



Transportation Systems Management and Operation
Traffic Infrastructure Process (TSMO – TIP)

FY21 Statewide Needs Inventory Report

This is a list of the highest ITS need areas in each region, utilizing the TSMO-TIP needs analysis tool which uses Meta-Manager February 2020 data. A need does not equate to a specific ITS deployment or necessarily an ITS deployment at all. For instance, an area may continue to indicate a need even though it already has many ITS deployments. This report is a high-level snapshot that regions should use as a starting point to determine which areas to focus on and to determine if an ITS solution might be appropriate. It should be noted that these areas are flagged by the needs tool based on their relative weight to other facilities across the state. A flagged segment does not necessarily equate to a deficient segment.

A number of factors went into the regional priority segment lists. The rankings are primarily based upon regional comparisons of weighted averages of the six presets listed below. Additional weight is given to lengthy segments where high needs were reported on many segments within the identified corridor/extent. The priority of the areas listed below is not an exact science, so strict adherence to the order may not be appropriate.

Regional needs maps (and detailed city insets) are also included with this report. These maps should be used to look at the top needs segments as well as other areas across each region. It is encouraged to look at the needs across the entire region, not just the tops needs segments listed below. Once a need area is identified, engineering judgment including additional data analysis should be used to identify possible ITS solutions. The needs analysis tool and the benefits tool can be used to delve into an area of interest and look at the benefits of a particular ITS deployment strategy.

Northwest Region

	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	US-12	WIS 25-S to 21st St	Menomonie	Dunn	0.72	0.80	1.11	0.62	1.57	1.21
2	I-94	MN Border to Exit 41	Hudson to Menomonie	Saint Croix/Dunn	0.50	0.60	1.20	1.00	0.82	1.16
3	US-63	MN Border to WIS 35	Hager City	Pierce	0.64	0.59	0.87	0.85	1.35	0.85
4	WIS 54	MN Border to WIS 35	Bluff Siding	Buffalo	0.56	0.60	0.80	1.07	1.33	0.75
5	WIS 54	County K to US-53-S	Galesville	Trempealeau	0.52	0.59	0.73	0.84	0.97	0.94
6	US-2	WIS 137 to WIS 13-N	Eileen	Bayfield	0.69	0.12	0.81	0.81	1.15	0.93
7	US-12	WIS 79 to WIS 25-N	Menomonie	Dunn	0.45	0.33	0.62	0.92	0.99	0.92
8	WIS 35	WIS 243 to US-8	Osceola to Saint Croix Falls	Polk	0.55	0.43	0.63	0.76	1.03	0.71
9	US-8	US-63-N to US-53	Turtle Lake to Cameron	Barron	0.44	0.35	0.64	0.79	0.83	0.96
10	I-94	Exit 115 to Monroe Co Line	Black River Falls to Millston	Jackson	0.26	0.30	0.95	0.84	0.48	1.10

Presets:
DT = Default TIP
Sa = Safety
MP = Mobility Present
MF = Mobility Future
Se = Service
FP = Freight Performance

North Central Region

	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	WIS 70	WIS 17-S to US 45-S	Eagle River	Vilas	0.74	0.68	1.00	0.38	0.85	0.96
2	US-51	WIS 29-E to WIS 29-W	Rothschild to Wausau	Marathon	0.71	0.93	0.81	0.77	0.92	0.05
3	US-45 and WIS 22	WIS 54 to WIS 156	New London to Clintonville	Waupaca	0.55	0.49	0.67	0.59	0.97	0.87
4	US-8	US-51 to WIS 47	Heafford Junction to Rhinelander	Lincoln/Oneida	0.52	0.28	0.65	0.75	0.99	0.87
5	WIS 23	WIS 73 to WIS 49	Princeton to Green Lake	Green Lake	0.39	0.40	0.74	0.52	0.72	1.27
6	WIS 17	US-8 to Cross Country Rd	Rhinelander	Oneida	0.63	0.38	0.62	0.77	0.96	0.66
7	WIS 23	I-39 to WIS 22	Packwaukee to Montello	Marquette	0.40	0.13	0.54	0.86	0.68	1.11
8	WIS 21	Wisconsin River to 19th Dr	Strongs Prairie	Adams	0.26	0.13	0.46	1.13	0.41	1.25
9	US-2/141	WIS 70 to MI Border	Florence to Spread Eagle	Florence	0.42	0.18	0.58	0.41	0.77	0.81
10	WIS 97	WIS 13 to WIS 153	Marshfield to Stratford	Wood/Marathon	0.25	0.48	0.43	0.29	0.56	0.52

Northeast Region

	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	WIS 15	US-45 to WIS 76	New London to Greenville	Outagamie	0.95	0.79	1.08	1.03	1.63	0.97
2	WIS 23	I-41 to National Ave	Fond du Lac	Fond du Lac	1.08	1.13	0.83	0.82	1.80	-0.01
3	WIS 44	WIS 91 to I-41	Oshkosh	Winnebago	0.77	1.09	0.84	0.73	0.93	0.84
4	WIS 172	I-41 to I-43	Ashwaubenon to Bellevue	Brown	0.92	0.85	1.03	0.78	1.42	0.09
5	I-41	Exit 131 to Exit 151	Neenah to Wrightstown	Winnebago/Outagamie	0.78	0.93	1.05	0.73	1.15	0.33
6	WIS 26	US-151 to I-41	Waupun to Oshkosh	Fond du Lac/Winnebago	0.60	0.27	0.84	1.03	1.23	0.98
7	I-41	Exit 151 to Exit 168	Wrightstown to Green Bay	Brown	0.74	0.69	0.92	0.80	1.06	0.23
8	US-141	WIS 64 to WIS 180	Pound to Wausaukee	Marinette	0.46	0.32	0.74	0.82	0.93	1.15
9	I-41	US-151 to WIS 26	Fond du Lac to Oshkosh	Fond du Lac/Winnebago	0.58	0.69	0.94	0.83	0.88	0.51
10	WIS 76	I-41 to WIS 15	Oshkosh to Greenville	Winnebago/Outagamie	0.65	0.50	0.64	0.82	1.05	0.64

