 1,087.0	1,373.0	BRF TOTAL	286.0	0.0	1,087.0	1,373.0		
	268	RESURFACING OF S CLEMENT AVE FROM E HOWARD AVE TO S WHITNALL AVE IN MILWAUKEE COUNTY (.51 MILES)	HP	PE ROW CONST	0.0 0.0 0.0	40.0 0.0 0.0	0.0 0.0 250.0	40.0 0.0 250.0	LOCAL STATE FED	0.0 0.0 0.0	8.0 0.0 32.0	54.0 0.0 216.0	62.0 0.0 248.0	A	EXEMPT
	(265)	OOONTT (.ST WILES)		OTHER TOTAL	0.0	0.0 40.0	20.0 270.0	20.0 310.0	STP-M TOTAL	0.0	40.0	270.0	310.0		٠
	269	RESURFACING OF W EDGERTON AVE FROM S 20TH ST TO S 13TH ST IN THE CITY OF MILWAUKEE (0.49 MILES)	HP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	60.0 0.0 0.0	60.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	12.0 0.0 48.0	12.0 0.0 48.0	Α	EXEMPT
	(266)	,		OTHER TOTAL	0.0	0.0	0.0 60.0	0.0 60.0	STP-M TOTAL	0.0	0.0	60.0	60.0		
	270	RECONSTRUCTION WITHOUT ADDITIONAL LANES OF W. FOND DU LAC AVE. FROM N. 107TH ST. TO N. 91ST ST. IN THE CITY OF	HP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	600.0 0.0 0.0	600.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	120.0 0.0 480.0	120.0 0.0 480.0	A	EXEMPT
	(267)	MILWAUKEE (1.44 MILES)		OTHER TOTAL	0.0	0.0	0.0	0.0 600.0	STP-M TOTAL	0.0	0.0	600.0	600.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

							2002 - 2004								
Project		Project			Estimate	ed Costs (Ti	housands \$	<b>3)</b>		Source of	Funds (Th	ousands \$)	_	GEO 29	Air Quality
Sponsor	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MILWAUKEE	271	RESURFACING OF W GREENFIELD AVE FROM S 4TH ST TO S 16TH ST	HP	PE	0.0	140.0	0.0	140.0	LOCAL	0.0	28.0	157.0	185.0	_	
(CITY)	"'	IN THE CITY OF MILWAUKEE (1.10	""	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILES)		CONST OTHER	0.0 0.0	0.0 0.0	725.0 60.0	725.0 60.0	FED STP-M	0.0	112.0	628.0	740.0		
	(268)		1	TOTAL	0.0	140.0	785.0	925.0	TOTAL	0.0	140.0	785.0	005.0		
	+	PAVEMENT REPLACEMENT OF N	<del>                                     </del>	PE	0.0	75.0	0.0	75.0	LOCAL	0.0	15.0	88.5	925.0 103.5		
	272	HAWLEY RD FROM HAWLEY RD	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		VIADUCT TO W VLIET ST IN THE CITY OF MILWAUKEE (0.70 MILES)		CONST	0.0	0.0	417.5	417.5	FED	0.0	60.0	354.0	414.0		
	(269)	CITT OF MILEWACKEE (0.70 MILES)		OTHER	0.0	0.0	25.0	25.0	STP-M						
	(200)			TOTAL	0.0	75.0	442.5	517.5	TOTAL	0.0	75.0	442.5	517.5		
	273	REHABILITATION OF NORTH	HP	PE	227.2	0.0	0.0	227.2	LOCAL	499.9	0.0	0.0	499.9	•	
	213	HAWLEY RD VIADUCT FROM W VALLEY FORGE DR TO W RODER	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	CIRCLE		CONST OTHER	2,272.0	0.0	0.0	2,272.0	FED BRF	1,999.3	0.0	0.0	1,999.3		
	(270)			TOTAL	0.0	0.0	0.0	0.0	TOTAL	0.400.0	- 00				
·	-	RECONSTRUCTION WITH NO	_	PE	2,499.2 72.0	0.0 0.0	0.0	2,499.2 -72.0	LOCAL	2,499.2 14.4	0.0	0.0 95.6	2,499.2 110.0		_
	274	ADDITIONAL LANES OF THE N	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		HAWLEY RD BRIDGE OVER THE		CONST	0.0	0.0	478.0	478.0	FED	57.6	0.0	382.4	440.0		EXEMPT
•	(074)	MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.20 MILES)		OTHER	0.0	0.0	0.0	0,0	BRF	1		552.1	4-10.0		
	(271)			TOTAL	72.0	0.0	478.0	550.0	TOTAL	72.0	0.0	478.0	550.0		,
		RECONSTRUCTION OF THE W		PE	144.0	0.0	0.0	144.0	LOCAL	28.8	416.2	0.0	445.0		
	275	HIGHLAND BLVD VIADUCT OVER C.P. BR CO ROW IN THE CITY OF	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILWAUKEE (0.06 MILES)		CONST	0.0	2,081.0	0.0	2,081.0		115.2	1,664.8	0.0	1,780.0		
* .	(272)	` ´ ´		OTHER	0.0	0.0	0.0	0.0	BRF	1					
	4			TOTAL	144.0	2,081.0	0.0	2,225.0	TOTAL	144.0	2,081.0	0.0	2,225.0		
	276	PAVEMENT REPLACEMENT OF W. HOWARD AVE. FROM S. 13TH ST. TO	HP	PE ROW	: 0.0 0,0	0.0 0.0	0.0 0.0	# 10.0 0.0	LOCAL STATE	408.9 0.0	0.0 0.0	0.0 0.0	408.9 0.0	Α	EVELOR
	1	S. 27TH ST. IN THE CITY OF	'''	CONST	2,000.5	0.0	0.0	2,000.5	FED	1.635.6	0.0	0.0	1,635.6	••	EXEMPT
		MILWAUKEE (1.00 MILE)		OTHER	2,000.5 44.0	0.0	0.0	44.0	STP-M	1,000.0	0.0	0.0	1,000.0		
	(273)			TOTAL	2.044.5	0.0	0.0	2,044.5	TOTAL	2,044.5	0.0	0.0	2,044.5		
	1	PAVEMENT REPLACEMENT OF		PE	204.0	0.0	0.0	204.0	LOCAL	40.8	282.0	0.0	322.8		<u> </u>
	277	SOUTH HOWELL AVE FROM E.	HP	ROW	0.0	0.0	0.0	·0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		WILBUR AVE TO OKLAHOMA AVE (EXCLUDING STRUCTURE) IN THE		CONST	0.0	1,360.0	0.0	1,360.0	FED	163.2	1,128.0	0.0	1,291.2		
	(274)	CITY OF MILWAUKEE (0.80 MI)		OTHER	0.0	50.0	0.0	50.0	STP-M						
	( ,			TOTAL	204.0	1,410.0	0.0	1,614.0	TOTAL	204.0	1,410.0	0.0	1,614.0		
	278	RENOVATION AND DECK REPLACEMENT OF THE N HUMBOLT	HP	PE	36.7	0.0	0.0	36.7	LOCAL	7.4	39.2	0.0	46.6	Α	1
	1 - "	AVE-COMMERCE STREET BRIDGE IN		ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	^	EXEMPT
		THE CITY OF MILWAUKEE (0.01 MILE)		OTHER	0.0 0.0	196.0 0.0	0.0 0.0	196.0 0.0	BRF	29.3	156.8	0.0	186.1		
	(275)			TOTAL	36.7	196.0	0.0	232.7	TOTAL	36.7	196.0	0.0	232.7		
	1	RENOVATION AND DECK		PE	120.0	0.0	0.0	120.0	LOCAL	24.0	132.0	0.0	156.0		<del>                                     </del>
	279	REPLACEMENT OF THE NORTH	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		HUMBOLT AVE BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF		CONST	0.0	660.0	0.0	660.0	FED	96.0	528.0	0.0	624.0		
	(276)	MILWAUKEE (0.09 MILE)		OTHER	0.0	0.0	0.0	0.0	BRF			· 1			
·	(270)			TOTAL	120.0	660.0	0.0	780.0	TOTAL	120.0	660.0	0.0	780.0		
	000	RESURFACING OF W KILBOURN AVE	175	PE	0.0	84.0	0.0	84.0	LOCAL	0.0	16.8	121.0	137.8		
	280	FROM N 6TH ST TO MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	(0.30 MILE)		CONST	0.0	0.0	555.0	555.0	FED	0.0	67.2	484.0	551.2		
	(277)	[		OTHER	0.0	0.0	50.0	50.0	STP-M						
	1 '			TOTAL	0.0	84.0	605.0	689.0	TOTAL	0.0	84.0	605.0	689.0		1

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MILWAUKEE	281	PAVEMENT REPLACEMENT OF E KENWOOD BLVD FROM N DOWNER	HP	PE	0.0	0.0	0.0	0.0	LOCAL	190.8	0.0	0.0	190.8		1
(CITY)	201	AVE TO N OAKLAND AVE IN THE	- CIF	ROW CONST	0.0	0,0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
•	1	CITY OF MILWAUKEE (0.50 MILES)		OTHER	916.0 38.0	0.0 0.0	0.0 0.0	916.0 38.0	FED STP-M	763.2	0.0	0.0	763.2		
	(278)	· ·	l	TOTAL	954.0	0.0	0.0	954.0	TOTAL	954.0	0.0	0.0	0540		
		RENOVATION OF THE WEST		PE	336.0	0.0	0.0	336.0	LOCAL	67.2	288.2	0.0	954.0 355.4		┼──
	282	KILBOURN AVE-MILWAUKEE RIVER	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	BRIDGE IN THE CITY OF MILWAUKEE (0.04 MILE)		CONST	0.0	1,441.0	0.0	1,441.0	FED	268.8	1,152.8	0.0	1,421.6		LYCIVII
	(279)	(***	<u> </u>	OTHER	0.0	0.0	0.0	0.0	BRF						1
	\/			TOTAL	336.0	1,441.0	0.0	1,777.0	TOTAL	336.0	1,441.0	0.0	1,777.0		
	283	RESURFACING OF E LINCOLN AVE FROM S LINCOLN MEMORIAL DRIVE	HP	PE	75.0	0.0	0.0	75.0	LOCAL	15.0	88.0	0.0	103,0	_	
	200	TO E BAY ST (EXCLUDING	'''	ROW CONST	0.0 0.0	0.0 440.0	0.0 0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
		STRUCTURE) IN THE CITY OF MILWAUKEE (0.32 MILE)		OTHER	0.0	0.0	0.0	440.0 0.0	NHS	60.0	352.0	0.0	412.0		
	(280)	MILWADREE (0.32 MILE)		TOTAL	75.0	440.0	0.0	515.0	TOTAL	75.0	440.0	0.0	515.0		•
		RESURFACING OF W LOCUST ST	-	PE	0.0	0.0	172.0	172.0	LOCAL	0.0	0.0	34.4	34.4		
	284	FROM N DR MARTIN LUTHER KING	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		DR TO N 15TH ST IN THE CITY OF MILWAUKEE (0.83 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	137.6	137.6		C.ALIVIC I
	(281)		OTHER	0.0	0,0	0.0	0.0	STP-M							
	<u>  `</u>			TOTAL	0.0	0.0	172.0	172.0	TOTAL	0.0	0.0	172.0	172.0		
	285	RENOVATION AND DECK REPLACEMENT P-40-0840 E	HP	PE	÷ 0.0	392.0	0.0	4392.0	LOCAL	0.0	78.4	674.0	752.4		
	200	LINCOLN AVE(LOC RD) E. LINCOLN	110	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	AVE/UNION PACIFIC RR BRIDGE P-		OTHER	0.0 0.0	0.0 0.0	3,370.0 0.0	3,370.0 0.0	FED BRF	0.0	313.6	2,696.0	3,009.6		
	(282)	40-0804 CITY OF MILWAUKEE		TOTAL	0.0	392.0	3,370.0	3,762.0	TOTAL	.0,0	392.0	3,370,0	3,762,0		
		RESURFACING OF E LINCOLN AVE		PE	0.0	0.0	52.0	52.0	LOCAL	0.0	0.0	10.4	10.4		_
	286	FROM S 1ST ST TO S KINNICKINNIC	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		AVE IN THE CITY OF MILWAUKEE (0.36 MILES)	1 1	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	41.6	41.6		
	(283)	,		OTHER	0.0	0.0	0.0	0.0	STP-M	_			i		
	<u> </u>		<u> </u>	TOTAL	0.0	0.0	52.0	52.0	TOTAL	0.0	0.0	52.0	52.0		
	287	PAVEMENT REPLACEMENT OF W LISBON AVE FROM N 40TH ST TO	HP	PE ROW	0.0	0.0	110.0	110.0	LOCAL	0.0	0.0	22.0	22.0	Α	
		SOO LINE RAILROAD IN THE CITY OF	'''	CONST	0.0	0.0	0.0	0.0 0.0	STATE FED	0.0	0.0 0.0	0.0	0.0	^	EXEMPT
	,,,,,	MILWAUKEE (0.62 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M	0.0	0.0	88.0	88.0		
	(284)		l	TOTAL	0.0	0.0	110.0	110.0	TOTAL	0.0	0.0	110.0	110.0		
	1	RECONSTRUCTION WITH NO		PE	30.0	0.0	0.0	30.0	LOCAL	131.0	0.0	0.0	131.0		
•	288	ADDITIONAL LANES OF THE W MILL RD BRIDGE OVER THE MENOMONEE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		RIVER IN THE CITY OF MILWAUKEE		CONST	625.0	0.0	0.0	625.0	FED	524.0	0.0	0.0	524.0		
	(285)			OTHER	0.0	0.0	0.0	0.0	BRF	<b>↓</b>					
		RESURFACING OF W. ST. PAUL AVE.		TOTAL	655.0	0.0	0.0	655.0	TOTAL	655.0	0.0	0.0	655.0		
	289	FROM N. 5TH ST. TO N. 13TH ST. IN	HP	PE ROW	82.0 0.0	0.0	0.0	82.0 0.0	LOCAL STATE	16.4 0.0	111.4 0.0	0.0	127.8	Α	EVELIDE.
		THE CITY OF MILWAUKEE (0.52		CONST	0.0	547.0	0.0	547.0	FED	65.6	445.6	0.0	0.0 511.2		EXEMPT
	(296)	MILES)	<b>j</b> .	OTHER	0.0	10.0	0.0	10.0	STP-M	55.5	1-10.0	0.0	011.2		
	(286)			TOTAL	82.0	557.0	0.0	639.0	TOTAL	82.0	557.0	0.0	639.0		
	000	RESURFACING OF W SILVER		PE	0.0	570.0	0.0	570.0	LOCAL	0.0	114.0	776.0	890.0		
	290	SPRING DR FROM N 27TH ST TO N 68TH ST IN THE CITY OF	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILWAUKEE (2.5 MILES)		CONST	0.0	0.0	3,800.0	3,800.0	FED	0.0	456.0	3,104.0	3,560.0		
	(287)			OTHER	0.0	0.0	80.0	80.0	STP-M						
				TOTAL	0.0	570.0	3,880.0	4,450.0	TOTAL	0.0	570.0	3,880.0	4,450.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MILWAUKEE	291	RENOVATION AND CATHODIC PROTECTION OF THE NORTH	LUD	PE	46.0	0.0	0.0	46.0	LOCAL	9.2	0.0	62.4	71.6		
(CITY)	291	TEUTONIA AVE-WEST SILVER	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	SPRING DRIVE BRIDGE IN THE CITY		CONST	0.0	0.0	312.0	312.0	FED	36.8	0.0	249.6	286.4		
	(288)	OF MILWAUKEE (0.01 MILE)		OTHER	0.0	0.0	0.0	0.0	BRF						
	<u> </u>	RECONSTRUCTION OF THE		TOTAL	46.0	0.0	312.0	358.0	TOTAL	46.0	0.0	312.0	358.0		
	292	TEUTONIA AVENUE BRIDGE OVER	HP	PE ROW	413.0	0.0	0.0	413.0	LOCAL	82.6	0.0	550.6	633.2		Ì
		THE UNION PACIFIC RR B-40-0035 IN	'''	CONST	0.0 0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	. 0.0	0.0	Α	EXEMPT
		THE CITY OF MILWAUKEE		OTHER	0.0	0.0 0.0	2,753.0 0.0	2,753.0	BRF	330.4	0.0	2,202.4	2,532.8		
	(289)		1	TOTAL	413.0	0.0	2,753,0	3,166.0	TOTAL	4400		0.770.0			
		RENOVATION OF THE N. TEUTONIA	-	PE	50.0	0.0	2,753.0 0.0	50.0	LOCAL	413.0 60.0	0.0	2,753.0	3,166.0		
	293	AVE. BRIDGE OVER LINCOLN CREEK	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	60.0 0.0	Α	EVEL 457
		IN THE CITY OF MILWAUKEE (0.15		CONST	250.0	0.0	0.0	250.0	FED	240.0	0.0	0.0	240.0		EXEMPT
	(000)	MILE)		OTHER	0.0	0.0	0.0	0.0	BRF	240.0	0.0	0.0	240.0		
•	(290)	l `	1	TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		*
		PAVEMENT REPLACEMENT WITH NO		PE	50.0	0.0	0.0	50.0	LOCAL	30.0	610.0	0.0	640.0		
	294	ADDITIONAL LANES OF N. TEUTONIA	HP	ROW	100.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		AVE. FROM W. RUBY AVE. TO W. VILLARD AVE. IN THE CITY OF		CONST	0.0	3,000.0	0.0	3.000.0	FED	120.0	2,440.0	0.0	2,560.0		EXEMILI
	(291)	MILWAUKEE (0.94 MILES)		OTHER	0.0	50.0	0.0	50.0	STP-M		_,	5.5	2,000.0		
	(251)	,		TOTAL	150.0	3,050.0	0.0	3,200.0	TOTAL	150.0	3,050.0	0.0	3,200.0		
		RESURFACING OF W VILLARD AVE		PE	0.0	120.0	0.0	120.0	LOCAL	0.0	24.0	153.0	177.0		
	295	FROM N GREEN BAY AVE TO N	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.90 MILES)		CONST	0.0	0.0	750.0	750.0	FED	0.0	96.0	612.0	708.0		
	(292)	THE TYTO TEE (0.00 MILEO)		OTHER	0.0	0.0	15.0	15.0	STP-M						
_	(202)			TOTAL	0.0	120.0	765.0	885.0	TOTAL	0.0	120.0	765.0	885.0		
	296	RESURFACING OF W WASHINGTON		PE	0.0	120.0	0.0	120.0	LOCAL	0.0	24.0	163.0	187.0		
	290	BLVD FROM N 47TH ST TO N 60TH ST IN THE CITY OF MILWAUKEE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		(0.77 MILE)		CONST	0.0	0.0	800.0	0.008	FED	0.0	96.0	652.0	748.0		
	(293)			OTHER	0.0	0.0	15.0	15.0	STP-M						
				TOTAL	0.0	120.0	815.0	935.0	TOTAL	0.0	120.0	815.0	935.0		
	297	PAVEMENT REPLACEMENT WITH NO ADDITIONAL LANES OF W	НР	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	162.0	0.0	186.0	۸	1
		WISCONSIN AVE FROM A POINT	'"	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		EAST OF N 89TH ST TO N 95TH ST IN		CONST OTHER	0.0 0.0	810.0 0.0	0.0	810.0 0.0	FED STP-M	96.0	648.0	0.0	744.0		
	(294)	THE CITY OF MILWAUKEE (.55)	1.	TOTAL					TOTAL	100.0	0.10.0				
	$\vdash$	RESURFACING OF W WISCONSIN		PE	120.0	810.0 0.0	0.0	930.0	LOCAL	120.0 160.0	810.0	0.0	930.0		
	298	AVE FROM N 11TH ST TO N 20TH ST	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	160.0	Α	EVELIDE
		IN THE CITY OF MILWAUKEE (0.49		CONST	800.0	0.0	0.0	800.0	FED	640.0	0.0	0.0	0.0	• • • • • • • • • • • • • • • • • • • •	EXEMPT
+		MILE)		OTHER	0.0	0.0	0.0	0.0	STP-M	040.0	0.0	0.0	640.0		
	(295)			TOTAL	800.0	0.0	0.0	800.0	TOTAL	800,0	0.0	0.0	800.0		
_		RESURFACING OF S 1ST ST FROM S		PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	40.0	40.0		
	299	KINNICKINNIC AVE TO E LINCOLN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		AVE IN THE CITY OF MILWAUKEE	] [	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	160.0	160.0		EVENIEL
	(206)	(0.70 MILES)		OTHER	0.0	0.0	0.0	0,0	STP-M	5.0		100.0	100.0		
	(296)	*		TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		l
		RESURFACING OF S 2ND ST FROM		PE	125.0	0.0	0.0	125.0	LOCAL	25.0	158.0	0.0	183.0		<u> </u>
	300	W NATIONAL AVE TO MENOMONEE	HP	row	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		RIVER IN THE CITY OF MILWAUKEE (0.63 MILE)		CONST	0.0	750.0	0.0	750.0	FED	100.0	632.0	0.0	732.0		L'YEIVII I
	(297)	(O.OO WILE)		OTHER	0.0	40.0	0.0	40.0	STP-M			٠.۵	, 52.0		1
	(297)	·		TOTAL	125.0	790.0	0.0	915.0	TOTAL	125.0	790.0	0.0	915.0		1

Project		Project			Estimate	ed Costs (Th	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor 	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
MILWAUKEE (CITY)	301	RESURFACING OF S 6TH ST FROM W OHIO AVE. TO W HAYES AVE IN	HP	PE ROW	136.5 0.0	0.0 0.0	0.0	136.5 0.0	LOCAL STATE	27.3 0.0	0.0 0.0	189.4 0.0	216.7 0.0	A	EVELIP
,		THE CITY OF MILWAUKEE (1.30 MILES)		CONST OTHER	0.0 0.0	0.0 0.0	910.0 37.0	910.0 37.0	FED STP-M	109.2	0.0	757.6	866.8		EXEMPT
	(298)			TOTAL	136.5	0.0	947.0	1,083.5	TOTAL	136.5	0.0	947.0	1,083.5		
	200	RESURFACING OF S 11TH ST FROM	LID	PE	0.0	180.0	0.0	180.0	LOCAL	0.0	36.0	250.6	286.6		
	302	W WINDLAKE AVE TO W BRUCE ST IN THE CITY OF MILWAUKEE (1,28	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILES)		CONST OTHER	0.0	0.0	1,185.0	1,185.0	FED AT	0.0	144.0	1,002.4	1,146.4		
	(299)	'		TOTAL	0.0	0.0 180.0	68.0 1,253.0	68.0 1,433.0	STP-M TOTAL		400.0	1 050 0			
	†	PAVEMENT REPLACEMENT/		PE	0.0	0.0	0.0	1,433.0	LOCAL	0.0	180.0 0.0	1,253.0 0.0	1,433.0 101.0		
	303	RESURFACING OF N 12TH ST FROM	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		W WISCONSIN AVE TO W HIGHLAND BLVD IN THE CITY OF MILWAUKEE		CONST	460.0	0.0	0.0	460.0	FED	404.0	0.0	0.0	404.0		EVEINIL
	(300)	(0.39 MILE)		OTHER	45.0	0.0	0.0	45.0	STP-M					ı	ĺ
	ļ`		·	TOTAL	505.0	0.0	0.0	505.0	TOTAL	505.0	0.0	0.0	505.0		
	304	RESURFACING OF N.16TH STREET FROM W.CLYBOURN STREET TO	HP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	31.8	0.0	0.0	31.8		
		W.WISCONSIN AVENUE IN THE CITY	'"	CONST	0.0 159.0	0.0	0.0	0.0 159.0	STATE FED	0.0 127.2	0.0	0.0	0.0	Α	EXEMPT
	(004)	OF MILWAUKEE (0.18 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M	127.2	0.0	0.0	127.2		
	(301)			TOTAL	159.0	0.0	0.0	159.0	TOTAL	159.0	0.0	0.0	159.0		
,		PAVEMENT REPLACEMENT WITH NO		PE	125.0	0.0	0.0	125.0	LOCAL	25.0	148.0	0.0	173.0		
	305	ADDITIONAL LANES OF S. 20TH ST FROM W. HOWARD AVE TO W.	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MORGAN AVE IN THE CITY		CONST	0.0	697.0	0.0	697.0	FED	100.0	592.0	0.0	692.0		
	(302)	MILWAUKEE (0.50 MILES)		OTHER	0.0	43.0	0.0	43.0	STP-M						
	-	RESURFACING OF S 20TH ST FROM		TOTAL PE	125.0 0.0	740.0	0.0 150.0	865.0	TOTAL LOCAL	125.0	740.0	0.0	865.0	·	ļ
	306	W LAYTON AVE TO W GRANGE AVE	HP	ROW	0.0	0.0	0.0	150.0 0.0	STATE	0.0	0.0 0.0	30.0 0.0	30.0 0.0	Α	EVELIET
		IN THE CITY OF MILWAUKEE (1.00 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	120.0	120.0		EXEMPT
	(303)	WILES)		OTHER	0.0	0.0	0.0	0.0	STP-M		0.0	120.0	120.0		
	(000)			TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	307	RENOVATION OF THE NORTH 35TH STREET BRIDGE OVER LINCOLN	HP	PE	<b>:</b> 45.0	0.0	0.0	- 45.0	LOCAL	9.0	45.6	0.0	54.6		
	""	CREEK IN THE CITY OF MILWAUKEE	rie	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	i i	(0.06 MILE)		OTHER	0.0 0.0	228.0 0.0	0.0	228.0 0.0	FED BRF	36.0	182.4	0.0	218.4		
	(304)			TOTAL	45.0	228.0	0.0	273.0	TOTAL	45.0	228.0	0.0	273.0		
		PAVEMENT REPLACEMENT OF S		PE	0.0	125.0	0.0	125.0	LOCAL	0.0	25.0	167.4	192.4		
	308	35TH ST FROM W MORGAN AVE TO W LAKEFIELD DR IN THE CITY OF	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILWAUKEE (0.41 MILE)		CONST	0.0	0.0	812.0	812.0	FED	0.0	100.0	669.6	769.6		
	(305)			OTHER	0.0	0.0	25.0	25.0	STP-M						
	<del>                                     </del>	RESURFACING OF S 60TH ST FROM		TOTAL PE	0.0	125,0	837.0	962.0	TOTAL	0.0	125.0	837.0	962.0		
	309	W WATERFORD AVE TO W FOREST	HP	PE ROW	0.0	0.0 0.0	100.0	100.0	LOCAL STATE	0.0	0.0 0.0	20.0	20.0	A	
		HOME AVE IN THE CITY OF		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0 80.0	0.0 80.0	,,	EXEMPT
	(306)	MILWAUKEE (0.46 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M	""	0.0	00.0	50.0		
	(000)	,		TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	310	RESURFACING OF N 84TH ST FROM	HP	PE	238.0	0.0	0.0	238.0	LOCAL	47.6	323.0	0.0	370.6		
	310	W BURLEIGH ST TO W HAMPTON AVE IN THE CITY OF MILWAUKEE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		(2.00 MILES)		CONST OTHER	0.0	1,600.0	0.0	1,600.0	FED	190.4	1,292.0	0.0	1,482.4		
	(307)	_	<b> </b>	TOTAL	0.0	15.0	0.0	15.0	STP-M	000 5					]
· <u> </u>				IOTAL	238.0	1,615.0	0.0	1,853.0	TOTAL	238.0	1,615.0	0.0	1,853.0		J

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
MILWAUKEE	044	RESURFACING OF N 91ST STREET	† <u>.</u> -	PE	120.0	0.0	0.0	120.0	LÕCAL	24.0	160.0	0.0	184.0		<u> </u>
(CITY)	311	FROM W FLAGG AVE TO W MILL RD IN THE CITY OF MILWAUKEE (0.53	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	MILES)	1	CONST	0.0	800.0	0.0	800.0	FED	96.0	640.0	0.0	736.0		1
	(308)	1	1	OTHER TOTAL	0.0 120.0	0.0 800.0	0.0	0.0	STP-M	100.0					
	1	PAVEMENT REPLACEMENT OF N.	-	PE	0.0	0.0	300.0	920.0 300.0	LOCAL	120.0	800.0	0.0	920.0		
	312	91ST ST. FROM W. BROWN DEER	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	60.0 0.0	60.0 0.0	Α	EXEMPT
		RD. TO W. COUNTY LINE RD, IN THE CITY OF MILWAUKKE (1.00 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	240.0	240.0		EXCIMILI
	(309)	OTT OF WILLWARKE (1.00 WILLS)	1	OTHER	0.0	0.0	0.0	0.0	STP-M				4.0.0		
	(220)			TOTAL	0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		
•	313	RECONSTRUCTION WITHOUT ADDITIONAL LANES OF N. 124TH ST.	l <sub>HP</sub>	PE	0.0	0.0	75.0	75.0	LOCAL	0.0	0.0	15.0	15.0		
	] ""	FROM W. FAIRY CHASM TO W.	Lit.	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		BROWN DEER RD. IN THE CITY OF MILWAUKEE (0.57 MILES)		OTHER	0.0 0.0	0.0 0.0	0.0	0.0 0.0	FED STP-M	0.0	0.0	60.0	60.0		
	(310)	MILWAUKEE (0.57 MILES)		TOTAL	0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0		
		CONSTRUCTION OF LOCAL STREET		PE	350.0	0.0	0.0	350.0	LOCAL	1,252.5	0.0	0.0	1,252.5		<del>                                     </del>
	314	CONNECTIONS AND	HP	ROW	1,000.0	0.0	0.0	1,000.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
	l	IMPROVEMENTS/MODIFICATIONS ASSOCIATED WITH REMOVAL/NEW		CONST	4,500.0	0.0	0.0	4,500.0	FED	7,097.5	0.0	0.0	7,097.5		EXEMPT
	(311)	TERMINUS OF PARK EAST FWY		OTHER	2,500.0	0.0	0.0	2,500.0	IH-C/S						
		CONCEDUCTION OF A NEW		TOTAL	8,350.0	0.0	0.0	8,350.0	TOTAL	8,350.0	0.0	0.0	8,350.0		
	315	CONSTRUCTION OF A NEW MCKINLEY/KNAPP STREET BRIDGE	HP	PE ROW	690.0	0.0	0.0	690.0	LOCAL	1,183.5	0.0	0.0	1,183.5	Α	
		OVER THE MILWAUKEE RIVER IN	'''	CONST	200.0 7,000.0	0.0	0.0	200.0 7,000.0	STATE FED	0.0 6,706.5	0.0	0.0	0.0 6,706.5	^ .	NON- EXEMPT
	(0.4.0)	THE CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	IH-C/S	0,700.5	0.0	0.0	6,706.5		EXEMPT
	(312)	·	1	TOTAL	7,890.0	0.0	0.0	7,890.0	TOTAL	7,890.0	0.0	0.0	7.890.0		
	240	RECONSTRUCTION/EXPANSION OF		PE	3,152.0	0.0	0.0	3,152.0	LOCAL	1,576.0	2,085.0	9,805.9	13,466.9		
	316	W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF	HE	ROW	0.0	200.0	0.0	200.0	STATE	1,576.0	2,085.0	9,805.9	13,466.9	Α	NON-
		MILWAUKEE (2.77 MILES)		CONST	0.0	3,970.0	19,305.8	23,275.8	FED	0.0	0.0	0.0	0.0		EXEMPT
	(313)	·		OTHER	0.0	0.0	306.0	306.0		0.1-0.0					
<del> </del>		DESIGN AND INSTALLATION OF	_	TOTAL PE	3,152.0 0.0	4,170.0 7.5	19,611.8 7.5	26,933.8 15.0	TOTAL	3,152.0 0.0	4,170.0 15.0	19,611.8	26,933.8		
	317	EXPRESS BUS ROUTE TRAFFIC	TI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	15.0 0.0	30.0	Α	EXEMPT
		SIGNAL PRE-EMPTION EQUIPMENT		CONST	0.0	67.5	67.5	135.0	FED	0.0	60.0	60.0	120.0		EVEINIL
	(314)			OTHER	0.0	0.0	0.0	0.0	CMAQ			33.5	720.0		
	(011)			TOTAL	0.0	75.0	75.0	150.0	TOTAL	0.0	75.0	75.0	150.0		
	318	RECONSTRUCTION AND RESURFACING AT VARIOUS	ОН	PE	1,000.0	1,500.0	975.0	3,475.0	LOCAL	3,965.0	6,150.0	3,900.0	14,015.0		
	318	LOCATIONS ON CITY STREETS OFF	01	ROW CONST	0.0	0.0	0.0	0.0	STATE	. 0.0	0.0	0.0	0.0	Α	EXEMPT
		THE FEDERAL-AID SYSTEM IN THE		OTHER	2,965.0 0.0	4,650.0 0.0	2,925.0 0.0	10,540.0	FED	0.0	0.0	0.0	0.0		
* .	(315)	CITY OF MILWAUKEE		TOTAL	3,965.0	6,150.0	3,900.0	14,015,0	TOTAL	3,965.0	6,150.0	2 200 0	14.015.0		
		REHABILITATION OF WEST	-	PE	0.0	0,130.0	0.0	0.0	LOCAL	15.0	0.0	3,900.0	14,015.0 15.0		<u> </u>
. •	319	GLENDALE AVE BRIDGE OVER THE	OH	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	l i	LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.01 MILE)		CONST	75.0	0.0	0.0	75.0	FED (	60.0	0.0	0.0	60.0		->
	(316)	(		OTHER	0.0	0.0	0.0	0.0	BRF						
·	<u> </u>			TOTAL	75.0	0.0	0.0	75.0	TOTAL	75.0	0.0	0.0	75.0		
	320	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N.	ОН	PE	47.0	0.0	0.0	47.0	LOCAL	9.4	70.8	0.0	80.2		
	"-"	GRANVILLE RD. BRIDGE OVER THE	ا انب	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	I. I	LITTLE MENOMONEE RIVER IN THE		OTHER	0.0	354.0 0.0	0.0	354.0 0.0	FED BRF	37.6	283.2	0.0	320.8		
	(317)	CITY OF MILWAUKEE	1 .	TOTAL	47.0	354.0	0.0	401.0	TOTAL	47.0	354.0				I

Project		Project			Estimate	ed Costs (Ti	ousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MILWAUKEE (CITY)	321	REHABILITATE BRIDGE ON SOUTH 29TH ST OVER KINNICKINNIC RIVER MILWAUKEE COUNTY LOCAL	ОН	PE ROW	116.0 0.0	0.0	0.0 0.0	116.0 0.0	STATE	23.2 0.0	0.0	113.8 0.0	137.0	Α	EXEMPT
	(318)	BRIDGE (P-40-0630)		CONST OTHER	0.0 0.0	0.0 0.0	569.0 0.0	569.0 0.0	BRF	92.8	0.0	455.2	548.0		
	<u> </u>		<u> </u>	TOTAL	116.0	0.0	569.0	685.0	TOTAL	116.0	0.0	569.0	685.0		
	322	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S. 29TH ST BRIDGE OVER THE UNION	ОН	PE ROW	97.0 0.0	0.0 0.0	0.0 0.0	97.0 0.0	LOCAL STATE	19.4 0.0	0.0 0.0	137.0 0.0	156.4 0.0	А	EXEMPT
	(319)	PACIFIC RR IN THE CITY OF MILWAUKEE (0.05 MILES)	-	CONST OTHER	0.0 0.0	0.0 0.0	685.0 0.0	685.0 0.0	FED BRF	77.6	0.0	548.0	625.6		
			<u> </u>	TOTAL	97.0	0.0	685.0	782.0	TOTAL	97.0	0.0	685.0	782.0		
	323	BRIDGE REPLACEMENT OF N 45TH ST OVER MENOMONEE RIVER CITY OF MILWAUKEE MILWAUKEE	ОН	PE ROW	56.0 0.0	0.0 0.0	0.0 0.0	56.0 0.0	LOCAL STATE	11.2 0.0	0.0	46.2 0.0	57.4 0.0	А	EXEMPT
	(320)	COUNTY LOCAL BRIDGE P-40-0601		CONST OTHER	0.0 . 0.0	0.0 0.0	231.0 0.0	231.0	FED BRF	44.8	0.0	184.8	229.6		
	-			TOTAL	-56.0	0.0	231.0	287.0	TOTAL	56.0	0.0	231.0	287.0		
	324	INSTALL TRAFFIC SIGNAL MAST ARMS AT 5 LOCATIONS IN THE CITY OF MILWAUKEE TO IMPROVE	HS	PE ROW CONST	5.9 0.0	0.0	0.0	5.9 0.0	STATE	4.2 0.0	0.0 0.0	0.0 0.0	4.2 0.0	Α .	EXEMPT
	(321)	SIGNAL VISIBILITY & SAFETY		OTHER	35.8 0.0	0.0 0.0	0.0 0.0	35.8 0.0	FED STP-S	37.5	0.0	0.0	37.5		
	-	DEDECTRIAN CAPETY		TOTAL	41.7	0.0	0.0	41.7	TOTAL	41.7	0.0	0.0	41.7		
	325	PEDESTRIAN SAFETY IMPROVEMENTS FOR THE FACILITIES: WISCONSIN AVE,	HS	PE ROW	0.0	0.0	0.0	0.0	LOCAL STATE	20.2 0.0	20.2 0.0	40.5	80.9 0.0	Α	EXEMPT
	(322)	CENTER ST, CESAR CHAVEZ DR, BURLEIGH ST, 27TH ST, AND 35TH ST		CONST OTHER	202.4 0.0	202.4 0.0	404.8 0.0	809.6 0.0	FED STP-S	182.2	182.2	364.3	728.7		
		COOT TOATE IS OLONAL		TOTAL	202.4	202.4	404.8	809.6	TOTAL	202.4	202.4	404.8	809.6		
	326	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY	HS	PE ROW	12.0	12.0 0.0	12.0 0.0	36.0 0.0	LOCAL STATE	13.2 0.0	13.2 0.0	13.2 0.0	39.6 0.0	Α	EXEMPT
	(323)	OF MILWAUKEE		CONST OTHER	120.0 0.0	120.0 0.0	120.0 0.0	360.0 0.0	FED STP-S	118.8	118.8	118.8	356.4		
		ADD LEFT TURN LANGO AND GIONAL		TOTAL	132.0	132.0	132.0	396.0	TOTAL	132.0	132.0	132.0	396.0		
	327	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE S. CESAR CHAVEZ DR. AND W. MITCHELL ST.	HS	PE ROW	1.8 0.0	0.0	0.0 0.0	1.8 0.0	LOCAL STATE	1.3 0.0	0.0	0.0	1.3 0.0	Α	EXEMPT
	(324)	INTERSECTION IN THE CITY OF MILWAUKEE		CONST OTHER	11.5 0.0	0.0 0.0	0.0 0.0	11.5 0.0	FED STP-S	12.0	0.0	0.0	12.0		
				TOTAL	13.3	0.0	0.0	13.3	TOTAL	13.3	0.0	0.0	13.3		
	328	CONSTRUCT MINI ROUND-ABOUTS AT THE KILBOURN AVENUE INTERSECTIONS WITH 16TH & 17TH	нѕ	PE ROW	15.0 0.0	0.0	0.0	15.0	LOCAL STATE	0.0	0.0 8.5	0.0	0.0 10.0	Α	EXEMPT
	(325)	STREETS IN THE CITY OF MILWAUKEE		CONST OTHER	0.0 0.0	85.0 0.0	0.0	85.0 0.0	FED STP-S	13.5	76.5	0.0	90.0	• •	
	$\vdash$	SAFETY IMPROVEMENTS ON E		TOTAL	15.0	85.0	0.0	100.0	TOTAL	15.0	85.0	0.0	100.0		
	329	NORTH AVE FROM N BOOTH ST TO N BREMEN ST IN THE CITY OF	HS	PE ROW CONST	0.0 50.0	0.0	0.0	0.0 50.0	LOCAL STATE	25.0 0.0	0.0	0.0	25.0 0.0	Α	EXEMPT
	(326)	MILWAUKEE (0.26 MILES)		OTHER	200.0	0.0	0.0	200.0	FED STP-S	225.0	0.0	0.0	225.0	!	
4.	$\vdash$	ADD LEFT TURN LANES AND SIGNAL	$\vdash$	TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
	330	MAST ARMS AT THE INTERSECTION OF 70TH & MAIN IN MILWAUKEE TO	HS	PE ROW CONST	0.9 0.0 5.1	0.0	0.0	0.9 l 0.0	LOCAL STATE FED	0.6 0.0	0.0	0.0	0.6	Α	EXEMPT
	(327)	IMPROVE SAFETY		OTHER	0.0	0.0	0.0	5.1 0.0	STP-S	5.4	0.0	0.0	5.4		
				TOTAL	6.0	0.0	0.0	6.0	TOTAL	6.0	0.0	0.0	6.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	d Costs (Ti	nousands \$	)		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvi.	Quality Status
MILWAUKEE	331	RECONSTRUCT THE LAKE MICHIGAN SHORELINE PROTECTION	EE	PE	43.5	0.0	0.0	43.5	LOCAL	8.7	171.3	0.0	180.0		
(CITY)	] **.	SYSTEM CREATING A PEDESTRIAN/		ROW CONST	0.0 0.0	0.0 672.5	0.0 0.0	0.0 672.5	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	(000)	BIKE TRAIL NEAR MILW, ART MUSEUM ADDITION		OTHER	0.0	0.0	0.0	0.0	STP-E	34.8	501.2	0.0	536.0	'	
	(328)	MOGESTICAL		TOTAL	43.5	672.5	0.0	716.0	TOTAL	43.5	672.5	0.0	716.0		
	220	INSTALLATION OF GUIDE SIGNS TO		PE	15.0	0.0	0.0	15.0	LOCAL	3.0	14.0	0.0	17.0		
	332	DIRECT MOTORISTS TO PARKING CITY OF MILWAUKEE CMAQ	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST OTHER	0.0	70.0 0.0	0.0 0.0	70.0 0.0	FED CMAQ	12.0	56.0	0.0	68.0		
	(329)			TOTAL	*15.0	70.0	0.0	85.0	TOTAL	15.0	70.0	0.0	85.0		
	T	SCHOOL ZONE SPEED LIMIT	<u> </u>	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	50.0	50.0	150.0		
	333	SIGNINGING UPGRADE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	ł			CONST OTHER	50.0	50.0	50.0	150.0	FED	0.0	0.0	0.0	0:0		
	(330)		i I	TOTAL	0.0 50.0	0.0 50,0	0.0 50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
		VARIOUS CONGESTION MITIGATION/		PE	50.0	100.0	100.0	250.0	LOCAL	60.0	120.0	120.0	300.0		
	334	AIR QUALITY PROJECTS VARIOUS	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	LOCATIONS IN THE CITY OF MILWAUKEE		CONST	0.0	0.0	0.0	0.0	FED	240.0	480.0	480.0	1,200.0		
	(331)			OTHER	250.0	500.0	500.0	1,250.0	CMAQ						
<del></del> -	1	VARIOUS TRANSPORTATION		TOTAL PE	300.0	600.0	600.0	1,500.0	TOTAL LOCAL	300.0	600.0	600.0	1,500.0		<u> </u>
	335	ENHANCEMENT/SMIP PROJECTS AT	EE .	ROW	50.0 0.0	100.0	100.0 0.0	250.0 0.0	STATE	60.0 0.0	120.0 0.0	120.0 0.0	300.0 0.0	Α	EXEMPT
		VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE		CONST	0.0	0.0	0.0	0.0	FED	240.0	480.0	480.0	1,200.0		EVEINIL
	(332)	OF WILWAGREE		OTHER	250.0	500.0	500.0	1,250.0	STP-E				ŕ		
<u> </u>	(002)			TOTAL	300.0	600.0	600.0	1,500.0	TOTAL	300.0	600.0	600.0	1,500.0		
	336	CONDUCT OF A OFF-STREET BICYCLE STUDY TO IDENTIFY AND	EE	PE ROW	0.0	0.0	0.0	- 0.0	LOCAL ; STATE	20.0	0.0	0.0	20.0	Α	
	""	PRIORITZE TRAVEL CORRIDORS		CONST	0.0 0.0	0.0	0.0 0.0	0.0 0.0	FED	0.0 80.0	0.0 0.0	0.0	0.0 80.0	,,	EXEMPT
•	(000)			OTHER	100.0	0.0	0.0	100.0	STP-E	00.0	ÿ.ŏ.	0.0	00.0		1
	(333)			TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		1
<u> </u>	007	UPDATE AND DISTRIBUTE CITY OF		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	15.0	0.0	15.0		
	337	MILWAUKEE BICYCLE ROUTE MAPS	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST OTHER	0.0 0.0	0.0 75.0	0.0 0.0	0.0 75.0	FED STP-E	0.0	60.0	0.0	60.0		
	(334)	į		TOTAL	0.0	75.0	0.0	75.0	TOTAL	0.0	75.0	0.0	75.0		
		EVALUATION, SELECTION,		PE	-79.0	0.0	0.0	- 79.0	LOCAL	79.0	48.0	0.0	127.0	-	1
	338	DESIGNATION AND SPOT IMPROVEMENT OF BICYCLE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		ROUTES ON EXISTING STREETS IN		CONST	316.0	240.0	0.0	556.0	FED	316.0	192.0	0.0	508.0		
	(335)	CITY OF MILWAUKEE: 1995		OTHER	0.0	0.0	0.0	0.0	CMAQ						,
<del>,</del>		INSTALLATION OF BICYCLE		TOTAL PE	395.0	240.0	0.0	635.0	TOTAL LOCAL	395.0	240.0	0.0	635.0		
*	339	PARKING FACILITIES AT VARIOUS	EE	PE ROW	0.0	0.0	0.0	0.0 0.0	STATE	20.0	20.0	12.0 0.0	52.0 0.0	Α	EXEMPT
		LOCATIONS IN CITY OF MILWAUKEE		CONST	100.0	100.0	60.0	260.0	FED	80.0	80.0	48.0	208.0		LACIVIS
	(336)			OTHER	. 0.0	0.0	0.0	0.0	STP-E						
	(000)			TOTAL	100.0	100.0	60.0	260.0	TOTAL	100.0	100.0	60.0	260.0		
	340	DESIGN AND CONSTRUCTION OF THE BEER LINE BICYCLE AND	EE	PE	15.0	0.0	0.0	15.0	LOCAL	13.0	0.0	0.0	13.0		
	""	PEDESTRIAN PATH IN THE CITY OF	""	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILWAUKEE		OTHER	50.0 0.0	0.0 0.0	0.0	50.0 0.0	STP-E	52.0	0.0	0.0	52.0		
	(337)	<u> </u>		TOTAL	65.0	0.0	0.0	65.0	TOTAL	65.0	0.0	0.0	65.0		1