Southeast Region

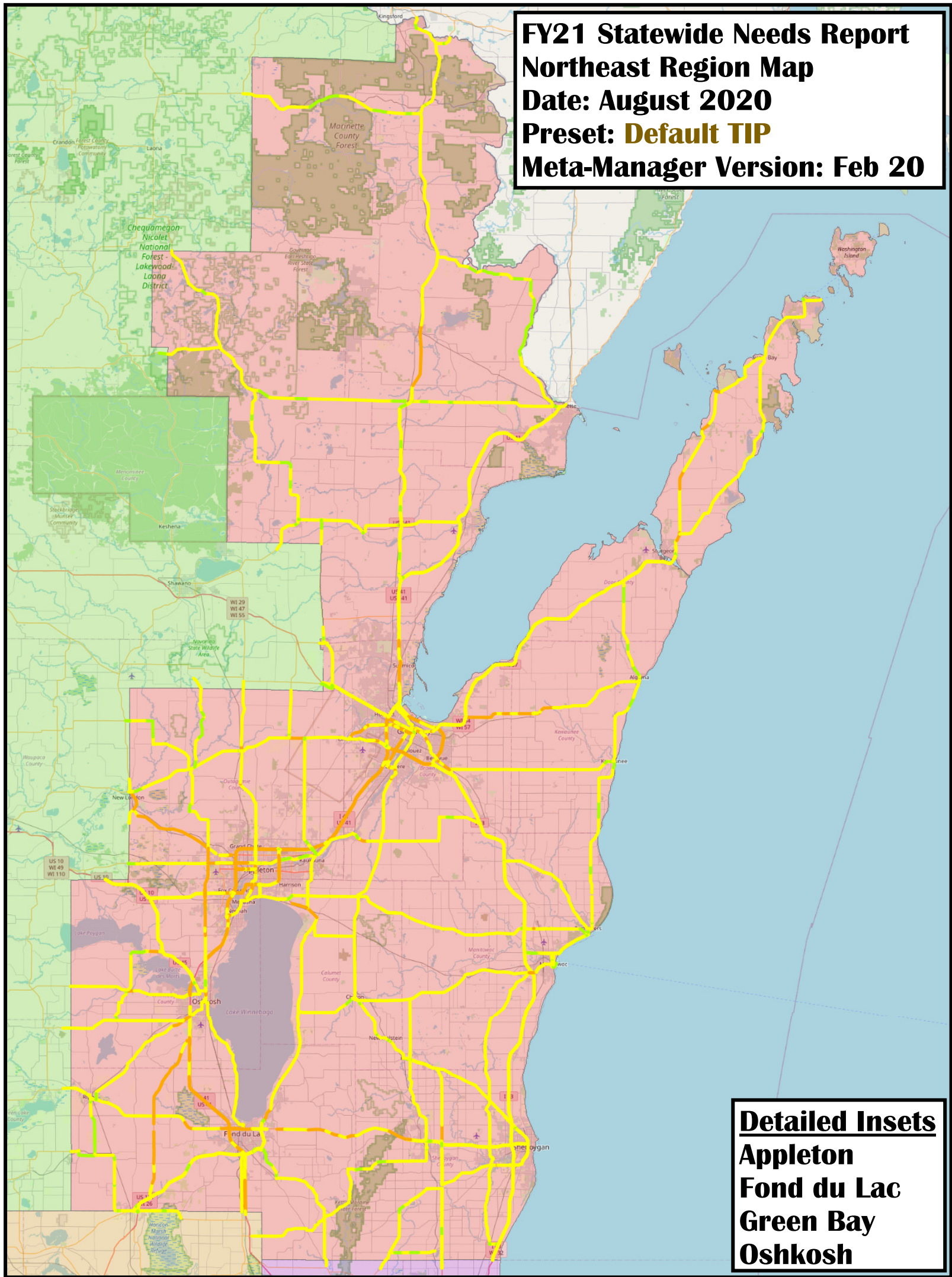
	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	I-41	Exit 39 (Zoo IC) to Exit 46	Milwaukee	Milwaukee	1.54	0.74	1.99	1.39	2.94	0.87
2	I-43/41/894	Exit 4 (Hale IC) to Exit 10 (Mitchell IC)	Greenfield to Milwaukee	Milwaukee	1.48	1.13	1.75	1.29	2.25	1.02
3	I-94	Exit 316 (Mitchell IC) to Exit 326	Milwaukee to Oak Creek	Milwaukee	1.22	0.64	1.78	1.49	1.97	1.36
4	I-43	Exit 72 (Marquette IC) to Exit 82	Milwaukee to River Hills	Milwaukee	1.46	1.16	1.68	0.99	2.38	0.65
5	WIS 190	WIS 175 to WIS 57-S	Milwaukee	Milwaukee	1.59	1.45	1.29	1.03	2.35	0.36
6	I-94	Exit 304 (Zoo IC) to Exit 310 (Marquette IC)	Milwaukee	Milwaukee	1.38	0.57	1.70	1.06	2.67	0.32
7	I-94	Exit 326 to Exit 340	Oak Creek to Kenosha	Racine/Kenosha	1.10	0.93	1.47	1.27	1.73	0.96
8	WIS 158	I-41 to WIS 31	Kenosha	Kenosha	1.09	0.58	1.33	1.31	2.10	0.92
9	WIS 145	WIS 57-N to WIS 181	Milwaukee	Milwaukee	1.47	1.41	1.07	1.00	2.08	0.21
10	I-43/94	Exit 310 (Marquette IC) to Exit 316 (Mitchell IC)	Milwaukee	Milwaukee	1.35	1.26	1.37	0.92	1.85	0.46

Presets:
DT = Default TIP
Sa = Safety
MP = Mobility Present
MF = Mobility Future
Se = Service
FP = Freight Performance

Southwest Region

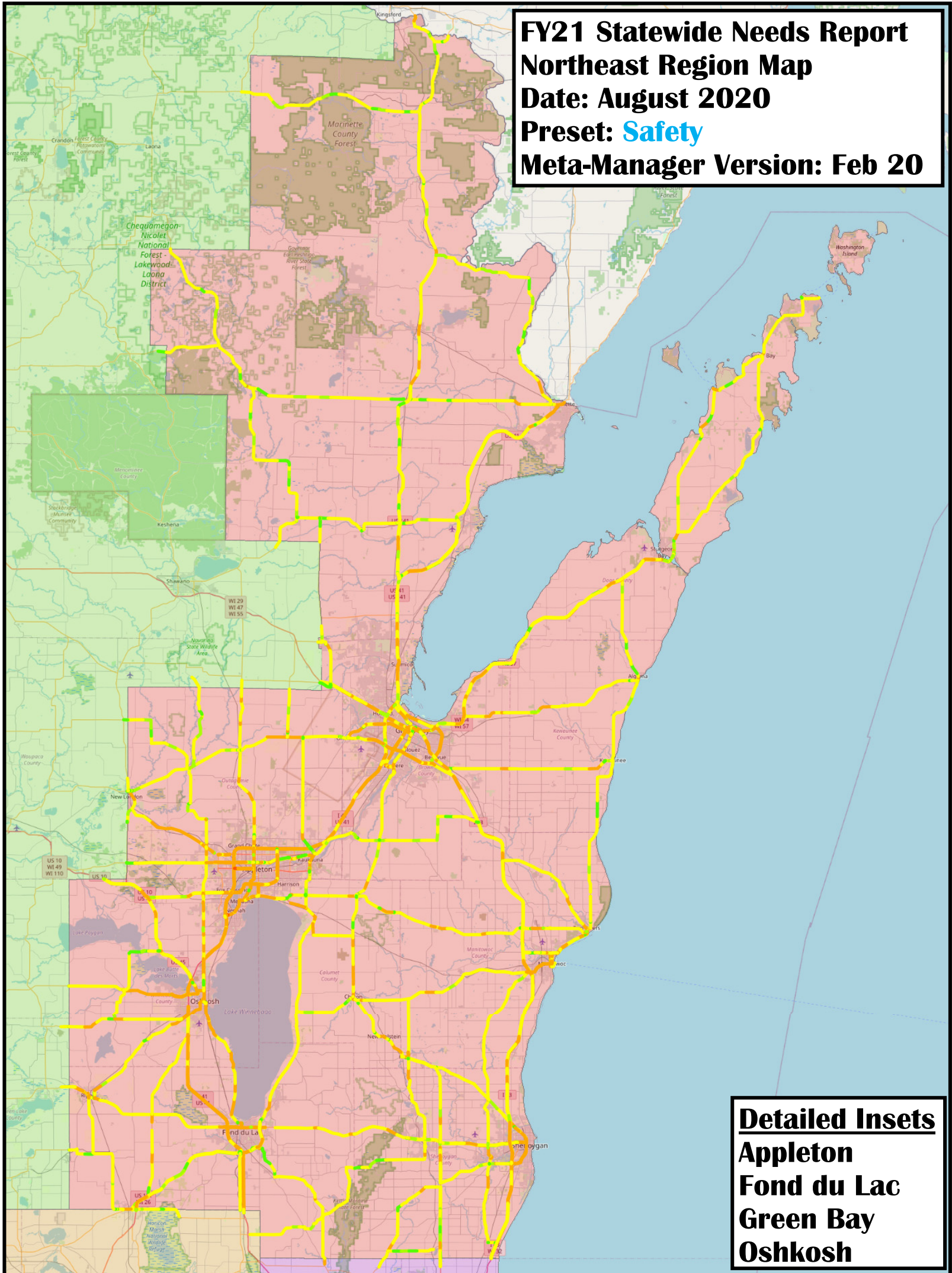
	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	US-12 (Beltline)	Exit 258 to Exit 267	Madison	Dane	1.61	1.28	1.78	1.30	2.75	0.68
2	US-151 (East Washington Ave)	WIS 113 to WIS 30	Madison	Dane	1.50	0.96	1.51	1.23	2.55	0.47
3	WIS 26	I-39/90 to Wright Rd	Janesville	Rock	1.28	1.19	1.30	1.21	2.35	0.48
4	I-90/94	Exit 45 to Exit 55	Tomah to Camp Douglas	Monroe/Juneau	0.75	0.51	1.49	1.54	1.35	1.67
5	I-39/90	Exit 142 to Exit 160	Madison to Albion	Dane	1.00	0.95	1.40	1.27	1.48	1.04
6	I-90/94	Exit 69 to Exit 92	Mauston to Wisconsin Dells	Juneau/Columbia	0.84	0.65	1.39	1.30	1.39	1.30
7	WIS 19	WIS 113 to I-39/90	Waunakee to Windsor	Dane	1.13	0.56	1.18	1.13	1.99	0.75
8	I-39/90	Exit 126 to Exit 142	DeForest to Madison	Dane	1.01	0.85	1.37	1.07	1.42	1.00
9	I-39/90	Exit 171 to IL Border	Janesville to Beloit	Rock	0.71	0.84	1.47	1.10	1.31	1.29
10	US-14	WIS 92 to WIS 138	Brooklyn to Oregon	Dane	0.95	0.70	0.96	1.15	1.59	0.90