Project		Project			Estimate	ed Costs (Th	ousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MILWAUKEE	341	CONSTRUCTION OF 'B' BEERLINE BICYCLE TRAIL AND PEDESTRIAN	EE	PE	5.0	5.0	0.0	10.0		11.0	15.0	0.0	26.0		
(CITY)	""	PATH FROM N. HUMBOLDT AVE. TO		ROW CONST	0.0 50.0	0.0 70.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	(000)	E. PLEASANT ST. IN THE CITY OF MILWAUKEE (0.75 MILES)		OTHER	* 0.0	0.0	0.0	120.0 20.0	CMAQ	44.0	60.0	0.0	104.0		
	(338)	WILWAUREE (U.75 WILES)		TOTAL	55.0	75.0	0.0	130.0	TOTAL	55.0	75.0	0.0	130.0		
		DESIGN AND CONSTRUCTION OF		PE	125.0	0,0	0.0	125.0	LOCAL	109.0	311.0	0.0	420.0		<del>                                     </del>
	342	HENRY AARON BIKE TRAIL FROM MILLER PARK TO EMMBER LANE IN	EE	ROW	420.0	0.0	0.0	420.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		THE CITY OF MILWAUKEE	]	CONST	0.0	1,555.0	0.0	1,555.0	FED	436.0	1,244.0	0.0	1,680.0		
	(339)		l	OTHER	- 0.0	0.0	0.0	0.0	CMAQ						
		CONCERNATION OF A PROVINCE		TOTAL	545.0	1,555.0	0.0	2,100.0	TOTAL	545.0	1,555.0	0.0	2,100.0		
	343	CONSTRUCTION OF A BICYCLE TRAIL ALONG FORMER UP RR ROW	EE	PE ROW	75.0	0.0	0.0	75.0		235.0	63.0	0.0	298.0	۸	
		FROM 6TH AND ROSENDALE TO E		CONST	600.0 500.0	0.0 315.0	0.0	600.0 815.0	STATE FED	0.0 940.0	0.0	0.0	0.0	Α	EXEMPT
	(0.40)	WASHINGTON AVE IN THE CITY OF MILWAUKEE (2.2 M)		OTHER	0.0	0.0	0.0	0.0	CMAQ	940.0	252.0	0.0	1,192.0		
	(340)	WILVANCE (2.2 M)		TOTAL	1,175.0	315.0	0.0	1,490.0	TOTAL	1,175.0	315.0	0.0	1,490.0		
		DESIGN AND CONSTRUCTION OF		PE	80.0	0.0	0.0	80.0	LOCAL	146.0	0.0	0.0	146.0		-
	344	HENRY AARON BIKE TRAIL FROM	EE	ROW	20.0	0.0	0.0	20.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MILLER PARK TO DOYNE PARK IN THE CITY OF MILWAUKEE		CONST	630.0	0.0	0.0	630.0	FED	584.0	0.0	0.0	584.0		-/
	(341)			OTHER	0.0	0.0	0.0	0.0	CMAQ						]
				TOTAL	730.0	0.0	0.0	730.0	TOTAL	730.0	0.0	0.0	730.0		
	345	DESIGN AND CONSTRUCTION OF WALKWAY ENHANCEMENTS ALONG	EE	PE	0.0	0.0	0.0	0.0	LOCAL	471.6	0.0	0.0	471.6	_	
	•••	WISCONSIN AVE AND WATER ST IN		ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		THE MILWAUKEE CBD PHASE 1		OTHER	2,357.8 0.0	0.0 0.0	0.0	2,357.8 0.0	FED CMAQ	1,886.2	0.0	0.0	1,886.2		
	(342)			TOTAL	2,357.8	0.0	0.0	2,357.8	TOTAL	2,357.8	0.0	0.0	2,357.8		
		LANDSCAPING ALONG IH 94 EAST		PE	12.8	0.0	0.0	12.8	LOCAL	15.0	0.0	0.0	2,357.8 15.0		
	346	ON-RAMP AT MINERAL AND 9TH ST	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPŤ
		AND BETWEEN MINERAL ST AND WASHINGTON ST IN THE CITY OF	1	CONST	62.3	0.0	0.0	62.3	FED	60.1	0.0	0.0	60.1		LXLWII I
	(343)	MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	STP-E						
	(0.0)			TOTAL	75.1	0.0	0.0	75.1	TOTAL	75.1	0.0	0.0	75.1		
	347	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON	EE	PE	<b>-</b> 42.8	0.0	0.0	42.8	LOCAL	8.6	342.4	0.0	351.0		
	347	VARIOUS ARTERIAL STREETS IN	CC	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	CITY OF MILWAUKEE: 1995-96		CONST OTHER	0.0	428.0 0.0	0.0	428.0 0.0	FED CMAQ	34.2	85.6	0.0	119.8		
	(344)			TOTAL	42.8	428.0	0.0	470.8	TOTAL	42.8	428.0		470.0		
		INSTALLATION OF HARD WIRE		PE	24.0	0.0	0.0	24.0	LOCAL	52.0	0.0	0,0	470.8 52.0		<del>-</del>
	348	INTERCONNECT CABLE TO PROVIDE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	]	SIGNAL COORDINATION: 1993		CONST	236.0	0.0	0.0	236.0	FED	208.0	0.0	0.0	208.0		LXCIVII
	(345)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
	(0.0)			TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0		
	349	COMPUTER OPTIMIZATION OF	EE	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	•	
	348	TRAFFIC SIGNAL OPERATION IN THE MILWAUKEE CENTRAL BUSINESS		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	]	DISTRICT: 1993		CONST OTHER	0.0	0.0	0.0	0.0	FED CMAQ	40.0	0.0	0.0	40.0		
	(346)			TOTAL	50.0	0.0	0.0	0.0	TOTAL	500					
	1	COMPUTER OPTIMIZATION AND		PE	50.0	0.0	0.0	50.0 50.0	LOCAL	50.0 25.0	0.0	0.0	50.0		
•	350	SIGNAL EQUIPMENT UPGRADE OF	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	25.0 0.0	A	EVENDE
		25 SIGNAL SYSTEM ON APPLETON AVE AND LISBON AVE IN CITY OF		CONST	75.0	0.0	0.0	75.0	FED 6	100.0	0.0	0.0	100.0		EXEMPT
	(347)	MILWAUKEE: 1996-97		OTHER	0.0	0.0	0.0	0.0	CMAQ		٥.٠	0.0	,,,,,,		
•	(047)			TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

	7			1			002 - 2004		1	<u> </u>				050	1 4
Project Sponsor		Project	_		Estimate	ed Costs (Ti	nousands \$ —-——	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MILWAUKEE	351	INSTALLATION OF A COMPUTER-	EE	PE	140.0	0.0	0.0	140.0	LOCAL	88.0	0.0	0.0	88.0		
(CITY)	331	CONTROLLED SYSTEM INTEGRATING 21 TRAFFIC SIGNALS	==	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		ON THE SOUTH SIDE OF THE CITY	1	CONST OTHER	300.0	0.0	0.0	300.0	FED CMAQ	352.0	0.0	0.0	352.0		
	(348)	OF MILWAUKEE		TOTAL	0.0 440.0	0.0	0.0	0.0	TOTAL	440.0					
	-	COMPUTER OPTIMIZATION OF 83	-	PE	150.0	0.0	0.0	440.0 150.0	LOCAL	440.0 30.0	0.0 10.0	0.0	440.0		ļ
	352	SIGNAL SYSTEM ON SOUTH SIDE OF	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	40.0 j	Α	EXEMPT
		CITY OF MILWAUKEE: 1995 (1996 FUNDS)		CONST	0.0	50.0	0.0	50.0	FED	120.0	40.0	0.0	160.0		EVENIL
•	(349)	T ONDS)		OTHER	0.0	0.0	0.0	. 0.0	CMAQ	'					i
	. (043)			TOTAL	150.0	50.0	0.0	200.0	TOTAL	150.0	50.0	0.0	200.0		
	353	DEVELOPMENT AND INSTALLATION		PE	0.0	0.0	0.0	0.0	LOCAL	70.0	0.0	0.0	70.0		
•	353	OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		AT THE FESTIVAL GROUNDS: 1994		CONST OTHER	350.0	0.0	0.0	350.0	FED CMAQ	280.0	0.0	0.0	280.0		
	(350)	· '	1	TOTAL	0.0	0.0	0.0	0.0		250.0					
	+	SUMMERFEST PARKING	<del>                                     </del>	PE	350.0 290.0	0.0	0.0	350,0 290.0	LOCAL	350.0 300.0	0.0	0.0	350.0		
	354	MANAGEMENT SYSTEM	EE	ROW	290.0	0.0	0.0	290.0	STATE	0.0	0.0 0.0	0.0	300.0 0.0	Α	EXEMPT
				CONST	1,210.0	0.0	0.0	1,210.0	FED	1,200.0	0.0	0.0	1,200.0		EXEMP
	(254)		l	OTHER	0.0	0.0	0.0	. 0.0	CMAQ	,,200.0		0.0	1,200.0		
	(351)			TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
		BILLBOARD REMOVAL FOR W.		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	4.0	4.0		,
	355	LISBON AVE (USH 41) UPTOWN TRIANGLE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		TAIANGLE		CONST	0.0	0.0	20.0	20.0	FED	0.0	0.0	16.0	16.0		
	(352)	<b> </b>		OTHER	0.0	0.0	0.0	0.0	STP-E						
***	4	WOTH A TICK OF DECEMBER		TOTAL	, 0.0	0.0	20.0	20.0	TOTAL	0.0	0.0	20.0	20.0		
	356	INSTALLATION OF DECORATIVE STREET LIGHTING ALONG	EE	PE ROW	85.0	0.0	0.0	85.0	LOCAL STATE	17.0	130.0	0.0	147.0	Α	
		NATIONAL AVE (STH 59) FROM 12TH		CONST	0.0 0.0	0.0 650.0	0.0	0.0 650.0	FED	0.0 68.0	0.0 520.0	0.0	0.0 588.0	,,	EXEMPT
		STREET TO 1ST STREET IN CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	STP-E	00.0	520.0	0.0	500.0		
	(353)	WILLY AUKEE		TOTAL	85.0	650.0	0.0	735.0	TOTAL	85.0	650.0	0.0	735.0		
-	1	LANDSCAPING OF FOND DU LAC	_	PE	0.0	0.0	0.0	0.0	LOCAL	80.0	0.0	0.0	80.0		
	357	AVE (STH 145) FROM 19TH ST TO	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		36TH STREET IN THE CITY OF MILWAUKEE		CONST	400.0	0.0	0.0	400.0	FED	320.0	0.0	0.0	320.0		
	(354)	THE THE THE THE THE THE THE THE THE THE		OTHER	0.0	0.0	0.0	0.0	STP-E		·				
	(55.7)	· · · · · · · · · · · · · · · · · · ·		TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	358	INSTALL DECORATIVE STREET LIGHTS & LANDSCAPING AT	EE	PE	105.0	0.0	0.0	105.0	LOCAL	21.0	154.0	0.0	175.0		
	000	ATKINSON/CAPITOL/ TEUTONIA		ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
		TRIANGLE AND ON CAPITOL DR.		OTHER	0.0 0.0	770.0 0.0	0.0	770.0 0.0	STP-E	84.0	616.0	0.0	700.0		
	(355)	FROM 27TH ST. TO ATKINSON AVE.		TOTAL	105.0	770.0	0.0	875.0	TOTAL	105.0	770.0	0.0	875.0		1
	1	IMPROVEMENT OF TRAFFIC SIGNAL	<del>                                     </del>	PE	0.0	0.0	0.0	0.0	LOCAL	1.0	0.0	0.0	1.0	_	<del>                                      </del>
	359	VISIBILITY AT INTERSECTION OF	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		N.76TH STREET AND W.CAPITOL DRIVE		CONST	10.0	0.0	0.0	10.0	FED	9.0	0.0	0.0	9.0		
	(356)			OTHER	0.0	0.0	0.0	0.0	STP-S	<u> </u>	<u> </u>		,,,		
	(000)			TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	200	COORDINATION OF TRAFFIC		PE	0.0	0.0	0.0	0.0	LOCAL	7.3	9.6	6.9	23.8		
	360	SIGNALS ALONG W.CAPITOL DRIVE AND W.FOND DU LAC AVENUES	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1 .	AND THE CITE DO LAC AVENUES		CONST	73.0	96.0	69.0	238.0	FED	65.7	86.4	62.1	214.2		
	(357)			OTHER	0.0	0.0	0.0	0.0	STP-S						
	L` '			TOTAL	73.0	96.0	69.0	238.0	TOTAL	73.0	96.0	69.0	238.0		1

	T	_		Υ			2002 - 2004		1	-					
Project Sponsor	<u> </u>	Project			Estimate	ed Costs (T	housands \$	)		Source of	f Funds (Th	ousands \$)		GEO 29	Air Quality
эропзот	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MILWAUKEE	361	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF	EE	PE	0.0	0.0	0.0	0.0		0.8	0.0	0.0	0.8	-	+
(CITY)	1 30,	W.CAPITOL DRIVE AND W.TEUTONIA	. E.C.	ROW	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	Α	EXEMPT
•		AVENUE		CONST OTHER	8.0	0.0	0.0	8.0		7.2	0.0	0.0	7.2		1
-	(358)	· ·		TOTAL	0.0	0.0	0.0	0.0							
<del>-</del>	<del>                                     </del>	IMPROVEMENT OF TRAFFIC		PE	8.0 0.0	0.0	0.0	8.0		8.0	0.0	0.0	8.0		<u> </u>
	362	SIGNALS AT INTERSECTION OF W.	EE	ROW	0.0	0.0	0.0 0.0	0.0 0.0		8.0	2.4	1.8	12.2	А	
	1	CAPITOL DRIVE, W. FOND DU LAC	1	CONST	80.0	24.0	18.0	122.0	FED	0.0 72.0	0.0 21.6	0.0 16.2	0.0	_ ^	EXEMPT
	(050)	AVENUE, AND N. 51ST STREET	<b>(</b> )	OTHER	0.0	0.0	0.0	0.0	STP-S	12.0	21.0	10.2	109.8		1.
	(359)			TOTAL	80.0	24.0	18.0	122.0	TOTAL	80.0	24.0	18.0	122.0		'
	1	IMPROVEMENT OF TRAFFIC SIGNAL		PE	0.0	0.0	0.0	0.0	LOCAL	3.7	0.0	0.0			<del> </del>
,	363	VISIBILITY AT INTERSECTION OF	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	3.7 0.0	Α	EXEMPT
		W.HAMPTON AVENUE AND N.SHERMAN BOULEVARD		CONST	37.0	0.0	0.0	37.0	FED	33.3	0.0	0.0	33.3		EXEMPT
	(360)	IV.SHENWAN BOOLEVARD		OTHER	0.0	0.0	0.0	0.0	STP-S		0.0	0.0	00.0		
	(300)			TOTAL	*37.0	0.0	0.0	37.0	TOTAL	37.0	0.0	0.0	37.0		
		PEDESTRIAN AND TRAFFIC SIGNAL		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	6.5	68.5	75.0		·
	364	ENHANCEMENTS ON S.CESAR	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1 .	CHAVEZ DRIVE (0.50 MILES)		CONST	0.0	65.0	685.0	750.0	FED	0.0	58.5	616.5	675.0		
	(361)	,	1	OTHER	0.0	0.0	0.0	0.0	STP-S	f i			3. 3.3		
	(== ,/			TOTAL	0.0	65.0	685.0	750.0	TOTAL	0.0	65.0	685.0	750.0		
	365	CONSTRUCT MARSUPIAL BRIDGE N		PE	330.0	0.0	0.0	330.0	LOCAL	66.0	576.8	0.0	642.8		
	305	HOLTON ST VIADUCT N COMMERCE ST TO N WATER ST BIKE/PED CITY	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		OF MILWAUKEE CMAQ	l	CONST	0.0	2,884.0	0.0	2,884.0	FED	264.0	2,307.2	0.0	2,571.2		
	(362)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	330.0	2,884.0	0.0	3,214.0	TOTAL	330.0	2,884.0	0.0	3,214.0		
	366	CONSTRUCT MARQUETTE UNIVERSITY PEDESTRIAN	EE	PE	34.6	0.0	0.0	34.6	LOCAL	198.0	0.0	0.0	198.0		
	""	CORRIDOR ON WISCONSIN AVE N		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		12TH ST AND N 16TH ST CITY OF		CONST OTHER	955.3 0.0	0.0	0.0	955.3	FED CMAQ	791.9	0.0	0.0	791.9		
	(363)	MILWAUKEE CMAQ				0.0	0.0	0.0							ł
· ·	<del> </del>	ENHANCE E/W WISCONSIN AVE & N		TOTAL PE	989.9	0,0	0.0	989.9	TOTAL	989.9	0.0	0.0	989.9		
	367	WATER STREET ALONG	EE	ROW	440.0 0.0	0.0	0.0	440.0	LOCAL STATE	88.0	412.0	0.0	500.0	Å	
		PEDESTRIAN CORRIDOR		CONST	0.0	0.0 2,060.0	0.0	0.0 2.060.0	FED	0.0 352.0	0.0	0.0	0.0	^	EXEMPT
•		STREETSCAPE, LIGHTING, & LANDSCAPE STAGE II MILWAUKEE		OTHER	0.0	0.0	0.0	2,060.0	CMAQ	352.0	1,648.0	0.0	2,000.0		
	(364)	COUNTY CMAQ	ŀ	TOTAL	440.0	2,060.0	0.0	2,500.0	TOTAL	440.0	2,060.0		0.500.0		
-		ENHANCE E/W WISCONSIN AVE & N		PE	0.0	440.0	0.0	440.0	LOCAL	0.0	500.0	0.0	2,500.0		<del> </del>
	368	WATER STREET ALONG	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	500.0 0.0	A	EXEMPT
		PEDESTRIAN CORRIDOR STREETSCAPE, LIGHTING, &		CONST	0.0	2,060.0	0.0	2,060.0	FED	0.0	2,000.0	0.0	2,000.0		EVENIL
	(365)	LANDSCAPE STAGE III MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	CMAQ		2,000.0	0.0	2,000.0		
	(365)	COUNTY CMAQ		TOTAL	0.0	2,500.0	0.0	2,500.0	TOTAL	0.0	2,500.0	0.0	2,500.0		
		IMPROVEMENT OF TRAFFIC SIGNAL		PE	~ 0.0	0.0	0.0	0.0,	LOCAL	1.9	0.0	0.0	1.9		
	369	VISIBILITY AT INTERSECTION OF	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1 1	N.27TH STREET AND W.WSCONSIN AVENUE		CONST	19.0	0.0	0.0	19.0	FED	17,1	0.0	0.0	17.1		ter Cyter IVII
	(366)			OTHER	0.0	0.0	0.0	0.0	STP-S	1 ' I		1	1		
	,555,			TOTAL	19.0	0.0	0.0	19.0	TOTAL.	19.0	0.0	0.0	19.0		
	070	ENHANCE E/W WISCONSIN AVE & N	7	PE	0.0	0.0	440.0	440.0	LOCAL	0.0	0.0	500.0	500.0		
	370	WATER STREET ALONG PEDESTRIAN CORRIDOR	EE	ROW	** 0.0	0.0	0.0	²0.0	STATE	0.0	0.0	0.0	0.0	· A	EXEMPT
		STREETSCAPE, LIGHTING, &		CONST	0.0	0.0	2,060.0	2,060.0	FED	0.0	0.0	2,000.0	2,000.0		
	(367)	LANDSCAPE STAGE IV MILWAUKEE	L	OTHER	0.0	0.0	0.0	0.0	CMAQ				_,		
	`/	COUNTY CMAQ		TOTAL	0.0	0.0	2,500.0	2,500.0	TOTAL	0.0	0.0	2,500.0	2,500.0	į	

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY
2002 - 2004

	η	Duellent		1			002 - 2004		<del></del>			· ·		GEO	1 4:-
Project Sponsor		Project	r		Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (Th	ousands \$)		29	Air Quality
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
OAK CREEK	371	RECONDITIONING OF PENNSYLVANIA AVE FROM RYAN	HP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	141.6	0.0	0.0	141.6		
(CITY)	***	ROAD TO PUETZ ROAD IN THE CITY	] '"	CONST	0.0 708.0	0.0 0.0	0.0	0.0 708.0	STATE FED	0.0 566.4	0.0	0.0	0.0	'A	EXEMP <sup>2</sup>
	(0.00)	OF OAK CREEK (1.00 MILES)		OTHER	200.0	0.0	0.0	0.0	STP-M	366.4	0.0	0.0	566.4		
	(368)			TOTAL	708.0	0.0	0.0	708.0	TOTAL	708.0	0.0	0.0	708.0		l
		CONSTRUCTION OF BICYCLE		PE	0.0	0.0	0.0	0.0	LOCAL	144.0	0.0	0.0	144.0		
	372	PEDESTRIAN PATH ON FORMER CHICAGO NORTH SHORE RIGHT-OF-	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMP'
		WAY IN THE CITY OF OAK CREEK	1	CONST	720.0	0.0	0.0	720.0	FED	576.0	0.0	0.0	576.0		
	(369)			OTHER	* 0.0	0.0	0.0	20.0	CMAQ				<u></u>		
	-	REPLACEMENT OF WEST GREEN	<u> </u>	TOTAL PE	720.0	0.0	0.0	720.0	LOCAL	720.0	0.0	0.0	720.0		
RIVER HILLS (VILLAGE)	373	TREE ROAD BRIDGE OVER	HP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	STATE	184.0 0.0	0.0 0.0	0.0	184.0	Α	
(VILLAGE)		MILWAUKEE RIVER (B-40-0929) IN		CONST	920.0	0.0	0.0	920.0	FED	736.0	0.0	0.0 0.0	0.0 736.0	, ,	EXEMP
	(270)	THE VILLAGE OF RIVER HILLS		OTHER	. 0.0	0.0	0.0	0.0	BRF	700.0	0.0	0.0	730.0		l
	(370)	*		TOTAL	920.0	0.0	0.0	920.0	TOTAL	920.0	0.0	0.0	920.0		
ST FRANCIS		CLOSING OF THE NORWICH		PE	0.0	0.0	0.0	0.0	LOCAL	7.0	0.0	0.0	7.0		
(CITY)	374	AVENUE/UNION PACIFIC RR CROSSING IN THE CITY OF ST	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMP
		FRANCIS		CONST	70.0	0.0	0.0	70.0	FED	63.0	0.0	0.0	63.0		
	(371)			OTHER	0.0	0.0	0.0	0.0	STP-S	ļ					
		RECONSTRUCTION OF THE OAK		TOTAL PE	70.0 0.0	0.0	0,0	70.0 0.0	TOTAL LOCAL	70.0	0.0	0.0	70.0		
SHOREWOOD (VILLAGE)	375	LEAF TRAIL BRIDGE OVER CAPITOL	EE '	ROW	0.0	0.0 0.0	0.0 0.0	0.0	STATE	24.4 0.0	0.0	0.0 0.0	24.4 0.0	Α	EVENID
(VILLAGE)		DRIVE IN THE VILLAGE SHOREWOOD	j i	CONST	0.0	0.0	0.0	0.0	FED	97.5	0.0	0.0	97.5	, ,	EXEMP
	(270)			OTHER	121.9	0.0	0.0	121.9	STP-E	1	0.0	0.0	37.0		
	(372)			TOTAL	121.9	0.0	0.0	121.9	TOTAL	121.9	0.0	0.0	121.9		
SOUTH		REPLACE BRIDGE P-40-0737 (O.3M		PE	0.0	0.0	0.0	0.0	LOCAL	120.0	0.0	0.0	120.0	_	
MILWAUKEE	376	S. CTH ZZ) 15TH AVENUE (LOC STR) BRIDGE REPLACEMENT OVER OAK	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	A	EXEMP1
(CITY)		CREEK BRIDGE P-40- 0737 CITY OF		CONST	600.0	0.0	0.0	600.0	FED	480.0	0.0	0.0	480.0		
	(373)	S MILWAUKE		OTHER	0.0	0.0	0.0	0.0	BRF						
<del></del>	<del>                                     </del>	RESURFACING OF GRANTOSA DR.		TOTAL PE	600.0 0.0	0.0 0.0	0.0	600.0	TOTAL LOCAL	600.0 139.0	0.0	0,0	600.0		
WAUWAUTOSA	377	FROM N. 94TH ST. TO N. 100TH ST.	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0 0.0	139.0 0.0	Α	EXEMPT
(CÍTY)		IN THE CITY OF WAUWATOSA (0.44		CONST	139.0	0.0	0.0	139.0	FED	0.0	0.0	0.0	0.0		EXEMP
	(374)	MILES)		OTHER	0.0	0.0	0.0	0.0		1	5.5	0.0	5.0		
	(3/4)			TOTAL	139.0	0.0	0.0	139.0	TOTAL	139.0	0.0	0.0	139.0		
	270	RESURFACE N 124TH ST (LOC STR)		PE	125.2	0.0	0,0	. 125.2	LOCAL	25.0	160.0	0.0	185.0		1
	378	BURLEIGH ST- CAPITAL DR. C/WAUWATOSA JOINT PROJECT	HP.	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMP1
		W/ BROOKFIELD		CONST OTHER	0.0	800.0	0.0	800.0	FED STP-M	100.2	640.0	0.0	740.2		
	(375)			TOTAL	0.0	0.0	0.0	0.0	TOTAL	105.0	200.0		227.2		1
		RECONSTRUCTION WITH		PE	125.2 0.0	0.00 0.0	203.0	925.2 203.0	LOCAL	125.2	800.0 0.0	0.0	925.2		<del></del>
	379	ADDITIONAL LANES OF N 124TH ST	н	ROW	0.0	0.0	40.6	40.6	STATE	0.0	0.0	48.7 0.0	48.7 0.0	Α	NON-
	1	FROM LISBON RD TO RUBY AVE IN		CONST	0.0	0.0	,0.5	0.0	FED	0.0	0.0	194.9	194.9		EXEMPT
	(376)	THE CITY OF WAUWATOSA (0,50 MILE)		OTHER	0.0	0.0	0.0	0.0	STP-M				, 5		
	(3/6)			TOTAL	0.0	0.0		0.0	TOTAL	0.0	0.0	243.6	243.6		
· ·	200	RESURFACING OF 121ST ST FROM		PE	0.0	0.0	0.0	0.0	LOCAL	227.2	0.0	0.0	227.2		
	380	FAIRVIEW AVE TO BLUEMOUND ROAD IN THE CITY OF WAUWATOSA	OH	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		(0.35 MILES)		CONST	227.2	0.0	0.0	227.2	FED	0.0	0.0	0.0	0.0		
	(377)			OTHER	0.0	0.0	0.0	0.0							
	1		I I	TOTAL	227.2	0.0	0.0	227.2	TOTAL	227.2	0.0	0.0	227.2		1

Project Sponsor		Project			Estimate	ed Costs (TI	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
	No.	Description	Туре	,	2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
WAUWAUTOSA	381	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG	EE	PE	20.0	0.0	0.0	20.0	1	4.0	1.0	105.0	110.0		
(CITY)	""	MENOMONEE RIVER FROM HART		ROW	0.0	5.0	0.0	5.0		0.0	0.0	0.0	0.0	Α	EXEMPT
(CITY)		PARK TO 63 RD STREET IN THE CITY		CONST OTHER	0.0	0.0	525.0	525.0	FED	16.0	4.0	420.0	440.0		
	(378)	OF WAUWATOSA			0,0	0.0	0.0	0.0	STP-0						
	_	RESURFACING OF S 76TH ST FROM		TOTAL	20,0	5.0	525.0	550.0	TOTAL	20.0	5.0	525.0	550.0	_	
WEST ALLIS	382	CLEVELAND AVE TO OKLAHOMA	HP	PE ROW	0.0	0.0	0.0	0.0		0.0	465.0	0.0	465.0		
(CITY)		AVE IN THE CITY OF WEST ALLIS	'"	CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		(0.59 MILES)		OTHER	0.0 0.0	465.0 0.0	0.0 0.0	465.0	FED	0.0	0.0	0.0	0.0		
	(379)			TOTAL	0.0			0.0	TOTAL						ı
	<del>                                     </del>	RESURFACING OF W LINCOLN AVE		PE	0.0	465.0	0.0	465.0 0.0	TOTAL LOCAL	0.0	465.0	0.0	465.0		ļ
	383	FROM S 96TH ST TO S 108THST IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	640.0	640.0	Α	,
	i	THE CITY OF WEST ALLIS(0.76		CONST	0.0	0.0	640.0	640.0	FED	0.0 0.0	0.0 0.0	0.0 0.0	0.0		EXEMPT
		MILES)	1	OTHER	0.0	0.0	0.0	0.0	'	0.0	0.0	0.0	0.0		
	(380)		li	TOTAL	0.0	0.0	640.0	640.0	TOTAL 1	0.0	0.0	640.0	640.0		
		RESURFACING OF \$ 60TH ST FROM		PE	0.0	0.0	489.7	489.7	LOCAL	0.0	0.0	100.0	100.0		
	384	W LINCOLN AVE TO N CITY LIMITS IN	HP	ROW	0.0	0.0	10.0	10.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		THE CITY OF WEST ALLIS (1.57 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	399.7	399.7		EXEMPT
	(381)	· ·		OTHER	0.0	0.0	0.0	0.0	STP-M				000.7		
	(001)		1 1	TOTAL	0.0	0.0	499.7	499.7	TOTAL	0.0	0.0	499.7	499.7		
		RESURFACING OF S 70TH ST FROM		PE	0.0	0.0	0.0	0.0	LOCAL	2,000.0	0.0	0.0	2,000.0		
	385	NORTH CITY LIMITS TO W GREENFIELD AVE IN THE CITY OF	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		WEST ALLIS(0.51 MILES)		CONST	2,000.0	0.0	0.0	2,000.0	FED	0.0	0.0	0.0	0.0		
	(382)	,,		OTHER	0.0	0.0	0.0	. 0.0							
	(/	·		TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
	386	RESURFACING OF S. 124TH ST FROM W. OKLAHOMA AVE TO W.	HP	PE	0.0	0.0	0.0	0.0	LOCAL	260.0	0.0	0.0	260.0		
	300	MORGAN AVE IN THE CITY OF WEST	mP ]	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		ALLIS (0.50 MILES)		CONST	260.0	0.0	0.0	260.0	FED	0.0	0.0	0.0	0.0		
	(383)			OTHER	0.0	0.0	0.0	0.0							
		PEOONE OF THE PEOPLE OF THE	<b> </b>	TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0		
	387	RECONFIGURATION OF W NATIONAL AVE FROM S ROOT RIVER	HS	PE	156.0	0.0	0.0	156.0	LOCAL	25.6	86.3	0.0	111.9	Α	
*	""	TO W OKLAHOMA AVE CITY OF	110	ROW CONST	100.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0	А	EXEMPT
		WEST ALLIS HES		OTHER	0.0	863.0	0.0	863.0	FED STP-S	230.4	776.7	0.0	1,007.1		ľ
	(384)		<b> </b>	TOTAL		0.0	0.0	0.0		050.0	202 5				
				IUIAL	256.0	863.0	0.0	1,119.0	TOTAL	256.0	863.0	0.0	1,119.0		

Table B-1

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

2002 - 2004

	_			1			002 - 2004				<u> </u>				
Project		Project			Estimate	d Costs (TI	nousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF	388	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		1
WISCONSIN	1 300	MANAGEMENT SYSTEM IN OZAUKEE	115	ROW	0.0	0.0	0.0	0.0	STATE	10.0	0.0	0.0	10.0	Α	EXEMPT
		COUNTY (GCM FUNDED)		CONST OTHER	0.0 50.0	0.0 0.0	0.0	0.0 50.0	FED GCM	40.0	0.0	0.0	40.0		
	(385)	1		TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0			ł
	_	RECONDITIONING OF 1-43 FROM		PE	0.0	0.0	2,000.0	2.000.0	LOCAL	0.0	0.0	0.0	50.0		
	389	STH 32 TO THE NO. COUNTY LINE IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	400.0	400.0	Α	EXEMPT
		OZAUKEE COUNTY (17.5 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	1,600.0	1,600.0		EVENIL
	(386)		l	OTHER,	0.0	0.0	0.0	0.0	STP-O			.,	,,,,,,,,,		
	(366)			TOTAL	0.0	0.0	2,000.0	2,000.0	TOTAL	0.0	0.0	2,000.0	2,000.0		1
	-	RECONSTRUCTION WITH NO		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	_	
	390	ADDITIONAL TRAVEL LANES OF STH 32 FROM IH 43 TO CTH CC IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,900.0	0.0	1,900.0	Α	EXEMPT
		OZAUKEE CO. (2.5 MI)		CONST	0.0	9,500.0	0.0	9,500.0	FED	0.0	7,600.0	0.0	7,600.0		
	(387)			OTHER	0.0	0.0	0.0	0.0	STP-O						
	1	DECONCERUCTION WITH NO	-	TOTAL PE	0.0	9,500.0	0.0	9,500.0	LOCAL	0.0	9,500.0	0.0	9,500.0		
	391	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32	HP	ROW	0.0 0.0	600.0 0.0	0.0 0.0	600,0 0.0	STATE	0.0 0.0	0.0 120.0	0.0 0.0	0.0 120.0	Α	EVELIDE
		FROM GRAND AVE. TO IH-43 (1.63		CONST	0.0	0.0	0.0	0.0	FED	0.0	480.0	0.0	480.0	,,	EXEMPT
		MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O	0.0	400.0	0.0	450.0		
	(388)			TOTAL	* 0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
		RECONSTRUCTION OF STH 33 WITH		PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0		
	392	NO ADDITIONAL LANES FROM S.	HP	ROW	500.0	0.0	0.0	500.0	STATE	560.0	0.0	0.0	560.0	Р	EXEMPT
		MILL ST. TO RIVERSIDE DR. IN THE VILLAGE OF SAUKVILLE (0.26 MILE)		CONST	0.0	0.0	0.0	0.0	FED	240.0	0.0	0.0	240.0		
	(389)	VIEDIGE OF ONORVIELE (0.20 MILL)		OTHER	0.0	0.0	0.0	0.0	STP-0						
	(555)			TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	393	RECONDITIONING OF STH 60 FROM KEUP ROAD TO CTH O	HP .	PE	25.0	0.0	0.0	25.0	LOCAL	0.0	0.0	0.0	0.0		
	393	REOP HOAD TO CTH O	nr .	ROW	0.0	0.0	0.0	0.0	STATE	5.0	0.0	100.0	105.0	Α .	EXEMPT
				CONST OTHER	0.0 0.0	0.0 0.0	500.0 0.0	500.0 0.0	FED STP-O	20.0	0.0	400.0	420.0		
	(390)			TOTAL	25.0	0.0	500.0	525.0	TOTAL	25.0	0.0	500.0	505.0		
		RESURFACING OF STH 167 FROM	-	PE	0.0	300.0	0.0	300.0	LOCAL	0.0	0.0	0.0	525.0 0.0		1
	394	STH 57 TO IH 43 IN THE CITY OF	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	60.0	0.0	60.0	Α	EXEMPT
		MEQUON (3.0 MI)		CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	0.0	240.0		LALIWII /
	(391)		1	OTHER	0.0	0.0	0.0	0.0	STP-O						
	(391)			TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	205	CONSTRUCTION OF TURN LANES AT	p	PE	0.0	0.0	0.0	. 0.0	LOCAL	0.0	0.0	0.0	0.0		
	395	SELECTED INTERSECTIONS ON STH 181 FROM MEQUON RD, (STH 167)	HP	ROW	500.0	2,800.0	0.0	3,300.0	STATE	500.0	4,300.0	0.0	4,800.0	Α	EXEMPT
•		TO CTH C IN THE CITY OF MEQUON		CONST	0.0	1,500.0	0.0	1,500.0	FED	0.0	0.0	0.0	0.0		
	(392)	(4.00 MILES)		OTHER	0,0	0.0	0.0	0.0	-074	500.0					
		PDELIMINA DV ENQUEEDING FOR		TOTAL	500.0	4,300.0	0.0	4,800.0	TOTAL	500.0	4,300.0	0.0	4,800.0		
	396	PRELIMINARY ENGINEERING FOR RECONSTRUCTION WITH	н	PE ROW	450.0 0.0	0.0 0.0	0.0 530.5	450.0 530.5	LOCAL STATE	0.0 90.0	0.0 0.0	0.0 530.5	0.0 620.5	Α	EVENOT
		ADDITIONAL TRAVEL LANES OF STH	]	CONST	0.0	0.0	0.0	0.0	FED	360.0	0.0	0.0	360.0	',	EXEMPT
	(0	33 FROM MARKET ST TO TOWER DR. IN OZAUKEE COUNTY (1.5 MI)		OTHER	0.0	0.0	0.0	0.0	STP-O	000.0	0.0	0.0	555.0		
	(393)	DA. IN OZAUKEE COUNTY (1.5 MI)		TOTAL	450.0	0.0	530.5	980.5	TOTAL	450.0	0.0	530.5	980.5		
	1	RECONSTRUCTION WITH		PE	- 0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		<del>                                     </del>
	397	ADDITIONAL LANES OF STH 57	HI	ROW	0.0	0.0	0.0	0.0	STATE	1,980.0	0.0	0.0	1,980.0	Α	NON-
	1 1	FROM IH 43 TO OZAUKEE - SHEBOYGAN COUNTY LINE		CONST	9,900.0	0.0	0.0	9,900.0	FED	7,920.0	0.0	0.0	7,920.0		EXEMPT
	(394)	STEDOTGAN COUNTY LINE		OTHER	0.0	0.0	0.0	0.0	STP-O		<u> </u>	,	,		
	(084)			TOTAL	9,900.0	0.0	0.0	9,900.0	TOTAL	9,900.0	0.0	0.0	9.900.0		1

Project		Project			Estimate	ed Costs (T	nousands \$	)		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apví.	Quality Status
STATE OF	398	JOB ACCESS SEC 3037 TRANSIT	T	PE	0.0	0.0	0.0	0.0	LOCAL	18.5	0.0	0.0	18.5		-
WISCONSIN	398	PROJECT 2000- OZAUKEE COUNTY EXPRESS TRANSIT SERVICE	TE	ROW	0.0	0.0	0.0	0.0	STATE	74.2	0.0	0.0	74.2	Α	EXEMPT
		EXPANSION FOR WESTERN	1	CONST	0.0	0.0	0.0	0.0	FED	92.7	0.0	0.0	92.7		
	(395)	OZAUKEE COUNTY		OTHER	185.4	0.0	0.0	185.4	FTA 3037						
	├──	CONSTRUCTION OF BICYCLE PATH	<del>                                     </del>	TOTAL	185.4	0.0	0.0	185.4	TOTAL	185. <u></u> 4	0.0	0.0	185.4		
•	399	PARALELLING STH 60	EE	PE ROW	0.0	0.0	0.0	0.0	LOCAL	38.4	0.0	0.0	38.4		
		(WASHINGTON ST/ULAO RD) FROM		CONST	0.0 192.0	0.0 0.0	0.0	0.0 192.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	(222)	16TH ST TO IH 43 IN THE VILLAGE AND TOWN OF GRAFTON		OTHER	10.0	0.0	0.0	0.0	STP-E	153.6	0.0	0.0	153.6		ľ
	(396)	AND TOWN OF GRAFTON	1	TOTAL	192.0	0.0	0.0	192.0	TOTAL	192.0	0.0	0.0			
OZAUKEE		PRELIMINARY ENGINEERING FOR	-	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	192.0		
COUNTY	400	VARIOUS LOCAL BRIDGE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	10.0 0.0	Α	EVELIDE
		REPLACEMENT PROJECTS IN OZAUKEE COUNTY	ŀ	CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		EXEMPT
	(397)	OZAGNEL COGNTT		OTHER	·∗√0.0	0.0	0.0	÷0,0	BRF			0.0	40.0		
•	(597)			TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0	*	
		PRELIMINARY ENGINEERING FOR		PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0		<del>-</del> -
	401	VARIOUS PROJECTS IN OZAUKEE COUNTY	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
			'	CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(398)			OTHER	. 0.0	0.0	0.0	0.0	STP-M						
	<u> </u>	DESCRIPTION		TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	402	RECONSTRUCTION OF SHEBOYGAN ROAD (CTH I) FROM CEDAR SAUK	HP	PE	26.4	0.0	0.0	26.4	LOCAL	5.3	0.0	0.0	5.3		
		ROAD TO 0.25 MILES NORTH OF STH	'"	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		33 (2.17 MILES)	1 1	OTHER	0.0	0.0	0.0	0.0	FED STP-O	21.1	0.0	0,0	21.1		
	(852)			TOTAL	26.4	0.0	0.0	0.0		20.4					
		REPLACE EXISTING BRIDGE	-	PE	0.0	0.0	0.0	26.4 0.0	TOTAL LOCAL	26.4	0.0	0,0	26.4		
	403	LAKEFIELD RD (CTH T) BRIDGE	HP	ROW	0.0	0.0	0.0	0.0	STATE	103.5 0.0	0.0	0.0	103.5	Α	
		OVER CEDAR CREEK BRIDGE B-45-		CONST	517.5	0.0	0.0	517.5	FED	414.0	0.0	0.0	0.0 414.0	,,	EXEMPT
	(200)	0014 OZAUKEE COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF	414.0	0.0	0.0	414.0		
	(399)			TOTAL	517.5	0.0	0.0	517.5	TOTAL	517.5	0.0	0.0	517.5		
		RECONSTRUCTION WITH		PE	0.0	9 0.0	0.0	0.0	LOCAL	46.0	852.0	0.0	898.0		
ſ	404	ADDITIONAL LANES OF PORT	HI	ROW	230,0	0.0	0.0	230.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
		WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN		CONST	0.0	4,260.0	0.0	4,260.0	FED	184.0	3,408.0	0.0	3.592.0		EXEMPT
	(400)	OAKS LANE IN THE C/MEQUON		OTHER	0.0	0.0	0.0	0.0	STP-M				,		
,	(,,,,,			TOTAL	230.0	4,260.0	0.0	4,490.0	TOTAL	230.0	4,260.0	0.0	4,490.0		
	405	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	17.7	18.6	19.6	55.9	_	
	405	TRANSPORTATION SERVICES FOR	18	ROW	0.0	0.0	0.0	0.0	STATE	71.0	74.5	78.2	223.7	Α	EXEMPT
l		ELDERLY & DISABLED PEOPLE IN		CONST OTHER	0.0	0,0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(401)	OZAUKEE COUNTY: 2000	1 1		88.7	93.1	97,8	279.6							
	- 1	OPERATING ASSISTANCE FOR	<b>  </b>	TOTAL	88,7	93.1	97.8	279.6	TOTAL	88.7	93.1	97.8	279.6		
]	406	OZAUKEE COUNTY EXPRESS: 2002-	TP	PE ROW	• 0.0	0.0	0.0	0.0	LOCAL STATE	156.0	163.4	171.0	490.4	Α	
1		2004	, , ,	CONST	0.0	0.0	0.0	0.0 0.0	FED	283.9 292.8	297.4	311.4	892.7	^	EXEMPT
l		**************************************		OTHER	732.7	767.6	803.5	2,303.8	STP-O	292.8	306.8	321.1	920.7		
	(402)		] }	TOTAL	732.7	767.6	803.5	2,303.8	TOTAL	700 7	707.0	900.5			
		OPERATION OF SHARED RIDE TAXI		PE	0.0	0.0	0.0	2,303.8	LOCAL	732.7 133.0	767.6	803.5	2,303.8		
l	407	PROGRAM IN URBANIZED PORTION	TE.	ROW	0.0	0.0	0.0	0.0	STATE	525.7	139.0 546.1	145.3	417.3	A	
	1	OF OZAUKEE COUNTY 2002-2004		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	567.2 0,0	1,639.0	77	EXEMPT
ľ	(403)	ĺ	i 1	OTHER	658.7	685.1	712.5	2.056.3	]	0.0	0.0	0.0	0.0		
	(400)			TOTAL	658.7	685.1	712.5	2,056.3	TOTAL	658.7	685.1	712.5	2,056.3		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY
2002 - 2004

Project		Project			Estimate	d Costs (T	housands \$	)		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
OZAUKEE	408	OPERATION OF SHARED RIDE TAXI	1	PE	0.0	0.0	0.0	0.0	LOCAL	59.4	61.6	64.1	185.1		
COUNTY	400	PROGRAM IN THE SAUKVILLE AND RURAL PORTIONS OF OZAUKEE	TE	ROW	0.0	0.0	0.0	0.0	STATE	32.6	33.9	35.3	101.8	Α	EXEMPT
		COUNTY 2002-2004		CONST	0.0	0.0	0.0	, 0.0	FED	72.8	75.7	78.8	227.3		
	(404)			OTHER	164.8	171.2	178.2	514.2	FTA 5311						
	+-	CAPITAL NEEDS FOR OZAUKEE CO		TOTAL PE	164.8	171.2	178.2	514.2	TOTAL	164.8	171.2	178.2	514.2		
	409	RURAL AND URBAN 2002-2004 11	] TE	ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	36.0 0.0	15.0 0.0	15.0	66.0	Α	1
	1	VEHICLES SHARED RIDE TAXI		CONST	0.0	0.0	0.0	0.0	FED	144.0	60.0	0.0 60.0	0.0 264.0	, ,	EXEMPT
	(405)	PROGRAM		OTHER	180.0	75.0	75.0	330.0	FTA 5311	144.0	00.0	80.0	204.0		
	(405)			TOTAL	180.0	75.0	75.0	330.0	TOTAL	180.0	75.0	75.0	330.0		
		PURCHASE OF 3 TRANSIT BUSES		PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	0.0	150.0		
	410	FOR THE OZAUKEE COUNTY	TE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		EXPRESS TRANSIT SERVICE 2002	1	CONST	0.0	0.0	0.0	0.0	FED	600.0	0.0	0.0	600.0		
	(406)			OTHER	750.0	0.0	0.0	750.0	FTA 5311						
	(100)			TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		İ
	411	PRELIMINARY ENGINEERING FOR		PE	25.0	0.0	0.0	25.0	LOCAL	2.5	0.0	0.0	2.5		
	411	VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		OZAUKEE COUNTY		CONST	0.0	0.0	0.0	0.0	FED	22.5	0.0	0.0	22.5		
•	(407)	·	1 .	OTHER	0.0	0.0	0.0	0.0	STP-S						
		INSTALLATION OF A COMMERCIAL		TOTAL	25.0	0.0	0.0	25.0	TOTAL :	25.0	0.0	0.0	25.0		<u> </u>
	412	CNG REFUELING STATION AT	EE	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	70.0 0.0	0.0	0.0	70.0	Α -	
		DEKORA STREET, SAUKVILLE		CONST	0.0	0.0	0.0	0.0	FED	280.0	0.0 0.0	0.0	0.0 280.0	,,	EXEMPT
	(,,,,,,	LOCATION		OTHER	350.0	0.0	0.0	350.0	CMAQ	200.0	0.0	0.0	280.0		
	(408)			TOTAL	350.0	0.0	0,0	350.0	TOTAL	350.0	0.0	0.0	350.0		
		PRELIMINARY ENGINEERING FOR		PE	10.0	10.0	10.0	30.0	LOCAL	0.0	0.0	0.0	0.0		1
	413	VARIOUS BICYCLE/ PEDESTRIAN	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		PROJECTS IN OZAUKEE COUNTY		CONST	0.0	0.0	0.0	0.0	FED	10.0	10.0	10.0	30.0		
	(409)	•	1	OTHER	0.0	0.0	0.0	. 0.0	CMAQ						
	(,,,,,			TOTAL	<sup>2</sup> 10.0	10.0	10.0	30.0	TOTAL	10.0	10.0	10.0	30.0		
	414	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG	EE -	PE	0.0	0.0	0.0	0.0	LOCAL	269.0	0.0	0.0	269.0		
	7'7	WEPCO ROW TO CONNECT WITH	LL.	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		CITY/ VILLAGE PATHS IN OZAUKEE		CONST OTHER	1,345.0 0.0	0.0 0.0	0.0	1,345.0 0.0	FED STP-E	1,076.0	0.0	0.0	1,076.0		
	(410)	COUNTY		TOTAL	1,345.0	0.0	0.0	1,345.0	TOTAL	1,345.0	. 00		1.045.0		
		REPLACE BRIDGE DECK ON BRIDGE		PE	0.0	0.0	0.0	1,345.0	LOCAL	40.5	0.0	0.0	1,345.0 40.5	_	
CEDARBURG (CITY)	415	ROAD BRIDGE OVER CEDAR CREEK	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	40.5 0.0	Α	EXEMPT
(3,,,,)		(P-40-0702) IN THE CITY OF		CONST	202.5	0.0	0.0	202.5	FED	162.0	0.0	0.0	162.0		EVENIL
	(411)	CEDARBURG		OTHER	0.0	0.0	0.0	0.0	BRF			55	, 02.0		
	(413)			TOTAL .	202.5	0.0	0.0	202.5	TOTAL	202.5	0.0	0.0	202.5		
	4.15	ACQUISITION, RESTORATION AND		PE	3.8	0.0	0.0	3.8	LOCAL	40.5	0.0	0.0	40.5		
	416	PRESERVATION OF INTERURBAN DEPOT IN THE CITY OF CEDARBURG	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	A	EXEMPT
		DELOT IN THE OTH OF GEDARDORG		CONST	198.5	0.0	0.0	198.5	FED	161.8	0.0	0.0	161.8		
	(412)	,		OTHER	0.0	0.0	0.0	0.0	STP-E						
	`		$\vdash$	TOTAL	202,3	0.0	0.0	202.3	TOTAL	202.3	0.0	0.0	202.3		
CEDARBURG	417	RECONSTRUCT CEDAR CREEK ROAD BRIDGE(0.7 M WEST OF CTH	Он	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	58.2	0.0	58.2	^	
TOWN)	i "'' l	I) P-45-0037 IN THE TOWN OF		ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		CEDARBURG	.	OTHER	0.0	291.0 0.0	0.0	291.0 0.0	FED BRF	0.0	232.8	0.0	232.8		
	(413)		i i	TOTAL	0.0	291.0	0.0	291.0	TOTAL	0.0	291.0	0.0	291.0		