**FY21 Statewide Needs Report
Northeast Region Map
Date: August 2020
Preset: Default TIP
Meta-Manager Version: Feb 20**

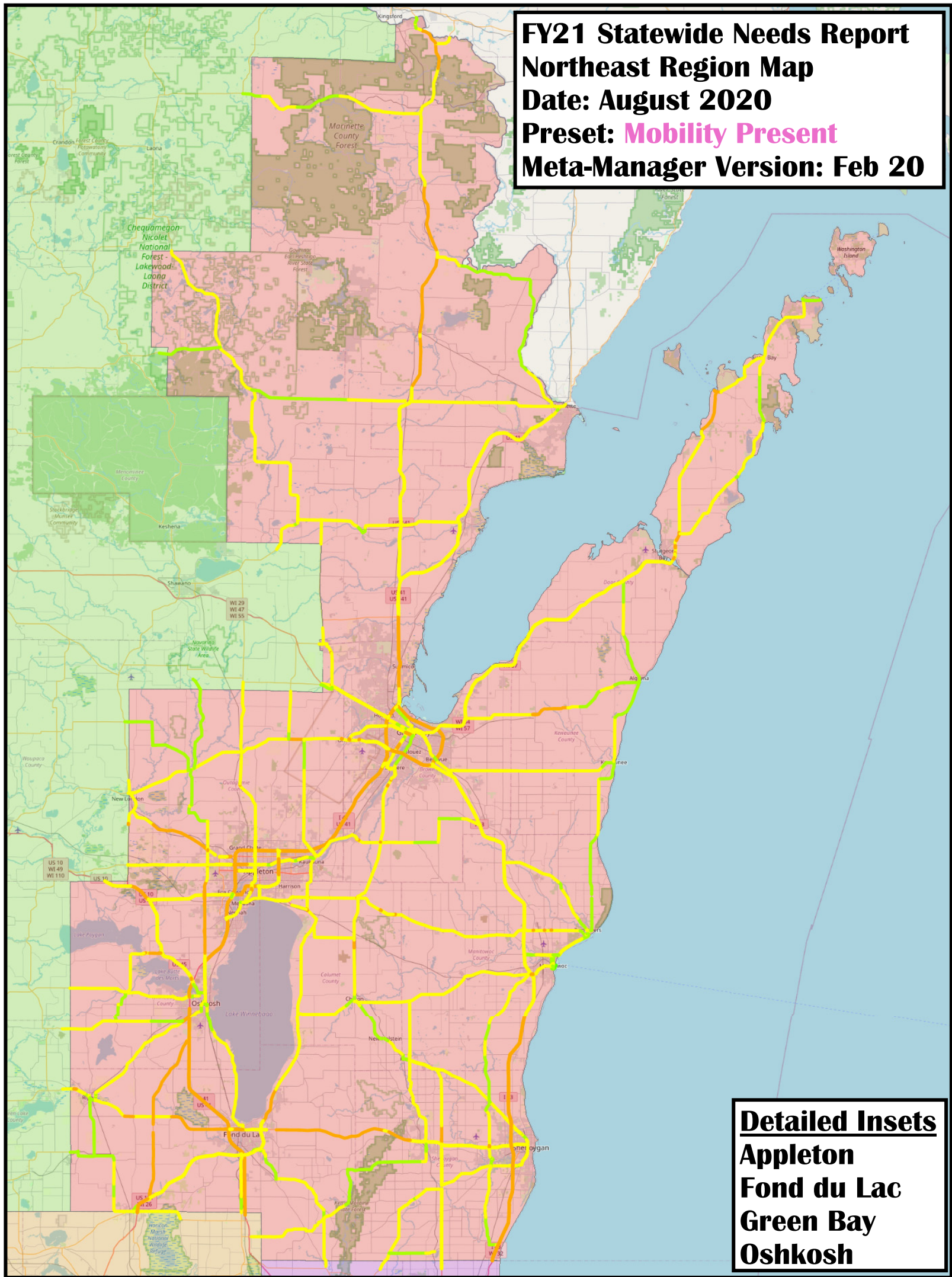


Detailed Insets
Appleton
Fond du Lac
Green Bay
Oshkosh

FY21 Statewide Needs Report
Northeast Region Map
Date: August 2020
Preset: Safety
Meta-Manager Version: Feb 20

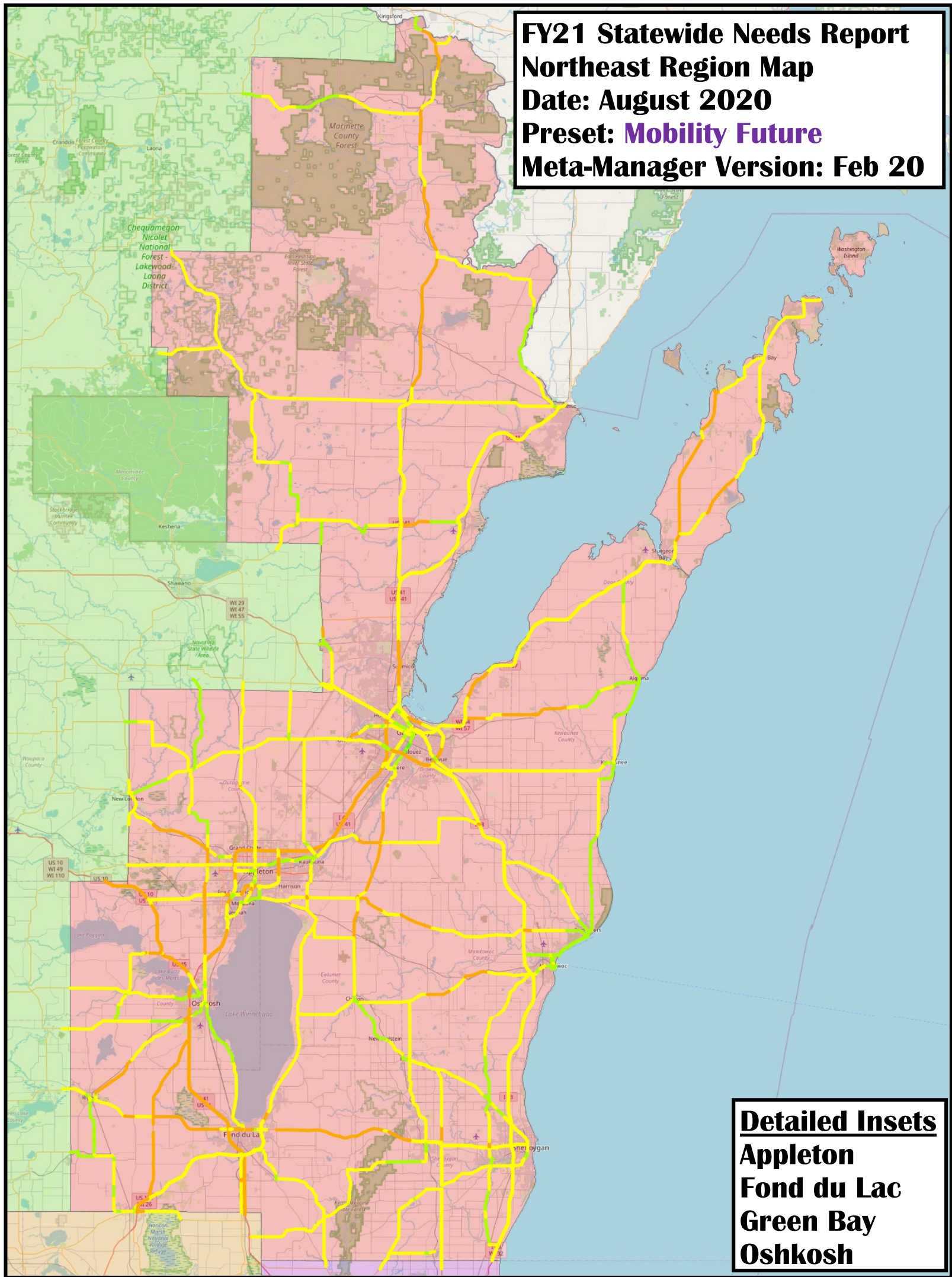


**FY21 Statewide Needs Report
Northeast Region Map
Date: August 2020
Preset: **Mobility Present**
Meta-Manager Version: Feb 20**