Project		Project			Estimate	ed Costs (Ti	nousands \$	) :		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
CEDARBURG (TOWN)	418	DESIGN AND CONSTRUCTION OF PAVED SHOULDERS TO PROVIDE A	EE	PE ROW	0,8 0.0	0.0	0.0	8.0		11.6	0.0	0.0	11.6	———— А	_
(TOWN)	1	BICYCLE WAY ALONG COVERED BRIDGE RD FROM STH 60 TO CEDAR		CONST	50.0	0.0 0.0	0.0	0.0 50.0	STATE FED	0.0 46.4	0.0	0.0 0.0	0.0 46.4	^	EXEMPT
	(414)	CREEK ROAD		OTHER	0.0	0.0	0.0	0.0	STP-E			0.0			
	+	CONSTRUCTION OF A BICYCLE	<del>                                     </del>	TOTAL	58.0	0.0	0.0	58.0	TOTAL	58.0	0.0	0.0	58.0		
	419	PATH PARALLEL TO STH 60 FROM	EE	PE ROW	47.8 0.0	0.0	0.0	47.8 0.0	LOCAL	59,1 0.0	0.0 0.0	0.0	59.1	Α -	EVELID.
	ı	HORN'S CORNERS ROAD TO WASHINGTON AVE(CTH NN) IN		CONST	247.5	0.0	0.0	247.5	FED	236.2	0.0	0.0	0.0 236.2	,	EXEMPT
	(415)	TOWN OF GRAFTON	1	OTHER	0.0	0.0	0.0	0.0	STP-E			5.0	200.2		
-	,,		<b>.</b>	TOTAL	295.3	.0.0	0.0	295.3	TOTAL	295.3	0.0	0.0	295.3		
	420	DESIGN AND CONSTRUCT FOUR FOOT WIDE PAVED SHOULDERS ON	EE	PE ROW	3.1 0.0	0.0 0.0	0.0 0.0	3.1 0.0	LOCAL STATE	12.0	0.0	0.0	12.0	Α	
		BOTH SIDES OF CEDAR CREEK RD		CONST	56.7	0.0	0.0	56.7	FED	0.0 47.8	0,0 0.0	0.0	0.0 47.8	_ ^	EXEMPT
	(416)	FROM COVERED BRIDGE RD TO HORNS CORNERS RD		OTHER	0.0	0.0	0.0	0.0	STP-E	1 77.0	0.0	. 0.0	47.6		
	(410)			TOTAL	59.8	0.0	0.0	59.8	TOTAL	59.8	0.0	0.0	59.8		*
GRAFTON	421	CONSTRUCT GRAFTON COMMUTER CENTER AT STH 60 AND CTH W	EE	PE	145.0	0.0	0.0	145.0	LOCAL	29.0	150.0	72.0	251.0		
(VILLAGE)	72'	VILLAGE OF GRAFTON CMAQ		ROW CONST	0.0 0.0	750.0 0.0	0.0 360.0	750.0 360.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	(44.7)			OTHER	0.0	0.0	0.0	0.0	CMAQ	116.0	600.0	288.0	1,004.0		
	(417)	<u> </u>		TOTAL	145.0	750.0	360.0	1,255.0	TOTAL	145.0	750.0	360.0	1,255.0		
	422	LANDSCAPING OF WASHINGTON ST		PE	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0		
	422	(STH 60) FROM 16TH AVE TO I-43 IN VILLAGE OF GRAFTON	EE	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	l .			OTHER	149.8 0.0	0.0 0.0	0.0	149.8 0.0	FED STP-E	119.8	0.0	0.0	119.8		
	(418)	<b> </b>		TOTAL	149.8	0.0	0.0	149.8	TOTAL	149.8	0.0	0.0	149,8		<b>l</b> .
MEQUON		RESURFACING OF CTH C (PIONEER		PE	0.0	0.0	122.5	122.5	LOCAL	0.0	0.0	44.3	44.3		
(CITY)	423	RD) FROM GREEN BAY RD TO KLUG LN IN THE CITY OF MEQUON (1.40	HP	ROW	0.0	0.0	98.9	98.9	STATE	0.0	0.0	0.0	0.0	A	EXEMPT
		MILES)		CONST OTHER	0.0	0.0	0.0	0.0	FED STP-M	0.0	0.0	177.1	177.1		
	(419)			TOTAL	0.0	0.0	0.0 221.4	221.4	TOTAL	0.0	0.0	221.4	001.4		
	<del>                                     </del>	RECONDITIONING OF GRANVILLE		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	133,4	0.0	221.4 133.4		
	424	ROAD FROM COUNTY LINE ROAD TO	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MEQUON RD IN THE CITY OF MEQUON		CONST	0.0	667.0	0.0	667.0	FED	0.0	533.6	0.0	533.6		
	(420)			OTHER	0.0	0.0	0.0	0.0	STP-M	1					
	1	BRIDGE REPLACEMEMNT ON		TOTAL PE	0.0 50.0	667.0	0.0	667.0 50.0	TOTAL LOCAL	10.0	667.0 36.0	0.0	667.0 46.0		
	425	GRANVILLE RD OVER LITTLE	HP	ROW	0,0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		MENOMONEE CREEK CITY OF MEQUON LOCAL BRIDGE P-45-0712		CONST	0.0	180.0	0.0	180.0	FED	40.0	144.0	0.0	184.0		EXCIVITY.
	(421)	medaan zaan za mage i jaar je		OTHER	0.0	0.0	0.0	0.0	BRF						
	. , ,	DECONDITIONING OF WARALIKEE		TOTAL	50.0	180.0	0.0	230.0	TOTAL	50.0	180.0	0.0	230.0		
	426	RECONDITIONING OF WASAUKEE RD FROM COUNTY LINE ROAD TO	HP	PE ROW	13.5	0.0	0.0	0.0 13.5	LOCAL STATE	2.7 0.0	88.9 0.0	0.0	91.6 0.0	Α	EVENDE
		MEQUON RD ON THE MEQUON/		CONST	0.0	444.6	0.0	444.6	FED	10.8	355.7	0.0	366.5		EXEMPT
	(422)	GERMANTOWN BORDER (3.22 KM)		OTHER	0.0	0.0	0.0	0.0	STP-M			ÿ	000.0		
	(			TOTAL		444.6	0.0	444.6	TOTAL	13.5	444.6	0.0	458.1		
	427	CONSTRUCT PEDESTRIAN PATHS LINKING NEIGHBORHOODS CITY OF	EE	PE	23.9	0.0	0.0	23.9	LOCAL	47.4	0.0	0.0	47.4	_	
	""	MEQUON OZAUKEE COUNTY CMAQ		ROW CONST	11.3 132.7	0.0	0.0	11.3	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	(400)			OTHER	69.1	0.0	0.0	132.7 69.1 l	CMAQ	189.6	0.0	0.0	189.6	1	
	(423)	·		TOTAL	237.0	0.0	0.0	237.0	TOTAL	237.0	0.0	0.0	237.0		

Table B-1 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Th	ousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре	* .	2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
MEQUON	400	CONSTRUCTION OF THE MEQUON-	1	PE	0.0	0.0	0.0	0.0	LOCAL	145.0	0.0	0.0	145.0		
(CITY)	428	THIENSVILLE BICYCLE AND PEDESTRIAN TRAIL ALONG THE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		FORMER INTERURBAN RR ROW		CONST	725.0	0.0	0.0	725.0	FED	580.0	0.0	0.0	580.0		
	(424)			OTHER	0.0	0.0	0.0	0.0	CMAQ				•		ł
	(,			TOTAL	725.0	0.0	0.0	725.0	TOTAL	725.0	0.0	0.0	725.0		l
		CONSTRUCTION OF 4 FOOT BIKE		PE	43.6	0.0	0.0	43.6	LOCAL	8.7	58.1	0.0	66.8		
	429	LANES ON BOTH SIDES OF HIGHLAND ROAD CONNECTING	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	` A	EXEMPT
		EXISTING BIKE LANES IN THE CITY		CONST	0.0	290.6	0.0	290.6	FED	34.9	232.5	0.0	267.4		,
	(425)	OF MEQUON	1	OTHER	0.0	0.0	0.0	0.0	STP-E						l
	(1,20)			TOTAL	43.6	290.6	0.0	334.2	TOTAL	43.6	290.6	0.0	334.2		
PORT	1	OPERATING ASSISTANCE FOR THE	I	PE	0.0	0.0	0.0	0.0	LOCAL	9.3	9.6	9.8	28.7		
WASHINGTON	430	CITY OF PORT WASHINGTON SHARED-RIDE TAXICAB SYSTEM:	TE	ROW	0.0	0.0	0.0	0.0	STATE	56.0	57.9	58.8	172.7	Α	EXEMPT
(CITY)		2002-2004		CONST	0.0	0.0	0.0		FED	51.3	53.1	53.8	158.2		
	(426)			OTHER	116.6	120.6	122.4	359.6	FTA 5311						
	(420)			TOTAL	116.6	120.6	122.4	359.6	TOTAL	116.6	120.6	122.4	359.6		
	1	CONSTRUCTION OF BICYCLE LANES		PE	25.0	0.0	0.0	25.0	LOCAL	42.0	0.0	0.0	42.0		
	431	ALONG INDUSTRIAL DR. IN THE CITY	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	OF PORT WASHINGTON		CONST	185.0	0.0	0.0	185.0		168.0	0.0	0.0	168.0		l
	(427)			OTHER	0.0	0.0	0.0	:0.0	CMAQ						
	(721)			TOTAL	210.0	0.0	0.0	210.0	TOTAL	210.0	0.0	0.0	210.0		I

STATE OF WISCONSIN	432 (428) 433 (429)	Description  CONSTRUCTION OF SIGNALS AND TURN LANES AT THE USH 41 AND STH 167 INTERCHANGE  RECONSTRUCTION AND RECONFIGURATION OF THE USH 41 AND STH 144 INTERCHANGE	HP HP	PE ROW CONST OTHER TOTAL PE ROW	2002 0.0 50.0 0.0 0.0 50.0 0.0	0.0 0.0 4,480.0 0.0 4.480.0	0.0 0.0 0.0 0.0	Total 0.0 50.0		2002	2003	2004	Total	29 Apvl.	Quality Status
WISCONSIN	(428) <b>433</b> (429)	TURN LANES AT THE USH 41 AND STH 167 INTERCHANGE  RECONSTRUCTION AND RECONFIGURATION OF THE USH 41		ROW CONST OTHER TOTAL PE	50.0 0.0 0.0 50.0	0.0 4,480.0 0.0	0.0 0.0	50.0		0.0	0.0	0.0			
	(428) <b>433</b> (429)	STH 167 INTERCHANGE  RECONSTRUCTION AND RECONFIGURATION OF THE USH 41		CONST OTHER TOTAL PE	0.0 0.0 50.0	4,480.0 0.0	0.0					0.0	0.0	_	
	<b>433</b> (429)	RECONFIGURATION OF THE USH 41	HP	OTHER TOTAL PE	0.0 50.0	0.0		4 400 0	STATE FED	50.0	896.0	0.0	946.0	Α	EXEMP <sup>1</sup>
	<b>433</b> (429)	RECONFIGURATION OF THE USH 41	HP	TOTAL PE	50.0		0.0	4,480.0 0.0	STP-O	0.0	3,584.0	0.0	3,584.0		1
	(429)	RECONFIGURATION OF THE USH 41	HP	PE			0.0	4,530.0		50.0	4,480.0	0.0	4 500 0		
<u>.</u>	(429)		HP	BOW		500.0	0.0	500.0	LOCAL	0.0	400.0	0.0	4,530.0 400.0		├──
	<u> </u>	AND STH 144 IN LEHCHANGE		***	0.0	0.0	0.0	0.0	STATE	0.0	100.0	0.0	100.0	Α	EXEMP
- · · · · · · · · · · · · · · · · · · ·	<u> </u>		1	CONST	, 0.0	0.0	0.0	, 0.0	FED	0.0	0.0	0.0	0.0		LYCIVII
	<u> </u>			OTHER	0.0	0.0	0.0	0.0	STP-O						
	434			TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	707	MODERNIZATION OF THE USH 41 AND STH 60 INTERCHANGE	HP	PE	0.0	250.0	250.0	500.0	LOCAL	0.0	0.0	0.0	0.0		
		AND OTT 60 INTERCHANGE		ROW	0.0	0.0	1,000.0	1,000.0	STATE	0.0	50.0	1,050.0	1,100.0	Α	EXEMP.
1	- 1	*	j	CONST OTHER	0.0 0.0	0.0 0.0	0.0	0.0	FED STP-O	0.0	200.0	200.0	400.0		i
	(430)			TOTAL	0.0	250.0	0.0	0.0	TOTAL	0.0	050.0	1 252 2			J
	-	RESURFACING OF STH 28 FROM	1	PE	0.0	0.0	1,250.0 100.0	1,500.0 100.0	LOCAL	0.0	250.0 0.0	1,250.0	1,500.0	_	<del></del>
	435	USH 45 TO STH 144 (5.82 MILES)	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	20.0	0.0 20.0	Α	EVEND
	1			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	80.0	20.0 80.0		EXEMP
	(431)			OTHER	0.0	0.0	0.0	0.0	STP-O		5.5	00.0	00.0		l
	(401)			TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100,0		
	400	RECONSTRUCTION WITH AUXILIARY	1.5	PE	362.0	0.0	0.0	362.0	LOCAL	149.0	. 0.0	0.0	149.0		
j	436	LANES OF STH 33 FROM STH 175 TO TH EAST BRANCH OF THE ROCK	HP	ROW	234.0	0.0	0.0	234.0	STATE	447.0	0.0	0.0	, , , , , , ,	Α	EXEMPT
		RIVER (1.75 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		i
٠	(432)			OTHER	0.0	0.0	0.0	0.0	STP-O						
		RECONSTRUCTION WITH NO		TOTAL PE	596.0	0.0	0.0	596.0	TOTAL 4	596.0	0.0	0.0	596.0		
	437	ADDITIONAL LANES OF STH 33	HP	ROW	0.0	0.0 0.0	100.0 115.0	100.0 115.0	LOCAL STATE	0.0 0.0	0.0	0.0	0.0	Α	
		FROM MILWAUKEE RIVER TO		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	135.0 80.0	135.0	^	EXEMPT
	(433)	WISCONSIN ST, IN THE CITY OF WEST BEND (0.10 MILE)		OTHER	0.0	0.0	0.0	0.0	STP-O	0.0	0.0	80.0	80.0		
	(433)	(4174 11112)		TOTAL	0.0	0.0	215.0	215.0	TOTAL	0.0	0.0	215.0	215.0		
		RECONSTRUCTION WITH NO		PE	0.0	0.0	150.0	150.0	LOCAL	0.0	0.0	0.0	0.0		
	438	ADDITIONAL LANES OF STH 33 FROM 4000 FEET EAST OF OAK RD.	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	30.0	30.0	Р	EXEMPT
	- 1	TO THE OZAUKEE COUNTY LINE		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	120.0	120.0		
	(434)	(3.40 MILES)		OTHER	. 0.0	0.0	0.0	, 0.0	STP-O						l
		Drag		TOTAL	- 0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	439	RECONDITIONING OF STH 60 FROM WEST WASHINGTON COUNTY LINE	HP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		· -
		TO THE CITY OF HARTFORD	l '`` l	CONST	0.0 260.0	0.0	0.0 0.0	0.0 260.0	STATE FED	52.0 208.0	0.0	0.0	52.0	Α	EXEMPT
				OTHER	0.0	0.0	0.0	0.0	STP-O	208.0	0.0	0.0	208.0		
1'	(435)		1 1	TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0		l
		RECONSTRUCTION OF STH 60 WITH		PE	0.0	200.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	-	
	440	NO ADDITIONAL LANES FROM MAIN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	40.0	0.0	40.0	Α	EXEMPT
		ST. TO POND RD. IN THE CITY OF HARTFORD (0.70 MILE)		CONST	0.0	, 0.0	0.0	0.0	FED	0.0	160.0	0.0	160.0		
	(436)	The few a supply		OTHER	0.0	0.0	0.0	0.0	STP-O	<u> </u>	<u> </u>				l
	` "/			TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		i
	441	RECONDITIONING OF STH 60 FROM CTH P TO RIDGEWAY DRIVE IN THE	HP	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0		
		VILLAGE OF JACKSON	(TF	ROW	0.0	0.0	0.0	0.0	STATE	0.0	20.0	0.0	20.0	Α	EXEMPT
				CONST OTHER	0.0	0.0	0.0	0.0	FED C	0.0	80.0	0.0	80.0		i
1	(437)		.	TOTAL	0.0	0.0 100.0	0.0	0.0	STP-O TOTAL	0.0	100.0	0.0	100.0		ĺ

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY
2002 - 2004

Project		Project			Estimate	d Costs (Ti	housands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF	442	RECONSTRUCTION OF STH 83 WITH NO ADDITIONAL LANES FROM MAIN	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0		
WISCONSIN	''-	ST. TO WILSON ST. IN THE CITY OF	l '"	ROW CONST	0.0	0.0	0.0	0.0 0.0	STATE FED	0.0	40.0	0.0	40.0	Α	EXEMPT
	ł.	HARTFORD (0.80 MILE)	ľ	OTHER	0.0	0.0 0.0	0.0 0.0	0.0	STP-O	0.0	160.0	0.0	160.0		
	(438)	1	l	TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	000.0		
		RECONTRUCTION OF STH 144 WITH		PE	0.0	200.0	0.0	200.0	LOCAL	0.0	10.0	0.0	200.0 10.0		
	443	NO ADDITIONAL CAPACITY FROM	HP -	ROW	0.0	0.0	0.0	0.0	STATE	0.0	30.0	0.0	30.0	Α	EXEMPT
	ŀ	TENNIS DR. TO USH 41 IN THE VILLAGE OF SLINGER (1.63 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	160.0	0.0	160.0		LXCIVII I
	(439)	TIED TOE OF DESTRUCT (1.00 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O			*		٠	
	(,00)			TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		
	444	RECONDITIONING OF STH 144 FROM THE CITY OF WEST BEND TO	HP	PE	150.0	0.0	0.0	150.0	LOCAL	0.0	0.0	0.0	0.0		
	"""	SHEBOYGAN COUNTY	""	ROW	0.0	0.0	0.0	0.0	STATE	30.0	0.0	190.0	220.0	- А	EXEMPT
				CONST OTHER	0.0	0.0	950.0	950.0	FED STP-O	120.0	0.0	760.0	880.0		i
	(440)			TOTAL	0.0 150.0	0.0	0.0	0.0	TOTAL	450.0					
	+	CONSTRUCTION OF STH 164		PE	0.0	0.0	950.0 0.0	1,100.0	LOCAL	150.0	0.0 0.0	950.0	1,100.0		
	445	BRIDGE OVER THE WISCONSIN	HP	ROW	0.0	0.0	0.0	0.0	STATE	400.0	0.0	0.0 0.0	0,0 400.0	Α	EXEMPT
	1	SOUTHERN AND CANADIAN		CONST	2.000.0	0.0	0.0	2.000.0	FED	1,600.0	0.0	0.0	1,600.0		EVENIE
	(441)	NATIONAL RAILROADS AND STH 175 IN WASHINGTON COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-O	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.0	0.0	1,000.0		
	(441)			TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
		RECONSTRUCTION WITH		PE	630.0	0.0	0.0	630.0	LOCAL	0.0	0.0	0.0	0.0		
•	446	ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO	HI	ROW	0.0	0.0	0.0	0.0	STATE	126.0	1,800.0	0.0	1,926.0	Α	NON-
		THE VILLAGE OF KEWASKUM (3.0		CONST	0.0	9,000.0	0.0	9,000.0	FED	504.0	7,200.0	0.0	7,704.0		EXEMPT
	(442)	MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
	<u> </u>			TOTAL	630.0	9,000.0	0.0	9,630.0	TOTAL	630.0	9,000.0	0.0	9,630.0		
	447	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33	н	PE	317.4	0.0	0.0	317.4	LOCAL	0.0	0.0	0.0	0.0	Α	
	***	FROM USH 41 TO EAST BRANCH OF	`''	ROW CONST	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	STATE FED	63.5 253.9	0.0 0.0	0.0	63.5	^	NON- EXEMPT
		ROCK RIVER IN THE VILLAGE OF		OTHER	0.0	0.0	0.0	0.0	STP-O	255.9	0.0	0.0	253.9		EXEMP
	(443)	ALLENTON (0.34 MILES)		TOTAL	317.4	0.0	0.0	'317.4	TOTAL	317.4	0.0	0.0	317.4		
		RECONSTRUCTION ON NEW		PE	0.0	368.0	0.0	368.0	LOCAL	0.0	0.0	0.0	0.0		
	448	ALIGNMENT AND WITH ADDITIONAL	Hi	ROW	0.0	128.8	0.0	128.8	STATE	0,0	202.4	0.0	202.4	Α	NON-
		LANES OF STH 33 FROM TRENTON RD, TO OAK RD. IN THE TOWN OF		CONST	0.0	0.0	0.0	0.0	FED	0.0	294.4	0.0	294.4		EXEMPT
	(444)	TRENTON (1.3 MILES)	1	OTHER	0.0	0.0	0.0	0.0	NHS						
	(3,13)			TOTAL	0.0	496.8	0.0	496.8	TOTAL	0.0	496.8	0.0	496.8		
	449	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60	l <sub>HI</sub>	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0		
	***	FROM USH 41 TO USH 45 IN	[31	ROW	0.0	0.0	1,000.0	1,000.0	STATE	40.0	0.0	1,000.0	1,040.0	Α	NON-
		WASHINGTON COUNTY (3.30 MILES)		CONST OTHER	0.0 0.0	0.0 0.0	0.0	0.0	FED STP-O	160.0	0.0	0.0	160.0		EXEMPT
	(445)			TOTAL	200.0	0.0	1,000.0	1,200.0	TOTAL	200.0	0.0	1,000,0	1 000 0		
		RECONSTRUCTION WITH		PE	0.0	0.0	0.0	1,200.0	LOCAL	0,0	0.0	1,000.0	1,200.0		
	450	ADDITIONAL LANES OF LOVERS	HI	ROW	0.0	0.0	0.0	0.0	STATE	6,000.0	0.0	0.0	6.000.0	Α	NON-
		LANE ROAD (STH 164) FROM STH		CONST	6,000.0	0.0	0.0	6,000.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(446)	175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)		OTHER	0.0	0.0	0.0	0.0				5,5	5.0		
	(440)			TOTAL	6,000.0	0.0	0.0	6,000.0	TOTAL	6,000.0	0.0	0.0	6,000.0		
-		ELDERLY/DISABLED		PE	0.0	0.0	0.0	0.0	LOCAL	6.5	6.5	6.5	19.5		<u> </u>
	451	TRANSPORATION SEC 5310	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α .	EXEMPT
	1 1	AMERICAN RED CROSS-WEST BEND CHAP 2002-2004		CONST	0.0	0.0	0.0	0.0	FED	26.1	26.1	26.1	78.3		
	(447)	THREE FULLY MOD VANS 7/1		OTHER	32.6	32.6	32.6	97.8	FTA 5310						
	l ``'''	•		TOTAL	32.6	32.6	32.6	97.8	TOTAL	32.6	32.6	32.6	97.8		

Project		Project			Estimate	ed Costs (TI	nousands \$	) :-		Source of	Funds (Th	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
STATE OF	452	PURCHASE VEHICLES FOR CITY OF		PE	0.0	0.0	0.0	0.0	LOCAL	8.0	22.0	8.0	38.0		<u> </u>
WISCONSIN	452	WEST BEND SHARED-RIDE TAXI SERVICE SIX MINIVANS 7/0 AND	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		TWO MODIFIED MINIVANS 7/1 2002-		CONST	0.0	0.0	0.0	0.0	FED	32.0	88.0	32.0	152.0		
	(448)	2004		OTHER	40.0	110.0	40.0	190.0	FTA 5311						
		INCTALLATION OF TRAFFIC COLUMN	ļ	TOTAL	40.0	110.0	40.0	190.0	TOTAL	40.0	110.0	40.0	190.0		
	453	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF	HS	PE ROW	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
		WASHINGTON ST (STH 33) AND CTH		CONST	0.0 105.0	0,0 0.0	0.0	0.0	STATE FED	10.5	0.0	0.0	10.5	Α	EXEMPT
	1	B IN THE CITY OF WEST BEND		OTHER	0.0	0.0	0.0	105.0 0.0	STP-S	94.5	0.0	0.0	94.5		
	(449)			TOTAL	105.0	0.0	0.0	105.0	TOTAL	105.0				-	
,		ACQUISITION OF RIGHT OF WAY	_	PE	0.0	0.0	0.0	0.0	LOCAL	105.0	0.0	0.0	105.0	_	
	454	FOR PARK/RIDE LOT AT USH 41/USH	EE	ROW	50.0	0.0	0.0	50.0	STATE	50.0	0.0 0.0	0.0	0.0	Α	
	1 1	45 AND STH 145 IN WASHINGTON	l	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	50.0 0.0	,,	EXEMPT
	(450)	COUNTY	[	OTHER	0.0	0.0	0.0	0.0		0.5	. 0.0	0.0	0.0		1
	(450)			TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
WASHINGTON		PRELIMINARY ENGINEERING FOR		PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0		
COUNTY	455	VARIOUS PROJECTS IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		WASHINGTON COUNTY		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		EXEIVIP
	(451)			OTHER	<sup>2</sup> 0.0	0.0	0.0	0.0	STP-M			0.0	10.0		
	(1017			TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	450	PRELIMINARY ENGINEERING FOR		PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0		_
	456	VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	] [	WASHINGTON COUNTY		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(452)			OTHER	0.0	0.0	0.0	:0.0	BRF						
	L`			TOTAL	50,0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	457	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH A FROM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	0.0	150.0		
	437	STH 144 TO THE OZAUKEE COUNTY	mr .	ROW	750.0	0.0	0.0	750.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		LINE		CONST	0.0	0.0	0.0	0.0	FED	600,0	0.0	0.0	600.0		
	(453)	· ·		OTHER	. 0.0	0.0	0.0	0.0	STP-O						
	-	DEDI AGENELIT OF OTHER DESIGNATION		TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	458	REPLACEMENT OF CTH M BRIDGE OVER CEDAR CREEK B-66-0974 IN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	55.0	175.0	0.0	230.0		
	] "	WASHINGTON COUNTY	l '''	ROW CONST	275.0	0.0	0.0	275.0	STATE	0.0	0.0	0.0	0.0	Α.	EXEMPT
	1 1		1	OTHER	0.0 0.0	875.0 0.0	0.0	875.0	FED BRF	220.0	700.0	0.0	920.0		
	(454)			TOTAL	275.0	875.0		0.0	TOTAL	075.0	077.0				
	1 1	BRIDGE REPLACEMENT ON CTH W		PE	60.0	0.0	0.0	1,150.0 60.0	LOCAL	275.0 12.0	875.0	0.0	1,150.0		<b></b>
	459	OVER KOHLSVILLE RIVER	HP	ROW	0.0	50.0	0.0	50.0	STATE	0.0	10.0	54.0 0.0	76.0	Α	
	i I	WASHINGTON COUNTY LOCAL		CONST	0.0	0.0	270.0	270.0	FED	48.0	40.0	216.0	0.0 304.0	,,	EXEMPT
	/455	BRIDGE B-66-0972		OTHER	0.0	0.0	0.0	0.0	BRF	70.0	40.0	210.0	304.0		
	(455)			TOTAL	60.0	50.0	270.0	380.0	TOTAL	60.0	50.0	270.0	380.0		
-		REPLACEMENT OF CTH MY BRIDGE		PE	0.0	0.0	0.0	0.0	LOCAL	10.0	220.0	0.0	230.0		
	460	OVER MILWAUKEE RIVER B-66-0971	HP	ROW	50.0	0.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		IN WASHINGTON COUNTY		CONST	0.0	1,100.0	0.0	1,100.0	FED	40.0	880.0	0.0	920.0		EVENNE
·	(456)	·		OTHER	0.0	0.0	0.0	0.0	BRF			١.٠٠	020.0		
	\.50/		·	TOTAL	50.0	1,100.0	0.0	1,150.0	TOTAL	50.0	1,100.0	0.0	1,150.0		
	٦,,,	RECONSTRUCTION WITH		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	115.0	115.0		
	461	ADDITIONAL LANES OF COUNTY	HI	ROW	0.0	0.0	575.0	575.0	STATE	0.0	0.0	0.0	0.0	Α ΄	NON-
	}	LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM ROAD		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	460.0	460.0		EXEMPT
	(457)			OTHER	0.0	0.0	0.0	0.0	STP-M		[				
	I ``~.',			TOTAL	0.0	0.0	575.0	575.0	TOTAL	0.0	0.0	575.0	575.0		

Table B-1 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
WASHINGTON COUNTY	462	PURCHASE OF TWO MEDIUM BUSES FOR WASHINGTON COUNTY COMMUTER BUS SERVICE	TP	PE ROW CONST	0.0 0.0	0.0 0.0	0.0	0.0	STATE	26.0 0.0	0.0 0.0	0.0 0.0	26.0 0.0	A	EXEMPT
	(458)			OTHER TOTAL	0.0 130.0 130.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 130.0 130.0	FED FTA 5307 TOTAL	104.0	0.0	0.0	104.0		
-	1	OPERATING ASSISTANCE FOR	1	PE	0.0	0.0	0.0	0.0	LOCAL		0.0	0.0	130.0		
	463	WASHINGTON COUNTY COMMUTER BUS SERVICE	TP	ROW CONST	0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	STATE FED	97.5 292.5 210.0	133.9 401.7 288.4	138.1 413.8 297.1	369.5 1,108.0 795.5	Α	EXEMPT
	(450)		î ·	OTHER	600.0	824.0	849.0	2,273.0	FTA 5311	210.0	200.4	297.1	795.5		
	(459)			TOTAL	600.0	824.0	849.0	2,273.0	TOTAL	600.0	824.0	849.0	2,273.0		
-		PROVISION OF COUNTY WIDE		PE	0.0	0.0	0.0	0.0	LOCAL	23.6	24.7	26.0	74.3	_	<del> </del>
	464	SPECIALIZED DEMAND RESPONSIVE	TP	ROW	0.0	0.0	0.0	0.0	STATE	94.2	99.0	103.9	297.1	Α	EXEMPT
	(460)	TRANS. SERVICES FOR ELDERLY/ DISABLED PEOPLE IN WASHINGTON COUNTY: 2002-2004		CONST OTHER	0.0 117.8	0.0 123.7	0.0 129.9	0.0 371.4	FED	0.0	0.0	0.0	0.0		LIVE IVIT
	(400)			TOTAL	117.8	123.7	129.9	371.4	TOTAL	117.8	123.7	129.9	371.4		
		ELDERLY/DISABLED TRANP SEC		PE	0.0	0.0	0.0	0.0	LOCAL	40.4	0.0	42.3	82.7		
	465	5310 THE THRESHOLD 2 LG BUSES 2000 2 MOD VAN 2000 2LG BUSES	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	(461)	2004 2SM BUSES 2004		CONST OTHER	0.0 201.8	0.0 0.0	0.0 211.3	. 0.0 413.1	FED FTA 5310	161.4	0.0	169.0	330.4		
	(.07,			TOTAL	201.8	0.0	211.3	413.1	TOTAL	201.8	0.0	211.3	413.1		
	466	OPERATING ASSISTANCE		PE	0.0	0.0	0.0	0.0	LOCAL	149.7	164.9	170.5	485.1		
	400	WASHINGTON COUNTY SHARED RIDE TAXI SERVICE RURAL	TE	ROW	0.0	0.0	0.0	0.0	STATE	64.1	70.7	73.1	207.9	Α	EXEMPT
		WASHINGTON CO 2002-2004		CONST	0.0	0.0	0.0	0.0	FED	213.8	235.6	243.6	693.0		
	(462)		<b>l</b> ,	OTHER	427.6	471.2	487.2	1,386.0	FTA 5311	107.0	47.4				
	-	WASHINGTON COUNTY SHARED		TOTAL	427.6	471.2	487.2	1,386.0	TOTAL LOCAL	427.6 133.5	471.2	487.2	1,386.0	_	
	467	RIDE TAXI PROGRAM TAXI CAB	TE :	PE ROW	0.0 0.0	0.0 0.0	0.0	0.0 0.0	STATE	200.2	137.6 206.4	141.9 212.8	413.0 619.4	Α	EXEMPT
		SERVICE IN GERMANTOWN/		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(,,,,,,)	RICHFIELD AREA OPERATING COSTS: 2002-2004		OTHER	333.7	344.0	354.7	1,032.4	FTA 5307	",	0.0	0.0	0.0		
	(463)	00010.2002 2004		TOTAL	333.7	344.0	354.7	1,032.4	TOTAL :	333.7	344.0	354.7	1,032.4		
		WASHINGTON COUNTY SHARED		PE	0.0	0.0	0.0	0.0	LOCAL	32.0	20.0	16.0	68.0		
	468	RIDE TAXI PROGRAM RURAL TAXI CAB SERVICE 14 VEHICLES 2002-	TE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		2004		CONST	0.0	0.0	0.0	0.0	FED	128.0	80.0	64.0	272.0		
	(464)	•		OTHER	160.0	100.0	80.0	340.0	FTA 5311						
		NATION OF MANAGEMENT		TOTAL	160.0	100.0	80,0	340.0		160.0	100.0	80.0	340.0		
	469	INITIATION OF WASHINGTON COUNTY COMMUTER BUS SERVICE	TE	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0	LOCAL STATE	50.0 0.0	0.0	0.0	50.0	Α	
		1999-2002	'-	CONST	0.0	0.0	0.0	0.0 0.0	FED	200.0	0.0	0.0	0.0 200.0	, ,	EXEMPT
				OTHER	250.0	0.0	0.0	250.0	CMAQ	200.0	0.0	0.0	200.0		
	(465)			TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
-		PRELIMINARY ENGINEERING FOR		PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0		
	470	VARIOUS LOCAL HAZARD	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		ELIMINATION PROJECTS IN WASHINGTON COUNTY		CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
	(466)			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		
	474	PUBLIC CNG COMPRESSED	E-	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	76.0	76.0		
	471	NATURAL GAS FUELING FACILITY WASHINGTON COUNTY CMAQ	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0,0	0.0	0.0	Α	EXEMPT
				CONST	0.0	0.0	380.0	380.0	FED	0.0	0.0	304.0	304.0		
	(467)			OTHER	0.0	0.0	0.0	0.0	СМАО						
				TOTAL	0.0	0.0	380.0	380.0	TOTAL	0.0	0.0	380.0	380.0		

Project		Project			Estimate	ed Costs (Ti	housands \$	)		Source of	Funds (The	ousands \$)		GEO	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvi.	Status
HARTFORD (CITY)	472	CONSTRUCT GARAGE FOR CITY OF HARTFORD SHARED-RIDE TAXI	TP	PE ROW	0.0 2 0.0	0.0	0.0 0.0	0.0	LOCAL STATE	0.0 0.0	0.0 0.0	2.0	2.0	A	
(01/1)		OPERATION 2002		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0 8.0	0.0 8.0	,	EXEMPT
	(468)			TOTAL	0.0	0.0	10.0	10.0	FTA 5311 TOTAL	0.0	0.0	10.0	10.0		
<u> </u>	1 -	OPERATING ASSISTANCE FOR CITY		PE	0.0	0.0	0.0	0.0	LOCAL	11.5	12.1	12.8	36.4		
	473	OF HARTFORD SHARED RIDE TAXI:	TP	ROW	0.0	0.0	0.0	.0.0	STATE	57.5	60.4	63.4	181.3	Α	EXEMPT
		2002-2004		CONST	0.0	0.0	0.0	·0.0	FED	53.8	56.4	59.3	169.5		
	(469)			OTHER	122.8	128.9	135.5	387.2	FTA 5311						
,	<u> </u>			TOTAL	122.8	128.9	135.5	387.2	TOTAL	122.8	128.9	135.5	387.2		
	474	RENOVATION OF THE HARTFORD HERITAGE AUTO MUSEUM IN THE	EE	PE ROW	20.0	0.0	0.0	20.0	LOCAL	4.0	81.3	0.0	85.3		
	'''	CITY OF HARTFORD		CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	l			OTHER	0.0	406.5 0.0	0.0	406.5 0.0	STP-E	16.0	325.2	0.0	341.2		
	(470)			TOTAL	20.0	406.5	0.0	426.5	TOTAL	20.0	406.5	0.0	426.5		
	1 -	CONSTRUCTION OF THE RUBICON		PE	39.4	0.0	0.0	39.4	LOCAL	25.0	0.0	0.0	426.5 25.0		
	475	RIVER BICYCLE AND PEDESTRIAN	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		TRAIL IN THE CITY OF HARTFORD		CONST	85.6	0.0	0.0	85.6	FED	100.0	0.0	0.0	100.0		LALIVII
	(471)	, ·		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		
HARTFORD	176	RECONSTRUCTION WITH AUXILIARY LANES OF EAST MONROE AVENUE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	162.8	0.0	0.0	162.8	_	
rown) 476 L/	FROM HAWTHORN LANE TO CTH K		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α,	EXEMPT	
		IN THE TOWN OF HARTFORD		CONST OTHER	814.2	0.0	0.0	814.2	FED	651.4	0.0	0.0	651.4		
	(472)			TOTAL	0.0 814.2	0.0	0.0	0.0	STP-O	244.0					
	+	GUARDRAIL ALONG KETTLE	-	PE	0.0	0.0	0.0	814.2 0.0	TOTAL LOCAL	814.2 1.2	0.0	0.0	814.2		
l	477	MORAINE ROAD BETWEEN CTH F	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	1.2 0.0	Α	EXEMPT
l		AND WATERFORD ROAD (SMALL HES) WASHINGTON COUNTY		CONST	12.0	0.0	0.0	12.0	FED	10.8	0.0	0.0	10.8		EVENIL
	(473)	HES) WASHINGTON COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-S			5.5	10.0		
	(473)			TOTAL	12.0	0.0	0.0	12.0	TOTAL	12.0	0.0	0.0	12.0		
JACKSON	(	BRIDGE REPLACEMENT OF	l un	PE	37.5	0.0	0.0	37.5	LOCAL	7.5	5.0	40.5	53.0		
(TOWN)	478	WESTERN AVE OVER CTH Q TOWN OF JACKSON LOCAL BRIDGE P-66-	HP	ROW	0.0	25.0	0.0	25.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
ł	1	0070		CONST	0.0	0.0	202.5	202.5	FED	30.0	20.0	162.0	212.0		
ļ	(474)			OTHER	0.0	0.0	0,0	0.0	BRF						
	-	CONSTRUCTION OF A PARK & RIDE		TOTAL PE	*37.5	25.0	202.5	'265.0	TOTAL	37.5	25.0	202.5	265.0		
KEWASKUM (VILLAGE)	479	LOT AT CTH H AND USH 45 IN THE	EE	PE ROW	0.0	0.0	0.0	0.0 0.0	LOCAL STATE	4.4 0.0	0.0	0.0	4.4	Α	
(VILLAGE)		VILLAGE OF KEWASKUM		CONST	44.3	0.0	0.0	44.3	FED	39.9	0.0	0.0	0.0 39.9	,,	NON- EXEMPT
,	(475)			OTHER	0.0	0.0	0.0	0.0	CMAQ	03.5	0.0	0.0	39.9		CVEIMIL
ļ	(475)			TOTAL	44.3	0.0	0.0	44.3	TOTAL	44.3	0.0	0.0	44.3		
POLK		ELIMINATION OF FOUR RAIL/		PE	60.0	0.0	0.0	60.0	LOCAL	6.0	17.0	40.0	63.0		<del>                                     </del>
(TOWN)	480	HIGHWAY CROSSINGS NEAR ACKERVILLE BY CONNECTING	ОН	ROW	0.0	170.0	0.0	170.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
ŀ		SHERMAN RD WITH FOND DU LAC		CONST	0.0	0.0	400.0	400.0	FED	54.0	153.0	360.0	567.0		i
ŀ	(476)	RD SOUTH OF THE WI CENTRAL		OTHER	0.0	0.0	0.0	0.0	STP-S						
	<u> `</u>			TOTAL	60.0	170.0	400.0	630.0	TOTAL	60.0	170.0	400.0	630.0		
	481	RELOCATION, RESTORATION, AND INSTALLATION OF TWO HISTORIC	EE	PE	0.0	0.0	0.0	0.0	LOCAL	4.4	0.0	0.0	4.4	^	
ļ	'``	BRIDGES IN THE TOWN OF POLK	L L	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
1	]			OTHER	0.0 22.0	0.0	0.0	0.0 22.0	FED STP-E	17.6	0.0	0.0	17.6		
(477)			J	22.0	0.0	0.0	22.0	511-L						I	

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	housands \$	( )		Source of	Funds (The	ousands \$)		GEO 29	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Quality Status
WEST BEND	482	CAPITAL NEEDS FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB	TP	PE	0.0	0.0	0.0	0.0		8.0	16.0	8.0	32.0		<u> </u>
(CITY)	702	SYSTEM 2002-2004 8 TAXI VEHICLES	1 ''	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMP1
			1	CONST	0.0	0.0	0.0	0.0	FED	32.0	64.0	32.0	128.0		
	(478)			OTHER	40.0	80.0	40.0	160.0	FTA 5311						
-	+	PURCHASE VEHICLES FOR CITY OF	<del>                                     </del>	PE	40.0	80.0	40.0	160.0	TOTAL LOCAL	40.0	80.0	40.0	160.0		
	483	WEST BEND SHARED-RIDE TAXI	TI	ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	STATE	0.0 0.0	24.0 0.0	0.0	24.0	Α	
		SERVICE 2 MINI VANS 4/1, 2	1	CONST	0.0	0.0	0.0	0.0	FED	0.0	96.0	0.0 0.0	0.0 96.0		EXEMP.
	/,	MODIFIED VANS 7/1 2001		OTHER	0.0	120.0	0.0	120.0	FTA 5311	0.0	30.0	0.0	90.0		
	(479)			TOTAL	0.0	120.0	0.0	120.0	TOTAL	0.0	120.0	0.0	120.0		
		OPERATING ASSISTANCE FOR THE		PE	0.0	0.0	0.0	0.0	LOCAL	39.9	42.2	44.6	126.7		1
	484	CITY OF WEST BEND SHARED RIDE	TI	ROW	0.0	0.0	0.0	0.0	STATE	279.6	295.6	312.4	887.6	Α	EXEMP
•		TAXICAB SYSTEM: 2002-2004		CONST	0.0	0.0	0.0	0.0	FED	251.1	265.4	280.5	797.0		
	(480)			OTHER	570.6	603.2	637.5	1,811 <u>.3</u>	FTA 5311						
	(1.00)			TOTAL	570.6	603.2	637.5	1,811 <u>.3</u>		570.6	603.2	637.5	1,811.3		
	485	CONSTRUCT PED/BIKE PAT ALONG FOREST HIGHLANDS FROM	EE	PE	20.7	0.0	0.0	20.7	LOCAL	4.1	18.4	0.0	22.5		
	465	HARGROVE PLACE TO DECORAH	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	A	EXEMP
		ELEMENTARY SCHOOL CITY OF		CONST	0.0	75.0	0.0	75.0	FED	16.6	73.6	0.0	90.2		
	(481)	WEST BEND CMAQ		OTHER	0.0	17.0	0.0	17.0	CMAQ	00.7	20.0				
	1	INSTALLATION OF A CNG		TOTAL PE	20.7	92.0 0.0	0.0	112.7	TOTAL LOCAL	20.7 70.9	92.0	0.0	112.7		
	486 RE	REFUELING FACILITY FOR THE CITY	l ee	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0 0.0	70.9 0.0	Α	EXEMP
		OF WEST BEND	ł	CONST	354.4	0.0	0.0	354.4	FED	283.5	0.0	0.0	283.5		EXEMP
				OTHER	0.0	0.0	0.0	0.0	CMAQ	200.0	0.0	0.0	200.0		
	(482)			TOTAL	354.4	0.0	0.0	354,4	TOTAL	354.4	0.0	0.0	354.4		
		PURCHASE AND REMOVAL OF TWO		PE	31.0	0.0	0.0	31.0	LOCAL	10.1	26.0	0.0	36.1		_
	487	BILLBOARDS ALONG STH 33 IN THE	EE	ROW	19.5	0.0	0.0	19.5	STATE	0.0	0.0	0.0	0.0	Α	EXEMP
		CITY OF WEST BEND	1	CONST	0.0	130.0	0.0	130.0	FED	40.4	104.0	0.0	144.4		
	(483)		1	OTHER	- 0.0	0.0	0.0	20.0	STP-E						ļ
	(100)			TOTAL	50.5	130.0	0.0	180.5	TOTAL	50.5	130.0	0.0	180.5		
	488	CONSTRUCTION OF A TRAIL INTERCONNECTING NEIGH-	EE	PE	0.0	0.0	0.0	0.0	LOCAL	68.5	0.0	0.0	68.5		
	400	BORHOODS, THE CENTRAL		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMP
		BUSINESS DISTRICT AND OTHER		CONST OTHER	342.3 0.0	0.0	0.0 0.0	342.3	FED STP-E	273.8	0.0	0.0	273.8		
	(484)	EXISTING TRAILS IN CITY OF WEST BEND	l	TOTAL	342.3	0.0	0.0	0.0	TOTAL	342.3	0.0	- 0.0			
		LANDSCAPING ALONG		PE	42.0	0.0	0.0	342.3 42.0	LOCAL	342.3 45.0	0.0	0.0	342.3		
	489	WASHINGTON STREET (STH 33)	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	45.0 0.0	Α	EXEMPT
		FROM SCHMIDT RD TO CLEARVIEW	i	CONST	183.0	0.0	0.0	183.0	FED	180.0	0.0	0.0	180.0		EVEINIL
	(485)	DR IN THE CITY OF WEST BEND		OTHER	0.0	0.0	0.0	0.0	STP-E			5.5	100.0		
	(465)			TOTAL	225.0	0.0	0.0	225.0	TOTAL	225.0	0.0	0.0	225.0		
		LANDSCAPING ALONG STH 144 IN	I	PE	0.0	0.0	0.0	0.0	LOCAL	24.0	0.0	0.0	24.0		
	490	THE CITY OF WEST BEND	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMP
	1 1			CONST	0.0	0.0	0.0	0.0	FED	96.0	0.0	0.0	96.0		Ī .
	(486)			OTHER	120.0	0.0	0.0	120.0	STP-E						
	4		<u> </u>	TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		<u></u>
	491	PARADISE DR. PARK/RIDE LOT IN THE CITY OF WEST BEND: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	19.5	0.0	0.0	19.5		
	731	THE OTH OF WEST BENU: 1993		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMP1
	1 1			CONST OTHER	97.3	0.0	0.0	97.3	FED CMAQ	77.8	0.0	0.0	77.8		1
	(487)				0.0	0.0	0.0	0.0		07.5					
	<u> </u>			TOTAL	97.3	0.0	0.0	97.3	TOTAL	97.3	0.0	0.0	97.3		

Project		Project			Estimate	d Costs (Ti	nousands \$)	1		Source of	Funds (The	ousands \$)		GEO 29	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Quality Status
STATE OF	492	RECONSTRUCTION OF THE RAMPS AT IH-43 AND MOORLAND RD	HP	PE	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
WISCONSIN	'	INTERCHANGE IN THE CITY OF NEW	1	ROW CONST	0.0	0.0	0.0	0.0		225.0	0.0	0.0	225.0	Α	EXEMPT
		BERLIN		OTHER	2,250.0 0.0	0.0 0.0	0.0	2,250.0 0.0	IH-M	2,025.0	0.0	0.0	2,025.0		
	(488)		l	TOTAL	2,250.0	0.0	0.0	2,250.0		2,250.0	0.0	0.0	2,250,0		1
		RECONSTRUCTION OF THE RAMP		PE	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		<del></del>
	493	ON I-94 AT CTH SS, CTH T, AND STH	HP	ROW	50.0	0.0	0.0	50.0	1	50.0	0.0	240.0	290.0	Α	EXEMPT
		16		CONST	0.0	0.0	1,200.0	1,200.0	FED	0.0	0.0	960.0	960.0		
	(489)		l	OTHER	.0.0	0.0	0.0	0.0	STP-O						l
	<del>  ` `</del>	DAMPEN OF LIGHT OF THE COLUMN		TOTAL	50.0	0.0	1,200.0	1,250.0	TOTAL	50.0	0.0	1,200.0	1,250.0		
,	494	PAINTING OF USH 18 BRIDGE OVER IH 94 B-67-44 AND B-67-45	HP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	٨	
	1			CONST	0.0 750.0	0.0 0.0	0.0	0.0 750.0	STATE FED	750.0 0.0	0.0 0.0	0.0	750.0	Α	EXEMPT
	/			OTHER	0.0	0.0	0.0	750.0	1 2	0.0	0.0	0.0	0.0		
	(490)			TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		1
	T	RECONSTRUCTION OF THE USH 18		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	750.0		
	495	AND MANHATTAN DR. INTERSECTION	HP	ROW	0.0	0.0	0.0	0.0	STATE	140.0	0.0	0.0	140.0	Α	EXEMPT
		INTERSECTION		CONST	700.0	0.0	0.0	700.0	FED	560.0	. 0.0	0.0	560.0		
	(491)			OTHER	0.0	0.0	0.0	0.0	STP-O						
	1`			TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	496	RESURFACE USH 18 (EB ST PAUL AVE & WB NORTH ST) FROM	HP	PE ROW	0.0	0.0	120.0	120.0	LOCAL	0.0	0.0	30.0	30.0		
		MORELAND BLVD. TO MADISON ST.	'''	CONST	0.0 0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
,	IN THE CITY OF WAUKESHA (2.00	i I	OTHER	0.0	0.0	0.0	0.0	STP-O	0.0	0.0	90.0	90.0			
	(492)	WILES)		TOTAL	0.0	0.0	120.0	120.0	TOTAL	0.0	0.0	120.0	120.0		
		RESURFACING OF USH 18 FROM		PE	350.0	0.0	0.0	350.0	LOCAL	81.0	0.0	0.0	81.0		_
	497	200' W OF GREEN MEADOW DR. TO	HP	ROW	0.0	0.0	0.0	0.0	STATE	269.0	0.0	0.0	269.0	Α	EXEMPT
		NORTH ST. IN THE CITY OF WAUKESHA (1.70 MILES)	·	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		] =,,=,,,,
	(493)	,		OTHER	0.0	0.0	0.0	0.0							
	<u> </u>			TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	498	REPLACE STH 16 BRIDGE OVER THE OCONOMOWOC RIVER IN	НР	PE ROW	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	0.0	0.0	Α	
	""	WAUKESHA COUNTY B67-0943	'''	CONST	0.0	0.0	0.0 0.0	0.0 0.0	STATE FED	0.0	0.0	20.0 80.0	20.0	^	EXEMPT
	1,			OTHER	0.0	0.0	0.0	. 0.0	BRF	0.0	0.0	80.0	80.0		
	(494)			TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	1	RECONDITIONING OF STH 36 FROM		PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0		
•	499	LOOMIS DR. TO USH 45 IN THE CITY OF FRANKLIN (0.49 MILE)	HP	ROW	0.0	0.0	0.0	0.0	STATE	50.0	371.0	0.0	421.0	Α	EXEMPT
		OF FRANKEIN (0.49 MILE)		CONST	0.0	371.0	0.0	371.0	FED	0.0	0.0	0.0	0.0		İ
	(495)	•		OTHER	0.0	0.0	0.0	0.0							
		DECONDITIONING OF STU 50 FDC**		TOTAL	50.0	371.0	0.0	421.0	TOTAL	50.0	371.0	0.0	421.0		
	500	RECONDITIONING OF STH 59 FROM JEFFERSON COUNTY TO THE	HP	PE ROW	0.0	0.0 0.0	0.0	0.0 0.0	LOCAL STATE	0.0	0.0 0.0	0.0	0.0	Α	
		VILLAGE OF EAGLE		CONST	0.0	0.0	1,020.1	1,020.1	FED	0.0	0.0	204.0 816.1	204.0 816.1	•	EXEMPT
	(400)			OTHER	0.0	0.0	0.0	0.0	STP-O	5.5	0.0	5,6.1	010.1		
	(496)			TOTAL	₹ 0.0	0.0	1,020.1	1,020.1	TOTAL	0.0	0.0	1,020.1	1,020,1		ĺ
		RECONSTRUCTION WITH NO		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		· ·
	501	ADDITIONAL LANES OF STH 59 FROM WISCONSIN AND SOUTHERN	HP	ROW	20.0	0.0	0.0	20.0	STATE	20.0	0.0	330.0	350.0	Α	EXEMPT
	1 1	RR TO OAK RIDGE DRIVE IN THE		CONST	0.0	0.0	1,650.0	1,650.0	FED	0.0	0.0	1,320.0	1,320.0		
	(497)	VILLAGE OF NORTH PRAIRIE		OTHER	0.0	0.0	0.0	0.0	STP-O		•				
,,				TOTAL	20.0	0.0	1,650.0	1,670.0	TOTAL	20.0	0.0	1,650.0	1,670.0	_	· ·

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Th	nousands \$	) .	ŧ	Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF	502	RECONDITIONING OF STH 67 FROM STH 16 TO TO CTH K	HP	PE	0.0	0.0	50.0	50.0	LOCAL	0.0	0.0	0.0	0.0		
WISCONSIN	302	SIRIBIOIOCIAK	ne	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	10.0	10.0	Α	EXEMPT
		*		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	40.0	40.0		
	(498)		l	OTHER	0.0	0.0	0.0	0.0	STP-O						
	+	DECONOTENATION WITH A LIVE A BY		TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		
	503	RECONSTRUCTION WITH AUXILIARY LANES AT SELECTED LOCATIONS	HP	PE ROW	2 0.0	0.0	900.0	900.0	LOCAL	0.0	0.0	0.0	0.0	Α	
	- "-	OF STH 74 FROM WAUKESHA AVE		CONST	0.0	0.0	0.0	- 0.0 0.0	STATE FED	0.0	0.0	180.0	180.0	_ ^	EXEMP
		TO THE VILLAGE OF MENOMONEE		OTHER	0.0	0.0	0.0	0.0	STP-O	0.0	0.0	720.0	720.0		1
	(499)	FALLS		TOTAL	0.0	0.0	900.0	900.0	TOTAL	0.0	0.0	000.0	000.0		
	1	RECONDITIONING OF STH 74 FROM		PE	174.0	0.0	0.0	174.0	LOCAL	43.5	0.0	900.0	900.0		
	504	ELDER LANE TO SHERIDAN DRIVE IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	43.5 0.0	Α	EXEMP
	1	THE VILLAGE OF MENOMONEE	1	CONST	·*· 0.0	0.0	0.0	0.0	FED	130.5	0.0	0.0	130.5		EXEMP
	(500)	FALLS (0.90 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M	100.0	0.0	0.0	. 130.3		
	(500)			TOTAL	174.0	0.0	0.0	174.0	TOTAL	174.0	0.0	0.0	174.0		1
	1	RESURFACING OF STH 83 FROM		PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0		
	505	STH 59 TO GENESEE DEPOT AND	HP	ROW	0.0	0.0	0.0	0.0	STATE	50.0	800.0	0.0	850.0	Α	EXEMP
	ł	FROM CTH D TO CTH DE (1.60 MILES)		CONST	. 0.0	800.0	0.0	800.0	FED	0.0	0.0	0.0	0.0		
	(501)			OTHER	0.0	0.0	0.0	0.0				1			
	(301)			TOTAL	50.0	800.0	0.0	850.0	TOTAL	50.0	800.0	0.0	850.0		
				PE	0.0	0.0	1,000.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0		
	506	FROM CTH NN TO STH 59 (6.10 MILES)	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	200.0	200.0	P	EXEMP
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	800.0	800.0		
			OTHER	0.0	0.0	0.0	0.0	STP-O							
	ĻĽ			TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	507	RESURFACING OF STH 83 FROM STH 16 TO CTH VV IN WAUKESHA	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	Α	
	""	COUNTY (4.50 MI)	111	ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	370.0	410.0	A	EXEMP
		,		CONST OTHER	0,0	0.0	1,850.0	1,850.0	FED STP-O	160.0	0.0	1,480.0	1,640.0		
	(503)				0.0	0.0	0.0	0.0	TOTAL	000.0		1 272 2			
	-	RECONSTRUCTION WITH NO		TOTAL PE	200.0	0.0	1,850.0	2,050.0	LOCAL	200.0	0.0	1,850.0	2,050.0		
	508	ADDITIONAL LANES OF STH 164	НР	ROW	50.0 250.0	0.0 0.0	0.0	50.0 250.0	STATE	0.0 260.0	0.0 600.0	0.0 0.0	0.0	A	EVE. 103
		FROM MAIN TO STH 59 IN		CONST	0.0	3,000.0	0.0	3,000.0	FED	40.0	2,400.0	0.0	860.0 2,440.0	, ,	EXEMP
		WAUKESHA COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-O	40.0	2,400.0	0.0	2,440.0		
	(504)			TOTAL	300.0	3,000.0	0.0	3,300.0	TOTAL	300.0	3,000.0	0.0	3,300.0		
		RESURFACING OF STH 164 FROM		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	509	CTH VV TO CTH Q IN WAUKESHA	HP	ROW	0.0	0.0	0.0	0.0	STATE	800.0	0.0	0.0	800.0	Α	EXEMPT
		COUNTY (3.90 MILES)		CONST	800.0	0.0	0.0	800.0	FED	0.0	0.0	0.0	0.0		
	(505)			OTHER	0.0	0.0	0.0	0.0		1 1					
	(303)	5)		TOTAL	800.0	0.0	0.0	0,008	TOTAL	800.0	0.0	0.0	800.0		
	<b></b>	RESURFACING OF STH 164 FROM		PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0		
	510 CANADIAN NATIONAL RAILWAY TO WESTWOOD DR. (1.75 MILES) (506)	HP	ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	1,000.0	1,100.0	Α	EXEMPT	
			CONST	0.0	0.0	1,000.0	1,000.0	FED	0.0	0.0	0.0	0.0			
			OTHER	0.0	0.0	0.0	0.0	STP-O		*				ĺ	
				TOTAL	100.0	0.0	1,000.0	1,100.0	TOTAL	100.0	0.0	1,000.0	1,100.0		
	544	RECONSTRUCTION WITH NO	шъ	PE	0.0	0.0	0.0	0.0	LOCAL	69.5	0.0	0.0	69.5		
	511	ADDITIONAL LANES OF STH 175 FROM N. LILLY RD. TO W. MILL ST.	HP	ROW	0.0	0.0	0.0	0.0	STATE	325.0	0.0	0.0	325.0	Α	EXEMPT
		IN THE VILLAGE OF MENOMONEE		CONST	1,972.3	. 0.0	0.0	1,972.3	FED	1,577.8	0.0	0.0	1,577.8		
	(507)	FALLS (2.14 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M	ļl					
	1 ' '	<u> </u>		TOTAL	1,972.3	0.0	0.0	1,972.3	TOTAL	1,972.3	0.0	0.0	1,972.3		I

Project		Project			Estimate	ed Costs (Th	ousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF WISCONSIN	512	RECONSTRUCTION OF WITH NO ADDITIONAL LANES OF STH 175 FROM RIDGE RD. TO MILL ST, IN	HP	PE ROW CONST	0.0 • 0.0 0.0	0.0 0.0 0.0	0.0 0.0 1,300.0	0.0 0.0 1,300.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 260.0 1,040.0	0.0 260.0 1,040.0	Α	EXEMPT
	(508)	THE VILLAGE OF MENOMONEE FALLS (0.49 MILE)		OTHER TOTAL	0.0	0.0	0.0	0.0	STP-O TOTAL	0,0	0.0	1,300.0	1,300.0		
	1	INTERSECTION IMPROVEMENTS		PE	0.0	0.0	0.0	0,0	LOCAL	0.0	0.0	0.0	0.0		
	513	FOR THE INTERSECTION OF STH 190 AND SPRINGDALE RD. IN THE	HP	ROW CONST	0.0 200.0	0.0 0.0	0.0	0.0 200.0	STATE FED	40.0 160.0	0.0	0.0	40.0	Α	EXEMPT
	(509)	CITY OF BROOKFIELD		OTHER	0.0	0.0	0.0	0.0	STP-O		0.0	0.0	160.0		
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200,0		
	514	ACQUIRE HARDSHIP ROW FOR IH 94 (E-W FREEWAY) FROM STH 83 TO CTH T	Н	PE ROW	0.0 271.0	0.0	0.0 0.0	0.0 271.0	LOCAL STATE	0.0 271.0	0.0 0.0	0.0 0.0	0.0 271.0	Α	EXEMPT
	(510)			CONST OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	FED	0.0	0.0	0.0	0.0		
	(310)			TOTAL	271.0	0.0	0.0	271.0	TOTAL	271.0	0.0	0.0	271.0		
	515	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59	Н	PE ROW	2,000.0 0.0	2,000.0 2,000.0	0.0	4,000.0 2,000.0	LOCAL STATE	0.0 400.0	0.0 2,400.0	0.0 2.000.0	0.0 4,800.0	Α	NON-
•	(544)	FROM STH 164 TO CALHOUN ROAD		CONST OTHER	0.0 0.0	0.0 0.0	10,000.0 0.0	10,000.0	FED STP-O	1,600.0	1,600.0	8,000.0	11,200.0		EXEMPT
	(511)			TOTAL	2,000.0	4,000.0	10,000.0	16,000.0	TOTAL	2,000.0	4,000.0	10,000.0	16,000.0		
		RECONSTRUCTION WITH		PE	1,100.0	0.0	0.0	1,100.0	LOCAL	0.0	0.0	0.0	0.0		
	516	ADDITIONAL LANES OF STH 83 FROM STH 16 TO MARINER DRIVE IN	HI	ROW CONST	0.0 0.0	2,200.0 0.0	0.0	2,200.0	STATE FED	220.0 880.0	2,200.0 0.0	0.0	2,420.0 880.0	Α	NON- EXEMPT
	(540)	THE CITY OF DELAFIELD  (512)		OTHER	0.0	0.0	0.0	0.0	STP-O	000.0	0.0	0.0	000.0		LACIVIE
	(512)			TOTAL	1,100.0	2,200.0	0.0	3,300.0	TOTAL	1,100.0	2,200.0	0.0	3,300.0		
<u>.</u>	517	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83	Н	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	"'	FROM WOLF RUN TO CTH NN IN THE	7.11	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	7,930.5	0.0	0.0	7,930.5	Α	NON-
	1	VILLAGE OF MUKWONAGO (2.0		OTHER	7,930.5 - 0.0	0.0	0.0	7,930.5 0.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(513)	MILES)	-	TOTAL	7,930.5	0.0	0.0	7,930.5	TOTAL	7,930.5	0.0	0.0	7,930.5		
		RECONSTRUCTION WITH		PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	7,930.5		
	518	ADDITIONAL LANES OF STH 83	HI	ROW	0.0	0.0	2,400.0	2,400.0	STATE	200.0	0.0	2,400.0	2,600.0	Α	NON-
		FROM USH 18 TO IH-94 (2.90 MILES)	1	CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0		EXEMPT
	(514)	·	]	OTHER	×. 0.0	0.0	0.0	:0.0	STP-O						
		RECONSTRUCTION OF STH 164		TOTAL PE	1,000.0	0.0	2,400.0	3,400.0	TOTAL	1,000.0	0.0	2,400.0	3,400.0		
	519	OVER I-94 RAMPS AND ROADWAY IN	ні	ROW	500.0 0.0	0.0 0.0	0.0 0.0	500.0 0.0	LOCAL STATE	0.0 50.0	0.0 0.0	0.0 670.0	0.0 720.0	Α	NON-
		THE TOWN OF PEWAUKEE (0.40		CONST	0.0	0.0	6,700.0	6,700.0	FED	450.0	0.0	6,030.0	6,480.0		EXEMPT
	(515)	(515) MILES)  RECONSTRUCTION OF STH 164		OTHER	0.0	0.0	0.0	0.0	ІН-М		0,0	3,300.3	0, 100.0		
	(515)			TOTAL.	500.0	0.0	6,700.0	7,200.0	TOTAL	500.0	0.0	6,700.0	7,200.0		
	E00.			PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0		
	520 WITH ADDITIONAL CAPACITY FROM STH 190 TO CTH VV IN WAUKEHA COUNTY (4.11 MILES)		HI	ROW	500.0	0.0	0.0	500.0	STATE	300.0	0.0	0.0	300.0	Α	NON-
			CONST OTHER	0.0	0.0	0.0	0.0	FED STP-O	1,200.0	0.0	0.0	1,200.0		EXEMPT	
	(516)	, , ,	<u> </u>	TOTAL	1,500.0	0.0	0.0	0.0 1.500.0	TOTAL	1,500.0			4 700 -		
	1	STUDY FOR A NEW INTERCHANGE		PE	300.0	0.0	0.0	300.0	LOCAL	1,500.0	0.0	0.0	1,500.0 100.0		
	521	ON I-94 IN THE CITY OF BROOKFIELD	HE	ROW	0.0	0.0	0.0	0.0	STATE	200.0	0.0	0.0	200.0	Α	EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0:0	0.0		EVENNE
	(517)			OTHER	0.0	0.0	0.0	0.0							
	(3)			TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$			Source of	Funds (The	ousands \$)	•	GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
STATE OF WISCONSIN	522	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS INCLUDING THE REMAINING STH	HE	PE ROW CONST	500.0 900.0 700.0	500.0 100.0 12,500.0	500.0 0.0 18,700.0	1,500.0 1,000.0 31,900.0	STATE	0.0 2,100.0 0.0	0.0 13,100.0 0.0	0.0 19,200.0	0.0 34,400.0	Α	NON-
	(518)	16/67 LEG AND STH 16 TO JEFFERSON CO. (7.4 MI)		OTHER	0.0 2,100.0	0.0	0.0	0.0 34,400.0		2,100.0	13,100.0	19,200.0	34,400.0		EXEMPT
		RECONDITIONING OF THE PARK	<u> </u>	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	_	├─-
	523	AND RIDE LOT AT IH 43 AND MOORLAND RD IN THE CITY OF NEW	TP	ROW	0.0	0.0	0.0	0.0	STATE	350.0	0.0	0.0	350.0	Α	EXEMPT
		BERLIN		CONST	350.0	0.0	0.0	350.0	FED	0.0	0.0	0.0	0.0		
	(519)			OTHER	0.0	0.0	0.0	0.0							
	+	CONSTRUCTION OF PARK AND RIDE	<del> </del>	TOTAL PE	350.0	0.0	0.0	350.0	LOCAL	350.0	0.0	0.0	350.0		_
	524	LOT AT THE IH 94/MOORLAND RD.	ΤI	ROW	0.0 0.0	0.0	0.0 0.0	0.0 0.0	STATE	0.0 0.0	0.0 120.0	0.0 0.0	0.0 120.0	Α	EVENDE
	1	INTERCHANGE IN THE CITY OF BROOKFIELD (350 SPACES)		CONST	0.0	600.0	0.0	600.0	FED	0.0	480.0	0.0	480.0		EXEMPT
	(520)	BHOOKFIELD (350 SPACES)		OTHER	0.0	0.0	0.0	0.0	CMAQ			0.0	400.0		[
	(020)			TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	525	REALIGN INTERSECTION OF MUSKEGO DAM ROAD AND STH 36	HS	PE	40.0	0.0	0.0	40.0	LOCAL	4.0	41.0	0.0	45.0		
	323	WAUKESHA COUNTY HES	ПО	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				OTHER	0.0 0.0	410.0 0.0	0.0	410.0 0.0	FED STP-S	36.0	369.0	0.0	405.0		
	(521)			TOTAL	40.0	410.0	0.0	450.0	TOTAL	40.0	410.0	0.0	450.0		
<b>526</b> (522)	INSTALL SIGNAL AT STH 190 AND		PE	30.0	0.0	0.0	30.0	LOCAL	3.0	44.5	0.0	450.0			
	526	MEADOW CREEK AND GEOMETRIC	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		IMPROVEMENTS ON STH 190 BETWEEN STH 16 AND STH 164		CONST	0.0	445.0	0.0	445.0	FED	27.0	400.5	0.0	427.5		
	(522)	WAUKESHA COUNTY HES		OTHER	0.0	0.0	0.0	0.0	STP-S						
		CONCTRUCT CONCORD DARK AND		TOTAL	30.0	445.0	0.0	475.0	TOTAL	30.0	445.0	0.0	475.0		
	527	CONSTRUCT CONCORD PARK AND RIDE LOT AT CTH F AND I-94	EE	PE ROW	18.0 0.0	0.0 0.0	0.0 0.0	18.0 0.0	LOCAL	3.6 0.0	35.0 0.0	5.0 0.0	43.6	Α	EVELIBE
		JEFFERSON COUNTY CMAQ		CONST	0.0	175.0	25.0	200.0	FED	14.4	140.0	20.0	0.0 174.4		EXEMPT
	(502)			OTHER	0.0	0.0	0.0	0.0	CMAQ		140.0	20.0	174.4		
	(523)			TOTAL	18.0	175.0	25.0	218.0	TOTAL	18.0	175.0	25.0	218.0		
	500	CONSTRUCTION OF A NOISE		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	528	BARRIER ON USH 41 BETWEEN PILGRIM ROAD AND MAIN STREET IN	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	212.2	0.0	212.2	Α	EXEMPT
		THE VILLAGE OF MENOMONEE		CONST OTHER	0.0 0.0	1,061.0 0.0	0.0	1,061.0	FED STP-O	0.0	848.8	0.0	848.8		
	(854)	FALLS (0.68 MILES)		TOTAL	0.0	1.061.0	0.0	1,061.0	TOTAL	0.0	1,061.0	0.0	4 004 0		
WAUKESHA		RESURFACING OF VARIOUS	-	PE	0.0	0.0	0.0	0.0	LOCAL	2.035.0	2,085.0	2,135.0	1,061.0 6,255.0		
COUNTY	529	COUNTY TRUNK HIGHWAYS	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0,200.0	Α	EXEMPT
				CONST	2,035.0	2,085.0	2,135.0	6,255.0	FED	0.0	0.0	0.0	0.0		L.7(L.1911 1
• ,	(524)			OTHER	0.0	0.0	0.0	0.0							
	1` ′			TOTAL	2,035.0	2,085.0	2,135.0	6,255.0	TOTAL	2,035.0	2,085.0	2,135.0	6,255.0		
	530	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM	HP	PE ROW	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	Α	
		PROJECTS IN WAUKESHA COUNTY	'"	CONST	0,0 0.0	0.0	0.0	0.0 0.0	STATE FED	0.0 40.0	0.0	0.0	0.0 40.0	~	EXEMPT
	(E05)			OTHER	0.0	0.0	0.0	0.0	STP-O	40.0	0.0	0.0	40.0		
	(525)			TOTAL	50,0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
		PRELIMINARY ENGINEERING FOR		PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0		<del>                                     </del>
	531	VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA COUNTY	HP	ROW	0.0	0.0	0.0	o.o	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		THOUSE IN WADRESHA COUNTY		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(526)			OTHER_	0.0	0.0	0.0	. 0.0	STP-M	ļļ		·			
				TOTAL	≎50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		•

Sponsor         No.           WAUKESHA COUNTY         532           (527)         533           (528)         534           (529)         535           (530)         536           (531)         537           (532)         532	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WAUKESHA COUNTY  RECONSTRUCT THE EXISTING BOX CULVERT ON CTH B AT UPPER NASHOTAH LAKE  REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HP HP	PE ROW CONST OTHER TOTAL PE ROW CONST OTHER TOTAL PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0 15.0 24.0 0.0 0.0 39.0 25.0 2.0.0	2003 0.0 0.0 0.0 0.0 0.0 0.0 116.0 0.0 0.0	2004 0.0 0.0 0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0 15.0 24.0 116.0	LOCAL STATE FED BRF TOTAL LOCAL STATE FED	10.0 0.0 40.0 50.0 39.0 0.0	0.0 0.0 0.0 0.0 116.0 0.0 0.0	2004 0.0 0.0 0.0 0.0 0.0	Total 10.0 0.0 40.0 50.0 155.0 0.0	Apvi.  A	Quality Status EXEMPT
(527) (527) (528) (528) (529) (530) (530) (531) (532)	REPLACEMENT PROJECTS IN WAUKESHA COUNTY  RECONSTRUCT THE EXISTING BOX CULVERT ON CTH B AT UPPER NASHOTAH LAKE  REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HP	ROW CONST OTHER TOTAL PE ROW CONST OTHER TOTAL PE ROW CONST OTHER	0.0 0.0 0.0 50.0 15.0 24.0 0.0 0.0 39.0 25.0	0.0 0.0 0.0 0.0 0.0 0.0 116.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	50.0 50.0 15.0 24.0	STATE ; FED BRF TOTAL LOCAL STATE	0.0 40.0 50.0 39.0 0.0	0.0 0.0 0.0 116.0 0.0	0.0	0.0 40.0 50.0 155.0		EXEMPT
(527) 533 (528) 534 (529) 535 (530) 536 (531) 537 (532)	REPLACEMENT PROJECTS IN WAUKESHA COUNTY  RECONSTRUCT THE EXISTING BOX CULVERT ON CTH B AT UPPER NASHOTAH LAKE  REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HP	CONST OTHER TOTAL PE ROW CONST OTHER TOTAL PE ROW CONST OTHER	0.0 0.0 50.0 15.0 24.0 0.0 0.0 39.0 25.0	0.0 0.0 0.0 0.0 0.0 116.0 0.0 116.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 50.0 15.0 24.0 116.0	FED BRF TOTAL LOCAL STATE	40.0 50.0 39.0 0.0	0.0 0.0 116.0 0.0	0.0	50.0 155.0		EXEMPT
533 (528) 534 (529) 535 (530) 536 (531) 537 (532)	RECONSTRUCT THE EXISTING BOX CULVERT ON CTH B AT UPPER NASHOTAH LAKE  REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	, HP	OTHER TOTAL PE ROW CONST OTHER TOTAL PE ROW CONST OTHER	0.0 50.0 15.0 24.0 0.0 0.0 39.0 25.0	0.0 0.0 0.0 0.0 116.0 0.0 116.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 50.0 15.0 24.0 116.0	BRF TOTAL LOCAL STATE	50.0 39.0 0.0	0.0 116.0 0.0	0.0	50.0 155.0		
533 (528) 534 (529) 535 (530) 536 (531) 537 (532)	RECONSTRUCT THE EXISTING BOX CULVERT ON CTH B AT UPPER NASHOTAH LAKE  REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	, HP	PE ROW CONST OTHER TOTAL PE ROW CONST OTHER	50.0 15.0 24.0 0.0 0.0 39.0 25.0 20.0	0.0 0.0 0.0 116.0 0.0 116.0	0.0 0.0 0.0 0.0 0.0	50.0 15.0 24.0 116.0	TOTAL LOCAL STATE	39.0 0.0	116.0 0.0	0.0	155.0		
(528) 534 (529) 535 (530) 536 (531) 537 (532)	CULVERT ON CTH B AT UPPER NASHOTAH LAKE  BEHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	, HP	ROW CONST OTHER TOTAL PE ROW CONST OTHER	15.0 24.0 0.0 0.0 39.0 25.0 20.0	0.0 0.0 116.0 0.0 116.0	0.0 0.0 0.0 0.0	15.0 24.0 116.0	STATE	39.0 0.0	116.0 0.0	0.0	155.0		
(528) 534 (529) 535 (530) 536 (531) 537 (532)	REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	, HP	CONST OTHER TOTAL PE ROW CONST OTHER	0.0 0.0 39.0 25.0 20.0	116.0 0.0 116.0 0.0	0.0 0.0	116.0			0.0			Δ	
534 (529) 535 (530) 536 (531) 537 (532)	REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN		OTHER TOTAL PE ROW CONST OTHER	0.0 39.0 25.0 20.0	0.0 116.0 0.0	0.0		FED	0.01	0.0			,,	EXEMPT
534 (529) 535 (530) 536 (531) 537 (532)	REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN		TOTAL PE ROW CONST OTHER	39.0 25.0 20.0	116.0 0.0		0.0		,,,,	0.0	0.0	0.0		
(529) 535 (530) 536 (531) 537 (532)	DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN )		PE ROW CONST OTHER	25.0 ± 0.0	0.0	0.01				·				
(529) 535 (530) 536 (531) 537 (532)	DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN )		ROW CONST OTHER	<u> </u>			155.0	TOTAL	39.0	116.0	0.0	155.0		
535 (530) 536 (531) 537 (532)	CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)  RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HP	CONST OTHER			0.0	25.0 - 0.0	LOCAL STATE	25.0	31.7	0.0	56.7	Α	
535 (530) 536 (531) 537 (532)	RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN )	HP	OTHER		158.4	0.0	158.4	FED	0.0 0.0	0.0 126.7	0.0 0.0	0.0 126.7	^	EXEMPT
535 (530) 536 (531) 537 (532)	RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HP	TOTAL	0.0	0.0	0.0	0.0	BRF	0.0	120.7	0.0	120.7		İ
(530) 536 (531) 537 (532)	BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HP		25.0	158.4	0.0	183.4	TOTAL	25.0	158.4	0.0	183.4		
(530) 536 (531) 537 (532)	& CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HP	PE	0.0	0.0	72.0	72.0	LOCAL	0.0	0.0	119.0	119.0		<del>                                     </del>
536 (531) 537 (532)	THE CITY OF NEW BERLIN		ROW	0.0	0.0	47.0	47.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
536 (531) 537 (532)			CONST	0.0	0.0	0.0	·0.0	FED	0.0	0.0	0.0	0.0		
(531) <b>537</b> (532)	BERLACEMENT OF CTH K BRIDGE		OTHER	0.0	0.0	0.0	0.0							
(531) <b>537</b> (532)		-	TOTAL PE	0.0	0.0	119.0	119.0	TOTAL	0.0	0.0	119.0	119.0	_	
<b>537</b> (532)	OVER OCONOMOWOC RIVER (P-67-	HP	ROW	60.0 0.0	0.0 41.0	0.0	60.0 41.0	LOCAL STATE	52.0 0.0	41.0 0.0	51.0 0.0	144.0	Α	
<b>537</b> (532)	0042) IN TOWN OF MERTON		CONST	0.0	0.0	255.0	255.0 I	FED	8.0	0.0	204.0	0.0 212.0	,,	EXEMPT
<b>537</b> (532)			OTHER	0.0	0.0	0.0	0.0	BRF	0.0	0.0	204.0	212.0		1
(532)	<u>' [</u>		TOTAL	60.0	41.0	255.0	356.0	TOTAL	60.0	41.0	255.0	356.0		
(532)	RECONSTRUCTION AND	Lun	PE	0.0	0.0	0.0	0.0	LOCAL	661.0	0.0	0.0	661,0		
	SIGNALIZATION OF THE INTERSECTION OF CTH K AND	HP	ROW	99.0	0.0	0.0	99.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	CALHOUN ROAD		CONST OTHER	562.0	0.0	0.0	562.0	FED	0.0	0.0	0.0	0.0		
	)		TOTAL	0.0 661.0	0.0	0.0	0.0	TOTAL	504.0		- 0.0			
1	RECONSTRUCT BOX CULVERT ON		PE	0.0	40.0	0.0	661.0 40.0	LOCAL	661.0 0.0	0.0 40.0	0.0 206.0	661.0 246.0		<b></b>
538		HP	ROW	0.0	0.0	22.0	22.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
			CONST	0.0	0.0	184.0	184.0	FED	0.0	0.0	0.0	0.0		EXEMPT
(533)			OTHER	0.0	0.0	0.0	0.0							
(600)			TOTAL	0.0	40.0	206.0	246.0	TOTAL	0.0	40.0	206.0	246.0		
539	REHABILITATION OF FOREST HOME AVE (CTH L) BRIDGE OVER FOX	HP	PE	62.0	0.0	0.0	62.0	LOCAL	54.0	77.4	0.0	131.4		
339	RIVER IN TOWN OF VERNON (B-67-	'''	ROW CONST	0.0 0.0	0.0	0.0	0.0 ° 387.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	0008)		OTHER	0.0	387.0 0.0	0.0	0.0	BRF	8.0	309.6	0.0	317.6		
(534)	)		TOTAL	62.0	387.0	0.0	449.0	TOTAL	62.0	387.0	0.0	449.0		
	REHABILITATION OF CONCRETE		PE	0.0	0.0	367.0	367.0	LOCAL	0.0	0.0	367.0	367.0	-	
540	PAVEMENT ON CTH O FROM CTH I	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	TO STH 59 (4.35 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
(535)			OTHER	0.0	0.0	0.0	0.0					4.		1
		igspace	TOTAL	~ 0.0	0.0	367.0	· 367.0	TOTAL	0.0	0.0	367.0	367.0		
541	REHABILITATE CTH P FROM ROAD T TO ROAD P, TOWN OF	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	200.0	0.0	200.0		
]		'"	ROW CONST	0.0 0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	OCONOMOWOC		OTHER	0.0	0.0	0.0	0.0 0.0	FEU	0.0	0.0	0.0	0.0		
(536)		1	TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (T	nousands \$	;)		Source of	Funds (Th	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
WAUKESHA COUNTY	542	REPLACEMENT OF SAYLESVILLE ROAD (CTH X) BRIDGE OVER GENESEE CREEK (P-67-0069)	HP	PE ROW CONST	0.0 29.0	0.0	0.0	0.0	STATE	29.0 0.0	0.0	48.0 0.0	77.0 0.0	Α	EXEMPT
	(537)	, , ,		OTHER TOTAL	0.0 0.0 29.0	0.0	240.0	240.0 0.0	BRF	0.0	0.0	192.0	192.0		
-	_	REPLACEMENT OF CTH Y (BARKER	-	PE		0.0	240.0	269.0	TOTAL	29.0	0.0	240.0	269.0		
	543	ROAD) BRIDGE OVER POPLAR CREEK P-67-0962 IN WAUKESHA	HP	ROW CONST	0.0 • 0.0 0.0	104.0 0.0 0.0	0.0 25.0 406.0	104.0 25.0 406.0		0.0 0.0 0.0	104.0 0.0 0.0	106.0 0.0 325.0	210.0 0.0 325.0	Α	EXEMPT
	(538)	COUNTY		OTHER TOTAL	0.0	0.0	0.0	0.0	BRF	0.0	104.0	431.0			
	1	REPLACEMENT OF THE CTH DR		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	310.0	87.8	535.0		-
	544	BRIDGE OVER THE BARK RIVER IN WAUKESHA COUNTY	HP	ROW CONST	0.0 0.0	310.0 0.0	0.0 0.0 439.0	310.0 439.0	STATE FED	0.0	0.0	87.8 0.0 351.2	397.8 0.0 351.2	A	EXEMPT
	/=00\			OTHER	0.0	0.0	0.0	0,0	BRF	0.0	0.0	001.2	351.2		
	(539)			TOTAL	0.0	310.0	439.0	749.0	TOTAL	0.0	310.0	439.0	749.0		
	545	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	٨	
	343	CHBBIOCIAP	FIF	ROW	259.0	0.0	0.0	259.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	(540)			CONST OTHER	0.0 0.0	2,688.0 0.0	0.0 	2,688.0 0.0	FED	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	- "	
	546	RECONSTRUCTION WITH AUXILIARY LANES OF CTH ES FROM SOUTH COUNTY LINE TO THE MUKWONAGO	HP	PE ROW	0.0 0.0	0.0 0.0	0.0 688.0	0.0 688.0	LOCAL STATE	0.0 0.0	0.0 0.0	688.0 0.0	688.0 0.0	A	EXEMPT
·	COUNTY LINE TO THE MUKWONAGO RIVER IN WAUKESHA COUNTY (1.0 M)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0			
			OTHER TOTAL	0.0	0.0	0.0 688.0	0.0 688.0	TOTAL	0.0	0.0	688.0	688.0			
,	547	RECONSTRUCTION OF THE CTH HH		PE	0.0	111.0	0.0	111.0	LOCAL	0.0	111.0	583.0	694.0		
	547	REVERSE CURVES BETWEEN SMALL ROAD AND CTH O	HP	ROW CONST	0.0 0.0	0.0 0.0	583.0 0.0	583.0 0.0	STATE FED	0.0 0.0	0.0 <b>0</b> .0	0.0 0.0	0.0 0.0	A	EXEMPT
	(542)			OTHER	0.0	0.0	0.0	0.0		0.0	. 0.0	0.0	0.0		
	(342)	*		TOTAL	0.0	111.0	583.0	694.0	TOTAL	0.0	111.0	583.0	694.0		
		REPLACEMENT OF THE CTH JJ		PE	10.0	0.0	0.0	10.0	LOCAL	52.0	179.0	41.0	272.0		
	548	BRIDGE DECK OVER THE TRIBUTARY TO THE PEWAUKEE	HP	ROW	42.0	0.0	0.0	42.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		RIVER		CONST OTHER	∵ 0.0 ≈ 0.0	179.0 0.0	41.0 0.0	220.0	FED	0.0	0.0	0.0	0.0		
	(543)			TOTAL	52.0	179.0	41.0	272.0	TOTAL	52.0	179.0	41.0	272.0		
	1	RECONSTRUCTION OF THE CTH LO		PE	0.0	45.0	0.0	45.0	LOCAL	0.0	69.0	208.0	277.0		<del>                                       </del>
	549	STRUCTURE OVER THE JERICHO	HP	ROW	0.0	24.0	0.0	24.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		CREEK IN THE TOWN OF EAGLE		CONST	0.0	0.0	208.0	208.0	FED	0.0	0.0	0.0	0.0		
	(544)			OTHER	, <b>0.0</b>	0.0	0.0	.00€	<u> </u>						
	(* * * /	·		TOTAL	0.0	69.0	208.0	277.0	TOTAL	0.0	69.0	208.0	277.0		
	550	REPLACEMENT OF THE CTH NN BRIDGE OVER THE JERICHO CREEK	HP	PE ROW	104.0 0.0	0.0 0.0	0.0	104.0 0.0	LOCAL STATE	104.0 0.0	67.0 0.0	0.0 0.0	171.0 0.0	Α	EXEMPT
		P-67-0029 IN THE TOWN OF EAGLE		CONST	0.0	335.0	0.0	335.0	FED	0.0	268.0	0.0	268.0	***	
	(545)	,		OTHER	0.0	0.0	0.0	0.0	BRF	101.0					
	+	REPLACE EXISTING STRUCTURE ON		TOTAL	104.0	335.0	0.0	439.0	TOTAL	104.0	335.0	0.0	439.0	_	
	551	CTH TT OVER PEBBLE CREEK	HP	PE ROW	54.0 44.0	0.0 0.0	0.0 0.0	54.0	LOCAL STATE	98.0 0.0	414.0	0.0	512.0	A	EVELIE
			, ,,	CONST	0.0	414.0	0.0	44.0 414.0	FED	0.0	0.0	0.0	0.0 0.0	^	EXEMPT
	(546)			OTHER	0.0	0.0	0.0	0.0							
	1 I			TOTAL	98.0	414.0	0.0	51 <u>2.</u> 0	TOTAL	<u>9</u> 8.0	414.0	0.0	512.0		

Table B-1

Project		Project			Estimate	ed Costs (Ti	housands \$	)		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
WAUKESHA	552	REHABILITATION AND	1	PE	· · · 0.0	0.0	0.0	0.0:		5,488.0	1,729.0	0.0	7,217.0		<del>                                     </del>
COUNTY	992	INTERSECTION IMPROVEMENT OF CTH VV FROM STH 83 TO CTH J	HP.	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1			CONST OTHER	5,488.0	1,729.0	0.0	7,217.0	FED	0.0	0.0	0.0	0.0		
	(547)			TOTAL	0.0	0.0	0.0	0.0	TOTAL	T 100 0					İ
		RECONSTRUCTION WITH	-	PE	5,488.0 736.0	1,729.0 0.0	0.0	7,217.0 736.0	-	5,488.0	1,729.0	0.0	7,217.0		
	553	ADDITIONAL LANES OF PEWAUKEE	HI	ROW	0.0	1,426.0	0.0	1.426.0	STATE	736.0 0.0	285.2 0.0	1,514.2 0.0	2,535.4	А	
	1	RD (CTH J) FROM ROCKWOOD DR		CONST	0.0	0.0	7,571.0	7,571.0		0.0	1,140.8	6,056.8	0.0 7.197.6	.'`	NON- EXEMPT
	(548)	TO CAPITOL DR (STH 190) WAUKESHA CO		OTHER	0.0	0.0	0.0	0,0	STP-M		1,110.0	0,000.0	7,197.0		LYMINIT
	(346)		1	TOTAL	736.0	1,426.0	7,571.0	9,733.0	TOTAL	736.0	1,426.0	7,571.0	9,733.0		
	T	RECONSTRUCTION WITH	l	PE	621.0	0.0	0.0	621.0	LOCAL	621.0	3,600.0	1,700.0	5,921.0		
	554	ADDITIONAL LANES OF CTH L FROM CTH O TO THE MILWAUKEE	HI	ROW	0.0	3,600.0	1,700.0	5,300.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
		COUNTY LINE IN THE CITY OF		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(549)	MUSKEGO		OTHER	0.0	0.0	0.0	0.0	L						
	_	RECONSTRUCTION WITH	<del></del>	TOTAL PE	621.0	3,600.0	1,700.0	5,921.0	LOCAL	621.0	3,600.0	1,700.0	5,921.0	_	
	555	ADDITITONAL LANES OF CTH Q	HI	ROW	844.0 0.0	0.0 353.0	0.0 0.0	844.0 353.0	STATE	844.0 0.0	353.0 0.0	0.0	1,197.0	Α	
		FROM COLGATE TO STH 175 (3.03	l .	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0 0.0	, ,	NON- EXEMPT
	(550)	MILES)		OTHER	0.0	0.0	0.0	0.0		1 0.0	0.0	0.0	. 0.0		EXCIVIF
	(550)			TOTAL	844.0	353.0	0.0	1,197.0	TOTAL	844.0	353.0	0.0	1,197.0		1
		RECONSTRUCTION WITH		PE	0.0	1,079.0	0.0	1,079.0	LOCAL	0.0	1,079.0	2,246.8	3,325.8		
	556	ADDITIONAL LANES OF CTH X	HI	ROW	0.0	0.0	174.0	174.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
		TWEEN STH 59 AND HARRIS GHLANDS (1.80 MILES)		CONST	0.0	0.0	11,060.0	11,060.0	FED	0.0	0.0	8,987.2	8,987.2		EXEMPT
	(551)	IIGHLANDS (1.80 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
	1	RECONSTRUCTION WITH	<del>                                     </del>	TOTAL PE	0.0	1,079.0	11,234.0	12,313.0	TOTAL	0.0	1,079.0	11,234.0	12,313.0		<u> </u>
	557	ADDITIONAL LANES OF CTH Y	н	ROW	0.0 0.0	0.0	1,402.0 0.0	1,402.0 0.0	LOCAL STATE	0.0 0.0	0.0	1,402.0 0.0	1,402.0	Α	
		BETWEEN CTH L AND CTH I (4.00		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0 0.0	, ,	NON- EXEMPT
	(550)	MILES)		OTHER	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		LALIVIE
	(552)			TOTAL	0.0	0.0	1,402.0	1,402.0	TOTAL	0.0	0.0	1,402,0	1,402.0		
		CONSTRUCT ADDITIONAL LANES ON		PE	0.0	263.0	0.0	263.0	LOCAL	0.0	263.0	378.0	641.0		
	558	CTH TT FROM USH 18 TO NORTH VIEW ROAD (1.00 MILE)	HI	ROW	0.0	0.0	378.0	378.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
		VIEW HOAD (1.00 WILE.)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(553)			OTHER	0.0	0.0	0.0	0.0							ļ
	+	RECONSTRUCTION WITH		TOTAL PE	0.0	263.0	378.0	641.0	TOTAL	0.0	263.0	378.0	641.0		
	559	ADDITIONAL LANES OF CTH VV	н	ROW	0.0 0.0	0.0 0.0	0.008	0.008	LOCAL STATE	0.0	0.0	800.0	800.0	Α	NON
	1 1	FROM CTH Y TO BETTE DRIVE IN		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	, ,	NON- EXEMPT
	(55.4)	THE VILLAGE OF MENOMONEE FALLS		OTHER	0.0	0.0	0.0	0.0	'	0.0	0.0	0.0	0.0		LALIVIE
	(554)	TALES		TOTAL	0.0	0.0	800.0	800.0	TOTAL	0.0	0.0	800.0	800.0		
		RECONSTRUCTION WITH		PE	0.0	0.0	0.0	0.0	LOCAL	3,152.0	0.0	0.0	3,152.0		
	560	ADDITIONAL LANES OF CTH YY	HI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
		FROM CTH K TO CTH VV (1.00 MILE)		CONST	3,152.0	0.0	0.0	3,152.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(555)			OTHER	0.0	0.0	0.0	. 0.0							
	┵┤			TOTAL	3,152.0	0.0	0.0	3,152.0	TOTAL 4	3,152.0	0.0	0.0	3,152.0		
	561	PREVENTATIVE MAINTENANCE COST FOR MASS TRANSIT AND	TP	PE	0.0	0.0	0.0	0.0	LOCAL	150.9	159.9	185.6	496.4		
•	**	PARATRANSIT SERVICE FOR	''	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		WAUKESHA COUNTY 2002-2004		OTHER	0.0 754.7	0.0 799.6	0.0 928.1	0.0 2,482.4	FED FTA 5307	603.8	639.7	742.5	1,986.0		
	(556)	•	j	TOTAL	754.7	799.6	928.1		TOTAL	754 7	700.0				
				IVIAL	/54./	799.0	928.1	2,482.4	IUIAL	754.7	799.6	928.1	2,482.4		1

Source: SEWRPC.