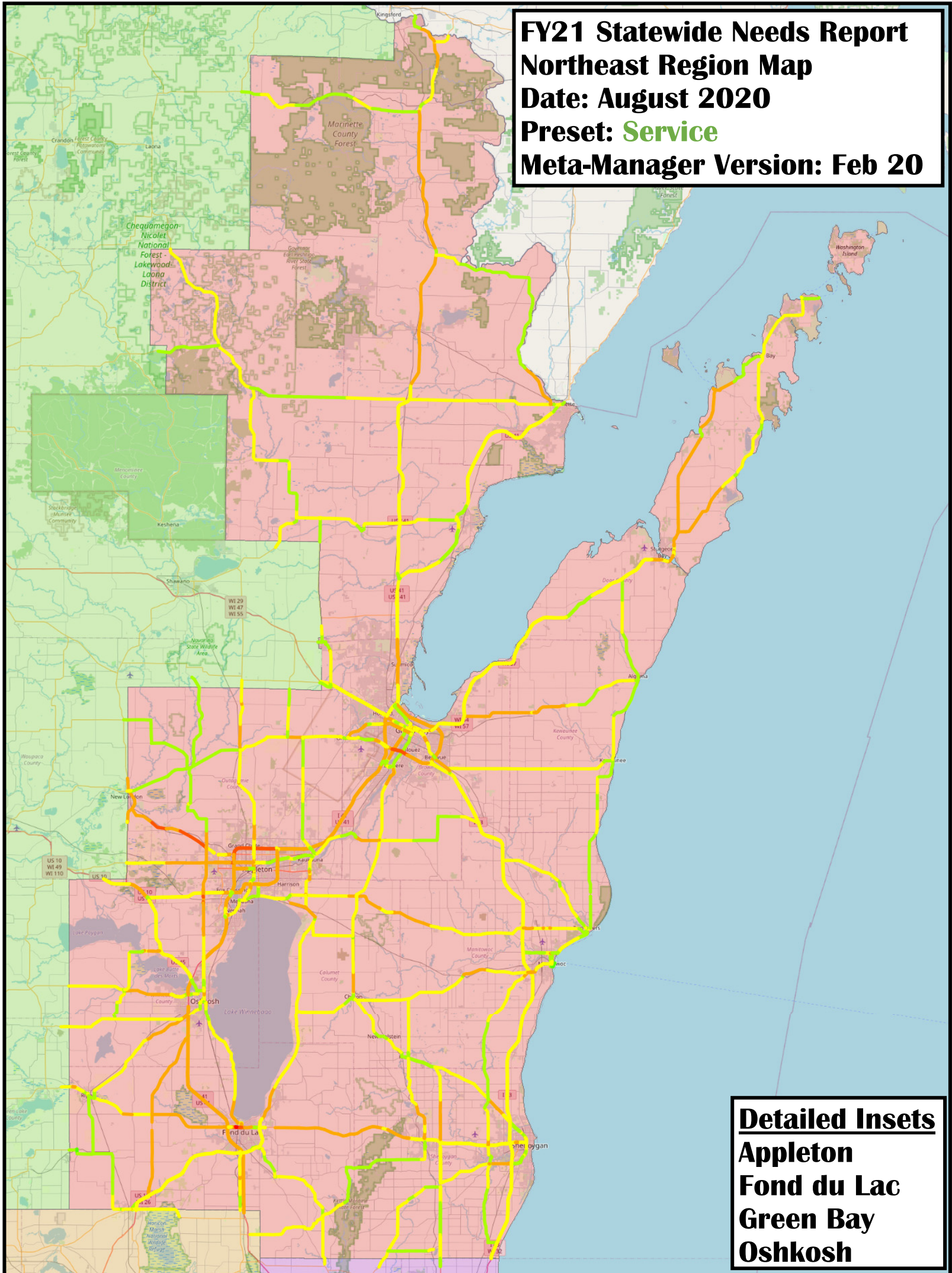
Detailed Insets
Appleton
Fond du Lac
Green Bay
Oshkosh

FY21 Statewide Needs Report
Northeast Region Map
Date: August 2020
Preset: Mobility Future
Meta-Manager Version: Feb 20



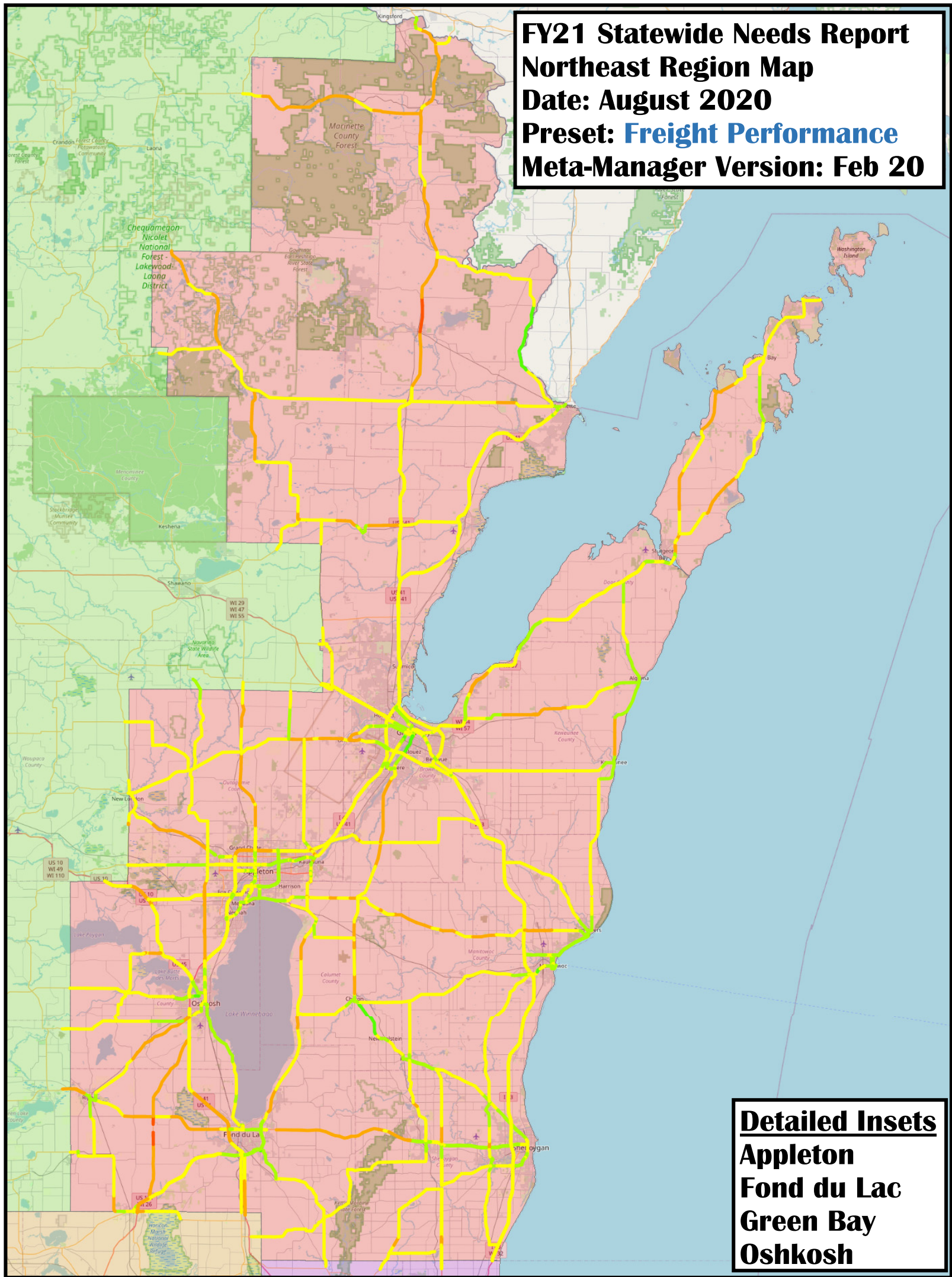
Detailed Insets
Appleton
Fond du Lac
Green Bay
Oshkosh