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Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Th	nousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
WAUKESHA COUNTY	562	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 2002-2004	TP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	1,532.1 1,539.0 0.0	1,868.3 1,875.4 0.0	1,955.0 1,962.5 0.0	5,355.4 5,376.9 0.0	Α	EXEMPT
	(557)			OTHER TOTAL	3,071.1 3,071.1	3,743.7 3,743.7	3,917.5 3,917.5	10,732.3	TOTAL	3,071.1	3,743.7	3,917.5	10,732,3		
•	563	PROVIDE TRANSIT SERVICE: GOERKE'S CORNERS TO DELAFIELD	TP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	45.1 0.0	0.0	0.0	45.1 0.0		
		VIA IH 94 HARTLAND/DELAFIELD RT 303		CONST	0.0 0.0 225.5	0.0 0.0	0.0	0.0 225.5	FED CMAQ	180.4	0.0	0.0	180.4		EXEMPT
·	(558)			TOTAL	225.5	0.0	0.0	225.5	TOTAL	225.5	0.0	0.0	225.5		
	564	PROVIDE EXPRESS TRANSIT SERVICE: GOERKE'S CORNERS TO PEWAUKEE VIA IH 94/CTH J	TP	PE ROW CONST	0.0 0.0	0.0	0.0	0.0 0.0	LOCAL	12.8 0.0	0.0	0.0	12.8 0.0	Α	EXEMPT
	(559)	PEWAUKEE RT 304		OTHER	0.0 64.1	0.0 0.0	0.0 0.0	0.0 64.1	FED CMAQ	51.3	0.0	0.0	51.3		
	. ,	PROVIDE TRANSIT SERVICE TO		TOTAL PE	64.1 0.0	0.0	0.0	64.1 0.0	TOTAL LOCAL	64.1 32.4	0.0	0.0	64.1		-
	565	EMPLOYERS IN THE VILLAGE OF MENOMONEE FALLS ROUTE 263	TP	ROW CONST	= 0.0 0.0	0.0 0.0	0.0 0.0	- 0.0 0.0	STATE FED	0.0 125.1	0.0 0.0	0.0 0.0 0.0	32.4 0.0 125.1	Α	EXEMPT
	(560)			OTHER TOTAL	157.5 157.5	0.0	0.0	157.5 157.5	CMAQ TOTAL	157.5	0.0	0.0	157.5		
	566	PROVIDE TRANSIT SERVICE- NEW BERLIN TO BROOKFIELD SQUARE	TP	PE ROW	0.0	0.0	0.0	0.0	LOCAL STATE	37.3 0.0	0.0	0.0	37.3 0.0	А	EXEMPT
	/E01\	VIA MOORLAND ROAD NEW BERLIN RTE 302		CONST OTHER	0.0 186.4	0.0	0.0	'0.0 186.4	FED CMAQ	149.1	0.0	0.0	149.1		EXCIMIT
	(561)			TOTAL	186.4	0.0	0.0	186.4	TOTAL	186.4	0.0	0.0	186.4		
	567	PROVIDE EARLY SATURDAY, SATURDAY EVENING, AND SUNDAY TRANSIT SERVICE ON ROUTE 10	TP 1	PE ROW CONST	0.0 0.0	0.0	0.0	0.0 0.0	LOCAL STATE	9.8 0.0	4.8 0.0	0.0	14.6 0.0	Α	EXEMPT
	(562)	2002-2003		OTHER TOTAL	0.0 49.0 49.0	0.0 24.2 24.2	0.0 0.0	73.2 73.2	FED CMAQ TOTAL	39.2 49.0	19.4	0.0	58.6		
	568	PROVIDE SPECIALIZED ER/DEMAND BESPONSIVE TRANS SERVICES FOR	TP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	572.1	24.2 674.8	0.0 816.0	2,062.9	Α	
		PROVIDE SPECIALIZED ER/DEMAND RESPONSIVE TRANS SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY 2002-2004	, ··	CONST OTHER	0.0 0.0 976.6	0.0 0.0 1,093.5	0.0 0.0 1,247.2	0.0 0.0 3,317.3	FED	404.5 0.0	418.7 0.0	431.2 0.0	1,254.4 0.0		EXEMPT
	(563)			TOTAL	976.6	1,093.5	1,247.2	3,317.3	TOTAL	976.6	1,093.5	1,247.2	3,317.3	_	
	569	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND DRIVER ESCORT FOR THE ELDERLY	TP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	218.7 0.0 0.0	229.1 0.0 0.0	255.7 0.0 0.0	703.5 0.0 0.0	Α	EXEMPT
	(564)	AND DISABLED IN WAUKESHA COUNTY: 2002-2004		OTHER TOTAL	218.7 218.7	229.1 229.1	255.7 255.7	703.5 703.5	TOTAL	218.7	229.1	255.7	703.5		
	570	CAPITAL COST OF 3RD PARTY CONTRACTING AND OVERHEAD	TP	PE ROW	0.0	0.0	0.0	0.0	LOCAL STATE	0.0 103.1	0.0 115.3	0.0 120.0	0.0 338.4	A	EVELIDE
	(565)	EXPENSES FOR WAUKESHA COUNTY TRANSIT SERVICE: 2002- 2004		CONST OTHER	0.0 0.0 515.7	0.0 0.0 576.7	0.0 0.0 599.8	0.0 0.0 1,692.2	FED FTA 5307	412.6	461.4	479.8	1,353.8		EXEMPT
	(303)	·		TOTAL	515.7	576.7	599.8	1,692.2	TOTAL	515.7	576.7	599.8	1,692.2		
	571	REPLACEMENT OF THE CTH G BRIDGE OVER THE DRUMLIN TRAIL IN WAUKESHA COUNTY	ОН	PE ROW	0.0	0.0	0.0	0.0 0.0	LOCAL	120.0 0.0	0.0	0.0	120.0 0.0	Α	EXEMPT
	(566)			CONST OTHER	120.0 0.0	0.0 0.0	0.0 0.0	120.0 0.0	FED	0.0	0.0	0,0	0.0		
				TOTAL	120.0	0.0	0.0	<sup>,</sup> 120.0	TOTAL	120.0	0.0	0.0	120.0		

Project		Project			Estimate	ed Costs (TI	nousands \$	)		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvi.	Quality Status
WAUKESHA COUNTY	572	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH TJ FROM CTH T WESTERLY 0.6 MILES	ОН	PE ROW CONST	173.0 0.0 0.0	0.0 154.0	0.0 297.0	173.0 451.0	STATE	173.0 0.0	154.0 0.0	2,740.0 0.0	3,067.0 0.0	A	EXEMPT
	(567)			OTHER	0.0 0.0 173.0	0.0 0.0 154.0	2,443.0 0.0 2,740.0	2,443.0 0.0 3,067.0	TOTAL	173.0	0.0	0.0	0.0		
	+	PRELIMINARY ENGINEERING FOR	<del>                                     </del>	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	154.0	2,740.0	3,067.0		<u> </u>
	573	VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN	HS	ROW CONST	0.0 0.0	0.0 0.0 0.0	0.0	0.0	STATE FED	0.0	0.0 0.0 0.0	0.0	1.0 0.0	Α	EXEMPT
	(568)	WAUKESHA COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-S			0.0	9.0		
	+	BEAM GUARD INSTALLATION AND	<del>-</del>	PE	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	574	SIGNAGE IMPROVEMENT ON CTH I FROM S COUNTY LINE TO SANDY	HS	ROW CONST	16.0 + 0.0 0.0	0.0 9.0	0.0	16.0 9.0	LOCAL STATE FED	16.0 0.0	9.0 0.0	7.0 0.0	32.0 0.0	Α	EXEMPT
	(569)	BEACH RD IN TOWN OF MUKWONAGO		OTHER	0.0	0.0 0.0	35.0 0.0	35.0 0.0	STP-S	0.0	0.0	28.0	28.0		
<u> </u>	<b>⊢</b> —			TOTAL	16.0	9.0	35.0	60.0	TOTAL	16.0	9.0	35.0	60.0		
	575	DEVELOPMENT OF AN INSPECTION/MAINTENANCE 240 MECHANIC TRAINING PROG &	EE	PE ROW CONST	15.0 0.0	0.0	0.0	15.0	STATE	95.7 0.0	0.0 0.0	0.0	95.7 0.0	Α	EXEMPT
	(570)	CONST OF RELATED FACILITIES AT WAUKESHA COUNTY TECH COLLEGE		OTHER	100.0 263.5	0.0 0.0	0.0 0.0	100.0 263.5	FED CMAQ	282.8	0.0	0.0	282.8		
<u> </u>	<del>                                     </del>	DECONCER LOTION WITH		TOTAL	378.5	0.0	0.0	378.5	TOTAL	378.5	0.0	0.0	378.5		
BROOKFIELD (CITY)	576	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM WISCONSIN AVENUE	HI	PE ROW	470.0 0.0	0.0 950.0	0.0	470.0 950.0	LOCAL STATE	470.0 0.0	950.0 0.0	940.0 0.0	2,360.0 0.0	Α	NON-
,	HOAD FROM	TO GEBHARDT ROAD (1.0 MILES)		CONST OTHER	0.0 0.0	0.0 0.0	4,700.0 0.0	4,700.0 0.0	FED STP-M	0.0	0.0	3,760.0	3,760.0		EXEMPT
	1`			TOTAL	470.0	950.0	4,700.0	6,120.0	TOTAL	470.0	950.0	4,700.0	6,120.0		
	577	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO GREENFIELD AVENUE IN THE CITY	HE	PE ROW	0.0 0.0	0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 0.0	0.0	220.0 0.0	220.0 0.0	Α	NON-
·	(572)	OF BROOKFIELD (0.19 MILES)		CONST OTHER	0.0 0.0	0.0 0.0	1,100.0 0.0	1,100.0 0.0	FED STP-M	0.0	0.0	880.0	880.0		EXEMPT
	(0,2)			TOTAL	0.0	0.0	1,100.0	1,100.0	TOTAL	0.0	0.0	1,100.0	1,100.0		
,	578	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATHWAY ON	EE	PE ROW	22.0	0.0	0.0	22.0	LOCAL	4.4	22.0	0.0	26.4	A	
		PILGRIM PARKWAY FROM NORTH AVE TO GEBHARDT RD IN THE CITY		CONST OTHER	0.0 0.0 0.0	110.0	0.0	0.0 110.0	STATE FED STP-E	0.0 17.6	0.0 88.0	0.0	0.0 105:6	^	EXEMPT
	(573)	OF BROOKFIELD		TOTAL	22.0	0.0 110.0	0.0	0.0 132.0	TOTAL	22.0	110.0	0.0	132.0		
		CONSTRUCTION OF A SIDEWALK		PE	0.0	0.0	0.0	0.0	LOCAL	26.0	0.0	0.0	26.0		
,	579	ALONG THE W. SIDE OF MOORLAND ROAD FROM GREENFIELD AVE TO BLUEMOUND RD IN THE CITY OF	EE	ROW CONST	0.0 130.0	0.0	0.0 0.0	0.0 130.0	STATE FED	0.0	0.0 0.0	0.0 0.0	0.0 104.0	Α	EXEMPT
•	(574)	BROOKFIELD		OTHER TOTAL	<sup>2</sup> 0.0	0.0	0.0	130,0	STP-O TOTAL	130.0	0.0	0.0	100.0		1
<u> </u>	_	CONSTRUCTION OF AN ASPHALT		PE	0.0	0.0	0.0	0.0	LOCAL	14.6	0.0	0.0	130.0 14.6		
	580	CONCRETE PATH ALONG THE SOUTH SIDE OF NORTH AVE FROM	EE	ROW CONST	0.0 73.0	0.0	0.0	0.0 73.0	STATE FED	0.0 58.4	0.0	0.0	0.0 58.4	Α	EXEMPT
	(575)	PILGRIM RD TO CALHOUN IN THE CITY OF BROOKFIELD		OTHER	- 0.0	0.0	0.0	0.0 ۽	STP-E	00.4	0.0	0.0	56.4		
· · · · · · · · · · · · · · · · · · ·	<u> </u>			TOTAL	73.0	0.0	0.0	73.0	TOTAL	73.0	0.0	0.0	73.0		<u> </u>
	581	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG PILGRIM ROAD FROM DIXON	EE	PE ROW	15.0 30.0	0.0	0.0 0.0	15.0 30.0	LOCAL STATE	9.0 0.0	23.6 0.0	0.0 0.0	32.6 0.0	Α .	EXEMPT
	(576)	SCHOOL TO BURLEIGH ROAD IN THE CITY OF BROOKFIELD		CONST OTHER	0.0 0.0	118.0 0.0	0.0 0.0	118.0 0.0	FED STP-E	36.0	94.4	0.0	130.4		
				TOTAL	45.0	118.0	0.0	163.0	TOTAL	45.0	118.0	0.0	163.0		

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY
2002 - 2004

							002 - 2004								_
Project		Project			Estimate	ed Costs (TI	nousands \$	5)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
BROOKFIELD	582	RECONSTRUCTION WITH NO		PE	≈ 0.0	0.0	0.0	0.0	LOCAL	135.0	0.0	0.0	135.0		<del>                                     </del>
(TOWN)	582	ADDITIONAL TRAVEL LANES OF BROOKFIELD RD. FROM WISCONSIN	. HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		AVE. TO BLACK FOREST DR. IN THE		CONST	675.0	0.0	0.0	675.0	FED	540.0	0.0	0.0	540.0		1
	(577)	T/BROOKFIELD (0.26 MI)		OTHER	0.0	0.0	0.0	0.0	STP-M						
	_	RECONSTRUCTION OF GENESEE	<b>├</b>	TOTAL	675.0	0.0	0.0	675.0	TOTAL	675.0	0.0	0.0	675.0		
DELAFIELD	583	STREET (HWY C) FROM STOCKS	HP	PE ROW	130.0 0.0	0.0 0.0	0.0	130.0	LOCAL STATE	26.0	260.0	0.0	286.0	Α	
(CITY)	1	DRIVE TO THE BARK RIVER IN THE		CONST	0.0	1,300.0	0.0 0.0	0.0 1,300.0	FED	0.0 104.0	0.0 1,040.0	0.0 0.0	0.0		EXEMPT
	,	CITY OF DELAFIELD		OTHER	0.0	0.0	0.0	0.0	STP-O	104.0	1,040.0	0.0	1,144.0		
	(578)			TOTAL	130.0	1,300.0	0.0	1,430.0	TOTAL	130.0	1,300.0	0.0	1,430.0		
		REPLACEMENT OF CUSHING PARK		PE	0.0	0.0	0.0	0.0	LOCAL	111.0	0.0	0.0	111.0		<del>-</del>
	584	ROAD BRIDGE OVER BARK RIVER IN	OH	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		THE CITY OF DELAFIELD		CONST	555.0	0.0	0.0	555.0	FED	444.0	0.0	0.0	444.0		LACIAL I
	(579)		ĺ	OTHER	0.0	0.0	0.0	0.0	BRF						i
	(373)			TOTAL	555.0	0.0	0.0	555.0	TOTAL	555.0	0.0	0.0	555.0		
ELM GROVE		REPLACEMENT OF WALL STREET	۵.,	PE	0.0	0.0	0.0	0.0	LOCAL	197.2	0.0	0.0	197.2	•	
(VILLAGE)	585	BRIDGE OVER UNDERWOOD CREEK P-67-0783 IN THE VILLAGE OF ELM	ОН	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	GROVE		CONST	440.2	0.0	0.0	440.2	FED	243.0	0.0	0.0	243.0		
	(580)			OTHER	0.0	0.0	0.0	0.0	BRF	↓					
	<del>  `                                   </del>	250 (25) (25)		TOTAL	440.2	0.0	0.0	440.2	TOTAL	440.2	0.0	0.0	440.2		
MENOMONEE	586	REPLACEMENT OF FOND DU LAC AVE BRIDGE OVER THE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	69.0	0.0	0.0	69.0	Α	l
FALLS (VILLAGE)	555	MENOMONEE RIVER B-67-0961 IN	'"	ROW CONST	0.0 345.0	0.0 0.0	0.0 0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	^	EXEMPT
(VILDIGE)		THE VILLAGE OF MENOMONEE	[	OTHER	0.0	0.0	0.0	345.0 0.0	BRF	276.0	0.0	0.0	276.0		
	(581)	FALLS		TOTAL	345.0	0.0	0.0	345.0	TOTAL	345.0	0.0	0.0	045.0		
	+	RECONSTRUCTION WITH NO	-	PE	0.0	0.0	596.6	596.6	LOCAL	0.0	0.0	171.0	345.0 171.0		
	587	ADDITIONAL LANES OF LILLY RD	HP	ROW	0.0	0.0	258.6	258.6	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		FROM SILVER SPRING DR TO MILL RD IN THE VILLAGE OF	ľ	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	684.2	684.2		LACIVIET
	(582)	MENOMONEE FALLS (1.05 MILES)	1	OTHER	0.0	0.0	0.0	0.0	STP-M				332		
	(362)	(	ļ	TOTAL	0.0	0.0	855.2	855.2	TOTAL	0.0	0.0	855.2	855.2		
<u> </u>		RECONSTRUCTION WITH NO		PE	0.0	0.0	431.9	431.9	LOCAL	0.0	0.0	138.6	138.6		i –
	588	ADDITIONAL LANES OF LILLY RD FROM MILL RD TO GOOD HOPE RD	HP	ROW	0.0	0.0	260.8	260.8	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		IN THE VILLAGE OF MENOMONEE		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	554.1	554.1		
	(583)	FALLS (0.96 MILE)	l .	OTHER	* 0.0	0.0	0.0	0.0	STP-M						
<u> </u>	<u> `</u>			TOTAL	0.0	0.0	692.7	692.7	TOTAL	0.0	0.0	692.7	692.7		<u> </u>
	589	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD	HP	PE	0.0	0.0	229.7	229.7	LOCAL	0.0	0.0	132.3	132.3	Α	
	""	FROM GOOD HOPE RD TO	'"	ROW CONST	0.0	0.0	431.9	431.9	STATE FED	0.0	0.0	0.0	0.0	^	EXEMPT
		APPLETON AVE IN THE VILLAGE OF	* *	OTHER	0.0 0.0	0.0 0.0	0.0	0.0	STP-M	0.0	0.0	529.3	529.3		
	(584)	MENOMONEE FALLS (0.48 MILE)	-	TOTAL	0.0	0.0	661.6		TOTAL	0.0	0.0	004.0	201.0		* .
	+	RECONSTRUCTION WITH		PE	0.0	0.0	0.0	661.6 0.0	LOCAL	1,500.0	0.0 0.0	661.6 0.0	661.6 1.500.0	-	
	590	ADDITIONAL LANES OLD ORCHARD	HI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	1,500.0	Α	NON-
	1 1	RD (OLD STH 145) FROM W BROWN		CONST	1,500.0	0.0	0.0	1,500.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(EOE)	DEER RD TO 3000'S OF W BROWN DEER RD		OTHER	0.0	0.0	0.0	0.0		]		5.0	5.0		
	(585)			TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
		RECONSTRUCTION WITH		PE	0.0	0.0	265.9	265.9	LOCAL	0.0	0.0	79.8	79.8		<del>                                     </del>
	591	ADDITIONAL LANES OF PILGRIM RD	HI	ROW	0.0	0.0	133.1	133.1	STATE	0.0	0.0	0.0	0.0	A	NON-
		FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	319.2	319.2		EXEMPT
	(586)	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		OTHER	0.0	0.0	0.0	. 0.0	STP-M						
		<u> </u>		TOTAL	0.0	0.0	399.0	399.0	TOTAL ,	0.0	0.0	399.0	399.0		

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY 2002 - 2004

Project		Project			Estimate	d Costs (Th	ousands \$)	)		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvl.	Quality Status
MENOMONEE FALLS (VILLAGE)	592	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WATER ST. FROM MAIN ST. TO RICHFIELD WAY	ОН	PE ROW CONST	0.0 0.0 500.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 500.0	LOCAL STATE FED	500.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	500.0 0.0	A	EXEMPT
(··-= ·,	(587)	IN THE VILLAGE OF MENOMONEE FALLS (0.55 MILES)		OTHER	0.0	0.0	0.0	0.0	TOTAL	500.0	0.0	0.0	500.0		
	<del>                                     </del>	INSTALLATION OF TRAFFIC SIGNALS	<del></del>	PE	0.0	0.0	26.6	26.6	LOCAL	0.0	0.0	46.6			
	593	AT APPLETON AVE AND RIVER	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	46.6 0.0	Α	EVELLET
	CREST DR IN THE VILLAGE OF		CONST	0.0	0.0	206.4	206.4	FED	0.0	0.0	186.4	186,4	- '	EXEMPT	
(588)	(500)	MENOMONEE FALLS		OTHER	0.0	0.0	0.0	0.0	STP-M	0.0	0.0	100.4	100.4		
	(588)		ł	TOTAL	0.0	0.0	233.0	233.0	TOTAL	0.0	0.0	233.0	233.0		
NEW BERLIN ·		RECONSTRUCTION WITH		PE	23.0	0.0	0.0	23.0	LOCAL	23.0	0.0	0.0	23.0		<del>                                     </del>
(CITY) 594	ADDITIONAL LANES OF CALHOUN	HI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	NON-	
(5)	1.	ROAD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE IN CITY OF	l ·	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		EXEMPT
. (589	(589)	NEW BERLIN (1.60 MI)	1	OTHER.	0.0	0.0	0.0	0.0	STP-M	1					
(589)			TOTAL	23.0	0.0	0.0	23.0	TOTAL	23.0	0.0	0.0	23.0	1	[ .	
		INSTALL TRAFFIC SIGNAL		PE	32.0	0.0	0.0	32.0	LOCAL	3.2	25.1	0.0	28.3		<u> </u>
595	PREEMPTOR SYSTEM AT VARIOUS LOCATION IN THE CITY OF NEW	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT	
		BERLIN HES		CONST	0.0	0.0	0.0	0.0	FED ·	28.8	226.3	0.0	255.1		
	(590)	'		OTHER	0.0	251.4	0.0	251.4	STP-S	<u> </u>					
				TOTAL	32.0	251.4	0.0	283.4	TOTAL	32.0	251.4	0.0	283.4		
		CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG)	EE	PE	62.5	0.0	0.0	62.5	LOCAL	62.5	0.0	0.0	62.5		
59	335	FUELING FACILITY IN THE CITY OF		ROW	≈ 0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		NEW BERLIN		CONST OTHER	250.0	0.0	0.0	250.0	FED CMAQ	250.0	0.0	0.0	250.0		1
	(591)			TOTAL	0.0	0.0	0.0	0.0		040.5					
	<del>  -</del>	DESIGN AND CONSTRUCTION OF A		PE	312.5	0.0	0.0	312.5	TOTAL LOCAL	312.5	0.0	0.0	312.5		1
	597	PEDESTRIAN PATH ALONG	EE	ROW	0.0 0.0	0.0	0.0	0.0 0.0	STATE	98.0 0.0	0.0	0.0	98.0	Α	
		NATIONAL AVENUE FROM 124TH ST		CONST	490.0	0.0	0.0	4 <b>9</b> 0.0	FED	392.0	0.0 0.0	0.0	0.0	^	EXEMPT
	()	TO CALHOUN RD IN THE CITY OF NEW BERLIN	1	OTHER	0.0	0.0	0.0	0.0	STP-0	092.0	0.0	0.0	392.0		1
	(592)	· DENEIN		TOTAL	490.0	0.0	0.0	490.0	TOTAL	490.0	0.0	0.0	490.0		1
OCONOMOWOC		REHABILITATION OF LAKE DRIVE		PE	0.0	0.0	0.0	0.0	LOCAL	60.0	0.0	0.0	60.0		<del>                                     </del>
OCONOMOVOC	598	BRIDGE OVER OKAUCHEE LAKE IN	ОН	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
(TOWN)		TOWN OF OCONOMOWOC (P-67- 0917)		CONST	300.0	0.0	0.0	300.0	FED	240.0	0.0	0.0	240.0		EXEMIT 1
	(593)	3311)		OTHER	0.0	0.0	0.0	0.0	BRF						į
	(000)			TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		I
		RECONSTRUCTION WITH NO	Q.,	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	_	
	599	ADDITIONAL LANES OF THE MILL STREET BRIDGE OVER THE	OH	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		ASHIPPUN RIVER IN THE TOWN OF		CONST	250.0	0.0	0.0	250.0	FED	200.0	0.0	0.0	200.0		
	(594)	OCONOMOWOC		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		
	600	CONSTRUCTION OF SIDEWALKS AND BICYCLE FACILITIES IN THE	EE	PE	10.0	0.0	0.0	10.0	LOCAL	95.0	0.0	0.0	95.0	۸	
1'		DOWNTOWN AREA OF OKAUCHEE		ROW CONST	0.0 460.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
.,	]			OTHER	460.0 5.0	0.0 0.0	0.0	460.0 5.0	STP-E	380.0	0.0	0.0	380.0		i .
	(595)			TOTAL	475.0	0.0	0.0	475.0	TOTAL	475.0					
	$\vdash$	RECONSTRUCTION WITH NO	$\vdash$	PE	0.0	0.0	0.0	4/5.0 0.0	LOCAL	4/5.0 0.0	0.0	0.0	475.0		<del> </del>
PEWAUKEE (CITY)	601	ADDITIONAL LANES OF	ОН	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	75.0 0.0	75.0	Α	EVELIE-
(0.11)		DUPLAINVILLE RD FROM GREEN RD		CONST	0.0	0.0	75.0	75.0	FED	0.0	0.0	0.0	0.0 0.0		EXEMPT
	(EOC)	TO CP RR TRACKS IN THE CITY OF PEWAUKEE (0.80 MILES)		OTHER	0.0	0.0	0.0	0.0		"."	0.0	0.0	0.0		
	(596)	ISTALL (SISS IMPLES)	1	TOTAL	0.0	0.0	75.0		TOTAL	0.0	0.0	75.0	75.0		Ī

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Quality Status
PEWAUKEE (VILLAGE)	602	RECONSTRUCTION WITH AUXILIARY LANES OF WISCONSIN AVENUE FROM HIGH STREET TO RYAN	HP	PE ROW	0.0 0.0	0.0 0.0	0.0	0.0	LOCAL STATE	257.8 0.0	0.0	0.0 0.0	257.8 0.0	A	EXEMPT
	(597)	STREET IN THE VILLAGE OF PEWAUKEE		CONST OTHER	1,289.0 0.0	0.0 0.0	0.0 0.0	1,289.0 0.0	FED STP-M	1,031.2	0.0	0.0	1,031.2		E COLLIVII I
	<u> `                                    </u>			TOTAL	1,289.0	0.0	0.0	1,289.0	TOTAL	1,289.0	0.0	0.0	1,289.0		
SUMMIT (TOWN)	603	BRIDGE REPLACEMENT ON MILL RD OVER BARK RIVER TOWN OF SUMMIT LOCAL BRIDGE P-67-0911	ОН	PE ROW CONST	20.0 0.0 0.0	27.0 0.0 0.0	0.0 0.0 163.0	47.0 0.0	LOCAL STATE FED	4.0 0.0	5.4 0.0	32.6 0.0	42.0 0.0	А	EXEMPT
	(598)			OTHER	0.0	0.0 0.0 27.0	0.0	163.0 0.0	BRF TOTAL	16.0	21.6	130.4	168.0		
CUROEY		RECONSTRUCTION WITH NO		PE	110.4	0.0	0.0	210.0 110.4	LOCAL	20.0	27.0 184.0	163.0	210.0		<del>  -</del>
SUSSEX (VILLAGE)	604	ADDITIONAL LANES OF MAPLE AVE FROM MAIN ST TO CLOVER DR IN THE VILLAGE OF SUSSEX (0.50	HP	ROW CONST	0,0	0.0 920.0	0.0 0.0 0.0	0.0 920.0	STATE FED	0.0	0.0 736.0	0.0 0.0 0.0	206.1 0.0 824.3	Α	EXEMPT
	(599)	MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M	1			, 02 //0		
<u> </u>	(000)			TOTAL	110.4	920.0	0.0	1,030.4	TOTAL	110.4	920.0	0.0	1,030.4		
WAUKESHA (CITY)	605	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E BROADWAY FROM N HARTWELL	НР	PE ROW	0.0 • 0.0	0.0	0.0	0.0	STATE	0.0 0.0	110.4	0.0 0.0	110.4 0.0	Ą	EXEMPT
	(600)	AVE TO LAKE ST (0.09 MILES)	•	OTHER	0.0	110.4	0.0	110.4	FED	0.0	0.0	0.0	0.0		
	1	RECONSTRUCTION WITH NO		TOTAL PE	0.0	110.4 0.0	0.0	110.4 0.0	TOTAL LOCAL	0.0	110.4	0.0	110.4		<u> </u>
	606	ADDITIONAL LANES OF E. BROADWAY FROM LAKE ST. TO	HP	ROW CONST	0.0 0.0 0.0	0.0	0.0 0.0 0.0	0.0 0.0 199.0	STATE FED	0.0 0.0 0.0	199.0 0.0 0.0	0.0 0.0 0.0	199.0 0.0 0.0	Α	EXEMPT
	(001)	OAKLAND AVE. (0.20 MILES)		OTHER	0.0	0.0	0.0	0.0		""	0.0	0.0	0.0		
	(601)			TOTAL	0.0	199.0	0.0	199.0	TOTAL	0.0	199.0	0.0	199.0		
	607	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E.	HP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 0.0	0.0 0.0	310.0 0.0	310.0 0.0	Α	EXEMPT
	(602)	BROADWAY FROM OAKLAND AVE. TO A POINT APPROXIMATELY 150 FEET NORTHWEST OF PORTER		CONST OTHER	0.0 0.0	0.0 0.0	310.0 0.0	310.0 0.0	FED	0.0	0.0	0.0	0.0		
	(002)	AVE. (0.32 MILES)		TOTAL	0.0	0.0	310.0	310.0	TOTAL	0.0	0.0	310.0	310.0		
	608	REHABILITATION OF THE BARSTOW STREET BRIDGE OVER THE FOX RIVER IN THE CITY OF WAUKESHA	HP	PE ROW	0.0	0.0 0.0	0.0	0.0	LOCAL STATE	24.0 0.0	0.0 0.0	0.0 0.0	24.0 0.0	Α	EXEMPT
·	(603)			CONST OTHER	120.0 0.0	0.0 0.0	0.0 0.0	120.0 0.0	FED BRF	96.0	0.0	0.0	96.0		
		DECONSTRUCTION WITH NO		TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	609	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. COLLEGE AVE FROM PRAIRIE AVE. TO THE	HP	PE ROW CONST	303.6 0.0 0.0	0.0 0.0 1,162.7	0.0 0.0 0.0	303.6 0.0 1,162.7	LOCAL STATE FED	60.7 0.0 242.9	232.6 0.0 930.1	0.0 0.0 0.0	293.3 0.0 1,173.0	Α	EXEMPT
	(604)	CANADIAN NATIONAL RR IN C/WAUKESHA (0.46 MILES)		OTHER TOTAL	0.0	0.0	0.0	1,466.3	STP-M TOTAL	303.6	1,162.7	0.0			
		RECONSTRUCTION WITH NO	-	PE	0.0	0.0	225.7	225.7	LOCAL	0.0	0.0	45.1	1,466.3 45.1		<del>                                      </del>
	610	ADDITIONAL LANES OF N EAST AVE FROM COLLEGE TO BROADWAY IN	HP	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0 180.6	0.0 180.6	Α	EXEMPT
	(605)	THE CITY OF WAUKESHA (0.38 MILE)		OTHER TOTAL	<sup>≈</sup> 0.0	0.0	0.0 225.7	225.7	STP-M TOTAL	0.0	0.0	225.7	225,7		
		RECONSTRUCTION WITH NO		PE	0.0	0.0	0.0	0.0	LOCAL	245.0	0.0	0.0	245.0		
·	611	ADDITIONAL LANES OF N. RACINE AVE. FROM BROADWAY TO OAKLAND AVE. IN THE CITY OF	HP	ROW CONST	0.0 245.0	0.0	0.0	0.0 245.0	STATE FED	0.0 0.0	0.0 0.0	0.0	0.0 0.0	Α	EXEMPT
	(606)	WAUKESHA (0.25 MILES)	ļ	OTHER	0.0 س	0.0	0.0	.00							
	لـــــــــا			TOTAL	245.0	0.0	0.0	245.0	TOTAL	245.0	0.0	0.0	245.0		

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (TI	nousands \$)			Source of	Funds (The	ousands \$)	<u> </u>	GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
WAUKESHA	612	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. ST. PAUL	HP	PE	0.0	0.0	0.0	0.0	1	0.0	0.0	300.0	300.0		<del>                                     </del>
(CITY)	""	AVE FROM MADISON ST TO	'".	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		WISCONSIN AVE IN THE CITY OF		OTHER	0.0 0.0	0.0 0.0	300.0	300.0	FED	0.0	0.0	0.0	0.0		
	(607)	WAUKESHA (0.26 MI)		TOTAL	0.0	0.0	0.0 300.0	0.0 300.0	TOTAL	0.0	- 00	200.0	200.0		1.
	1	RECONSTRUCTION WITH NO	+	PE	₹ 0.0	0.0	0.0	0.0	LOCAL	246.0	0.0	300.0	300.0		-
	613	ADDITIONAL LANES OF WEST AVE.	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0 0.0	246.0 0.0	Α	CVEMBE
	1	FROM WISCONSIN AVE. TO NEWHALL AVE, IN THE CITY OF		CONST	246.0	0.0	0.0	246.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(608)	WAUKESHA (0.7M)	1	OTHER	0.0	0.0	0.0	0.0		1	5,0	0.0	0.0		
	(000)	,		TOTAL	246.0	0.0	0.0	246.0	TOTAL	246.0	0.0	0.0	246.0		
	24.4	RECONSTRUCTION WITH ADDITIONAL LANES OF E SUNSET		PE	0.0	0.0	0.0	.0.0	LOCAL	0.0	0.0	760.0	760.0		
	614	DR FROM TENNY AV TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32	HI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
		(609) LN IN THE CITY OF WAUKESHA (0.32 MILES)  35 FT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT: 2002 - 3, 2003 - 4, 2004 - 3		CONST	0.0	0.0	760.0	760.0	FED	0.0	0.0	0.0	0.0		EXEMPT
	(609)			OTHER	0.0	0.0	0.0	0.0							
	<u> </u>			TOTAL	0.0	0.0	760.0	760.0	TOTAL	0.0	0.0	760.0	760.0		
	615		TP	PE	0.0	0.0	0.0	0.0	LOCAL	159.0	222.6	175.3	556.9		
	""		1 ''	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				OTHER	0.0 795.0	0.0 1,113.0	0.0 876.5	0.0 2,784.5	FED FTA 5309	636.0	890.4	701.2	2,227.6		
	(610)		1	TOTAL	795.0	1,113.0	876.5	2,784.5	TOTAL	795,0	11100	070.5			
		UPGRADE OVERHEAD DOORS AND	1	PE	0.0	0.0	0.0	2,764.5	LOCAL	30.0	1,113.0 0.0	876.5 0.0	2,784.5 30.0		
	616	616 STORAGE AND SERVICE LANE	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EVENDE
		HEATERS AT WAUKESHA METRO		CONST	0.0	0.0	0.0	0.0	FED	120.0	0.0	0.0	120.0		EXEMPT
	(611)	TRANSIT (WI-90-X324)		OTHER	150.0	0.0	0.0	150.0	FTA 5307			0.0	120.0		
	(011)			TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
		CAPITAL COST OF PARATRANSIT AT	-	PE	0.0	0.0	0.0	0.0	LOCAL	5.6	6.0	6.0	17.6		
	617	WAUKESHA METRO TRANSIT	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	22.4	24.0	24.0	70.4		
	(612)			OTHER	28.0	30,0	30.0	88.0	FTA 5307						
	-	AUTOMATED DATA PROCESSING		TOTAL	28.0	30.0	30.0	88.0	TOTAL	28.0	30.0	30.0	88.0		
	618	SOFTWARE UPGRADES FOR	TP	PE ROW	0.0	0.0	0.0	0.0	LOCAL STATE	0.5	0.5	0.5	1.5	Α	<i>'</i>
		WAUKESHA METRO TRANSIT	''	CONST	0.0 0.0	0.0	0.0	0.0	FED	0.0 2.0	0.0 2.0	0.0	0.0	^	EXEMPT
				OTHER	2.5	2.5	2.5	7.5	FTA 5307	2.0	2.0	2.0	6.0		
	(613)			TOTAL	2.5	2.5	2.5	7.5	TOTAL	2.5	2.5	2.5	7.5		
,		14 ENGINE AND TRANSMISSION	1 —	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	140,0	0.0	140.0	-	
	619	REBUILDS FOR WAUKESHA METRO	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		TRANSIT		CONST	0.0	0.0	0.0	0.0	FED	0.0	560.0	0.0	560.0		
	(614)			OTHER	0.0	700.0	0.0	700.0	FTA 5309		·				
	, · · · · /			TOTAL	0.0	700.0	0.0	700.0	TOTAL	0.0	700.0	0.0	700.0		
	620 EMPLOYEE PARKING LOT ADDITION AT WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	3.6	0.0	0.0	3.6		,	
	41 WAUKESHA METHO THANSIT	AT MADRESHA WETHO THANSH	'F	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	(615)		CONST OTHER	0.0	0.0	0.0	0.0	FED FTA 5309	14.4	0.0	0.0	14.4			
	(615)		TOTAL	18.0	0.0	0.0	18.0		40.0						
		REPLACE WHEELCHAIR RAMPS AND	-	PE	18.0	0.0	0.0	18.0	TOTAL LOCAL	18.0	0.0	0.0	18.0		
		TP	ROW	0.0	0.0 0.0	0.0	0.0 0.0	STATE	0.0 0.0	12.4	0.0	12.4	Α		
	NESTRAINTS ON 14 BUSES		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0 111.6	0.0	0.0	,,	EXEMPT	
	(04.0)			OTHER	0.0	124.0	0.0	124.0	FTA 5309	0.0	111.0	0.0	111.6		
	(616)		1 1	TOTAL	0.0	124.0	0.0		TOTAL	0.0	124.0	0.0	124.0		l

Table B-1
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	<del></del>		Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	 Total	29 Apvl.	Quality Status
WAUKESHA	†	SERVICE VEHICLE REPLACEMENTS		PE	* 0.0	0.0	0.0	0.0	LOCAL	4.4	0.0	6.0	10,4		<u> </u>
(CITY)	622	AND ADDITIONS FOR WAUKESHA METRO TRANSIT: VAN IN 2002,	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		TRUCK IN 2004		CONST	0.0	0.0	0.0	0.0	FED	17.6	0.0	24.0	41.6		LXCIVII 1
	(617)		1	OTHER	22.0	0.0	30.0	52.0	FTA 5309						
	<u> </u>		ļ	TOTAL	22.0	0.0	30.0	52.0	TOTAL	22.0	0.0	30.0	52.0		
	623	OFFICE EQUIPMENT REPLACEMENT FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	8.0	0.7	8.7		
		TOTAL CONTROL OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY	l ''	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1			OTHER	0.0 0.0	0.0 40.0	0.0 3.5	0.0 43.5	FED FTA 5309	0.0	32.0	2.8	34.8		
	(618)			TOTAL	0.0	40.0	3.5	43.5	TOTAL	0.0	40.0				
		4 PARATRANSIT REPLACEMENT	<del>                                     </del>	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	40.0 0.0	3.5	43.5		<del> </del>
	624	BUSES FOR WAUKESHA METRO	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	176.0 0.0	176.0 0.0	Α	EVENDE
		TRANSIT:2004		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	704.0	704.0		EXEMPT
	(619)		•	OTHER	0.0	0.0	880.0	880.0	FTA 5309		0.0	704.0	704.0		1
	(619)		i	TOTAL	0.0	0.0	880.0	880.0	TOTAL	0.0	0.0	880.0	880.0		
		OPERATING ASSISTANCE FOR	İ	PE	0.0	0.0	0.0	0.0	LOCAL	1,345.9	1,386,4	1,427.9	4,160.2		
	625	WAUKESHA METRO TRANSIT	TP	ROW	0.0	0.0	0.0	. 0.0	STATE	1,855.8	1,911.4	1,968.8	5,736.0	Α	EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(620)			OTHER	3,201.7	3,297.8	3,396.7	9,896.2	FTA 5307						
	(,			TOTAL	3,201.7	3,297.8	3,396.7	9,896.2	TOTAL	3,201.7	3,297.8	3,396.7	9,896.2		
	coc l	SHOP EQUIPMENT FOR WAUKESHA	TP	PE	0.0	0,0	0.0	0.0	LOCAL	17.2	10.4	38.0	65.6		
	626	METRO TRANSIT	15	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	l			CONST	0.0	0.0	0.0	0.0	FED	68.8	41.6	152.0	262.4		
	(621)			OTHER	86.0	52.0	190.0	328.0	FTA 5309						
	-	PUG DADTO FOR WALKERIJA ASTRO		TOTAL	86.0	52.0	190.0	328.0	TOTAL	86.0	52.0	190.0	328.0		
	627	BUS PARTS FOR WAUKESHA METRO TRANSIT	I TP	PE ROW	0.0	0.0	0.0 0.0	0.0	LOCAL STATE	6.0	6.0	7.2	19.2	Α	
			1 "	CONST	⊋ 0.0 0.0	0.0 0.0	0.0	0.0 0.0	FED	0.0 24.0	0.0	0.0	0.0		EXEMPT
				OTHER	30.0	30.0	36.0	96.0	FTA 5307	24.0	24.0	28.8	76.8		
	(622)			TOTAL	30.0	30.0	36.0	96.0	TOTAL	30.0	30.0	36.0	96.0		
	1	WAUKESHA METRO TRANSIT		PE	0.0	0.0	0.0	0.0	LOCAL	7.0	0.0	0.0	7.0		-
	628	OPERATING FACILITY REMODELING	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST	·*· 0.0	0.0	0.0	<sup>2</sup> 0.0	FED	28.0	0.0	0.0	28.0		LALWIFT
	(623)			OTHER	35.0	0.0	0.0	35.0	FTA 5307			5.0	25.5		
	(023)			TOTAL	35.0	0.0	0.0	35.0	TOTAL	35.0	0.0	0.0	35.0		
		ENGINE AND TRANSMISSION		PE	0.0	0.0	0.0	0.0	LOCAL	28.0	0.0	0.0	28.0		
	629	REBUILDS FOR WAUKESHA METRO TRANSIT (WI-90-X350)	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		1 DANSIT (441-90-7350)		CONST	· 0.0	0.0	0.0	0.0	FED	112.0	0.0	0.0	112.0		
	(624)			OTHER	140.0	0.0	0.0	140.0	FTA 5307						
	<u>`</u>			TOTAL	140.0	0.0	0.0	140.0	TOTAL	140.0	0.0	0.0	140.0		
	630	TIRE LEASE FOR THE CITY OF WAUKESHA TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.6	5.8	6.4	17.8		
	ا تتنا	WASKESHA TANGH	''	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
			١٠.	OTHER	0.0 28.0	0.0	0.0 32.0	0.0	FED FTA 5307	22.4	23.2	25.6	71.2		
	(625)			TOTAL		29.0		89.0	TOTAL	00.0	00.5				1
-		CAPITAL MAINTENANCE FOR		PE	28.0	29.0	32.0	89.0	LOCAL	28.0	29.0	32.0	89.0		<u> </u>
	631	WAUKESHA METRO TRANSIT	TP	PE ROW	0.0	0.0	0.0 0.0	0.0 0.0	STATE	38.0 0.0	40.0 0.0	40.0	118.0	Α	EVE:
+				CONST	0.0	0.0	0.0	0.0	FED	152.0	160.0	0.0 160.0	0.0	,,	EXEMPT
	,,,,,,,	·		OTHER	190.0	200.0	200.0	590.0	FTA 5307	102.0	160.0	160.0	472.0		
	(626)			TOTAL	190.0	200.0	200.0	590.0	TOTAL	190.0	200.0	200.0	590.0		l

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Ti	ousands \$	<b>3)</b>		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total	-	2002	2003	2004	Total	Apvl.	Status
WAUKESHA	632	CONCRETE PADS AT BUS STOPS FOR WAUKESHA METRO TRANSIT	ті	PE	0.0	0.0	0.0	0.0		8.8	0.0	0.0	8.8		
(CITY)	002	TON WACKESHA WETHO THANSIT	l ''	ROW CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				OTHER	0.0 44.0	0.0 0.0	0.0 0.0	0.0 44.0	FED FTA 5307	35.2	0.0	0.0	35.2		l
	(627)			TOTAL	44.0	0.0	0.0	44.0	TOTAL	44.0	0.0	0.0	- 44.5		
	_	CONSULTANT STUDY FOR		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0 10.0	0.0	44.0 10.0		<del>                                      </del>
	633	TROLLEY BUS SYSTEM FOR	Ti	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	WAUKESHA METRO	THOLLEY BUS SYSTEM FOR   WAUKESHA METRO TRANSIT		CONST	. 0.0	0.0	0.0	0.0	FED	0.0	40.0	0.0	40.0		LALIVIE
	(628)	I TOTAL OF THE THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE TANK OF THE		OTHER	0.0	50.0	0.0	50.0	FTA 5307						
	1(,			TOTAL	0.0	50.0	0.0	50.0	TOTAL	0.0	50.0	0.0	50.0		
	634	634 AUTOMATED DATA PROCESSING HARDWARE FOR WAUKESHA METRO TRANSIT	TI .	PE	0.0	0.0	0.0	0.0	LOCAL	2.6	2.9	3.6	9.1		
	METRO TRANSIT	METRO TRANSIT	1 '' .	ROW CONST	0.0	0.0	0.0	.0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	(629)			OTHER	0.0 12.9	0.0	0.0	0.0	FED FTA 5309	10.3	11.7	14.2	36.2		
	DOWNTOWN TERMINAL PROPERTY		TOTAL	12.9	14.6 14.6	17.8	45.3	TOTAL	100	- 440				1	
<u> </u>		635 DOWNTOWN TERMINAL PROPERTY AQUISITION AND CONSTRUCTION		PE	0.0	0.0	0.0	45.3 0.0		12.9 1,400.0	14.6 0.0	17.8 0.0	45.3		
	635 AQUISITION AND CONSTRUCTION FOR WAUKESHA METRO TRANSIT	AQUISITION AND CONSTRUCTION	ŦI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	1,400.0 0.0	Α	EXEMPT
	635 AQU FOF SEC	FOR WAUKESHA METRO TRANSIT SEC 5309		CONST	7,200.0	0.0	0.0	7,200.0	FED	5,800.0	0.0	0.0	5,800,0		EXEMPT
		3EC 3309		OTHER	0.0	0.0	0.0	0.0	FTA 5307			• • •	0,000.0		
	VEH			TOTAL	7,200.0	0.0	0.0	7,200.0	TOTAL	7,200.0	0.0	0.0	7,200.0		
	VEHIC	VEHICLE LOCATOR SYSTEM USING		PE	0.0	0.0	0.0	0.0	LOCAL	60.0	0.0	0.0	60.0		
	636 GPS	GPS TECHNOLOGY FOR WAUKESHA METRO TRANSIT (WI-90-X350)	ΤI	ROW	<b>.</b> 0.0	0.0	0.0	. 0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		M2116 117116/1 (W1 50 7655)		CONST	300.0	0.0	0.0	300.0	FED	240.0	0.0	0.0	240.0		
	(631)	· ·		OTHER	0.0	0.0	0.0	0.0	FTA 5307						
		INITIATE SUNDAY SERVICE ON ALL 9		TOTAL PE	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	637	WEEKEND TRANSIT ROUTES	TE	ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0	LOCAL STATE	39.4	42.4	81.8	163.6	Α	
	]	OPERATED BY WAUKESHA METRO		CONST	0.0	0.0	0.0	0.0	FED	0.0 157.8	0.0 169.6	0.0 327.4	0.0 654.8	^	EXEMPT
	(222)	·		OTHER	197.2	212.0	409.2	818.4	CMAQ	137.8	109.0	327.4	654.8		
	(632)		1	TOTAL.	197.2	212.0	409.2	818.4	TOTAL	197.2	212.0	409.2	818.4		<b>l</b> .
		INSTALL SIGNALS AND TROMBONE		PE	3.0	0.0	0.0	3.0	LOCAL	2.4	0.0	0.0	2.4		
	638	ARMS FOR APPROACHES ON DELAFIELD AND MORELAND BLVD	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	CITY OF WAUKESHA	1 1	CONST	0.0	0.0	0.0	0.0	FED	21.9	0.0	0.0	21.9		
	(633)		1 1	OTHER	21.3	0.0	0.0	21.3	STP-S			1			
				TOTAL	24.3	0.0	0.0	24.3	TOTAL	24.3	0.0	0.0	24.3		
	639	INSTALL NEW CONDUIT AND TRAFFIC SIGNAL CABLE AT GRAND	HS	PE ROW	9.0	0.0	0.0	9.0	LOCAL	7.6	0.0	0.0	7.6	Α	
	***	AVE AND WISCONSIN AVE CITY OF	''Ŭ	CONST	0.0 67.0	0.0	0.0	67.0	STATE FED	0,0 68.4	0.0	0.0	0.0	A	EXEMPT
	l	WAUKESHA HES		OTHER	0.0	0.0	0.0	.67.0 1 0.0	STP-S	00.4	0.0	0.0	68.4		
	(634)			TOTAL	76.0	0.0	0.0	76.0	TOTAL	76.0	0.0	0.0	76.0		
		N GRANDVIEW BOULEVARD RAISED		PE	0.0	0.0	0.0	0.0	LOCAL	1.0	0.0	0.0	1.0		
	640	PAVEMENT MARKINGS SHERRYL	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	LAI	LANE TO JASPER LANE (SMALL HES) WAUKESHA COUNTY		CONST	10.5	0.0	0.0	10.5	FED	9.5	0.0	0.0	9.5		
	(635) WA			OTHER	0.0	0.0	0.0	0.0	STP-S						
	DESIGN AND CONSTRUCTION OF A		TOTAL	10.5	0,0	0.0	10.5	TOTAL	10.5	0.0	0.0	10.5			
	641 PE	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG	EE	PE	18.6	0.0	0.0	18.6	LOCAL	20.1	0.0	0.0	20.1		
	M	MEADOWBROOK ROAD IN THE CITY		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		OF WAUKESHA		CONST OTHER	81.7 - 0.0	0.0	0.0	81.7 0.0	FED CMAQ	80.2	0.0	0.0	80.2		
	(636)			TOTAL	100.3	0.0	0.0	100.3	TOTAL	400.0					
		<u> </u>		. U /AL	100.3	0.0	0.0	100.3	IUIAL	100.3	0.0	0.0	100.3		

Table B-2
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$			Source of	Funds (The	ousands \$)		GEO	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	29 Apvi.	Quality Status
STATE OF WISCONSIN	642	SIGNAL INSTALLATION AND TURN LANE IMPROVEMENTS AT INTERSECTIONS IN SELECTED	HP	PE ROW	100.0 0.0	100.0 0.0	100.0 0.0	300.0 0.0	STATE	0.0 220.0	0.0 220.0	0.0 220.0	0.0 660.0	Α	EXEMPT
	(637)	INTERSECTIONS IN SOUTHEASTERN WISCONSIN		CONST OTHER TOTAL	1,000.0 0.0 1,100.0	1,000.0 0.0 1,100.0	1,000.0 0.0 1,100.0	3,000.0 0.0 3,300.0	STP-O	1,100.0	880.0	880.0	2,640.0		
		SERVICE PATROLS RELATED TO		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,100.0 0.0	1,100.0 0.0	3,300.0 0.0		<u> </u>
	643	THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN KENOSHA	HP	ROW CONST	0.0	0.0 0.0	0.0 0.0	0.0	STATE FED	10.0 40.0	0.0	0.0 0.0 0.0	10.0 40.0	Α	EXEMPT
	(638)	COUNTY (GCM FUNDED)		OTHER	50.0	0.0	0.0	50.0	GCM			١ " "	٦٥.٥		
	(636)			TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	644	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HP	PE ROW	100.0 0.0	0.0 0.0	0.0 0.0	0.00 0.0	LOCAL STATE	0.0 200.0	0.0 100.0	0.0 100.0	0.0 400.0	Α	EXEMPT
	(639)	SOUTHER WISSONOM		CONST OTHER	100.0 0.0	100.0 0.0	100.0 0.0	300.0 0.0	FED	0.0	0.0	0.0	0.0		
-	(000)	<u> </u>		TOTAL	200.0	100.0	100.0	400.0	TOTAL	200.0	100.0	100.0	400.0		
	645	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN	HP	PE ROW CONST	0.0 0.0 1,000.0	0.0 0.0 1,000.0	0.0 0.0 1,000.0	0.0 0.0 3.000.0	LOCAL STATE FED	0.0 100.0 900.0	0.0 100.0 900.0	0.0 100.0 900.0	0.0 300.0 2.700.0	Α	EXEMPT
	(640)	SOUTHEASTERN WISCONSIN		OTHER	0.0	0.0	0.0	0.0	ІН-М						
		MAINTENANCE OF TRAFFIC		TOTAL PE	1,000.0 0.0	1,000.0 0.0	1,000.0	3,000.0	TOTAL LOCAL	1,000.0 0.0	1,000.0 0.0	1,000.0 0.0	3,000.0		
	646	DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE	HP	ROW CONST	0.0 0.0 50.0	0.0 0.0 50.0	0.0 0.0 50.0	0.0 0.0 150.0	STATE FED	50.0 0.0	50.0 0.0	50.0 50.0	0.0 150.0 0.0	Α	EXEMPT
	(641)	TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN		OTHER	0.0	0.0	0.0	0.0		1	0.0	0.0	0.0		
	(641)			TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		1
	647	RECONSTRUCTION OF WEIGH STA 21 ON WESTBOUND EAST-WEST	HP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 0.0	0.0 1,380.0	0.0 0.0	0.0 1,380.0	Α	EXEMPT
	(642)	FREEWAY (I-94) IN KENOSHA COUNTY		CONST OTHER	0.0 0.0	6,900.0 0.0	0.0 0.0	6,900.0 0.0	FED	0.0	5,520.0	0.0	5,520.0		,
	(0-2)			TOTAL	0.0	6,900.0	0.0	6,900.0	TOTAL	0.0	6,900.0	0.0	6,900.0		
	648	PURCHASE OF REAL ESTATE FOR WETLAND MITIGATION REQUIRED AS PART OF IH-94 CONSTRUCTION	HP	PE ROW	0.0 0.0	0.0 500.0	0.0 0.0	0.0 500.0	LOCAL STATE	0.0 0.0	0.0 500.0	0.0 0.0	0.0 500.0	Α	EXEMPT
	(643)	PROJECTS		CONST OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	FED	0.0	0.0	0.0	0.0		
		DESCRIPTION OF THE REAL		TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	649	RECONSTRUCTION OF THE IH-94 AND STH 142 INTERCHANGE	HP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	500.0 0.0 0.0	500.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 100.0 400.0	0.0 100.0	Α	EXEMPT
	(644)			OTHER	0.0	0.0	0.0	0.0	ін-м				400.0		
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	650	RECONSTRUCTION OF THE IH-94 AND STH 158 INTERCHANGE	HP	PE ROW CONST	0.0	0.0	500.0 0.0 0.0	500.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0	0.0 100.0	0.0 100.0	Α	EXEMPT
	(645)			OTHER	0.0 0.0	0.0 0.0	0.0	0.0 0.0	іН-М		0.0	400.0	400.0		
	<u> </u>	province and a second		TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	651	RESURFACING OF USH 45 FROM ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MILES)	HP	PE ROW CONST	90.0 0.0	0.0 63.0	0.0	90.0 63.0	LOCAL STATE FED	0.0 18.0	0.0 63.0	0.0	0.0 81.0	Α	EXEMPT
	(646)			OTHER	0.0	0.0 0.0	0.0	0.0	STP-O	72.0	0.0	0.0	72.0		
				TOTAL	90.0	63.0	0.0	153.0	TOTAL	90.0	63.0	0.0	153.0		1