FY21 Statewide Needs Report
Northeast Region Map
Date: August 2020
Preset: Service
Meta-Manager Version: Feb 20

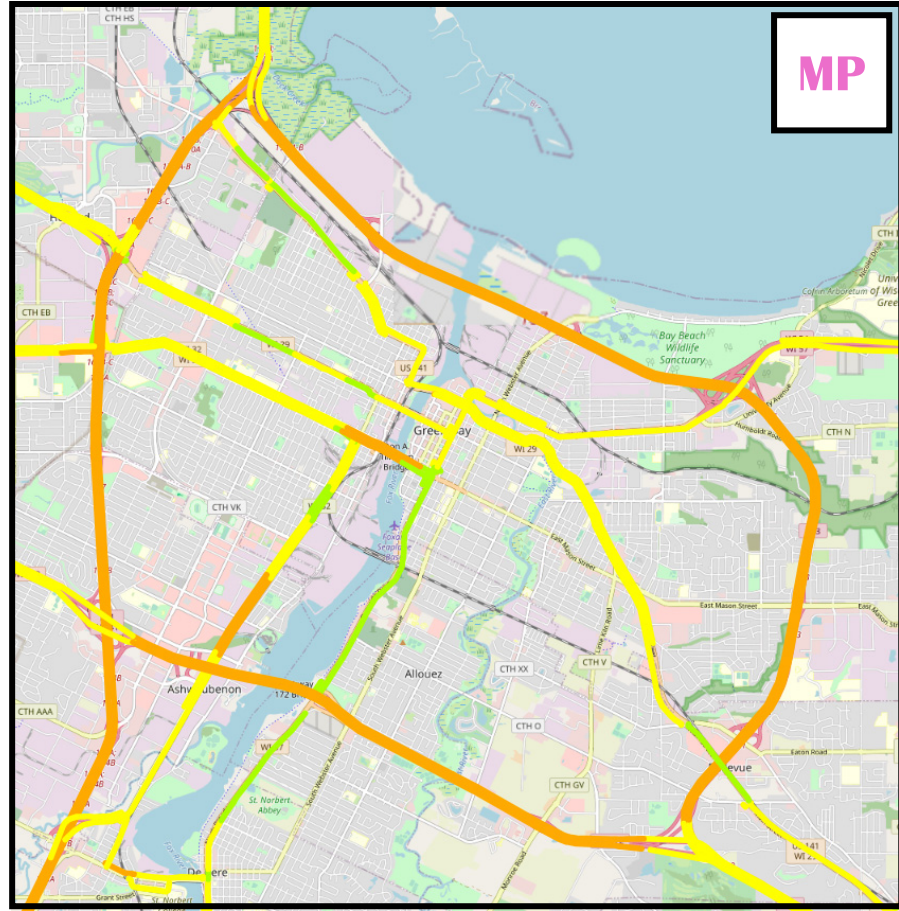
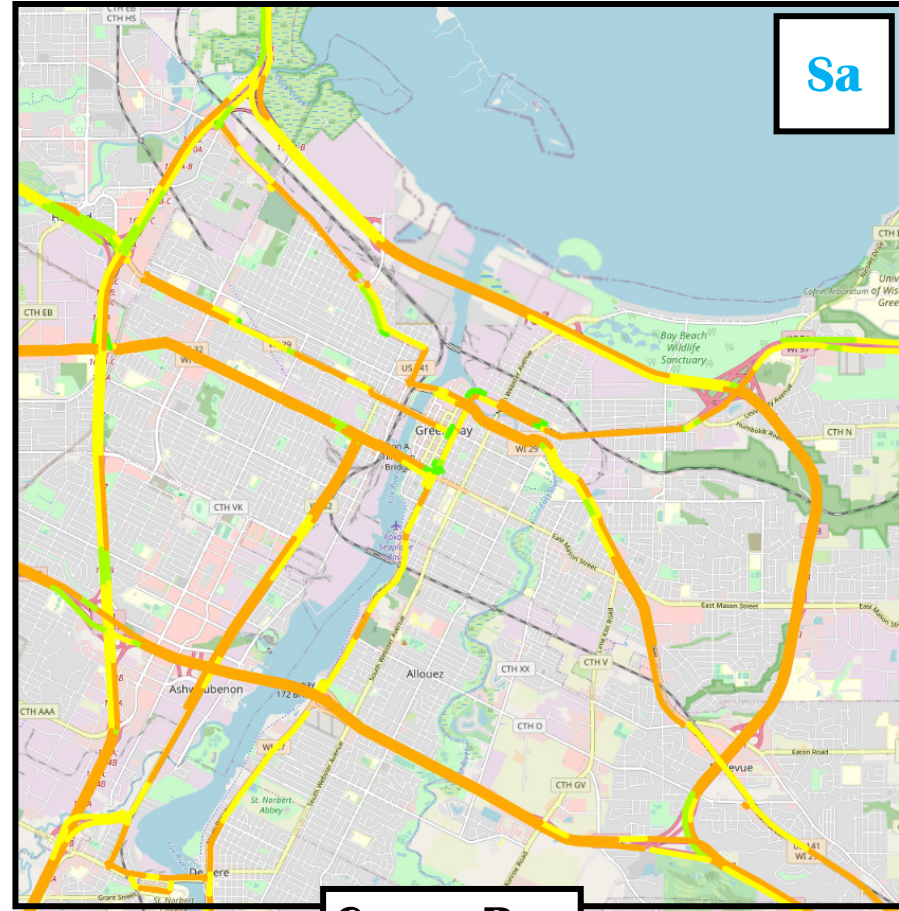
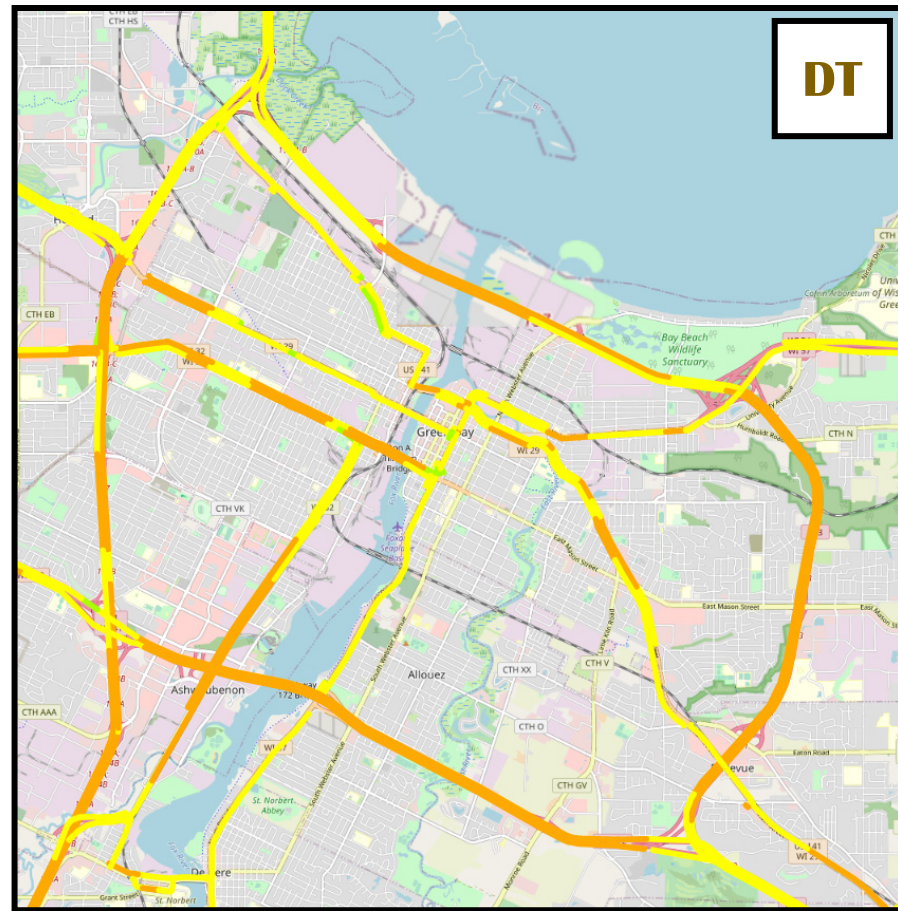