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Th	ousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
STATE OF WISCONSIN	652	RESURFACING OF THE EXISTING ROUTE OF STH 31 FROM 56TH AVE	HP	PE ROW	0.0 0.0	0.0 0.0	0.0	0.0 0.0	LOCAL STATE	0.0 38.0	0.0 0.0	0.0	0.0	Á	
THE CONTON		TO CTH KR IN KENOSHA COUNTY (0.74 MI)		CONST	190.0	0.0	0.0	190.0	FED	152.0	0.0	0.0	38.0 152.0		EXEMPT
	(647)			TOTAL	0.0 190.0	0.0	0.0	0.0 190.0	STP-O TOTAL	190.0	0.0	0.0	190.0		
		RECONSTRUCTION WITH NO		PE	* 0.0	300.0	300.0	600.0	LOCAL	0.0	0.0	0.0	0.0		
	653	ADDITIONAL LANES OF STH 32 FROM ALFORD DR TO CTH KR IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	60.0	60.0	120.0	Α	EXEMPT
		KENOSHA COUNTY (3.0 MILES)		CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	240.0	480.0		
	(648)	1		OTHER	0.0	0.0	0.0	0.0	STP-O						ł
	<del>-</del>	STH 50 CORRIDOR STUDY FROM IH	-	TOTAL PE	0.0	300.0	300.0	600.0	TOTAL	0.0	300.0	300.0	600.0		
	654	94 TO 43RD AVE. IN THE CITY OF KENOSHA AND VILLAGE OF	HP	PE ROW	700.0 0.0	0.0	0.0 0.0	700.0 0.0	LOCAL STATE	175.0 0.0	0.0	0.0	175.0	Α	1
	ł	KENOSHA AND VILLAGE OF PLEASANT PRAIRIE		CONST	0.0	0.0	0.0	0.0	FED	525.0	0.0 0.0	0.0	0.0	^	EXEMPT
	(649)		OTHER	0.0	0.0	0.0	0.0	STP-O	525.0	. 0.0	0.0	525.0			
	(649)	RECONDITIONING OF STH 50 FROM		TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	T	RECONDITIONING OF STH 50 FROM		PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	-	
	655	242ND AVE. TO 144TH AVE. IN KENOSHA COUNTY (6.10 MILES)	HP	ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	3,200.0	3,500.0	Α	EXEMPT
		(650)		CONST	0.0	0.0	3,200.0	3,200.0	FED	0.0	0.0	0.0	0.0		
	(650)			OTHER	0.0	0.0	0.0	0.0							
<del>,                                      </del>	-	DECONOTE LOTION WITH NO		TOTAL	300.0	0.0	3,200.0	3,500.0	TOTAL	300.0	0.0	3,200.0	3,500.0		
•	656	RECONSTRUCTION WITH NO	HP	PE ROW	280.0	0.0	0.0	280.0	LOCAL	70.0	0.0	0.0	70.0	Α	
		RD. (PROPOSED STH 50) FROM	1,	CONST	0.0 0.0	0.0 2,400.0	0.0	2,400.0	STATE FED	210.0	2,400.0	0.0	2,610.0	Ą	EXEMPT
		63RD ST. TO 39TH AVE. IN THE CITY		OTHER	0.0	2,400.0	0.0	2,400.0	STP-O	0.0	0.0	0.0	0.0		
•	(651)	OF RENOSHA (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		
_		RECONSTRUCTION WITH NO	1	PE	720.0	0.0	0.0	720.0	LOCAL	0.0	0.0	0.0	2,080.0		
	657	ADDITIONAL LANES OF STH 32	HP	ROW	1,180.0	0.0	0.0	1,180.0	STATE	1,180.0	0.0	730.0	1,910.0	Α	EXEMPT
		FROM 7TH AVE TO SHERIDAN ROAD (1.35 MILES)		CONST	0.0	0.0	3,650.0	3,650.0	FED	720.0	0.0	2,920.0	3,640.0		C/Civii i
	(652)	(		OTHER	0.0	0.0	0.0	0.0	STP-O		<u> </u>		·		
	(/			TOTAL	1,900.0	0.0	3,650.0	5,550.0	TOTAL	1,900.0	0.0	3,650.0	5,550.0	•	
	658	RECONDITIONING OF STH 83 FROM STH 50 TO THE ILLINOIS STATE LINE	HP	PE	80.0	0.0	0.0	80.0	LOCAL	0.0	0.0	0.0	0.0		
	550	IN THE TOWN OF SALEM (5.15 MILES)	1 1 11	ROW CONST	400.0	0.0	0.0	400.0	STATE	416.0	0.0	440.0	. 856.0	Α	EXEMPT
		, , ,		OTHER	0.0 0.0	0.0	2,200.0 0.0	2,200.0 0.0	FED STP-O	64.0	0.0	1,760.0	1,824.0		
	(653)	·		TOTAL	480.0	0.0	2,200.0	2,680.0	TOTAL	480.0	0.0	0.000.0			
-		REHABILITATION OF STH 83 FROM		PE	140.0	0.0	0.0	140.0	LOCAL	0.0	0.0	2,200.0	2,680.0		
	659	STH 50 TO CTH JB/KD IN THE TOWN	HP	ROW	114.3	0.0	0.0	114.3	STATE	142.3	0.0	480.0	622.3	Α	EXEMPT
		OF WHEATLAND (1.53 MILES)	1 1	CONST	° 0.0	0.0	2,400.0	2,400.0	FED	112.0	0.0	1,920.0	2,032.0		EXEMPT
	(654)		l I	OTHER	0.0	0.0	0.0	0.0	STP-O			.,	2,002.0		
	(001)			TOTAL	254.3	0.0	2,400.0	2,654.3	TOTAL	254.3	0.0	2,400.0	2,654.3		
	RESURFACING OF STH 142 FROM 660 CTH J TO IH 94 IN KENOSHA	HP	PE	400.0	0.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0			
	COUNTY (12.6 MI)			ROW	0.0	0.0	0.0	0.0	STATE	80.0	720.0	0.0	800.0	Α	EXEMPT
	1 1 ' '	, , , , , , , , , , , , , , , , , , , ,		CONST OTHER	0.0	3,600.0	0.0	3,600.0	FED C	320.0	2,880.0	0.0	3,200.0		
	(655)		TOTAL	0.0	0.0	0.0	0.0	STP-O	122.5					l ·	
	RECONSTRUCTION WITH NO	<del>                                     </del>	PE	400.0 0.0	3,600.0 0.0	0.0	4,000.0	TOTAL LOCAL	400.0	3,600.0	0.0	4,000.0			
	661 ADDITIONAL LANES OF THE CTH ML	HP	ROW	0.0	0.0	0.0	0.0 0.0	STATE	0.0 0.0	0.0	0.0	0.0	Α		
	BRIDGE OVER IH-94 IN KENOSHA		CONST	0.0	4,800.0	0.0	4,800.0	FED	0.0	480.0 4,320.0	0.0	480.0	. ^	EXEMPT	
	COUNTY (656)	COUNTY		OTHER	0.0	0.0	0.0	0.0	IH-M		7,020.0	0.0	4,320.0		ĺ
	(000)			TOTAL	0.0	4,800.0	0.0		TOTAL	0.0	4,800.0	0.0	4,800.0		

Table B-2
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY
2002 - 2004

Project		Project			Estimate	ed Costs (Ti	ousands \$)	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
STATE OF WISCONSIN	662	RECONSTRUCTION OF THE INTERCHANGE OF IH 94 AT STH 50 IN KENOSHA CO.	HI	PE ROW CONST	0.0 2,200.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 2,200.0 0.0	LOCAL STATE FED	0.0 2,200.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 2,200.0 0.0	P	EXEMPT
	(657)			OTHER TOTAL	0.0 2,200.0	0.0 0.0	0.0	2,200.0	TOTAL	2,200.0	0.0	0.0	2,200.0		
·		ELDERLY/ DISABLED		PE	0.0	0.0	0.0	0.0	LOCAL	17.3	17.8	18.3	53.4		<del>                                     </del>
	663	TRANSPORTATION SEC 5310	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	· A	EXEMPT
		KENOSHA ACHIEV EMENT CENTER ONE BUS 14/2 IN 2002, 2003, 2004,		CONST	0.0	0.0	0.0	0.0	FED	69.2	71.3	73.4	213.9		LVCIAIL.
	(658)	AND ONE BUS 8/1 2002, 2003, 2004,		OTHER	86.5	89.1	91.7	267.3	FTA 5310						
,	(030)		1	TOTAL	86,5	89.1	91.7	267.3	TOTAL	86.5	89,1	91.7	267.3		
	٦,,,	ELDERLY/DISABLED		PE	0.0	0.0	0.0	0.0	LOCAL	30.9	27.4	28.0	86.3		
	664	TRANPORTATION SEC 5310 VOCATIONAL INDUSTRIES FOUR	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		VEHICLES 2002, THREE VEHICLES		CONST	0.0	0.0	0.0	0.0	FED	123.5	109.6	112.0	345.1		
	(659)	2003, THREE VEHICLES 2004	l ·	OTHER	154.4	137.0	140.0	431.4	FTA 5310		*				
	665 P4		<u> </u>	TOTAL	154.4	137.0	140.0	431.4	TOTAL	154.4	137.0	140.0	431.4		
	665 PA	VARIOUS ACTIVITIES FOR PILOT PARK & RIDE JOINT DEVELOPMENT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	Α.	
	000	PROJECT	''	ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	100.0	300.0	Α	EXEMPT
				CONST OTHER	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(660)		1		100.0	100.0	100.0	300.0							
<del></del>	+	ELDERLY/DISABLED		TOTAL PE	100.0	100.0	100.0	300.0	TOTAL LOCAL	100.0	100.0	100.0	300.0		<u> </u>
	666	TRANSPORTATION SEC 5310	TE	ROW .	0.0	0.0	0.0	0.0 0.0	STATE	7.6 30.1	0.0 0.0	0.0	7.6	Α	
		VILLAGE OF TWIN LAKES	'-	CONST	0.0	0.0		0.0	FED			0.0	30.1	,,	EXEMPT
		ONE MODIFIED 7 PASSENGER VAN		OTHER	37.7	0.0	0.0	37.7	FTA 5310	0.0	0.0	0.0	0.0		
	(661)			TOTAL	37.7	0.0	0.0	37.7	TOTAL	37.7	0.0	0.0	37.7		
		CONSTRUCTION OF A WELCOME TO		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	667	WISCONSIN SIGN AT THE KENOSHA	EE	ROW	. 0.0	0.0	0.0	0.0	STATE	0.0	55.0	0.0	55.0	Α	EXEMPT
	1	COUNTY SOUTH COUNTY LINE	1	CONST	0.0	55.0	0.0	55.0	FED	0.0	0.0	0.0	0.0		LYCIVIF
	(000)		1 1	OTHER	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
	(662)			TOTAL	0.0	55.0	0.0	55.0	TOTAL	0.0	55.0	0.0	55.0		
		WETLAND MITIGATION FOR WORK		PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0		
	668	ON STH 50 AT IH 94	EE	ROW	. 0.0	480.0	0.0	480.0	STATE	0.0	580.0	412.0	992.0	Α	EXEMPT
			l i	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(663)			OTHER	.0.0	0.0	412.0	412.0							
	(000)			TOTAL	0.0	580.0	412.0	992.0	TOTAL	0.0	580.0	412.0	992.0		
	669	PURCHASE OF ARCHAEOLOGICALLY SIGNIFICANT REAL ESTATE EFFIGY	EΕ	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	009	MOUND SITE RELATED TO STH 83		ROW	0.0	31.6	0.0	31.6	STATE	0.0	6.3	0.0	6.3	Α	EXEMPT
		RECONSTRUCTION NEAR CTH JB/KD		CONST OTHER	0.0	0.0	0.0	0.0	FED STP-E	0.0	25.3	0.0	25.3		
	(664)			TOTAL	0.0	0.0	0.0	0.0							1
	_ ` '	PRELIMINARY ENGINEERING FOR			0.0	31.6	0.0	31.6	TOTAL LOCAL	0.0	31.6	0.0	31.6		
KENOSHA COUNTY		VARIOUS LOCAL URBAN SYSTEM	HP	PE ROW	50.0 0.0	0.0 0.0	0.0 0.0	50.0 0.0	STATE	10.0 0.0	0.0 0.0	0.0	10.0 0.0	Α	EVELIET
COUNTY		PROJECTS IN KENOSHA COUNTY		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0	•••	EXEMPT
	(665)	*		OTHER	0.0	0.0	0.0	0.0	STP-O	1 40.0	0.0	. 0.0	40.0		
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		1
		PRELIMINARY ENGINEERING FOR	- 1	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0		<del>                                     </del>
	671	VARIOUS LOCAL BRIDGE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		REPLACEMENT PROJECTS IN	1 1	CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		LYCIVIT' I
	(666)	KENOSHA COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF			- 1	, , , , ,		i
	(000)	·		TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0,0	50.0		ľ

Source: SEWRPC.

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# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY 2002 - 2004

Project		Project			Estimate	d Costs (Th	ousands \$	) .		Source of	Funds (The	ousands \$)	•	GEO 29	Air Quality
Sponsor	No.	Description	Туре	-	2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
KENOSHA	672	REPLACEMENT OF CTH A BRIDGE OVER PIKE RIVER B-30-0012 IN	HP	PE ROW	0.0	0,0	0.0	0.0	LOCAL STATE	53.4	0.0	0.0	53.4	Α	
COUNTY		KENOSHA COUNTY	'"	CONST	0.0 267.1	0,0	0.0	0.0 267.1	FED	0.0 213.7	0.0 0.0	0.0 0.0	0.0 213.7	^	EXEMPT
	(667)		1	OTHER	0.0	0.0	0.0	0.0	BRF	210.7	0.0	0.0	213.7		
•	(007)			TOTAL	267.1	0.0	0.0	267.1	TOTAL	267.1	0.0	0.0	267.1		
	673	ADD LEFT TURN LANES AND RECONSTRUCT THE CTH Y (22ND	HP	PE	112.8	0.0	0.0	112.8	LOCAL	22.6	1.2	125.4	149.2		
	0/3	AVE) AND CTH E (12TH ST)	FIF	ROW CONST	0.0	5.8	0.0	5.8	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
•		INTERSECTION (0.19 MILE)		OTHER	0.0 0.0	0.0	626.8 0.0	626.8 0.0	FED STP-O	90.2	4.6	501.4	596.2		
	(668)			TOTAL	112.8	5.8	626.8	745.4	TOTAL	112.8	5.8	626.8	745.4		
	+	REPLACEMENT OF CTH K BRIDGE	1	PE	0.0	0.0	0.0	0.0	LOCAL	2.3	56.7	0.0			
	674	OVER BRIGHTON CREEK B-30-0666	HP	ROW	11.5	0.0	0.0	11.5	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	IN KENOSHA COUNTY		CONST	0.0	283.5	0.0	283.5	FED	9.2	226.8	0.0	236.0		
	(669)			OTHER	0.0	0.0	0.0	0.0	BRF						
	<u> </u>			TOTAL	11.5	283.5	0.0	295.0	TOTAL	11.5	283.5	0.0	295.0		
	675	RECONSTRUCT FROM RURAL TO URBAN CROSS SECTION CTH K	HP	PE ROW	<b>2</b> 35.3 0.0	0.0 74.8	0.0 0.0	235.3 74.8	LOCAL STATE	47.1	15.0	261.4	323.5	Α	
		FROM UNION PACIFIC RR	. , ,	CONST	0.0	0.0	1,307.0	1,307.0	FED	0.0 188.2	0.0 59.8	0.0 1,045.6	0.0 1,293.6	,,	EXEMPT
	(070)	CROSSING TO STH 31 (0.66 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O	100.2	33.0	1,045.0	1,293.0		
	(670)			TOTAL	235.3	74.8	1,307.0	1,617.1	TOTAL	235,3	74.8	1,307.0	1,617,1		
	T	RECONSTRUCT WITHOUT	Ī	PE	186.3	0.0	0.0	186.3	LOCAL	37.3	8.7	207.0	253.0		
	676	ADDITIONAL CAPACITY CTH KD FROM CTH F TO 0.5 MI NORTH OF	HP	ROW	0.0	43.7	0.0	43.7	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		CTH F (0.5 MILES)		CONST	0.0	0.0	1,035.0	1,035.0	FED	149.0	35.0	828.0	1,012.0		
	(671)			OTHER	0.0	0.0	0.0	0.0	STP-O	100 0	10 -				
	1	RECONSTRUCTION WITH		TOTAL PE	186.3 304.3	43.7 0.0	1,035.0	1,265.0 304.3	TOTAL LOCAL	186.3 60.9	43.7	1,035.0	1,265.0		
	677	ADDITIONAL LANES OF CTH Y	н	ROW	0.0	10.0	0.0	10.0	STATE	0.0	0.0	185.1 0.0	248.0 0.0	Α	NON-
		(22ND AVE) FROM 14TH PLACE TO		CONST	0.0	0.0	925.6	925.6	FED	243.4	8.0	740.5	991.9		EXEMPT
	(672)	CTH E (12TH ST) (0.42 MILE)		OTHER	0.0	0.0	0.0	0.0	STP-O						
	(0/2)			TOTAL	304.3	10.0	925.6	1,239.9	TOTAL	304.3	10.0	925.6	1,239.9		
	670	PROVISION OF SPECIALIZED	TP	PE	0.0	0.0	0.0	0.0	LOCAL	36.1	37.9	39.8	113.8		
	678	DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR	IP	ROW	0.0	0.0	0.0	0.0	STATE	144.4	151.6	159.2	455.2	Α	EXEMPT
		ELDERLY/DISABLED IN NON-		CONST OTHER	0.0 180.5	0.0 189.5	0.0 199.0	0.0 569.0	FED	0.0	0.0	0.0	0.0		
	(673)	URBANIZED KENOSHA COUNTY: 2002-2004		TOTAL	180.5	189.5	199.0	569.0	TOTAL	180.5	189.5	199.0	500.0		
	1	CONSTRUCTION OF PARKING RAMP	1	PE	641.7	0.0	0.0	641.7	LOCAL	128.3	713.0	0.0	569.0 841.3		
	679	TO SERVE METRA AND CITY OF	TI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		KENOSHA TRANSIT PATRONS (300 SPACES)		CONST	0.0	3,565.0	0.0	3,565.0	FED	513.4	2,852.0	0.0	3,365.4		
	(674)	61716267		OTHER	0.0	0.0	0.0	0.0	CMAQ						İ
	(3)			TOTAL	641.7	3,565.0	0.0	4,206.7	TOTAL	641.7	3,565.0	0.0	4,206.7		
	680	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD	HS	PE ROW	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	Α	
	""	ELIMINATION PROJECTS IN		CONST	0.0 0.0	0.0	0.0 0.0	0.0 0.0	STATE FED	0.0 9.0	0.0 0.0	0.0 0.0	0.0 9.0	n	EXEMPT
		KENOSHA COUNTY		OTHER	0.0	0.0	0.0	0.0	STP-S	]	0.0	0.0	9.0		
	(675)			TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
		SIGNALIZE AND RECONFIGURE		PE	27.5	0.0	0.0	27.5	LOCAL	2.7	21.6	0.0	24.3		-
	681	INTERSECTION OF CTH S AND 47TH AVE KENOSHA COUNTY HES	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		AVE KENOSHA COUNTT HES		CONST	0.0	0.0	0.0	0.0	FED	24.8	194.4	0.0	219.2		
	(676)			OTHER	* 0.0	216.0	0.0	'216.0	STP-S						
			<u> </u>	TOTAL	27.5	216.0	0.0	243.5	TOTAL	27.5	216.0	0.0	243.5		

Table B-2 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY 2002 - 2004

COURSING   No.   Description   Type     2002   2003   2004   Total     2002   2003   2004   Total     2004   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total   2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total     2005   Total   2	Project		Project			Estimate	ed Costs (Th	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   C	Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total		Status
1977		682	THREE LOCATIONS ALONG CTH W	HS	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
Part		(677)									19.5	0.0	0.0	10.5		
COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   COUNTY   C		683	CTH E AND CTH JR FROM 20TH AVE	EE	PE ROW	67.5 0.0	0.0 0.0	0.0	67.5 0.0	LOCAL STATE	13.5 0.0	106.5 0.0	0.0	120.0	Α	EXEMPT
BRISTICAL (TOWN)   684   OVERPLICE MERCH SUBSES (CHT)   FR		(678)			OTHER	0.0	11.3	0.0	11.3	CMAQ	·					
COUNTY LOCAL BRIDGE P-9-0049   COVERY   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV   COV		684	OVER DUTCH GAP CANAL IN THE	НР	PE ROW	*57.5 0.0	0.0 0.0	0.0 0.0	, 57.5 0.0	LOCAL STATE	11.5 0.0	0.0 0.0	55.0 0.0	66.5 0.0	Α	EXEMPT
New Column   Sept   Purchase Fourities new Busics (CITY)   Sept   Purchase Fourities new Busics (CITY)   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept		(679)			OTHER	0.0	0.0	0.0	0.0	BRF						
(680)		685	CNG FUELED TO REPLACE		PE ROW	0.0 0.0	0.0 0.0	- 0,0 0.0	0.0	LOCAL STATE	462.0 0.0	462.0 0.0	0.0 0.0	924.0 0.0	Α	EXEMPT
Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Count   Coun		(680)			TOTAL	2,310.0	2,310.0	0.0	4,620.0	TOTAL		2,310.0	0.0	4,620.0	- <del></del>	
Construct New Transit   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack   Pack			INCLUDING IVTS TRACKING FEATURES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059	TP	ROW CONST	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
Construct New Transit Service; 1997-2002   TOTAL   2,597.6   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		(681)				105.0	0.0	0.0	105.0							
Construct New Transit		687	CITY OF KENOSHA TRANSIT SYSTEM (INCLUDING PARATRANSIT	TP	ROW CONST	0.0 0.0	0.0 0.0	0.0 0.0	0.0	STATE FED	1,414.4	0.0	0.0	1,414.4	Α	EXEMPT
688   OPERATING AND MAINTENANCE   TP   ROW   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0		(682)								1	2,597.6	0.0	0.0	2,597.6		
(683)    NORTHWESTERN DEPOT ADA   UPGRADES FOR THE KENOSHA   TRANSIT SYSTEM (WI-03-0059 FUNDED)   FUNDED)   FUNDED   FUNDED   (684)   TOTAL   S00.0   S,250.0   O.0   S,750.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0		688	OPERATING AND MAINTENANCE	TP	ROW CONST	0.0 0.0	0.0 5,000.0	0.0 0.0	0.0 5,000.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp		(683)		. !							500.0	5,250.0	0.0	5,750.0		
Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Construction   Cons		689	UPGRADES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059	TΡ	ROW CONST	. 0.0 0.0	0.0 0.0	0.0 0.0	.0.0 0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
REMANUFACTURED ENGINES IN 1987 GMC BUSES (PARTIALLY WI-03-0056 FUNDED)   TOTAL   37.5   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0		(684)	FUNDED)		TOTAL	920.0	0.0	0.0	920.0	TOTAL						
Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Const   Cons		690	REMANUFACTURED ENGINES IN 1987 GMC BUSES (PARTIALLY WI-03-	TP	ROW CONST	0.0 * 0.0	0.0 0.0	0.0 0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
REPLACE 5 BUSES WITH CNG BUSES   TP		(685)	(685)								37.5	0.0	0.0	37.5		
(686) OTHER 1,550.0 0.0 1,550.0 FTA 5307		691	REPLACE 5 BUSES WITH CNG BUSES	TP	ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0	STATE	0.0	0.0 0.0	0.0 0.0	310.0 0.0	Α	EXEMPT
TOTAL   1,550.0   0.0   1,550.0   TOTAL   1,550.0   0.0   1,550.0		(686)							1,550.0	FTA 5307	1,550.0	0.0	0.0	1,550.0		

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Th	ousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
KENOSHA		PURCHASE MISCELLANEOUS SHOP	T	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	20.0	0.0	40.0	<b>-</b>	+
(CITY)	692	EQUIPMENT FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		THE TOTAL THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOTE OF THE STOT		CONST	0.0	0.0	0.0	0.0	FED	80.0	80.0	0.0	160.0		
	(687)		,	OTHER	100.0	100.0	0.0	200.0	FTA 5307						
	+	BUILD NEW CNG FUELING STATION		TOTAL	100.0	100.0	0.0	200.0	TOTAL	100.0	100.0	0.0	200.0		
	693	AT NEW TRANSIT GARAGE	TP	PE ROW	0.0	0.0	0.0	0.0	LOCAL STATE	100.0	30.0	0.0	130.0	А	
		LOCATION		CONST	0.0 0.0	0.0	0.0	0.0 0.0	FED	0.0 400.0	0.0 120.0	0.0	0.0	l ^	EXEMPT
	(000)		1	OTHER	500.0	150.0	0.0	650.0	FTA 5309	400.0	120.0	0.0	520.0	1	1
	(688)			TOTAL	500.0	150.0	0.0	650.0	TOTAL	500.0	150.0	0.0	650.0		
	1 -	RECONSTRUCTION/EXPANSION OF		PE	0.0	0.0	0.0	0.0	LOCAL	41.6	0.0	0.0	41.6		1
	694	METRA TRAIN STATION IN THE CITY	TI	ROW	125.0	0.0	0.0	125.0	STATE	0.0	0.0	0.0	0.0	Α.	EXEMPT
		OF KENOSHA	1	CONST	83.0	0.0	0.0	83.0	FED	166.4	0.0	0.0	166.4		EVENIL
	(689)	•		OTHER	0.0	0.0	0.0	0.0	CMAQ	1	0.0	0.0	100.4		
	(003)			TOTAL	208.0	0.0	0.0	208.0	TOTAL	208.0	0.0	0.0	208.0		
		EXPAND TRANSIT SERVICE SOUTH  AND WEST - TO INCLUDE MORE REGULAR SERVICE WITH ADDED		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	24.9	24.9	49.8		
	695		TE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	ROUTE MILES		CONST	0.0	0.0	0.0	0.0	FED	0.0	99.9	99.9	199.8		
	(690)			OTHER	0.0	124.8	124.8	249.6	FTA 5307						
	<u> </u>	· · ·		TOTAL	0.0	124.8	124.8	249.6	TOTAL	0.0	124.8	124.8	249.6		
	606	WEST EXPANSION TRAFFIC DEMAND MANAGEMENT HWY 50 DEVELOPMENT CITY OF KENOSHA	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0,0	25.0	25.0	50.0		
	030	DEVELOPMENT CITY OF KENOSHA	12	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	A	EXEMPT
		KENOSHA COUNTY CMAQ		CONST OTHER	0.0	0.0	0.0	0.0	FED	0.0	99.8	99.8	199.6		
	(691)				0.0	124.8	124.8	249.6	СМАQ	<del></del>					
	$\vdash$	MODIFICATION OF TRAFFIC		TOTAL PE	0.0	124.8	124.8	249.6	TOTAL LOCAL	0.0	124.8	124.8	249.6	_	
	697	SIGNALS AND CONSTRUCTION OF	HS	ROW	0.0 0.0	0.0	0.0 0.0	0.0 8.0	STATE	0.0	0.8	21.5	22.3	Α	EVELIDE.
	1 1	LEFT TURN LANES AT 18TH ST AND	i l	CONST	0.0	0.0	0.0	0.0	FED	0.0	7.2	0,0 193.5	0.0 200.7	,,	EXEMPT
	(222)	22ND AVE HES PROJECT CITY OF KENOSHA		OTHER	0.0	0.0	215.0	215.0	STP-S	0.0	′.2	193.5	200.7		
	(692)	REMODIA		TOTAL	0.0	8,0	215.0	223.0	TOTAL	0.0	8.0	215.0	223.0		
		RECONSTRUCTION OF ACCESS		PE	62.5	0.0	0.0	62.5	LOCAL	12.5	112.5	0.0	125.0		
	698	LOADING PLATFORM FOR	EE	ROW	. 0.0	0.0	0.0	, 0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		COMMUTER RAIL SYSTEM BETWEEN KENOSHA & CHICAGO		CONST	0.0	562.5	0.0	562.5	FED	50.0	450.0	0.0	500.0		LACINI
	(693)	CITY OF KENOSAH CMAQ		OTHER	0.0	0.0	0.0	0.0	CMAQ						
	(555)			TOTAL	62.5	562.5	0.0	625.0	TOTAL	62.5	562.5	0.0	625.0		
	699	CONSTRUCT PEDESTRIAN BRIDGE	l	PE	140.0	0.0	0.0	140.0	LOCAL	28.0	188.0	0.0	216.0		
	622	OVER STH 32 AT CARTHAGE COLLEGE CITY OF KENOSHA CMAQ	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1 1		] (	CONST	0.0	940.0	0.0	940.0	FED	112.0	752.0	0.0	864.0		
	(694)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
	<u>`</u>		TOTAL	140.0	940.0	0.0	1,080.0	TOTAL	140.0	940.0	0.0	1,080.0		<del>                                     </del>	
	CONSTRUCTION OF A 700 PEDESTRIAN/BICYCLE PATH	EE	PE ROW	0.0	0.0	0.0	0.0	LOCAL STATE	50.0	0.0	0.0	50.0	Α		
	SERVING	SERVING HARBOR PARK AND		CONST	250.0	0.0	0.0	0.0 250.0	FED	0.0 200.0	0.0	0.0	0.0	~	EXEMPT
	[ <u>]</u>	CONNECTING WITH EXISTING		OTHER	0.0	0.0	0.0	0.0	STP-E	200.0	0.0	0.0	200.0		1
	(695) PATHS IN THE CITY OF KENOSHA		TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0						
	<del>                                     </del>	OPERATION OF NEW DOWNTOWN	-	PE	250.0	0.0	0.0	250.0	LOCAL	0.0	0.0	0.0	250.0		ļ
	701 ELECTRIC CIRCULATOR	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0 0.0	0.0	Α	EVELUET	
•				CONST	0.0	0.0	0.0	0.0	FED	91.4	0.0	0.0	0.0 91.4		EXEMPT
	(000)			OTHER	91.4	0.0	0.0	91.4	CMAQ 4	",,,,,	٥.٠	. 0.0	91.4		1
	(696)		<b>i</b>	TOTAL	91.4	0.0	0.0	91.4	TOTAL	91.4	0.0	0.0	91.4		1

## TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Th	nousands \$	<b>)</b>		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
KENOSHA (CITY)	702	DOWNTOWN KENOSHA PARK AND RIDE (NON HWY) PARKING LOT	EE	PE ROW	15.0 125.0	0.0 0.0	0.0	15.0 125.0	LOCAL STATE	28.0 0.0	13.6 0.0	0.0	41.6 0.0	A	EXEMPT
		EXPANSION CITY OF KENOSHA		CONST	0.0	68.0	0.0	68.0	FED	112.0	54.4	0.0	166.4		LACIVII 1
	(697)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
	(657)			TOTAL	140.0	68.0	0.0	208.0	TOTAL	140.0	68.0	0.0	208.0		
	703	WEST KENOSHA PARK AND RIDE	EE	PE	30.0	0.0	0.0	30.0		61.4	0.0	0.0	61.4		
	103	FACILITY: 1994	EE.	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST	276.7	0.0	0.0	276.7	FED	245.3	0.0	0.0	245.3		1
	(698)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
•				TOTAL	306.7	0.0	0.0	306.7	TOTAL -	306.7	0.0	0.0	306.7		
	704	CONSTRUCTION OF THREE BICYCLE - PATH SEGMENTS OF THE PIKE	EE .	PE	0.0	0.0	0.0	- 0.0	LOCAL 4	96.0	0.0	0.0	96.0		1
	1	BICYCLE TRAIL (TOTAL OF 1.63		ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
•		MILES)		OTHER	480.0 0.0	0.0	0.0 0.0	480.0 0.0		384.0	0.0	0.0	384.0		
	(699)			TOTAL	480.0	0.0	0.0	480.0		480.0	0.0	0.0	400.0		
	+	CONSTRUCTION OF SIDEWALKS		PE	0.0	0.0	0.0	460.0		38.0	0.0	0.0	480.0 38.0		-
	705	AND LANDSCAPING ALONG	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	SHERIDAN RD (STH32) FROM S CITY LIMITS TO 85TH ST IN CITY/KENOSHA	1 1	CONST	190.0	0.0	0.0	190.0	FED	152.0	0.0	0.0	152.0		LACIVII
	(700)	LIMITS TO 85TH ST IN CITY/KENOSHA	1	OTHER	0.0	0.0	0.0	0.0	STP-E				,02.0		
	(700)			TOTAL	190.0	0.0	0.0	190.0	TOTAL	190.0	0.0	0.0	190.0		
SOMERS		RECONSTRUCTION OF THE		PE	₹ 0.0	0.0	0.0	:0.0	LOCAL	38.4	73.8	0.0	112.2		
(TOWN)	706	SHERIDAN ROAD AND BIRCH ROAD INTERSECTION IN THE TOWN OF	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	SOMERS	1 . 1	CONST	0.0	369.0	0.0	369.0	FED	21.6	295.2	0.0	316.8		
	(701)		ľ.	OTHER	60.0	0.0	0.0	60.0	STP-O						
	1,,			TOTAL	60.0	369.0	0.0	429.0	TOTAL	60.0	369.0	0.0	429.0		
	707	BRIDGE REPLACEMENT ON CTH L	HS	PE	_67.6	0.0	0.0	67.6	LOCAL	13.5	0.0	64.8	78.3		
	107	SOUTH BRANCH OF PIKE RIVER IN THE TOWN OF SOMERS KENOSHA	m5	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		COUNTY LOCAL BRIDGE P-30-0912		CONST	0.0	0.0	324.1	324.1	FED	54.1	0.0	259.3	313.4		
	(702)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	67.6	0.0	324.1	391.7	TOTAL	67.6	0.0	324.1	391.7		

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

Description  ERVICE PATROLS RELATED TO HE FREEWAY TRAFFIC ANAGEMENT SYSTEM IN RACINE DUNTY (GCM FUNDED)  CONSTRUCTION OF THE IH-94 HD CTH K INTERCHANGE RLY REAL ESTATE ACQUISTION	HP HP	PE ROW CONST OTHER TOTAL PE ROW	0.0 0.0 0.0 50.0 50.0	0.0 0.0 0.0 0.0	2004 0.0 0.0	Total 0.0	LOCAL	2002	2003	2004	Total	29 Apvl.	Quality Status
TE FREEWAY TRAFFIC ANAGEMENT SYSTEM IN RACINE DUNTY (GCM FUNDED)  CONSTRUCTION OF THE IH-94 ID CTH K INTERCHANGE IRLY REAL ESTATE ACQUISTION		ROW CONST OTHER TOTAL PE	0.0 0.0 50.0	0.0 0.0		0.0	LOCAL	~ =					
ECONSTRUCTION OF THE IH-94 ID CTH K INTERCHANGE RLY REAL ESTATE ACQUISTION ECONSTRUCTION OF BRIDGE ON	НР	TOTAL PE	50.0		0.0	0.0	STATE	0.0 10.0 40.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 10.0 40.0	A	EXEMPT
ID CTH K INTERCHANGE RLY REAL ESTATE ACQUISTION CONSTRUCTION OF BRIDGE ON	HP			0.0	0.0	50.0	GCM TOTAL	50.0	0.0	0.0	50.0		
CONSTRUCTION OF BRIDGE ON			0.0 0.0	0.0 700.0	0.0	0.0 700.0	LOCAL STATE	0.0 0.0	0.0 700.0	0.0 0.0	0.0 700.0	A	EXEMPT
	-	CONST OTHER TOTAL	0.0 0.0 0.0	0.0 0.0 700.0	0.0 0.0 0.0	0.0 0.0 700.0	FED TOTAL	0.0	700.0	0.0	0.0		
94 OVER CTH K IN RACINE DUNTY	HP	PE ROW	0.0	0.0 0.0	60.0 0.0	60.0 0.0	LOCAL STATE	0.0 0.0 0.0	0.0 0.0	0.0 0.0 12.0	700.0 0.0 12.0	Α	EXEMPT
		CONST OTHER TOTAL	0.0	0.0	0.0	0.0	FED STP-O	0.0	0.0	48.0	48.0		
CONDITIONING OF USH 45 FROM H 20 IN RACINE COUNTY TO STH IN WAUKESHA COUNTY (8,5 MI)	HP	PE ROW	0.0 * 0.0 0.0	0.0 0.0 0.0	60.0 0.0 0.0	60.0 0.0	TOTAL LOCAL STATE	0.0 0.0 0.0	0.0 0.0 0.0	60.0 0.0 1,200.0	60.0 0.0 1,200.0	Α	EXEMPT
IN WAUNESHA COUNTY (8.5 MII)		CONST OTHER TOTAL	0.0	0.0	6,000.0 0.0	6,000.0	FED STP-O	0.0	0.0	4,800.0	4,800.0		
	HP	PE ROW	0.0 0.0 0.0	0.0 400.0 0.0	6,000.0 0.0 0.0	6,000.0 400.0 0.0	TOTAL LOCAL STATE	0.0 0.0 0.0	0.0 0.0 80.0	6,000.0 0.0 0.0	6,000.0 0.0 80.0	Α	EXEMPT
712 PACIFIC RR BRIDGE OVER STH 11 IN HTHE CITY OF RACINE		CONST OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	FED STP-O	0.0	320.0	0.0	320.0		CACIVIFT
		TOTAL	0.0	400.0	0.0	400.0	TOTAL	0.0	400.0	0.0	400.0		
CONDITIONING OF STH 11 FROM IOSSWAY RD TO CTH C IN RACINE DUNTY (5.20 MILES)	HP	PE ROW CONST	400.0 300.0	0.0	0.0 0.0 4.000.0	400.0 300.0	LOCAL STATE FED	0.0 380.0	0.0	0.0 800.0	0.0 1,180.0	A	EXEMPT
		OTHER TOTAL	0.0 700.0	0.0	0.0 4,000,0	0.0 4,700.0	STP-O TOTAL	700.0	0.0		·		
SURFACING OF STH 20 AND STH BETWEEN WEST BLVD. AND RQUETTE ST. CITY OF RACINE	HP	PE ROW	0.0	0.0	0.0	0.0	LOCAL STATE	620.0 2,480.0	0.0 0.0	0.0 0.0	620.0 2,480.0	Α	EXEMPT
5 MI)		OTHER	0.0	0.0	0.0	0.0	STP-O						
ONSTRUCTION OF TURN LANES D TRAFFIC SIGNAL DDIFICATION AT THE	HP	PE ROW	0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 0.0	0.0 0.0	125.0 225.0	125.0 225.0	A	EXEMPT
TERSECTION OF STH 20 AND CTH		OTHER TOTAL	0.0	0.0	0.0	0.0	TOTAL						
SURFACING OF THE EXISTING BUTE OF STH 31 FROM EMSTAN LS RD TO CTH KR IN RACINE	HP	PE ROW	0.0	0.0 0.0	0.0 0.0	0.0	LOCAL STATE	0.0 0.0	0.0 105.6	0.0 0.0	0.0 105.6	A	EXEMPT
UNTY (1.61 MI)		OTHER TOTAL	0.0	0.0	0.0	0.0	STP-O						
CONDITIONING OF STH 31 FROM UR MILE RD TO STH 32 IN RACINE	HP	PE ROW	400.0 0.0	0.0 1,060.0	0.0 0.0	400.0 1,060.0	LOCAL STATE	0.0 80.0	0.0 1,060.0	0.0 0.0	0.0 1,140.0	Α	EXEMPT
UNIT (2.0 MILES)		CONST	∞ ∩ ∩ ∎	00	0 n l	:n n	FFD I	200 0 1	0.0	001	200.0		l
SBERG NO DOLL SULSUI	SWAY RD TO CTH C IN RACINE NTY (5.20 MILES)  JRFACING OF STH 20 AND STH STWEEN WEST BLVD. AND QUETTE ST. CITY OF RACINE III)  STRUCTION OF TURN LANES TRAFFIC SIGNAL SFICATION AT THE RESECTION OF STH 20 AND CTH STRACING OF THE EXISTING OF STH 31 FROM EMSTAN STAD TO CTH KR IN RACINE NTY (1.61 MI)	SWAY RD TO CTH C IN RACINE HP NTY (5.20 MILES)  JRFACING OF STH 20 AND STH STWEEN WEST BLVD. AND QUETTE ST. CITY OF RACINE II)  STRUCTION OF TURN LANES TRAFFIC SIGNAL FICATION AT THE RSECTION OF STH 20 AND CTH  JRFACING OF THE EXISTING TE OF STH 31 FROM EMSTAN S RD TO CTH KR IN RACINE NTY (1.61 MI)  DIDITIONING OF STH 31 FROM THE MILE RD TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH 32 IN RACINE THE STRUCTION TO STH	ROW CONST OTHER TOTAL  STRUCTION OF TURN LANES TRAFFIC SIGNAL FICATION OF STH 20 AND CTH  STRUCTION OF TURN LANES TRAFFIC SIGNAL FICATION OF STH 20 AND CTH  STRUCTION OF STH 20 AND CTH  STRUCTION OF STH 20 AND CTH  STRUCTION OF STH 20 AND CTH  FICATION AT THE ROW CONST OTHER  TOTAL  PE ROW CONST OTHER  TOTAL  PE ROW CONST OTHER  TOTAL  PE ROW CONST OTHER  TOTAL  POUNT (1.61 MI)  CONDITIONING OF STH 31 FROM ROW CONST OTHER  TOTAL  CONDITIONING OF STH 31 FROM ROW CONST OTHER  TOTAL  CONDITIONING OF STH 31 FROM ROW CONST OTHER  TOTAL  CONDITIONING OF STH 31 FROM ROW ROW CONST OTHER  TOTAL  CONDITIONING OF STH 31 FROM ROW ROW ROW ROW ROW ROW ROW ROW ROW ROW	SWAY RD TO CTH C IN RACINE NTY (5.20 MILES)	HP   ROW   300.0   0.0     CONST   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0.0     OTHER   0.0   0	ROW   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST   CONST	ROW   300.0   0.0   0.0   300.0   0.0   0.0   300.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0	ROW   STATE   NTY (5.20 MILES)   HP   ROW   SOU.0   O.0   O.0   O.0   O.0   O.0   O.0   STATE   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   STP-O	HP   ROW   300.0   0.0   0.0   300.0   57ATE   380.0	NTY (5.20 MILES)   HP   ROW   300.0   0.0   0.0   300.0   STATE   380.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0   0.	A	NTY (5.29 MILES)   HP   ROW   300.0   0.0   0.0   0.0   300.0   STATE   380.0   0.0   800.0   1,180.0	NEW AT RD TO CTH C IN RACINE NOT ALL   NEW CONST   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O.0   O

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Quality Status
STATE OF WISCONSIN	718	RECONDITIONING OF STH 31 FROM DURAND AVE. TO WASHINGTON AVE. (1.54 MILES)	HP	PE ROW CONST	0.0 0.0 0.0	250.0 0.0 0.0	0.0 0.0 0.0	250.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 50.0 200.0	0.0 0.0 0.0	0.0 50.0 200.0	A	EXEMPT
	(713)			OTHER TOTAL	0.0	0.0 250.0	0.0	0.0 250.0	STP-O TOTAL	0.0	250.0				
		RECONSTRUCTION OF STH 32	1	PE	200.0	0.0	0.0	200.0	LOCAL	50.0	0.0	0,0	250.0 50.0		<del>                                       </del>
	719	FROM 7TH ST. TO STATE ST. IN THE CITY OF RACINE (0.40 MILES)	HP	ROW CONST	0.0 0.0	0.0 1,745.0	0.0 0.0	0.0 1,745.0	STATE FED	150.0 0.0	349.0 1,396.0	0.0	499.0 1,396.0	Α	EXEMPT
	(714)			OTHER	0.0	0.0	0.0	0.0	STP-O						
		RECONSTRUCTION WITH NO		TOTAL PE	200.0 0.0	1,745.0 500.0	0.0	1,945.0 500.0	TOTAL LOCAL	200.0	1,745.0	0.0	1,945.0		
	720	ADDITIONAL LANES OF STH 32 FROM CTH KR TO LARSON ST. (1.35	HP	ROW	0.0	0.0	1,000.0	1,000.0	STATE	0.0 0.0	100.0	0.0 1,000.0	0.0 1,100.0	Р	EXEMPT
	(715)	MILES)		CONST OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	FED STP-O	0.0	400.0	0.0	400.0		
	(, , , ,			TOTAL	. 0.0	500.0	1,000.0	1,500.0	TOTAL	0.0	500.0	1,000.0	1,500.0		
	721	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM LARSON ST. TO 21ST ST. (0.84	HP	PE ROW	0.0 0.0	0.0 0.0	500.0 0.0	500.0 0.0	LOCAL STATE	0.0 0.0	0.0 0.0	0.0 100.0	0.0 100.0	Α	EXEMPT
	(74.0)	MILE)		CONST OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	FED STP-O	0.0	0.0	400.0	400.0		
	(716)			TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	722	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32	HP	PE ROW	0,0 0.0	250.0 0.0	0.0 0.0	250.0 0.0	LOCAL STATE	0.0 0.0	0.0 50.0	0.0	0.0 50.0	A	EXEMPT
		FROM 21ST ST. TO WASHINGTON AVE. (1.10 MILES)		CONST OTHER	0.0 0.0	0.0	0.0 0.0	0.0	FED STP-O	0.0	200.0	0.0	200.0		CACIVIFI
	(717)	·		TOTAL	0.0	250.0	0.0	250.0	TOTAL	0.0	250.0	0.0	250.0		
	723	RESURFACING OF STH 38 FROM CTH MM TO WEST OF TAURUS DR.	HP	PE ROW	50.0 0.0	0.0 0.0	0.0 0.0	50.0	LOCAL STATE	0.0	0.0	0.0	0.0		
		IN RACINE COUNTY		CONST	0.0	1,200.0	0.0	0.0 1,200.0	FED	10.0 40.0	240.0 960.0	0.0 0.0	250.0 1,000.0	^	EXEMPT
	(718)			OTHER	0.0 50.0	0.0	0.0	0.0	STP-O	50.0	4 000 0		=		
		RESURFACING OF STH 38 FROM		PE	450.0	1,200.0 0.0	0.0	1,250.0 450.0	TOTAL LOCAL	50.0 0.0	1,200.0	0.0	1,250.0 0.0		<u> </u>
	724	CTH K TO MILWAUKEE COUNTY LINE IN THE TOWN OF CALEDONIA	HP	ROW CONST	0.0	0.0 4.500.0	0.0 0.0	0.0 4,500.0	STATE FED	450.0 0.0	900.0	0.0	1,350.0	Α	EXEMPT
	(719)	(8.0 MI)		OTHER	0.0	0.0	0.0	0.0	STP-O		·		3,600.0		
	1	RECONSTRUCTION OF THE		TOTAL PE	450.0	4,500.0	0.0	4,950.0	TOTAL LOCAL	450.0	4,500.0	0.0	4,950.0		
	725	INTERSECTION OF STH 38 AND CTH	HP	ROW	0.0	0.0	300.0 850.0	300.0 ,850.0	STATE	0.0	0.0 0.0	0.0 910.0	0.0 910.0	Α	EXEMPT
	(720)			CONST OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	FED STP-O	0.0	0.0	240.0	240.0		
_	(,,			TOTAL	0.0	0.0	1,150.0	1,150.0	TOTAL	0.0	0.0	1,150.0	1,150.0		
	726	RECONDITIONING OF STH 83 FROM THE SOUTH RACINE COUNTY LINE TO SEWERAGE TREATMENT PLANT	HP	PE ROW	385.7 125.7	0.0 0.0	0.0 0.0	385.7 125.7	LOCAL STATE	0.0 303.4	0.0 0.0	0.0 700.0	0.0 1,003.4	Α	EXEMPT
	(721)	SOUTH LINE (3.55 MI)		CONST OTHER	0.0 0.0	0.0	3,500.0 0.0	3,500.0 0.0	FED STP-O	208.0	0.0	2,800.0	3,008.0		
_	('2')			TOTAL	511.4	0.0	3,500.0	4,011.4	TOTAL	511.4	0.0	3,500.0	4,011.4		
	727	RESURFACING OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND	HP	PE ROW	0.0	0.0 0.0	400.0 0.0	400.0 0.0	LOCAL STATE	0.0 0.0	0.0 0.0	0.0 80.0	0.0 80.0	Α	EXEMPT
		WAUKESHA COUNTIES (7.0 MI)		CONST OTHER	0.0	0.0	0.0	0.0 0.0	FED STP-O	0.0	0.0	320.0	320.0		Inches IVII 1
	(722)			TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0		