Detailed Insets
Appleton
Fond du Lac
Green Bay
Oshkosh

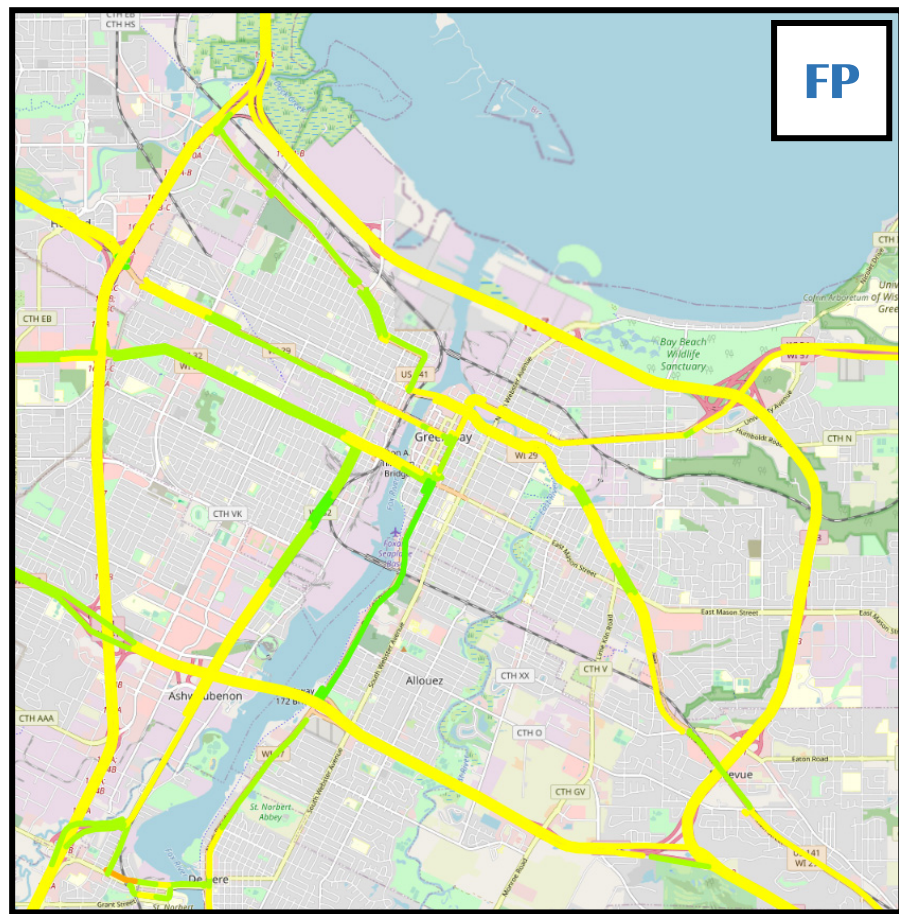
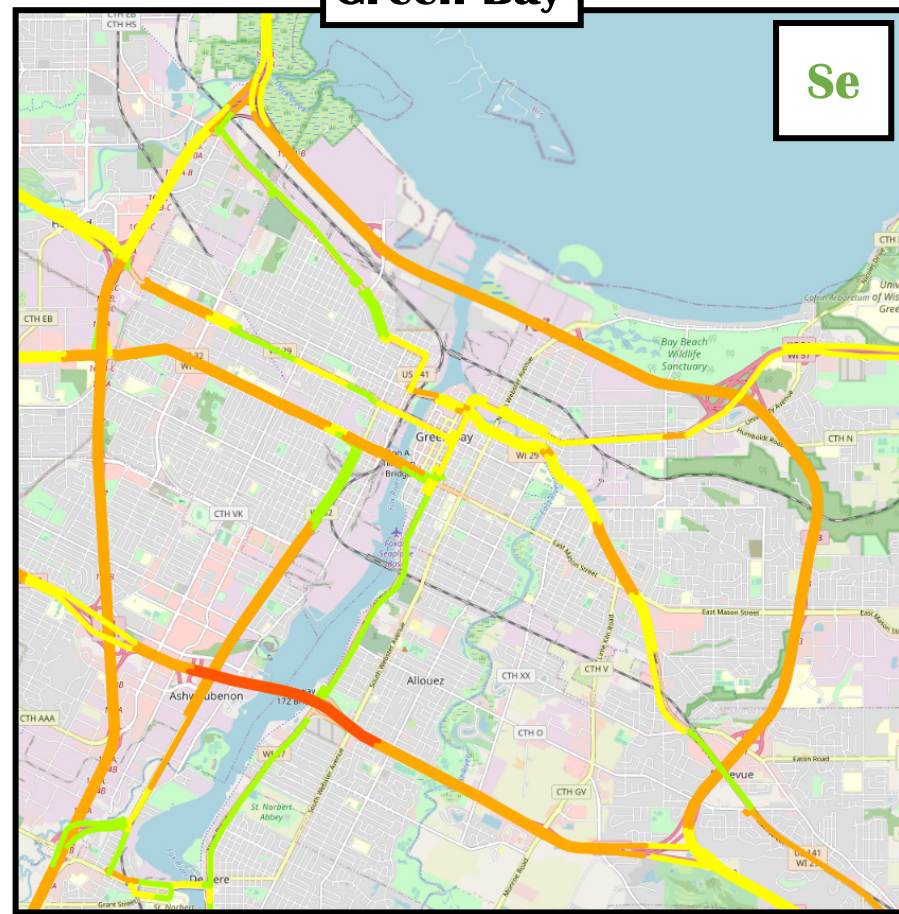
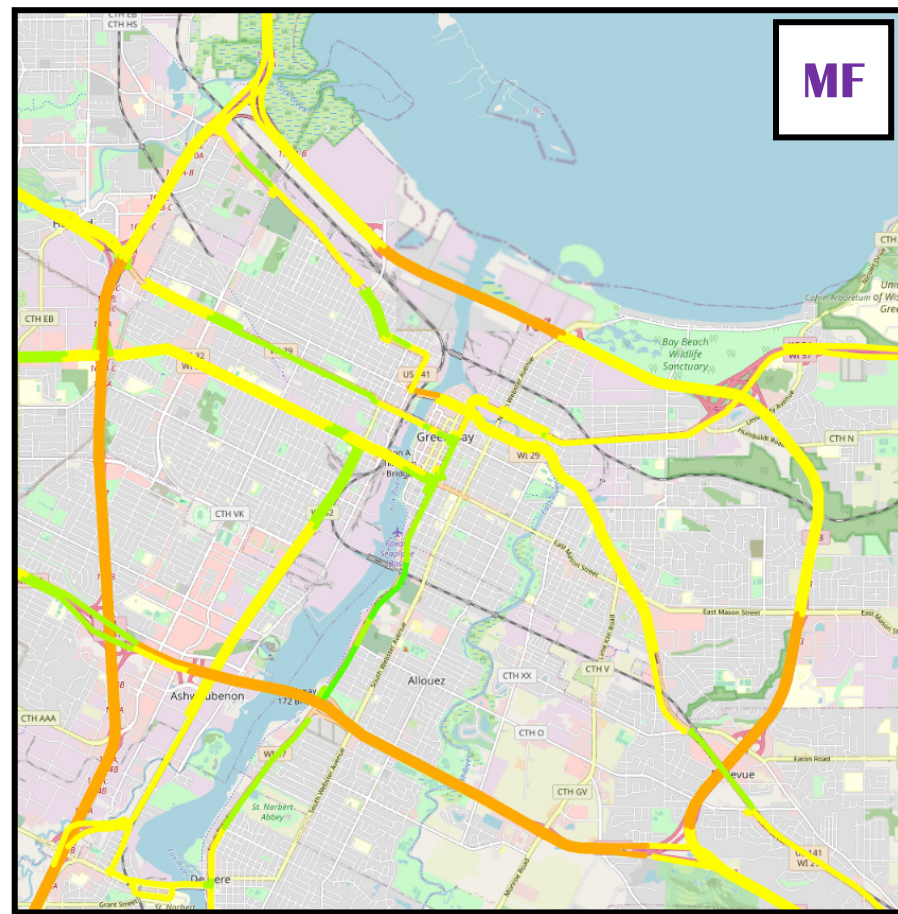
FY21 Statewide Needs Report
Northeast Region Map
Date: August 2020
Preset: Freight Performance
Meta-Manager Version: Feb 20