	TR	ANSPORTATION IMPROVEMEN	T PRO	GRAM FO	OR THE KEN		Table B-2 CINE, WALV	VORTH TRAI	NSPORTAT	TION MANA	GEMENT AR	EA RACII	NE COUNTY		age B-7
							002 - 2004								
		Project			Estimate	ed Costs (TI	nousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
_	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
	728	RECONDITIONING OF STH 164 FROM STH 36 TO WOOD RD. IN THE TOWN	HP	PE ROW	0.0 0.0	0.0 0.0	250.0 0.0	250.0 0.0	LOCAL STATE	0.0	0.0	0.0 50.4	0.0 50.4	Α	EVEND
		OF WATERFORD (1.54 MI)	]  -	CONST OTHER	0.0 0.0	0.0	0.0 0.0	0.0	FED STP-O	0.0	0.0	199.6	199.6	1	EXEMP
	(723)			TOTAL	0.0	0.0	250.0	250.0	TOTAL	0.0	0.0	250.0	250.0		
$\neg$		RECONSTRUCTION WITH		PE	0.0	0.0	0.0	· 0.0	LOCAL	550.0	0.0	0.0	550.0		<del>                                      </del>
	729	ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE	HI	ROW CONST	0.0 3.900.0	0.0	0.0	0.0 3,900.0	STATE FED	230.0 3.120.0	0.0	0.0	230.0 3,120.0		NON-
	(724)	OF STURTEVANT LINE (1.58 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O	3,120.0	0.0	0.0	3,120.0		EXEMP
	,	<u> </u>		TOTAL	3,900.0	0.0	0.0	3,900.0	TOTAL	3,900.0	0.0	0.0	3,900.0		
	730	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM EASTERN VILLAGE OF	н	PE 'ROW	0.0 0.0	1,800.0 0.0	0.0	1,800.0 0.0	LOCAL STATE	0.0 0.0	0.0 360.0	0.0	0.0 360.0	Α	NON-
	(705)	STURTEVANT LIMITS TO STH 31 (2.0 MILES)		CONST OTHER	0.0 0.0	0,0 0.0	0.0	0.0	FED STP-O	0.0	1,440.0	0.0	1,440.0		EXEMP
	(725)	· · · · · · · · · · · · · · · · · · ·		TOTAL	0.0	1,800,0	0.0	1.800.0	TOTAL	0.0	1,800.0	0.0	1,800.0		
	731	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32	Hi	PE ROW	0.0	500.0	0.0	500.0	LOCAL :	0.0	0.0	0.0	0.0	Α .	
		FROM FIVE MILE RD. TO NORTH COUNTY LINE IN THE TOWN OF		CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	0.0 0.0	100.0 400.0		EXEMP
	(726)	CALEDONIA (3.37 MI.)		OTHER	0.0	0.0	0.0	0.0	STP-O						
$\dashv$		RECONSTRUCTION WITH		TOTAL PE	0.0	500.0	0.0	500.0	TOTAL LOCAL	0.0	500.0	0.0	500.0		
	732	ADDITIONAL LANES OF STH 32 FROM THREE MILE RD. TO FOUR	ΗΙ	ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0	STATE	0.0 6,500.0	0.0 0.0	0.0	0.0 6,500.0	Α	NON-
- 1	(727)	MILE RD. IN THE TOWN OF CALEDONIA (1.25 MILES)		CONST OTHER	6,500.0 0.0	0.0 0.0	0.0 0.0	6,500.0 0.0	FED	0.0	0.0	0.0	0.0		EXEMP <sup>*</sup>
	(121)			TOTAL	6,500.0	0.0	0.0	6,500.0	TOTAL	6,500.0	0.0	0.0	6,500.0		
	733	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36	н	PE ROW	₹ 0.0 0.0	0.0 0.0	0.0 0.0	0.0°. 0.0	LOCAL STATE	100.0 453.8	0.0 0.0	0.0 0.0	100.0 453.8	Α	NON-
		FROM WEGGE RD. TO TEUT RD. IN THE TOWN OF BURLINGTON (.72		CONST	2,369.0	0.0 0.0	0.0	2,369.0 0.0	FED STP-O	1,815.2	0.0	0.0	1,815.2		EXEMP
	(728)	MILES)		TOTAL	0.0	0.0	0.0	0.0		0.000.0	0.0	- 00	0.000.0		

Project Sponsor

STATE OF WISCONSIN

	ı	OF WATERFORD (1.54 MI)	1.	CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	199.6	199.6		LACIVII
	(723)			OTHER	0.0	0.0	0.0	0.0	STP-O				100.0		
	(723)			TOTAL	0.0	0.0	250.0	250.0	TOTAL	0.0	0.0	250.0	250.0		
		RECONSTRUCTION WITH		PE	0.0	0.0	0.0	. 0.0	LOCAL	550.0	0.0	0.0	550.0		
	729	ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE	HI	ROW	0.0	0.0	0.0	0.0	STATE	230.0	0.0	0.0	230.0	Α	NON-
		OF STURTEVANT LINE (1.58 MILES)		CONST	3,900.0	0.0	0.0	3,900.0	FED .	3,120.0	0.0	0.0	3,120.0		EXEMP
	(724)	(100 11125)		OTHER	0.0	0.0	0.0	0.0	STP-O					,	
	(124)		ł	TOTAL	3,900.0	0.0	0.0	3,900.0	TOTAL	3,900.0	0.0	0.0	3.900.0		
		RECONSTRUCTION WITH	Ī	PE	0.0	1,800.0	0.0	1,800.0	LOCAL	0.0	0.0	0.0	0.0		
	730	ADDITIONAL LANES OF STH 11 FROM EASTERN VILLAGE OF	HI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	360.0	0.0	360.0	Α	NON-
		STURTEVANT LIMITS TO STH 31 (2.0		CONST	0.0	0.0	0.0	0.0	FED	0.0	1,440.0	0.0	1,440.0		EXEMP
	(725)	MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
<u> </u>	(* == 7			TOTAL	0.0	1,800.0	0.0	1,800.0	TOTAL	0.0	1,800.0	0.0	1,800.0		
	704	RECONSTRUCTION WITH		PE	0.0	500.0	0.0	500.0	LOCAL 4	0.0	0.0	0.0	0.0		
	731	ADDITIONAL LANES OF STH 32 FROM FIVE MILE RD. TO NORTH	Hi	ROW	0.0	0.0	0.0	0.0	STATE	0.0	100.0	0.0	100.0	Α	NON-
		COUNTY LINE IN THE TOWN OF		CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	0.0	400.0		EXEMP <sup>*</sup>
	(726)	CALEDONIA (3.37 MI.)		OTHER	0.0	0.0	0.0	0.0	STP-O	<u> </u>					1
	(/			TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	700	RECONSTRUCTION WITH	] ,,,	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
	732	ADDITIONAL LANES OF STH 32 FROM THREE MILE RD. TO FOUR	HI	ROW	0.0	0.0	0.0	0.0	STATE	6,500.0	0.0	0.0	6,500.0	Α	NON-
	1	MILE RD. IN THE TOWN OF		CONST	6,500.0	0.0	0.0	6,500.0	FED	0.0	0.0	0.0	0.0		EXEMP
	(727)	CALEDONIA (1.25 MILES)		OTHER	0.0	0.0	0.0	0.0							1
	\' '	· · · · · · · · · · · · · · · · · · ·		TOTAL	6,500.0	0.0	0.0	6,500.0	TOTAL	6,500.0	0.0	0.0	6,500.0		
'	1	RECONSTRUCTION WITH		PE	₹ 0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0		
	733	ADDITIONAL LANES OF STH 36 FROM WEGGE RD. TO TEUT RD. IN	HI	ROW	0.0	0.0	0.0	0.0	STATE	453.8	0.0	0.0	453.8	Α	NON-
		THE TOWN OF BURLINGTON (.72		CONST	2,369.0	0.0	0.0	2,369.0	FED	1,815.2	0,0	0.0	1,815.2		EXEMP.
	(728)	MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O						
	(120)			TOTAL	2,369.0	0.0	0.0	2,369.0	TOTAL	2,369.0	0.0	0.0	2,369.0		
	-04	CONSTRUCTION OF THE CITY OF		PE	200.0	200.0	200.0	600.0	LOCAL	0.0	0.0	0.0	0.0	_	
	734	BURLINGTON BYPASS FOR STH 36 AND STH 11 (11.0 MILES)	HE	ROW	0.0	4,418.0	0.0	4,418.0	STATE	200.0	4,771.0	9,208.0	14,179.0	Α	NON-
		AND OTT TO (TI.O MILLEO)		CONST	0.0	153.0	9,008.0	9,161.0	FED	0.0	0.0	0.0	0.0		EXEMP
	(729)			OTHER	0.0	0.0	0.0	0.0							
	V. — . /		<u> </u>	TOTAL	200.0	4,771.0	9,208.0	14,179.0	TOTAL	200.0	4,771.0	9,208.0	14,179.0		
	735	CONSTRUCTION OF A NEW STATE	HE	PE	0.0	0.0	0.0	0.0	LOCAL	700,0	0.0	0.0	700.0		
	135	STREET BRIDGE FROM DODGE STREET TO MAIN STREET IN THE	ПС	ROW	0.0	0.0	0.0	0.0	STATE	2,200.0	0.0	0.0	2,200.0	Α	NON-
		CITY OF BURLINGTON (STH 142)		CONST	2,900.0	0.0	0.0	2,900.0	FED	0.0	0.0	0.0	0.0		EXEMP.
	(730)			OTHER	0.0	0.0	0.0	0.0							
	<u> </u>			TOTAL	2,900.0	0.0	0.0	2,900.0	TOTAL	2,900.0	0.0	0.0	2,900.0		
	736	CONSTRUCTION OF PLANNED	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0		
-	136	TRANSIT STATION/PARK & RIDE LOT AT IH 94 & STH 11 INTERCHANGE IN	''	ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0	Α	EXEMP <sup>-</sup>
		THE TOWN OF MOUNT PLEASANT		CONST	200.0	0.0	0.0	200.0	FED	160.0	0.0	0.0	160.0		i
	(731)	·	ł	OTHER	0.0	0.0	0.0	0.0	NHS						1
	<u> </u>			TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	737	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- CITY OF RACINE	ΤI	PE	0.0	0.0	0.0	0.0	LOCAL	36.5	0.0	0.0	36.5		
	'"	EMPLOYMENT TRANSPORTATION	''	ROW	0.0	0.0	0.0	0.0	STATE	16.0	0.0	0.0	16.0	Α	EXEMP
	l ·	CONFERENCE AND MOBILITY		CONST	0.0	0.0	0.0	0.0	FED	52.5	0.0	0.0	52.5		
	(732)	MÄNAGER		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		

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Th	nousands \$	)		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF	738 <sup>d</sup>	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	_	_
WISCONSIN	1	FROM THE GROUP 'B' SET	"	ROW CONST	0.0 890.0	0.0 0.0	0.0 0.0	0.0 890.0	STATE FED	178.0 712.0	0.0 0.0	0.0 0.0	178.0	Α	NON-
		l		OTHER	0.0	0.0	0.0	0.0	CMAQ	/12.0	0.0	0.0	712.0		EXEMPT
	(733)			TOTAL	890.0	0.0	0.0	890.0	TOTAL	890.0	0.0	0.0	890.0		
		CONSTRUCTION OF WIDE, PAVED		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	_	_
	739	SHOULDERS TO ACCOMODATE BICYCLES ON STH 45 (RAYNOR AVE)	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	25.0	25.0	Α	EXEMPT
		FROM STH 20 TO STH 36 IN RACINE		CONST	0.0	0.0	125.0	125.0	FED	0.0	0.0	100.0	100.0		
	(734)	co	1	OTHER	0.0	0.0	0.0	0.0	STP-E						
	+	CONSTRUCTION OF MULTI-USE		TOTAL PE	0.0 0.0	0.0	125.0 0.0	125.0 0.0	TOTAL LOCAL	0.0	0.0	125.0	125.0		
	740	PATH PARALELLING STH 36 FROM	EE	ROW	0.0	0.0	0.0	0.0	STATE	17.5	0.0	0.0 0.0	0.0 17.5	Α	EXEMPT
		WEGGE RD TO TEUT RD IN		CONST	87.5	0.0	0.0	87.5	FED	70.0	0.0	0.0	70.0		EXEMPT
	(735)	BURLINGTON		OTHER	0.0	0.0	0.0	0.0	STP-E				, 0.0		i
	(733)			TOTAL	87.5	0.0	0.0	87.5	TOTAL	87.5	0.0	0.0	87.5		
RACINE	744	PRELIMINARY ENGINEERING FOR	p	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0		
COUNTY	741	VARIOUS LOCAL URBAN SYSTEM PROJECTS IN RACINE COUNTY	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST OTHER	0.0	0.0	0.0	0.0	FED STP-O	40.0	0.0	0.0	40.0		
	(736)			TOTAL	0.0 50.0	0.0	0.0 0.0	0.0	TOTAL	500	- 00				
	1	PRELIMINARY ENGINEERING FOR	1	PE	*50.0	0.0	0.0	50.0	LOCAL	50.0 10.0	0.0 0.0	0.0	50.0 10.0		
	742	VARIOUS LOCAL BRIDGE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		REPLACEMENT PROJECTS IN RACINE COUNTY		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		LYCIVIT
	(737)	HACINE COUNTY		OTHER	0.0	0.0	0.0	0.0	BRF		l				
	(101)	·		TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	-40	TRAFFIC SIGNAL AND GEOMETRIC	- 15	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0		
	743	IMPROVEMENTS FOR THE INTERSECTION OF CTH H AND CTH	.HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		C IN THE TOWN OF MOUNT		CONST OTHER	200.0 0.0	0.0 0.0	0.0 0.0	200.0	FED STP-O	160.0	. 0.0	0.0	160.0		1
	(738)	PLEASANT		TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0			
	+	RECONDITIONING OF CTH K FROM		PE	0.0	0.0	0.0	200.0	LOCAL	224.0	0.0	0.0	200.0 224.0		
	744	THE CANADIAN PACIFIC RAILWAY	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	TO UNION PACIFIC RAILROAD IN THE TOWN OF CALEDONIA (1,98 MI)		CONST	1,120.0	0.0	0.0	1,120.0	FED	896.0	0.0	0.0	896.0		=>\=\
	(739)	THE TOWN OF CALEBONIA (1.50 MII)		OTHER	0.0	0.0	0.0	0.0	NHS						1
	(* /			TOTAL	1,120.0	0.0	0.0	1,120.0	TOTAL	1,120.0	0.0	0.0	1,120.0		
	745	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH S (E	HP	PE	270.0	0.0	0.0	270.0	LOCAL	54.0	0.0	0.0	54.0	Α	l
	' '	WIND LAKE RD) FROM MACHINE RD	'"	ROW CONST	0.0 0.0	0.0	0.0 0.0	0.0 0.0	STATE FED	0.0 216.0	0.0	0.0	0.0 216.0	~	EXEMPT
	1	TO S WIND LAKE RD (1.50 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O	210.0	0.0	0.0	216.0		
•	(740)	•	1	TOTAL	270.0	0.0	0.0	270.0	TOTAL	270.0	0.0	0.0	270.0		
<u> </u>	1	RECONSTRUCTION WITH		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	504.0	0.0	504.0	-	<u> </u>
	746	ADDITIONAL LANES OF CTH Y FROM CTH KR TO CTH X IN RACINE	HI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	NON-
	1	COUNTY (1.40 MILES)		CONST	0.0	2,520.0	0.0	2,520.0	FED	0.0	2,016.0	0.0	2,016.0		EXEMPT
	(741)	, , ,	· .	OTHER	0.0	0.0	0.0	0.0	STP-0	ļ					
	<u> </u>	PROMINION OF PROMINING	<u> </u>	TOTAL	0.0	2,520.0	0.0	2,520.0	TOTAL	0.0	2,520.0	0.0	2,520.0		
	747	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS.	TP	PE	0.0	0.0	0.0	0.0	LOCAL	48.6	51.1	53.6	153.3	· A	
	` ''	SERVICES FOR ELDERLY &		ROW CONST	0.0	0.0	0.0 0.0	0.0	STATE FED	194.6 0.0	204.3 0.0	214.6 0.0	613.5		EXEMPT
		DISABLED PEOPLE IN RURAL		OTHER	243.2	255.4	268.2	766.8		0.0	0.0	0.0	0.0		
(742)		RACINE COUNTY: 2002-2004	1	~ <u>-</u>	240.2	200.4	200.2	7 00.0		1 1					I

<sup>&</sup>lt;sup>d</sup> The location of the three commuter park-ride lots will be selected from a set of four potential locations: STH 36 and STH 164; IH 43 and STH 50; IH 43 and STH 167; and IH 94 and STH 142 / CTH S.

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

Project		Project			Estimate	d Costs (Ti	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total	ť	2002	2003	2004	Total	Apvl.	Status
RACINE COUNTY	748	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN RACINE	HS	PE ROW CONST	10.0 0.0 0.0	0.0 0.0 0.0	0.0	10.0	LOCAL STATE FED	1.0 0.0	0.0	0.0 0.0	1.0	A	EXEMPT
	(743)	COUNTY		OTHER TOTAL	0.0	0.0	0.0 0.0 0.0	0.0	STP-S	9.0	0.0	0.0	9.0		
	<del></del>	CONSTRUCT BIKE/PED TRAIL PHASE	<del>                                     </del>	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	50.0	0.0	10.0		<del>                                     </del>
	749	IB STH 31-WILLOW RD RACINE COUNTY CMAQ	EE	ROW CONST	0.0 0.0	0.0 0.0 250.0	0.0	0.0 0.0 250.0	STATE FED	0.0 0.0 0.0	0.0 200.0	0.0 0.0 0.0	50.0 0.0 200.0	Α .	EXEMPT
	l		1	OTHER	0.0	0.0	0.0	. 0.0	CMAQ	] 0.0	200.0	0.0	200.0		
	(744)			TOTAL	2 0.0	250.0	0.0	250.0	TOTAL	0.0	250.0	0.0	250,0		1
	750	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH	EE	PE ROW	0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL	94.6 0.0	68.2 0.0	0.0	162.8 0.0	Α	EXEMPT
	(745)	CONNECTING EXISTING PATHS NORTH OF WATERFORD(V) AND SOUTH OF ROCHESTER(V)		CONST OTHER	473.0 0.0	341.0 0.0	0.0	814.0 0.0	FED STP-E	378.4	272.8	0.0	651.2		EVEINILL
	(745)	555775771557127127(7)		TOTAL	473.0	341.0	0.0	814.0	TOTAL	473.0	341.0	0.0	814.0		
	751	PLANNING, ENGINEERING, AND	EE	PE	60.0	0.0	0.0	60.0	LOCAL	12.0	0.0	0.0	12.0		<del>                                     </del>
	751	REAL ESTATE SERVICE FOR PHASE ILLEXTENSION OF THE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	(746)	RACINE/STURTEVANT TRAIL		CONST OTHER	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	FED CMAQ	48.0	0.0	0.0	48.0		1
	<u> </u>			TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	752	CONSTRUCTION OF A BICYCLE PATH FROM WILLOW RD TO WEST	EE	PE	0.0	0.0	0.0	0.0	LOCAL	46.0	0.0	0.0	46.0		
	'**	BLVD IN CITY OF RACINE AND TOWN	L-	ROW CONST	0.0 230.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	l l	OF MT PLEASANT IN RACINE COUNTY (3.20 MI)	1	OTHER	0.0	0.0	0.0	230.0	CMAQ	184.0	0.0	0.0	184.0		
	(747)	COUNTY (3.20 IVII)		TOTAL	230.0	0.0	0.0	230.0	TOTAL	230.0	0.0	0.0	230,0		
BURLINGTON		MODIFY GEOMETRY OF THE		PE	0.0	0.0	0.0	0.0	LOCAL	16.4	0.0	0.0	16.4		_
(CITY)	753	MILWAUKEE/ MCHENRY/ JEFFERSON/ AMANDA	HS	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	INTERSECTION IN BURLINGTON TO	,	CONST OTHER	163.9 0.0	0.0	0.0	163.9	FED STP-S	147.5	0.0	0.0	147.5		
	(748)	IMPROVE SAFETY		TOTAL	163.9	0.0	0.0	, 0.0 163.9	TOTAL	163.9	0.0		100.0		
		PREPARATION OF A		PE	0.0	0.0	0.0	0.0	LOCAL	6.0	0.0	0.0	163.9 6.0		
	754	PEDESTRIAN/BICYCLE PLAN FOR	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		THE CITY OF BURLINGTON		CONST	0.0	0.0	0.0	0.0	FED	. 24.0	0.0	0.0	24.0		L.X.L.IVII
	(749)			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		
	755	CONSTRUCTION OF OVERLOOKS AND DECORATIVE FACIA ON THE	EE	PE ROW	17.0	0.0	0.0	17.0	LOCAL STATE	3.4	28.8	0.0	32.2	Α	
		NEW STATE ST (STH 142) BRIDGE		CONST	0.0	0.0 144,0	0.0	0.0 144.0	FED	0.0 13.6	0.0 115.2	0.0	0,0 128,8	^	EXEMPT
	(7750)	OVER THE FOX RIVER IN CITY OF BURLINGTON		OTHER	0.0	0.0	0.0	0.0	STP-E	13.0	110.2	- 0.0	128.8		
	(750)	BONEINGTON		TOTAL	17.0	144.0	0.0	161.0	TOTAL	17.0	144.0	0.0	161.0		
		DESIGN AND CONSTRUCTION OF		PE	0.0	0.0	0.0	0.0	LOCAL	162.7	0.0	0.0	162.7		
	756	THE BURLINGTON RIVER FRONT BICYCLE AND PEDESTRIAN PATH IN	EE .	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
ı		THE CITY OF BURLINGTON		CONST	813.5	0.0	0.0	813.5	FED	650.8	0.0	0.0	650.8		
-	(751)			OTHER	0.0	0.0	0.0	0.0	STP-E						
	<del></del>	RECONSTRUCTION WITH NO		TOTAL PE	813.5	0.0	0.0	813.5	TOTAL LOCAL	813.5	0.0	0.0	813.5		
MOUNT PLEASANT	757	ADDITIONAL LANES OF LATHROP	HP	PE ROW	0.0	0.0	0.0	0.0	STATE	0.0 0.0	800.0 0.0	0.0	800.0	Α	
(TOWN)		AVE FROM CTH X (S TAYLOR AVE)		CONST	0.0	800.0	0.0	800.0	FED	0.0	0.0	0.0	0.0 0.0	••	EXEMPT
	(752)	TO CTH KR IN THE TOWN OF MOUNT PLEASANT (1.50 MILES)		OTHER	0.0	0.0	0.0	0.0				0.0	3.0		
	(, 52)			TOTAL	0.0	800.0	0.0	800.0	TOTAL	0.0	800.0	0.0	800.0		

Table B-2 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

		Project			Fatim etc	-d Ot- (TI			1					GEO	Air
Project Sponsor		<u>,                                    </u>			Estimate	ea Costs (11	nousands \$	) 		Source of	Funds (The	ousands \$)		29	Quality
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
MOUNT	758	RECONSTRUCTION WITH AUXILIARY LANES OF EMMERTSEN RD. FROM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	400.0	0.0	400.0		
PLEASANT	1 '55	16TH ST. TO STH 20 IN THE TOWN	l m	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMP <sup>-</sup>
(TOWN)		OF MT PLEASANT (0.42 MILES)		CONST	0.0	400.0	0.0	400.0	FED	0.0	0.0	0.0	0.0	l	
	(753)	<b> </b>		OTHER	0.0	0.0	0.0							l	
	┿	DESCRIPTION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF		TOTAL	0.0	400.0	0.0	400.0	TOTAL	0.0	400.0	0.0	400.0		
RACINE	759	RECONSTRUCTION WITH NO ADDITIONAL LANES OF KINZIE AVE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	75.9	0.0	0.0	75.9		
(CITY)	'''	FROM WEST BLVD TO CHICAGO ST	'"	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMP
	1	IN THE CITY OF RACINE (0.30 MILE)		CONST	379.6	0.0	0.0	379.6	FED	303.7	0.0	0.0	303.7		
	(754)			OTHER	0.0	0.0	0.0	0.0	STP-O						
	<del> </del> -	RECONSTRUCTION WITH NO	1	TOTAL	379.6	0.0	0.0	379.6	TOTAL	379.6	0.0	0.0	379.6		
	760	ADDITIONAL LANES OF RAPIDS DR	HP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	0.0	283,0	0.0	283.0	_ ^	1
		FROM MT PLEASANT ST TO	l '''	CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	DOUGLAS AVE IN THE CITY OF	i	OTHER	0.0 0.0	1,415.0	0.0	1,415.0	FED STP-O	0.0	1,132.0	0.0	1,132.0		
	(755)	RACINE (0.63 MILE)		TOTAL		0.0	0.0	0.0							i
	╅	RECONSTRUCTION WITH NO	-		0.0	1,415.0	0.0	1,415.0	TOTAL	0.0	1,415.0	0.0	<u>1,415</u> .0		
	761	ADDITIONAL LANES OF 21ST ST	HP	PE ROW	10.0	0.0	0.0	10.0	LOCAL	2.0	349.0	0.0	351.0	۸ ا	
		FROM STH 31 TO OHIO ST IN THE	] '''	CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	A	EXEMPT
		CITY OF RACINE		OTHER	0.0 0.0	1,745.0	0.0	1,745.0	FED STP-O	8.0	1,396.0	0.0	1,404.0		l
	(756)			TOTAL		0.0	0.0	0.0		40.0					
<u>.</u>	1	PURCHASE OF FIVE REPLACEMENT		PE	10.0	1,745.0	0.0	1,755.0	TOTAL	10.0	1,745.0	0.0	1,755.0		
	762	BUSES FOR THE BELLE URBAN	TP	ROW	0.0	0.0	0.0	0.0	LOCAL :	0.0	0.0	300.0	300.0	Α	
		SYSTEM IN 2004		CONST	0.0 0.0	0.0	0.0	0.0	FED	0.0 0.0	0.0	0.0	0.0		EXEMPT
•				OTHER	0.0	0.0	1,500.0	0.0 1,500.0	FTA 5309	0.0	0.0	1,200.0	1,200.0		
	(757)			TOTAL	0.0	0.0	1,500.0	1,500.0	TOTAL	0.0	0.0	1,500.0	1,500.0		
		PURCHASE OF TWO REPLACEMENT		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	116.0	0.0	116.0		<del>                                     </del>
	763	REPLICA TROLLEY BUSES FOR THE	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		RACINE TRANSIT SYSTEM IN 2003		CONST	0.0	0.0	0.0	0.0	FED	0.0	464.0	0.0	464.0		EXEMPT
	(===)	•		OTHER	0.0	580.0	0.0	580.0	FTA 5309	"	, , , , ,	0.0	707.0		
	(758)			TOTAL	0.0	580.0	0.0	580.0	TOTAL	0.0	580.0	0.0	580.0		
<u> </u>		PROPERTY ACQUISITION AND		PE	200.0	0.0	0.0	200.0	LOCAL	120.0	0.0	0.0	120.0		
	764	DESIGN OF DOWNTOWN TRANSIT	TP	ROW	400.0	0.0	0.0	400.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		CENTER FOR THE RACINE TRANSIT		CONST	0.0	0.0	0.0	0.0	FED	480.0	0.0	0.0	480.0		EVENIL
	/7EO)	SYSTEM (WI-03-0074)		OTHER	0.0	0.0	0.0	0.0	FTA 5309		5.5	0.0	100.0		
	(759)		1 1	TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
		REPLACE SUPERVISORY VEHICLE		PE	0.0	0.0	0.0	.0.0	LOCAL	4.0	0.0	0.0	4.0		
	765	FOR THE RACINE TRANSIT SYSTEM:	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		2002		CONST	0.0	0.0	0.0	0.0	FED	16.0	0.0	0.0	16.0		LXLIVII I
	(760)			OTHER	20.0	0.0	0.0	20.0	FTA 5309						100
	(760)			TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
		PURCHASE AND INSTALL AN		PE	0.0	0.0	0.0	0.0	LOCAL	28.0	0.0	0.0	28.0		1
	766	AUTOMATIC VEHICLE LOCATION	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1 1	SYSTEM (WI-03-0074)		CONST	0.0	0.0	0.0	0.0	FED	112.0	0.0	0.0	112.0		
	(761)			OTHER	140.0	0.0	0.0	140.0	FTA 5309		1	1			
<u> </u>	(, , , )		<u> </u>	TOTAL	140.0	0.0	0.0	140.0	TOTAL	140.0	0.0	0.0	140.0		
		UPGRADE FIRE SPRINKLER SYSTEM		PE	0.0	0.0	0.0	0.0	LOCAL	13.0	0.0	0.0	13.0		
	767	WI-03-0066	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST	65.0	0.0	0.0	65.0	FED	52.0	0.0	0.0	52.0		
	(762)			OTHER	0.0	0.0	0.0	0.0	FTA 5309						
	(, 52)			TOTAL	65.0	0.0	0.0	65.0	TOTAL	65.0	0.0	0.0	65.0		

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

Project		Project	_		Estimate	ed Costs (TI	nousands \$	;)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
RACINE	768	ENGINEERING FOR FIRE SPRINKLER SYSTEM IN BUS STORAGE AND	TP	PE ROW	10.0	0.0	0.0	10.0		2.0	0.0	0.0	2.0		<del>                                     </del>
(CITY)		MAINTENANCE GARAGES FOR THE	''	CONST	0.0	0.0 0.0	0.0 0.0	0.0 0.0	FED	0.0 8.0	0.0 0.0	0.0	0.0	Α	EXEMPT
	(700)	BELLE URBAN SYSTEM WI-03-0063		OTHER	0.0	0.0	0.0	0.0	FTA 5309	8.0	0.0	0.0	8.0		
	(763)	·		TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10,0	٠	
	T	REPLACEMENT OF BUS STOP SIGNS		PE	0.0	0.0	0.0	0.0	LOCAL	8.0	0.0	0.0	8.0		
	769	WI-03-0063	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
			[	CONST	0.0	0.0	0.0	0.0	FED	32.0	0.0	0.0	32.0		
	(764)			OTHER	40.0	0.0	0.0	40.0	FTA 5309						1
		INFORMATION TECHNOLOGY		TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		
	770	IMPROVEMENTS FOR THE BELLE	TP	PE ROW	0.0 0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0	Α	
		URBAN SYSTEM IN ACCORDANCE		CONST	0.0	0.0 0.0	0.0 0.0	0.0 0.0	STATE FED	0.0 120.0	0.0	0.0	0.0	^	EXEMPT
	I	WITH WISDOT STUDY FINDINGS (WI- 03-0074)		OTHER	150.0	0.0	0.0	150.0	FTA 5309	120.0	0.0	0.0	120.0		
	(765)	03-0074)		TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
		REPLACE THE FARE BOXES OF THE		PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0		
	771	RACINE TRANSIT SYSTEM	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α .	EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
	(766)			OTHER	100.0	0.0	0.0	100.0	FTA 5309						
	, , , ,			TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	772	REPLACE BUS FUELING SYSTEM PUMPS AND METERS AT THE CITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	10.0	10.0		
	''*	TRANSIT GARAGE	11	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST OTHER	0.0 0.0	0.0 0.0	0.0 50.0	0.0 50.0	FED FTA 5309	0.0	0.0	40.0	40.0		
	(767)			TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0				
		OPERATING ASSISTANCE FOR THE		PE	* 0.0	0.0	0.0	0.0	LOCAL	0.0	940.5	50.0 978.2	50.0 1,918.7	-	
	773	CITY OF RACINE TRANSIT SYSTEM	TP.	ROW	0.0	0.0	0.0	0.0	STATE	0.0	2,110.8	2,195.2	4,306.0	Α	EXEMPT
		2003-2004		CONST	0.0	0.0	0.0	0.0	FED	0.0	1,230.3	1,279.5	2,509.8		EVEINIL
	(768)			OTHER	0.0	4,281.6	4,452.9	8,734.5	FTA 5307		,,	1,7 010	2,000.0		
	(100)			TOTAL	0.0	4,281.6	4,452.9	8,734.5	TOTAL	0.0	4,281.6	4,452.9	8,734.5		
	774	REPLACE MAINTENANCE GARAGE	TO	PE	0.0	0.0	0.0	0.0	LOCAL	4.0	0.0	0.0	4.0		
	1/4	LIGHTING FOR THE BELLE URBAN SYSTEM WI-03-0056 FUNDED	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	16.0	0.0	0.0	16.0		
	(769)			OTHER TOTAL	20.0	0.0	0.0	20.0	FTA 5309						İ
	-	REPLACE ALL LIGHTING IN		PE	20.0	0.0	0.0	20.0	TOTAL LOCAL	20.0	0.0	0.0	20.0	-	
	775	STORAGE GARAGE FOR THE BELLE	TP	ROW	0.0 0.0	0.0	0.0 0.0	0.0 0.0	STATE	7.0 0.0	0.0 0.0	0.0 0.0	7.0 0.0	Α	EVENDT
		URBAN SYSTEM WI-03-0063		CONST	0.0	0.0	0.0	0.0	FED	28.0	0.0	0.0	28.0		EXEMPT
	(770)			OTHER	35.0	0.0	0.0	35.0	FTA 5309		0.0	0.0	20.0		
	(770)			TOTAL	35.0	0.0	0.0	35.0	TOTAL	35.0	0.0	0.0	35.0		
	1	REPLACEMENT OF TELEPHONE AND		PE	0.0	0.0	0.0	0.0	LOCAL	3.0	0.0	0.0	3.0		
•	776	TELEPHONE INFORMATION SYSTEM FOR THE RACINE TRANSIT SYSTEM	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		WI-03-0063		CONST	0.0	0.0	0.0	0.0	FED	12.0	0.0	0.0	12.0		
	(771)			OTHER	15.0	0.0	0.0	15.0	FTA 5309						
	1	DEDI LOS AUS DEL GOLTE SU		TOTAL	15.0	0.0	0.0	15.0	TOTAL	15.0	0.0	0.0	15.0		
	777	REPLACE AND RELOCATE TWO- WAY RADIO ANTENNA AND TOWER	TP	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	0.0	0.0	10.0	,	
	l l	FOR THE RACINE TRANSIT SYSTEM	''	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
		(WI-03-0074)		OTHER	0.0 50.0	0.0 0.0	0.0	0.0 50.0	FED FTA 5309	40.0	0.0	0.0	40.0		
	(772)			TOTAL	50.0	0.0	0.0	50.0	TOTAL	500					
				JOIAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		

Table B-2 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (TI	housands \$	5)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
RACINE (CITY)	778	REPLACEMENT OF 5 BUSES IN 2000 (WI-03-0074)	TP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	347.2 0.0 1,388.6	0.0 0.0 0.0	0.0 0.0 0.0	347.2 0.0 1,388.6	А	EXEMPT
	(773)			OTHER TOTAL	1,735.8 1,735.8	0.0	0.0	1,735.8 1.735.8	FTA 5309 TOTAL	1,735.8	0.0	0.0	1,735.8		
	779	REPLACE SERVICE TRUCK FOR THE RACINE TRANSIT SYSTEM	TP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 0.0	0.0 0.0	9.0 0.0	9.0 0.0	А	EXEMPT
	(774)			CONST OTHER TOTAL	0.0 0.0 0.0	0.0 0.0 0.0	0.0 45.0 45.0	0.0 45.0 45.0	FED FTA 5309 TOTAL	0.0	0.0	36.0 45.0	36.0 ————————————————————————————————————		
	780	CONSTRUCTION OF OFF STREET TRANSIT CENTER FOR THE RACINE TRANSIT SYSTEM NEAR THE	TP	PE ROW	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 0.0	380.0 0.0	0.0 0.0	380.0 0.0	Α	EXEMPT
	(775)	FORMER CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT		CONST OTHER TOTAL	0.0	1,900.0 0.0 1,900.0	0.0 0.0 0.0	1,900.0 0.0 1,900.0	FED FTA 5309 TOTAL	0.0	1,520.0	0.0	1,520.0		
_	781	DEVELOP PARK/RIDE PARKING LOT AT THE OFF-STREET TRANSIT CENTER IN RACINE DEVELOP PARK AND RIDE LOT AT	TP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 205.0	0.0 0.0 205.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	41.0 0.0 164.0	41.0 0.0 164.0	P	EXEMPT
	(776)	CENTER AND STATE ST RAILROAD DEPOT CITY OF RACINE CMAQ OPERATING ASSISTANCE FOR THE		OTHER TOTAL PE	0.0 	0.0 0.0 0.0	0.0 205.0 0.0	0.0 205.0 0.0	CMAQ TOTAL LOCAL	0.0 673.3	0.0 878.0	205.0 904.3	205.0 2,455.6		
	782	CITY OF RACINE TRANSIT SYSTEM: 2000-2002	TP	ROW CONST	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	STATE FED	1,881.9 955.8	1,970.5 1,148.5	2,029.6 1,183.0	5,882.0 3,287.3	.o A	EXEMPT
	(777)		_	OTHER TOTAL	3,511.0 3,511.0	3,997.0 3,997.0	4,116.9 4,116.9	11,624.9 11,624.9	FTA 5307 TOTAL	3,511.0	3,997.0	4,116.9	11,624.9		
	783	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/ MILWAUKEE BUS SERVICE: 2002-2004	TP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	65.9 516.0 0.0	68.5 536.7 0.0	71.2 558.2 0.0	205.6 1,610.9 0.0	A	EXEMPT
	(778)			OTHER TOTAL	581.9 581.9	605.2 605.2	629.4 629.4	1,816.5 1,816.5	TOTAL	581.9	605.2	629.4	1,816.5		
	784	ENGINEERING/DESIGN FOR REPLACEMENT OF THE MAINTENANCE/ADMINISTRATION BUILDING FOR THE RACINE	TP	PE ROW CONST	280.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	280.0 0.0 0.0	LOCAL STATE FED	56.0 0.0 224.0	0.0 0.0 0.0	0.0 0.0 0.0	56.0 0.0 224.0	Α	EXEMPT
	(779)	TRANSIT SYSTEM  CONSTRUCTION OF A		OTHER TOTAL PE	0.0 280.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 280.0 0.0	FTA 5309 TOTAL LOCAL	280.0 0.0	0.0 644.0	0.0	280.0		
	<b>785</b> (780)	REPLACEMENT MAINTENANCE ADMINISTRATION BUILDING FOR THE RACINE TRANSIT SYSTEM	TP	ROW CONST OTHER	0.0 0.0 0.0	0.0 0.0 3,220.0 0.0	0.0 0.0 0.0	0.0 0.0 3,220.0 0.0	STATE FED FTA 5309	0.0 0.0 0.0	0.0 2,576.0	0.0	644.0 0.0 2,576.0	Α	EXEMPT
<u> </u>	786	MODIFICATIONS TO FARE COLLECTION SYSTEM TO PROVIDE	TP	TOTAL PE ROW	0.0 0.0 0.0	3,220.0 0.0 0.0	0.0 0.0 0.0	3,220.0 0.0 0.0	TOTAL LOCAL STATE	0.0 12.0 0.0	3,220.0 0.0 0.0	0.0 0.0 0.0	3,220.0 12.0 0.0	A	EXEMPT
	(781)	FOR PASSENGER COUNTING/RECONCILIATION FOR THE RACINE TRANSIT SYSTEM WI- 03-0066		CONST OTHER TOTAL	0.0 60.0 60.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 60.0	FED FTA 5309 TOTAL	48.0 60.0	0.0	0.0	48.0	1	
	787	INSTALLATION OF SECURITY ALARM SYSTEM FOR BOTH BUS GARAGE BUILDINGS FOR THE RACINE	TP	PE ROW CONST	0.0 , 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0	LOCAL STATE FED	5.0 0.0 20.0	0.0 0.0 0.0	0.0 0.0 0.0 0.0	5.0 0.0 20.0	A	EXEMPT
	(782)	TRANSIT SYSTEM WI-03-0066		OTHER	25.0 25.0	0.0	0.0	25.0 25.0	FTA 5309 TOTAL	25.0	0.0	0.0	25.0		į

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Th	nousands \$)			Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
RACINE	788	BUILDING IMPROVEMENTS AND REPAIRS INCLUDING ELECTRICAL	TP	PE ROW	0.0	0.0	0.0	0.0		18.0	0.0	0.0	18.0	<u>├</u>	
(CITY)	'**	WORK, ROOF REPAIRS, AND	l ''	CONST	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	A	EXEMPT
		MAINTENANCE AREA		OTHER	90.0 0.0	0.0 0.0	0.0	90.0 0.0	FED FTA 5309	72.0	0.0	0.0	72.0		
	(783)	IMPROVEMENTS FOR RACINE TRANSIT SYSTEM (WI-03-0066)		TOTAL	90.0	0.0	0.0	90.0	TOTAL	90.0	0.0	0.0	90.0		
		PROVISION OF DEMAND-		PE	0.0	0.0	0.0	0,0	LOCAL	60.0	61.7	63.5	185.2		<del>                                      </del>
	789	RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & DISABLED	TP	ROW	0.0	0.0	0.0	0.0	STATE	135.1	139.2	143.4	417.7	Α	EXEMPT
		IN THE RACINE URBANIZED AREA:		CONST	0.0	0.0	0.0	0.0	FED	78.9	81.3	83.8	244.0	l	LXCIVIT I
	(784)	2002-2004		OTHER	274.0	282.2	290.7	846.9	FTA 5307						
				TOTAL	274.0	282.2	290.7	846.9	TOTAL	274.0	282.2	290.7	846.9		
	790	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE BELLE	TP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0		
		URBAN SYSTEM IN 2002		CONST	0.0 0.0	0.0 0.0	0.0	0.0 0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
	(705)			OTHER	150.0	0.0	0.0	150.0	FTA 5309	120.0	0.0	0.0	120.0		
	(785)	-		TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
		INFORMATION TECHNOLOGY		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	30.0	0.0	30.0		<del>                                     </del>
	791	IMPROVEMENTS FOR THE BELLE URBAN SYSTEM IN RACINE FOR 2003	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	, A	EXEMPT
		CABAN 3131 EN IN NACINE FOR 2003		CONST	0.0	0.0	0.0	0.0	FED	0.0	120.0	0.0	120.0		
	(786)			OTHER	0.0	150.0	0.0	150.0	FTA 5309						
, .	-	INFORMATION TROUNGLOOV		TOTAL	0.0	150.0	0.0	150.0	TOTAL	0.0	150.0	0.0	150.0		
	792	INFORMATION TECHNOLOGY IMPROVEMENTS IN 2004 FOR THE	TP	PE ROW	0.0	0.0	0.0	0.0	LOCAL STATE	0.0	0.0	30.0	30.0	Α	
		BELLE URBAN SYSTEM IN RACINE		CONST	0.0	0.0 0.0	0.0	0.0	FED	0.0 0.0	0.0 0.0	0.0 120.0	0.0	A	EXEMPT
	(707)			OTHER	0.0	0.0	150.0	150.0	FTA 5309	0.0	0.0	120.0	120.0		
	(787)			TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		1
		EIGHT ENGINE OVERHAULS FOR		PE	0.0	0.0	0.0	0.0	LOCAL ;	64.0	0.0	0.0	64.0		
•	793	BUSES IN THE BELLE URBAN SYSTEM FLEET	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
•	1			CONST OTHER	0.0	0.0	0.0	0.0	FED TOO	256.0	0.0	0.0	256.0		
	(788)		]	TOTAL	320.0	0.0	0.0	320.0	FTA 5309						
		SEVENTEEN ENGINE OVERHAULS		PE	320.0 0.0	0.0	0.0	320.0	TOTAL LOCAL	320.0 129.2	0.0	0.0	320.0		
	794	FOR BUSES IN THE BELLE URBAN	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0 0.0	0.0	129.2 0.0	Α	EVENDT
		SYSTEM FLEET		CONST	0.0	0.0	0.0	0.0	FED	516,8	0.0	0.0	516.8		EXEMPT
	(789)			OTHER	646.0	0.0	0.0	646.0	FTA 5309				3,3,5		
	(, , ,			TOTAL	646.0	0.0	0.0	646.0	TOTAL	646.0	0.0	0.0	646.0		
	795	PURCHASE OF 5 REPLACMENT BUSES IN 2002 FOR THE BELLE	TP	PE	₹ 0.0	0.0	0.0	÷ :0.0	LOCAL	364.5	0.0	0.0	364.5		
		URBAN SYSTEM	''	ROW CONST	0.0	0.0	0.0	0.0 0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
				OTHER	1,822.5	0.0	0.0	1,822.5	FTA 5309	1,458.0	0.0	0.0	1,458.0		
	(790)		ŀ	TOTAL	1,822.5	0.0	0.0	1.822.5	TOTAL	1.822.5	0.0	0.0	1,822.5		
	ľ	PURCHASE OF 5 REPLACEMENT		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	375,4	0.0	375.4		-
	796	BUSES IN 2003 FOR THE BELLE	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	URBAN SYSTEM		CONST	0.0	0.0	0.0	0.0	FED	0.0	1,501.8	0.0	1,501.8		]	
	(791)	ļ	OTHER		1,877.2	0.0	1,877.2	FTA 5309							
		PURCHASE FIVE PURCHETERS		TOTAL		1,877.2	0.0	1,877.2	TOTAL	0.0	1,877.2	0.0	1,877.2		
	797	PURCHASE FIVE BUS SHELTERS FOR THE CITY	TP	PE ROW	0.0	0.0	0.0	0.0	LOCAL	5.0	0.0	0.0	5.0	^	
l		OF RACINE IN 2002	.,	CONST	0.0	0.0	0.0 0.0	0.0 0.0	STATE FED	0.0 20.0	0.0	0.0	0.0	Α	EXEMPT
	(700)	l		OTHER	25.0	0.0	0.0	25.0	FTA 5309	20.0	0.0	0.0	20.0		
	(792)		ŀ	TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		

Table B-2 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

Project		Project	_		Estimate	ed Costs (TI	housands \$	) :		Source of	Funds (The	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
RACINE	798	PURCHASE FIVE BUS SHELTERS		PE	0.0	0.0	0.0	0.0	LOCAL	0.0	5.0	0.0	5.0		<u> </u>
(CITY)	1 /90	FOR THE CITY OF RACINE IN 2003	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1			CONST	0.0	0.0	0.0	0.0	FED	0.0	20.0	0.0	20.0		
	(793)			OTHER	0.0	25.0	0.0	25.0	FTA 5309 TOTAL						l
	+	PURCHASE FIVE BUS SHELTERS	-	PE	0.0	25.0 0.0	0.0	25.0 0.0	LOCAL	0.0	25.0	0.0	25.0		<b>_</b>
	799	FOR THE CITY OF RACINE IN 2004	TP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	5.0 0.0	5.0 ( 0.0 (	Α	EVELIDE
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	20.0	20.0		EXEMPT
	(794)		l	OTHER	0.0	0.0	25.0	25.0	FTA 5309		5.0	20.0	20.0		
	(794)			TOTAL	0.0	0.0	25.0	25.0	TOTAL	0.0	0.0	25.0	25.0		
		PURCHASE AND REHABILITATION		PE	257.5	0.0	0.0	257.5	LOCAL	75.5	300.0	0.0	375.5		
	800	OF PASSENGER DEPOT ON STATE STREET IN THE CITY OF RACINE	TI	ROW	120.0	0.0	0.0	120.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		OTTLET IN THE OUT OF TRACINE		CONST	0.0	0.0	0.0	0.0	FED	302.0	1,200.0	0.0	1,502.0		
	(795)			OTHER	0.0	1,500.0	0.0	1,500.0	STP-E						
	1			TOTAL	377.5	1,500.0	0.0	1,877.5	TOTAL	377.5	1,500.0	0.0	1,877.5		
	801	EXTENSION OF SATURDAY EVENING TRANSIT SERVICE IN THE CITY OF	TI	PE	0.0	0.0	0.0	0.0	LOCAL	32.0	0.0	0.0	32.0	Λ.	]
	""	RACINE	1 ''	ROW CONST	0.0	0.0	0.0	0.0	STATE FED	0.0	0.0	0.0	0.0	Α	EXEMPT
				OTHER	0.0 160.2	0.0 0.0	0.0	0.0 160.2	CMAQ	128.2	0.0	0.0	128.2	'	
	(796)		l	TOTAL	160.2	0.0	0.0	160.2	TOTAL	160.2	0.0	0.0	100.0		
	-	EXPANSION OF MILWAUKEE.	1	PE	0.0	0.0	0.0	0.0	LOCAL	82.7	0.0	0.0	160.2 82.7		-
	802	RACINE, KENOSHA EXPRESS BUS	TI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		SERVICE		CONST	0.0	0.0	0.0	0.0	FED	330.5	0.0	0.0	330.5		LACIVIFI
	(797)			OTHER	413.2	0.0	0.0	413.2	CMAQ				555.5		
	(/9/)			TOTAL	413.2	0.0	0.0	413.2	TOTAL	413.2	0.0	0.0	413.2		
<u> </u>		IMPLEMENTATION OF SUNDAY		PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0		
	803	TRANSIT SERVICE IN THE CITY OF RACINE 2000-2002	TI	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1	11A0114E 2000-2002		CONST	0.0	0.0	0.0	0.0	FED	159.7	0.0	0.0	159.7		
	(798)			OTHER	199.7	0.0	0.0	199.7	CMAQ						
<u>_</u>	<del> </del>			TOTAL	199.7	0.0	0.0	199.7	TOTAL	199.7	0.0	0.0	199.7		
	804	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE	ОН	PE	• 0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	Α	
	""	HORLICK DR. SOUTH BRIDGE OVER	0.,	ROW CONST	0.0 250.0	0.0 0.0	0.0	0.0 250.0	STATE FED	0.0 200.0	0.0	0.0	0.0	^	EXEMPT
	1	THE ROOT RIVER IN THE CITY OF		OTHER	0.0	0.0	0.0	250.0	BRF	200.0	0.0	0.0	200.0		
	(799)	RACINE (P-51-0702)		TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
	1 -	REHABILITATION OF HORLICK		PE	0.0	0.0	0.0	0.0	LOCAL	68.0	0.0	0.0	68.0		
	805	DRIVE/LIBERTY STREET NORTH	ОН	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		BRIDGE (P-51-0708) OVER ROOT RIVER IN CITY OF RACINE	·	CONST	340.0	0.0	0.0	340.0	FED	272.0	0.0	0.0	272.0		
	(800)	THE PERMITTER PACIFIE		OTHER	0.0	0.0	0.0	0.0	BRF				٠		
	(000)			TOTAL	340.0	0.0	0.0	340.0	TOTAL	340.0	0.0	0.0	340.0		
·	000	INSTALL LIGHTING		PE	0.0	0.0	0.0	0.0	LOCAL	16.8	0.0	0.0	16.8	_	
	806	REPRESENTATIVE OF THE AREA OF THE SURROUNDING ARCHITECTURE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	1 1	OF THE UPTOWN BUSINESS		CONST	84.0	0.0	0.0	84.0	FED	67.2	0.0	0.0	67.2		]
	(801)	DISTRICT IN CITY/RACINE		OTHER	0.0	0.0	0.0	0.0	STP-E						
	1	DEVELOPMENT OF A MACTER 21 AV		TOTAL	84.0	0.0	0.0	84.0	TOTAL	84.0	0.0	0.0	84.0		L
	807	DEVELOPMENT OF A MASTER PLAN FOR THE LAKESHORE BICYCLE	EE	PE ROW	0.0	0.0	0.0	0.0	LOCAL STATE	12.0	0.0	0.0	12.0	Α	
	'	PATHWAY WITHIN THE CITY OF		CONST	0.0 0.0	0.0	0.0	0.0 0.0	FED :	0.0 48.0	0.0	0.0	0.0	-	EXEMPT
	1 1	RACINE AND TOWN OF MOUNT		OTHER	60,0	0.0	0.0	60.0	STP-O	46,0	0.0	0.0	48.0		
	(802)	PLEASANT		TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2002 - 2004

Project Sponsor		Project			Estimate	ed Costs (TI	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
RACINE		CONSTRUCTION OF ROOT RIVER		PE	0.0	0.0	0.0	0,0	LOCAL	103.6	0.0	0.0	103.6		
(CITY)	808	BICYCLE PATH	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
	•	'		CONST	519.2	0.0	0.0	519.2	FED	415.6	0.0	0.0	415.6		
	(803)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
	,,		<u> </u>	TOTAL	519.2	0.0	0.0	519.2	TOTAL	519.2	0.0	0.0	519.2		l.,
	809	LANDSCAPING OF MAIN STREET		PE	182.6	0.0	0.0	182.6	LOCAL	38.5	216.0	0.0	254.5		
	809	(STH 32) FROM STATE ST TO 7TH ST IN DOWNTOWN RACINE	EE	ROW	10.0	0.0	0.0	10.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		IN DOWN TO WITH THE		CONST	0.0	1,080.0	0.0	1,080.0	FED	154.1	864.0	0.0	1,018.1		
	(804)	l		OTHER	0.0	0.0	0.0	0.0	STP-E						
	<u> </u>			TOTAL	192.6	1,080.0	0.0	1,272.6	TOTAL	192.6	1,080.0	0.0	1,272.6		
	810	CONSTRUCT LAKE MICHIGAN	r	PE	174.3	0.0	0.0	174.3	LOCAL	34.9	255.3	0.0	290.2		
•	810	PATHWAY FROM CHICORY RD TO THREE MILE RD CITY OF RACINE	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α.	EXEMPT
		CMAQ		CONST	0.0	1,276.5	0.0	1,276.5	FED	139.4	1,021.2	0.0	1,160.6		
	(805)	•		OTHER	0.0	0.0	0.0	0.0	CMAQ						l
	<u> </u>			TOTAL	174.3	1,276.5	0.0	1,450.8	TOTAL	174.3	1,276.5	0.0	1,450.8		l
ROCHESTER	811	REHABILITATE BRIDGE ON		PE	27.0	0.0	0.0	27.0	LOCAL	5.4	28.9	0.0	34.3		
(VILLAGE)	"11	ROCHESTER ST OVER WIND LAKE DRAINAGE CANAL VILLAGE OF	ОН	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		ROCHESTER LOCAL BRIDGE P-51-		CONST	0.0	144.7	0.0	144.7	FED	21.6	115.8	0.0	137.4		i
	(806)	0701	l	OTHER	0.0	0.0	0.0	٠.00	BRF						
1				TOTAL	~27.0	144.7	0.0	171.7	TOTAL	27.0	144.7	0.0	171.7		
STURTEVANT	812	DESIGN AND CONSTRUCTION OF REPLACEMENT AMTRAK STATION IN	TI	PE	0.0	0.0	0.0	0.0	LOCAL	205.0	0.0	0.0	205.0	_	
(VILLAGE)	012	THE VILLAGE OF STURTEVANT	111	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		71.2 1.22 1.32 37 313111217111		CONST	965.0	0.0	0.0	965.0	FED	820.0	0.0	0.0	820.0		
	(807)			OTHER	60.0	0.0	0.0	60.0	CMAQ						
	<u> </u>			TOTAL	1,025.0	0.0	0.0	1,025.0	TOTAL	1,025.0	0.0	0.0	1,025.0		
WATERFORD	813	PUBLIC CNG COMPRESSED NATURAL GAS FUELING FACILITY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	77.0	0.0	77.0		
(VILLAGE)	013	VILLAGE OF WATERFORD CMAQ		ROW	0.0	30.0	0.0	30.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
				CONST	0.0	355.0	0.0	355.0	FED	0.0	308.0	0.0	308.0	i	
	(808)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
·				TOTAL	. 0.0	385.0	0.0	385.0	TOTAL	0.0	385.0	0.0	385.0		
	814	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG	EE	PE	0.0	0.0	0.0	0.0	LOCAL	18.0	0.0	0.0	18.0		_
	014	MAIN STREET (STH 20 AND STH 83)	EE	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		IN THE VILLAGE OF WATERFORD		CONST	90.0	0.0	0.0	90.0	FED	72.0	0.0	0.0	72.0		
	(809)			OTHER	0.0	0.0	0.0	0.0	CMAQ	<b></b>					
	+ -			TOTAL	90.0	0.0	0.0	90.0	TOTAL	90.0	0.0	0.0	90.0		
YORKVILLE	815	REPLACEMENT OF TWO MILE ROAD BRIDGE OVER THE EAST BRANCH	ОН	PE	0.0	0.0	0.0	0.0	LOCAL	25.0	0.0	0.0	25.0		
(TOWN)	""	OF THE ROOT RIVER CANAL P-51-	011	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	Α	EXEMPT
		0055 IN THE TOWN OF YORKVILLE		CONST	125.0	0.0	0.0	125.0	FED	100.0	0.0	0.0	100.0		
	(810)			OTHER	0.0	0.0	0.0	0.0	BRF						1
				TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Ti	nousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
STATE OF WISCONSIN	816	RECONDITIONING OF IH-43 FROM ROCK COUNTY LINE TO STH 20 IN WALWORTH COUNTY (26.90 MILES)	HР	PE ROW CONST	0.0 0.0 0.0	600.0 0.0 0.0	0.0 0.0 15,000.0	600.0 0.0 15,000.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 120.0 480.0	0.0 3,000.0 12,000.0	0.0 3,120.0 12,480.0	Α	EXEMPT
	(811)			OTHER TOTAL	0.0	0.0 600.0	0.0 15.000.0	0.0 15.600.0	IH-M TOTAL	0.0	600.0	15,000.0	15,600.0		
	817	OVERLAY IH 43 BRIDGE DECKS FROM THE ROCK COUNTY LINE TO STH 50 (EXCLUDING CTH X) IN	HP	PE ROW	0.0 0.0	0,0 0.0	0.0 0.0	0.0 0.0	LOCAL STATE	0.0 180.0	0.0 0.0	0.0	0.0 180.0	Α	EXEMPT
	(812)	WALWORTH COUNTY		CONST OTHER TOTAL	1,800.0	0.0	0.0	1,800.0	FED IH-M TOTAL	1,620.0	0.0	0.0	1,620.0		·
	818	WALWORTH COUNTY	HP	PE ROW	1,800.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	1,800.0 0.0 0.0	LOCAL STATE	1,800.0 0.0 135.0	0.0 0.0 0.0	0.0 0.0 0.0	1,800.0 0.0 135.0	A	EXEMPT
	(813)			CONST OTHER TOTAL	1,350.0 0.0 1,350.0	0.0 0.0 0.0	0.0 0.0 0.0	1,350.0 0.0 1,350.0	FED IH-M TOTAL	1,215.0 1,350.0	0.0	0.0	1,215.0 1,350.0		
	819	RECONSTRUCTION OF THE INTERSECTION OF POTTER RD AND USH 12	HP	PE ROW CONST	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 66.0 264.0	0.0 0.0 0.0	0.0 66.0 264.0	Α	EXEMPT
(8	(814)	CONSTRUCTION OF A NEW		OTHER TOTAL PE	0.0 0.0 0.0	330.0 330.0 0.0	0.0 0.0 0.0	330.0 330.0 0.0	STP-O TOTAL LOCAL	0.0	330.0	0.0	330.0		
	820	EASTBOUND OFF RAMP FROM USH 12 TO STH 50 IN THE CITY OF LAKE GENEVA	HP	ROW CONST OTHER	50.0 0.0 0.0	0.0 0.0 800.0 0.0	0.0 0.0 0.0	50.0 800.0 0.0	STATE FED STP-0	50.0 0.0	160.0 640.0	0.0	0.0 210.0 640.0	<b>A</b> .	EXEMPT
	(815)	CONSTRUCTION OF A BRANCAS		TOTAL	50.0	800.0	0.0	850.0	TOTAL	50.0	800.0	0.0	850.0		
	821	CONSTRUCTION OF A DRAINAGE PIPE IN THE VILLAGE OF DARIEN ON USH 14	HP	PE ROW CONST	300.0 0.0 0.0	0.0 500.0 0.0	0.0 0.0 0.0	300.0 500.0 0.0	LOCAL STATE FED	0.0 300.0 0.0	0.0 500.0 0.0	0.0 0.0 0.0	0.0 800.0 0.0	. <b>A</b>	EXEMPT
	(816)			OTHER TOTAL	0.0 300.0	0.0 500.0	0.0	0.0	TOTAL	300.0	500.0	0.0	800.0		
	822	RECONDITIONING OF WALWORTH AVE. (STH 11) FROM TURTLE CREEK DRIVE TO CUMMINGS STREET IN THE CITY OF DELAVAN (0.77 MILES)	. HP	PE ROW CONST	40.0 100.0 0.0	0.0 0.0 750.0	0.0 0.0 0.0	-40.0 100.0 750.0	LOCAL ; STATE FED	10.0 100.0 30.0	0.0 150.0 600.0	0.0 0.0 0.0	10.0 250.0 630.0	Α	EXEMPT
_	(817)	RECONDITIONING OF NORTH ST.		OTHER TOTAL PE	0.0 140.0 260.0	750.0 0.0	0.0 0.0 0.0	0.0 890.0 260.0	STP-O TOTAL LOCAL	140.0	750.0 0.0	0.0	890.0		
	823	(STH 20) FROM W. VILLAGE LIMIT TO EAST OF THOMAS DR. IN THE VILLAGE OF EAST TROY (1.26	HP	ROW CONST OTHER	0.0 0.0 0.0	0.0 0.0 1,875.0 0.0	0.0 0.0 0.0	0.0 1,875.0 0.0	STATE FED STP-O	52.0 208.0	375.0 1,500.0	0.0 0.0 0.0	0.0 427.0 1,708.0	Α	EXEMPT
·	(818)	MILES)  RECONDITIONING OF STH 36 FROM		TOTAL PE	260.0	1,875.0 400.0	0.0	2,135.0 400.0	TOTAL LOCAL	260.0 0.0	1,875.0 0.0	0.0	2,135.0		,
	824	STH 120 TO THE EAST WALWORTH COUNTY LINE (6.57 MILES)	HP	ROW CONST OTHER	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	STATE FED STP-O	0.0 0.0	80.0 320.0	0.0 0.0	80.0 320.0	Α	EXEMPT
	(819)	RESURFACING OF STH 50 FROM		TOTAL PE	0.0	400.0	0.0	400.0 200.0	TOTAL	0.0	400.0	0.0 6.5	400.0 6.5		
	825	WRIGHT ST. TO NORTH SHORE DR. IN THE CITY OF DELAVAN (0.84 MI)	HP	ROW CONST OTHER	0.0 0.0 0.0	0.0 0.0 0.0	0.0 3,295.2 0.0	3,295.2 0.0	STATE FED STP-O	40.0 160.0	0.0 0.0	652.7 2,636.0	692.7 2,796.0	Α	EXEMPT
	(820)	·		TOTAL	200.0	0.0	3,295.2	3,495.2	TOTAL	200.0	0.0	3,295.2	3,495.2	,	

### TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (Th	ousands \$	)		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality			
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status			
STATE OF WISCONSIN	826	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF STH	HP	PE ROW	0.0	0.0 0.0	360.0 0.0	360.0 0.0	LOCAL STATE	0.0	0.0	0.0	0.0	A				
WISCONSIN		59 FROM JEFFERSON COUNTY LINE	1	CONST	÷ 0.0	0.0	0.0	0.0	FED	0.0 0.0	0.0 0.0	72.0 288.0	72.0	^	EXEMPT			
	(821)	TO STH 89 IN WALWORTH COUNTY (3.5 MI)		OTHER	0.0	0.0	0.0	0.0	STP-O	0.0	0.0	200.0	288.0					
	(021)	(5.12.111)		TOTAL	0.0	0.0	360.0	360.0	TOTAL	0.0	0.0	360.0	360.0					
	827	RECONDITIONING OF STH 67 FROM	LUD	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0					
	827	SOUTH MAIN STREET TO THEATRE	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	269.9	0.0	269.9	Α	EXEMPT			
	1	1		CONST OTHER	0.0	1,349.3	0.0	1,349.3	FED	0.0	1,079.4	0.0	1,079.4					
	(822)	Í	l	TOTAL	0.0	0.0	0.0	20.0	STP-O	ļ					İ			
	_	RECONSTRUCTION OF STH 67 WITH	-	PE TOTAL	0.0	1,349.3	0.0	1,349.3	TOTAL LOCAL	0.0	1,349.3	0.0	1,349.3		<u> </u>			
	828	NO ADDITIONAL CAPACITY FROM IH-	HP	ROW	0.0	0.0	0.0	100.0	STATE	0.0 20.0	0.0 500.0	0.0	0.0	Α	EVE. 10=			
		43 TO WALWORTH ST. IN THE CITY		CONST	0.0	2,500.0	0.0	2,500.0	FED	80.0	2,000.0	0.0	520.0 2,080.0	,,	EXEMPT			
	(823)	OF ELKHORN (1.15 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-O	00.0	2,000.0	0.0	2,000.0					
	(623)	<u></u>		TOTAL	100.0	2,500.0	0.0	2,600.0	TOTAL	100.0	2,500.0	0.0	2,600.0					
		RESURFACING OF STH 89 FROM		PE	0.0	0.0	225.0	225.0	LOCAL	0.0	0.0	0.0	0.0		<u> </u>			
	829	USH 14 TO SOUTHERN WHITEWATER CITY LIMIT IN	HP	ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	45.0	45.0	Α	EXEMPT			
		WALWORTH COUNTY (7.5 MI)		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	180.0	180.0					
	(824)		1	OTHER	0.0	0.0	0.0	0.0	STP-O									
	-	RECONDITIONING OF STH 120 FROM		TOTAL	0.0	0.0	225.0	225.0	TOTAL	0.0	0.0	225.0	225.0		_			
	830	STH 36 TO EAST TROY (10.0 MILES)	HP	PE ROW	0.0	0.0	200.0	200.0	LOCAL STATE	0.0	0.0	0.0	0.0	Α				
				CONST	0.0	0.0	0.0	0.0 0.0	FED	0.0	0.0	40.0	40.0	^	EXEMPT			
	(0.05)			OTHER	0.0	0.0	0.0	0.0	STP-O	0.0	0.0	160.0	160.0					
	(825)			TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0					
		RESURFACING OF STH 120 FROM			PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0		<del>                                     </del>		
	831	WILLOW RD TO USH 12 IN THE CITY	HP	ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	200.0	220.0	Α	EXEMPT			
		OF LAKE GENEVA AND TOWN OF LINN (5.14 MILES)		CONST	0.0	0.0	1,000.0	1,000.0	FED	80.0	0.0	800.0	880.0					
	(826)	CHITY (S. 14 MILECO)	THE (S. 14 MILLES)		2011 (0.17 101220)		OTHER	0.0	0.0	0.0	0.0	STP-O			1			
	(===/	·		TOTAL	100.0	0.0	1,000.0	1,100.0	TOTAL	100.0	0.0	1,000.0	1,100.0					
	832	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50	HI	PE	400.0	0.0	0.0	400.0	LOCAL	100.0	0.0	0.0	100.0					
	002	FROM CENTER ST TO EDWARDS	111	ROW CONST	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0	Α	NON-			
		BLVD IN THE CITY OF LAKE GENEVA		OTHER	0.0	0.0 0.0	0.0 0.0	0.0	FED STP-O	0.0	0.0	0.0	0.0		EXEMPT			
	(827)	(0.80 MILES)		TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0							
		RECONSTRUCTION WITH		PE	*50.0	0.0	0.0	• 50.0	LOCAL	400.0 0.0	0.0	0.0	400.0	<del></del>				
•	833	ADDITIONAL LANES OF STH 50	HI,	ROW	500.0	0.0	0.0	500.0	STATE	510.0	0.0	0.0	0.0 510.0	Α	NON-			
	1	FROM STH 67 EAST TO GENEVA LAKES RD. IN THE TOWN OF		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		EXEMPT			
	(828)	GENEVA (1.70 MILES)		OTHER	0.0	0.0	0.0	0,0	NHS									
	(020)			TOTAL	550.0	0.0	0.0	550.0	TOTAL	550.0	0.0	0.0	550.0		1			
	834	CONSTRUCTION OF THE CITY OF	ur	PΕ	500.0	500.0	500.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0					
	804	WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	ROW	0.0	0.0	0.0	0.0	STATE	8,500.0	12,500.0	10,500.0	31,500.0	Α	NON-			
		,		CONST OTHER	8,000.0	12,000.0	10,000.0	30,000.0	FED	0.0	0.0	0.0	0.0		EXEMPT			
	(829)				0.0	0.0	0.0	0.0	TOTAL									
	<del>   </del>	CONSTRUCT A RELOCATED STH 120		TOTAL PE	8,500.0	12,500.0	10,500.0	31,500.0	TOTAL	8,500.0	12,500.0	10,500.0	31,500.0					
	835	ALONG THE EAST SIDE OF THE CITY	HE	ROW	0.0	0.0	0.0	0.0 0.0	LOCAL STATE	1,749.4 5.250.6	0.0	0.0	1,749.4	Α				
		OF LAKE GENEVA FROM WILLOW		CONST	7,000.0	0.0	0.0	7,000.0	FED	5,250.6	0.0	0.0	5,250.6	-	NON-			
	(020)	ROAD TO STH 50 (4.40 MI)		OTHER	0.0	0.0	0.0	7,000.0		0.0	0.0	0.0	0.0		EXEMPT			
	(830)	1		TOTAL	7,000.0	0.0	0.0	7.000.0	TOTAL	7,000.0	0.0	0.0	7,000,0					

# TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY 2002 - 2004

Project		Project			Estimate	ed Costs (TI	nousands \$	i) ,		Source of	Funds (Th	ousands \$)		GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvl.	Status
WALWORTH COUNTY	.836	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WALWORTH COUNTY	HP	PE ROW CONST	50.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	50.0 0.0 0.0	LOCAL STATE FED	10.0 0.0 40.0	0.0 0.0 0.0	0.0 0.0 0.0	10.0 0.0 40.0	A	EXEMPT
	(831)			OTHER TOTAL	0.0 50.0	0.0 0.0	0.0	0.0 50.0	STP-O TOTAL	50.0	0.0	0.0	50.0		
	837	REPLACEMENT PROJECTS IN WALWORTH COUNTY	HP	PE ROW	50.0 0.0	0.0 0.0	0.0 0.0	50.0 0.0	LOCAL STATE	10.0 0.0	0.0 0.0	0.0 0.0	10.0 0.0	Α	EXEMPT
	(832)			CONST OTHER TOTAL	0.0 0.0 50.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 50.0	FED BRF TOTAL	40.0 50.0	0.0	0.0	40.0		
	838	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MARTIN STREET (CTH C) FROM STATE LINE	HP	PE ROW	0.0 0.0	6.0 184.0	22.0 0.0	28.0 184.0	LOCAL STATE	0.0 0.0	38.0 0.0	0.0 447.2 0.0	50.0 485.2 0.0	Α,	EXEMPT
•	. (833)	RD TO STH 67 IN TOWN OF SHARON		CONST OTHER TOTAL	0.0 0.0	0.0 0.0 190.0	2,213.8 0.0 2,235.8	2,213.8 0.0 2,425.8	FED STP-O TOTAL	0.0	152.0	1,788.6 2,235.8	2,425.8		
· <b>839</b> (834)	839	RECONSTRUCTION WITH AUXILIARY LANES OF E GENEVA STREET (CTH H) FROM STH 67 TO ELKHORN AREA	НР	PE ROW CONST	22.0 0.0 0.0	0.0 0.0 1,150.0	0.0 0.0 0.0	22.0 0.0 1,150.0	LOCAL STATE FED	4.4 0.0 17.6	230.0 0.0 920.0	0.0 0.0 0.0	234.4 0.0 937.6	A.	EXEMPT
	(834)	HIGH SCHOOL		OTHER TOTAL	0.0 22.0	0.0 1,150.0	0.0 0.0	0.0 1,172.0	STP-O TOTAL	22.0	1,150.0	0.0	1,172.0		
	840	840 REHABILITATE BRIDGE ON CTH H OVER CTH NN WALWORTH COUNTY LOCAL BRIDGE P-64-0008	HP	PE ROW CONST	17.2 0.0 0.0	0.0 0.0 46.0	0.0 0.0 0.0	17.2 0.0 46.0	LOCAL STATE FED	3.4 0.0 13.8	9.2 0.0 36.8	0.0 0.0 0.0	12.6 0.0 50.6	Α	EXEMPT
(83	(835)			OTHER TOTAL	0.0 *17.2	0.0 46.0	0.0	63.2	BRF TOTAL	17.2	46.0	0.0	63.2		
	841	REPLACEMENT OF S. SECOND STREET BRIDGE OVER SWAN CREEK (B-64-0677) IN WALWORTH	HP	PE ROW CONST	69.2 0.0 0.0	0.0 0.0 195.5	0.0 0.0 0.0	69.2 0.0 195.5	LOCAL STATE FED	13.8 0.0 55.4	39.1 0.0 156.4	0.0 0.0 0.0	52.9 0.0 211.8	А	EXEMPT
	(836)	COUNTY		OTHER TOTAL	0.0 ⊸69.2	0.0 195.5	0.0 0.0	0,0 264.7	BRF TOTAL	69.2	195.5	0.0	264.7		
	842	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WILLOW RD (FUTURE CTH BB) FROM SOUTH SHORE DR TO STH 120 (1.30 MILES)	HP	PE ROW CONST	0.0 0.0 0.0	18.0 150.0 0.0	0.0 0.0 0.0	18.0 150.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	33.6 0.0 134.4	0.0 0.0 0.0	33.6 0.0 134.4	Α	EXEMPT
	(837)	RECONSTRUCTION WITH AUXILIARY		OTHER TOTAL PE	0.0	0.0 168.0 0.0	0.0 0.0 0.0	0.0 168.0 0.0	STP-O TOTAL LOCAL	0.0	168.0	0.0	168.0		
	843	LANES OF CTH NN FROM USH 12 TO LAKELAND COMPLEX IN WALWORTH COUNTY (1.0 MILES)	HP	ROW CONST	0.0 0.0	0.0 2,200.0	0.0 0.0	0.0 2,200.0	STATE FED	0.0	440.0 0.0 1,760.0	0.0 0.0 0.0	440.0 0.0 1,760.0	Α	EXEMPT
	(838)	PROVISION OF COUNTYWIDE		OTHER TOTAL PE	0.0 0.0 0.0	0.0 2,200.0 0.0	0.0 0.0 0.0	0.0 2,200.0 0.0	STP-O TOTAL LOCAL	0.0	2,200.0 24.6	0.0	2,200.0 74.0		
	844	SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN	TP	ROW CONST OTHER	0.0 0.0 117.2	0.0 0.0 123.1	0.0 0.0 129.3	0.0 0.0 369.6	STATE FED	93.7 0.0	98.5 0.0	103.4	295.6 0.0	Α	EXEMPT
	(839)	PRELIMINARY ENGINEERING FOR		TOTAL PE	117.2 10.0	123.1	129.3	369.6 10.0	TOTAL LOCAL	117.2 1.0	123.1 0.0	129.3 0.0	369.6 1.0		
	845	VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WALWORTH COUNTY	HS	ROW CONST OTHER	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	STATE FED STP-S	0.0 9.0	0.0 0.0	0.0 0.0	0.0 9.0	A	EXEMPT
	(840)	<u> </u>		TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		

## TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY 2002 - 2004

Project		Project	· ·		Estimate	ed Costs (Th	ousands \$)	,		Source of	Funds (The	ousands \$)	-	GEO 29	Air Quality
Sponsor	No.	Description	Туре		2002	2003	2004	Total		2002	2003	2004	Total	Apvi.	Status
BLOOMFIELD (TOWN)	846	REPLACEMENT OF TOMBEAU ROAD BRIDGE OVER TOMBEAU LAKE IN THE TOWN BLOOMFIELD	ОН	PE ROW CONST	47.0 0.0 0.0	0.0 0.0 128.0	0.0 0.0 0.0	47.0 0.0 128.0	LOCAL STATE FED	9.4 0.0 37.6	25.6 0.0 102.4	0.0 0.0 0.0	35.0 0.0 140.0	A	EXEMPT
	(841)			OTHER TOTAL	0.0 47.0	0.0	0.0	0.0	STP-O TOTAL	47.0	128.0	0.0	175.0		
DELAVAN (CITY)	847	CONSTRUCT NEW ACCESS ROADS ON STH 50 AT GENEVA ST, WRIGHT ST, AND BORG RD CITY OF	HS	PE ROW	11.0 50.0	0.0 0.0	0.0 0.0	11.0 50.0	LOCAL STATE	32.5 0.0	0.0 0.0	0.0	32.5 0.0	A	EXEMPT
	DELEVAN WALWORTH CO HES		CONST OTHER TOTAL	0.0 264.0 325.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 264.0 325.0	FED STP-S TOTAL	292.5 325.0	0.0	0.0	292,5 325,0			
EAST TROY (VILLAGE)	848	CONSTRUCTION OF A NEW HEATED MUSEUM CENTER TO SECURE HISTORIC DOCUMENTS AND	EE	PE ROW CONST	36.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	36.0 0.0 0.0	LOCAL STATE FED	7.2 0.0	90.0 0.0	0.0 0.0	97.2 0.0	Α	EXEMPT
	(843)	ARTIFACTS IN THE VILLAGE OF		OTHER	0.0 0.0 36.0	450.0 450.0	0.0	450.0 486.0	STP-E TOTAL	28.8 36.0	360.0 450.0	0.0	388.8 486.0		
(8	849	REHABILITATION OF STH 50 BRIDGE OVER THE WHITE RIVER B-64-0657 IN THE CITY OF LAKE GENEVA	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 201.4 0.0	0.0 0.0 0.0 0.0	0.0 0.0 201.4 0.0	LOCAL STATE FED BRF	0.0 0.0 0.0	40.3 0.0 161.1	0.0 0.0 0.0	40.3 0.0 161.1	Α	EXEMPT
	(844)	CONSTRUCTION OF MEMORIAL BIKE	. "	TOTAL PE	0.0	201.4	0.0	201.4 0.0	TOTAL	0.0 45.8	201.4	0.0	201.4 45.8		
	850	TRAIL FROM SAGE ST TO SOUTH ST ALONG ABANDONED RR LINE	EE	ROW CONST OTHER	0.0 229.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 229.0 0.0	STATE FED CMAQ	0.0 183.2	0.0	0.0	0.0 183.2	Α	EXEMPT
	(845)	CONSTRUCTION OF BICYCLE PATH		TOTAL PE	229.0 18.0	0.0	0.0	229.0	TOTAL LOCAL	229.0	0.0	0.0	229.0		<u> </u>
	851	AND LANDSCAPING ALONG THE LAKE GENEVA BYPASS (STH 120) FROM CTH H TO STH 50	EE	ROW CONST OTHER	0.0	0.0 0.0 74.5	0.0 0.0 0.0	18.0 0.0 74.5	STATE FED STP-E	3.6 0.0 14.4	14.9 0.0 59.6	0.0 0.0 0.0	18.5 0.0 74.0	Α	EXEMPT
	(846)			TOTAL	0.0	74.5	0.0	92.5	TOTAL	18.0	74.5	0.0	92.5		
	852	CONSTRUCT PHASE II BIKE TRAIL ALONG TOWN LINE RD CITY OF LAKE GENEVA WALWORTH COUNTY CMAQ	EE	PE ROW CONST	31.6 0.0 0.0	0.0 0.0 157.6	0.0 0.0 0.0	31.6 0.0 157.6	LOCAL STATE FED	6.3 0.0 25.3	31.5 0.0 126.1	0.0 0.0 0.0	37.8 0.0 151.4	Α	EXEMPT
·	(847)	BRIDGE REPLACEMENT ON		OTHER TOTAL	0.0 31.6	0.0 157.6	0.0	0.0	CMAQ TOTAL	31.6	157.6	0.0	189.2		
(TOWN)	853	SHERIDAN SPRINGS RD OVER WHITE RIVER TOWN OF LYONS LOCAL BRIDGE P-64-0073	OH	PE ROW CONST OTHER	41.4 0.0 0.0 0.0	0.0 0.0 155.0 0.0	0.0 0.0 0.0	-41.4 0.0 155.0 0.0	LOCAL STATE FED BRF	8.3 0.0 33.1	31.0 0.0 124.0	0.0 0.0 0.0	39.3 0.0 157.1	A	EXEMPT
WHITEWATER	(848)	OPERATING ASSISTANCE FOR THE		TOTAL PE	41.4	155.0	0.0	196.4	TOTAL	41.4 4.0	155.0 4.2	0.0	196.4 12.6		
(CITY) (PART)	854	CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM: 2000	ΤI	ROW CONST OTHER	0.0 0.0 134.8	0.0 0.0 140.8	0.0 0.0 146.8	0.0 0.0 422.4	STATE FED FTA 5311	70.1 60.7	73.2 63.4	76.3 66.1	219.6 190.2	Α	EXEMPT
	(849)			TOTAL	134.8	140.8	146.8	422.4	TOTAL	134.8	140.8	146.8	422.4		Ì
	855	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH CONNECTING THE UNIVERSITY OF WISCONSIN WHITEWATER WITH	EE	PE ROW CONST	2 0.0 0.0 280.0	0.0 0.0 0.0	0.0 0.0 0.0	- 0.0 0.0 280.0	LOCAL STATE FED	56.0 0.0 224.0	0.0 0.0 0.0	0.0 0.0 0.0	56.0 0.0 224.0	Α	EXEMPT
	(850)	CITY OF WHITEWATER DOWNTOWN		OTHER TOTAL	0.0 280.0	0.0	0.0	0.0 280.0	STP-O TOTAL	280.0	0.0	0.0	280.0		

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#### Appendix C

### 1988-2001 SOUTHEAST WISCONSIN DVMT SUMMARY **BASED ON HPMS UNIVERSE DATA**

Year	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	Total	% Change	State % Ch
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%	1.78
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%	2.76
1991	2,791,000	16,076,000	1,864,000	3,321,000	2,135,000	2,298,000	7,124,000	35,519,000	2.35%	2.67
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%	4.49
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%	2.76
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%	3.01
1995	3,169,000	16,931,000	2,480,000	3,566,000	2,288,000	2,691,000	8,162,000	38,987,000	2.97%	2.23
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%	2.42
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%	2.07
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%	4.32
1999	3,256,800	17,243,000	2,282,300	3,719,200	2,524,200	2,930,200	8,720,600	40,667,300	2.28%	1.63
2000	3,244,200	17,550,400	2,290,000	3,694,900	2,539,700	3,051,300	8,938,100	41,308,600	1.58%	0.54
2001	3.203,100	17,385,800	2,195,800	3,641,900	2,525,300	3;014,200	8,727,100	40,713,200	-1.44%	0.00

Shading indicates year traffic counts taken. Milwaukee County an anomaly, with about one-third of county counted each year.

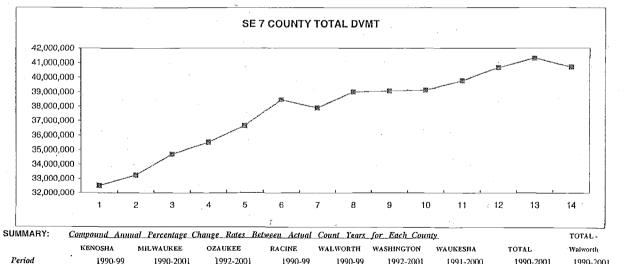
City of Milwaukee counts to state standards begun in 1993. HPMS revised in 1993.

Traffic counts for HPMS updated between actual count years by statewide growth factors.

1994 HPMS VMT for District 2, especially 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.



Total (Best Data) 1990-99 1990-2001 1992-2001 1990-99 1990-99 1992-2001 1991-2000 1990-2001 1990-2001 1990-2001 Annual Rate 1.98% 0.90% 0.97% 1.24% 1.68% 2.81% 2.28% 1.46% 1.48% 1.47%

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### Appendix D

REVIEW AGENCY CORRESPONDENCE REGARDING THE CONFORMITY OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND THE REGIONAL TRANSPORTATION SYSTEM PLAN AS AMENDED WITH THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY



#### Federal Highway Administration 567 D'Onofrio Drive Madison, WI 53719-2844

Federal Transit Administration 200 W. Adams Street, Suite 320 Chicago, IL 60606-5232

September 26, 2003

Mr. Philip C. Evenson, Executive Director Southeastern Wisconsin Regional Planning Commission W239 N1812 Rockwood Drive P.O. Box 1607 Waukesha, WI 53187-1607

OGT - 1 2003

Subject:

Conformity of the Southeastern Wisconsin Regional Planning Commission 2002-2004 Transportation Improvement Program and the Regional Transportation System Plan as Amended with Respect to the Wisconsin State Air Quality

Implementation Plan

#### Dear Mr. Evenson:

The Federal Highway Administration and Federal Transit Administration have jointly reviewed the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Regional Transportation System Plan (RTP) as amended to incorporate the regional freeway system reconstruction study and the 2002-2004 Transportation Improvement Program (TIP) and accompanying air quality conformity analysis submitted on August 7, 2003. 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 Titles 23 and 49 of the United States Code, 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 recommendations from the EPA, WisDNR, and WisDOT.

We jointly find the amended RTP and TIP for the six-county metropolitan planning area in southeastern Wisconsin and Walworth County to be in conformance with the transportation related requirements of Titles 23 and 49 U.S.C., CAAA, and related regulations including those for determining conformity with the Wisconsin State Air Quality Implementation Plan (SIP). We jointly find the 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.

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. Conformity can also lapse if the RTP and TIP are not updated within the required renewal periods - three years for the Plan and two years for the TIP.

Should you have any questions regarding this conformity finding, please contact 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,

Joel P. Ettinger

Federal Transit Administration Regional Administrator

#### Enclosures

cc: Frank J. Busalacchi, WisDOT Rodney Clark, WisDOT Kenneth Leonard, WisDOT Pat Trainer, WisDOT Donna Brown, WisDOT District 2 Lloyd Eagan, WisDNR Michael Leslie, USEPA Region V



### UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5 77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3590

SEP 10 2003

REPLY TO THE ATTENTION OF:

(AR-18J)

Bruce Matzke, Division Administrator Federal Highway Administration Wisconsin Division 567 D'Onofrio Drive Madison, Wisconsin 53719

Dear Mr. Matzke:

The United States Environmental Protection Agency (USEPA) has completed its review of the conformity determinations for the amended 2002-2004 Transportation Improvement Program (TIP) for the Milwaukee severe ozone nonattainment area and Walworth County ozone maintenance plan. The TIP 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 approved Motor Vehicle Emissions Budgets (Budgets) for the Rate-of-Progress (ROP) plan and the Ozone Attainment Demonstration. The ROP plan contains a Budget for Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NOx) for 2005. The Attainment Demonstration contains Budgets for VOC and NOx for 2007. The regional analysis for the Milwaukee area must satisfy the Budget test with the ROP plan and the Attainment Demonstration.

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 MOBILE6 for the regional analyses for the years 2005, 2007, 2010, 2020, and 2025. These EF were developed using the latest transportation planning assumptions for the Milwaukee area.

The conformity analyses for the Milwaukee ozone nonattainment area and Walworth County maintenance area demonstrated consistency with all of the VOC and NOx Budgets.

In summary, the SEWRPC 2002-2004 TIP and 2025 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

Douglas Gerleman, Program Development Officer

Federal Transit Administration

Ed Christopher, Metropolitan Planner Federal Highway Administration



### Wisconsin Department of Transportation

Division of Transportation Infrastructure Development

Bureau of Environment 4802 Sheboygan Avenue, Room 451 P.O. Box 7965 Madison, WI 53707-7965 Telephone: (608) 266-0099 Facsimile (FAX): (608) 266-7818

September 2, 2003

Mr. Dwight E. McComb Planning and Program Development Engineer Federal Highway Administration U.S. Department of Transportation 567 D'Onofrio Drive Madison, WI 53719-2814

Subject:

Review of SEWRPC's preliminary draft "Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and the Regional Transportation System Plan As Amended with Respect to the State of Wisconsin Air Quality Implementation Plan –Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area."

Dear Mr. McComb:

We reviewed the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) preliminary draft assessment of conformity of the Year 2002-2004 Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) as amended. The plan, program and analysis apply to the six-county severe ozone nonattainment area for ozone standards consisting of Kenosha, Milwaukee, Ozaukee, Racine, Washington, as well as for Walworth County, a maintenance area.

The conformity determination procedural requirements set forth in the August 15, 1997, Federal Register (40 CFR parts 51 and 93) to determine conformity to the SIP were addressed in the assessment of conformity: 1) use of the 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. We find the assessment meets the transportation related regulations for determining conformity and conforms with the Wisconsin air quality State Implementation Plan (SIP) as required in 40 CFR Part 93 as amended.

SEWRPC's regional emissions analysis budget test demonstrates that the forecasted air pollutant emissions of VOC and NOx do not exceed the total allowable emissions for the six-county area contained in the SIP budget for attainment in 2007. Emissions forecast for Walworth County show similar compliance with the Walworth County ozone maintenance plan.

We conclude from our review of SEWRPC's preliminary draft assessment of conformity for the Year 2002-2004 TIP and the RTP that SEWRPC applied the appropriate tests, used correct budget criteria, and did not exceed the budgets approved for the six-county region and Walworth County contained in the State Implementation Plan for air quality.

Sincerely,

Patricia M. Trainer, Acting Director

Bureau of Environment

Department of Transportation Infrastructure Development

Cc:

Michael G. Leslie, EPA Douglas P. Gerleman, FTA Philip C. Evenson, SEWRPC Lloyd L. Eagan, WDNR Kenneth J. Leonard, WisDOT



### State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

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September 10, 2003

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 2025 RTP and 2002 – 2004 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 2025 Regional Transportation System Plan (RTP) and the 2002 – 2004 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 III Ozone Attainment Demonstration SIP plan our department submitted for the southeastern Wisconsin ozone non attainment area. The EPA determined that the Phase III motor vehicle budgets, derived from the MOBILE6 Model, were adequate for conformity purposes on August 19, 2003. The MOBILE6 based motor vehicle emission budgets were for Kenosha, Milwaukee, Ozuakee, Racine, Sheboygan, Washington, and Waukesha Counties. 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 III 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.

We note that SEWRPC's analysis indicates that the 2025 RTP and 2002-2004 TIP emissions remain within the mobile source emission budget of 32.2 tons of volatile organic compounds (VOC) / summer weekday and 71.4 tons of nitrogen oxides (NOx) / summer weekday included in our Phase III 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 department elected not to revise the motor vehicle emission budget based on the MOBILE 6 model because there was a significant safety margin to accommodate increased emissions from mobile sources.



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, state, and local funding for curbing VMT growth (transit service levels and transit ridership between 1997 and 2001) and providing sufficient future funding resources to enable the achievement of our SIP mobile sources emission objectives. This commitment is especially timely given the transit service reductions in 2002 and 2003, and potential fare increases in Milwaukee and Waukesha Counties.

We also look forward to our continuing dialogue with stakeholders for the next planning effort associated with revising the transportation and land use plan based on new census data and origin/destination surveys conducted since adoption of the regional transportation and land use plan. 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,

Lloyd Eagan, Director

Bureau of Air Management

cc: Phil Evenson/SEWRPC, Ken Yunker -SEWRPC, Ken Leonard/WISDOT, Pat Trainer/WISDOT, Dwight McComb/FHWA-Madison, Samuel Herrera/FHWA-Chicago, Joel Ettinger/FTA-Chicago, Mike Leslie/USEPA-Region V, Lakshmi Sridharan/DNR-SER, Jerry Medinger/DNR-SER

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### Appendix E

# 2002 – 2004 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 2007

			Reduction in Volatile Organic Compounds Emissions (pounds per hot summer day)	Reduction in Nitrogen Oxide Emissions (pounds per hot summer day)
Sponsor	Туре	Project Title	2007	2007
Washington County <sup>1</sup>	Alternative Fuel	Public CNG Fueling Site	13.10	
Village of Waterford <sup>1</sup>	Alternative Fuel	Public CNG Fueling Site	6.54	<b></b>
Racine County	Bicycle / Pedestrian	Racine Sturtevant Trail Phase 1B	0.07	0.08
Milwaukee County	Bicycle / Pedestrian	Brady Street Pedestrian Bridge Replacement	0.22	0.25
Wisconsin DNR	Bicycle / Pedestrian	Hank Aaron State Trail – 6 <sup>th</sup> St. Bike Ramp	0.14	0.26
City of Glendale	Bicycle / Pedestrian	Community Center – Oak Leaf Trail Connection	0.17	0.20
Kenosha County	Bicycle / Pedestrian	City of Kenosha, UW Parkside, Carthage College, and Petrifying Springs Park Bike / Pedestrian Trail	0.10	0.16
City of Mequon	Bicycle / Pedestrian	Mequon Pedestrian Links	0.11	0.13
City of West Bend	Bicycle / Pedestrian	Forest Highlands Pedestrian Path	0.11	0.13
City of Lake Geneva	Bicycle / Pedestrian	Phase II, Bike Trail Paving		**
Milwaukee County	Bicycle / Pedestrian	Oak Leaf Trail Redevelopment	0.17	0.26
Village of Fox Point	Bicycle / Pedestrian	Port Washington Rd. Pedestrian Way	0.13	0.15
City of Milwaukee	Bicycle / Pedestrian	Marsupial Bridge Initiative	0.22	0.25
City of Milwaukee	Bicycle / Pedestrian	Marquette University Pedestrian Corridor Plan	0.22	0.25
City of Racine	Bicycle / Pedestrian	Lake Michigan Pathway	0.07	0.10
City of Milwaukee	Bicycle / Pedestrian	Milwaukee CBD Pedestrian Corridors (BP 12A)	0.11	0.13
City of Milwaukee	Bicycle / Pedestrian	Milwaukee CBD Pedestrian Corridors (BP 12B)	0.11	0.13
City of Milwaukee	Bicycle / Pedestrian	Milwaukee CBD Pedestrian Corridors (BP 12C)	0.11	0.13
City of Kenosha	Bicycle / Pedestrian	Bridge over STH 32	0.03	0.03
Village of Grafton	Park and Ride Lots	Grafton Community Center	1.02	2.74
Wisconsin DOT District 1	Park and Ride Lots	Concord Park and Ride Lot	0.57	1.52
City of Milwaukee	Transportation Demand Management	Milwaukee CBD Parking Identification and Wayfinding System	10.31	12.00

# 2002 – 2004 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 2007

			Reduction in Volatile Organic Compounds Emissions (pounds per hot	Reduction in Nitrogen Oxide Emissions (pounds per hot summer day)
Sponsor	Туре	Project Title	summer day) 2007	2007
Wisconsin DOT	Transit	Continued and Improved Operation of the "Hiawatha" Intercity from Milwaukee to Chicago	15.48	41.73
Milwaukee County	Transit	Transit Improvement for UW/Milwaukee	0.26	0.31
City of Waukesha Metro Transit	Transit	Sunday Transit Service June 17, 2003 - June 17, 2004	3.57	4.16
City of Kenosha	Transit	West Expansion Traffic Demand Management	0.66	1.12
Milwaukee County	Transit	Southeastern Wisconsin Marketing Partnership		
Village of Sturtevant	Transit	Construction of a Future Amtrak Depot		
City of Racine	Transit	Develop Park and Ride Lot	1.00	2.70
City of Kenosha	Transit	ADA Accessibility for Commuter Rail System	0.57	0.96
Wisconsin DNR	Pilot Program	Onboard Vapor Recovery Project		
Wisconsin DNR	Public Information	Commuter Choices Add up to Cleaner Air		

<sup>&</sup>lt;sup>1</sup> 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.

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