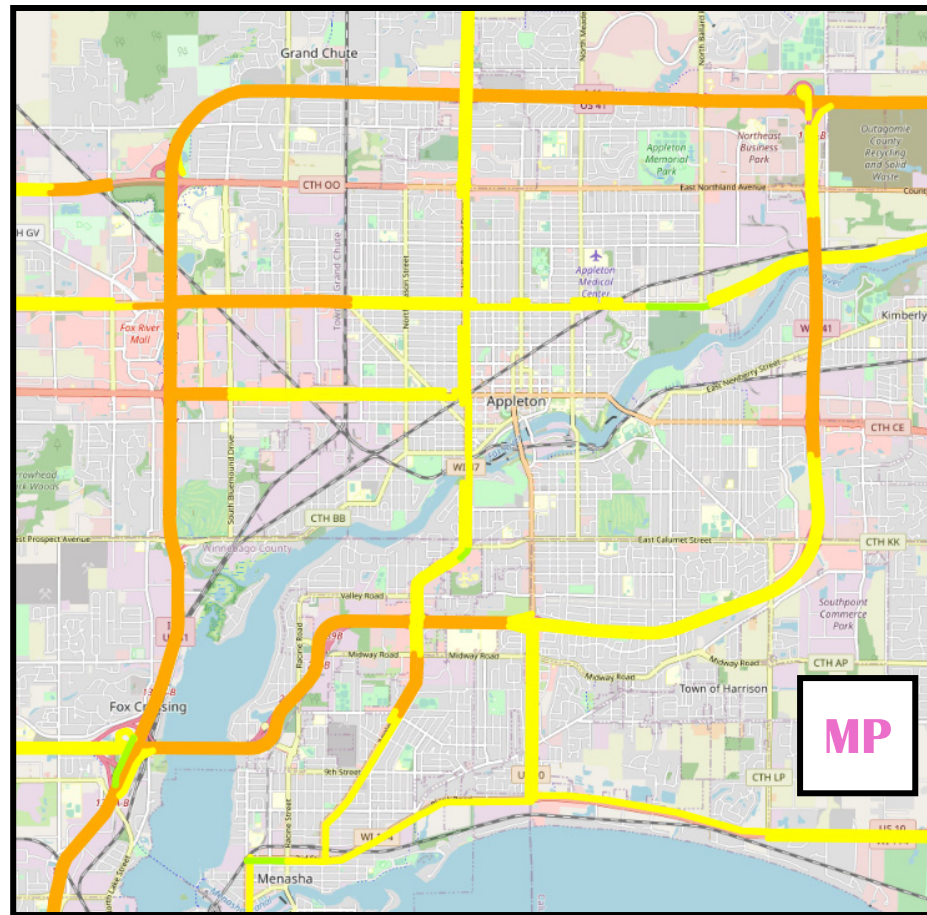
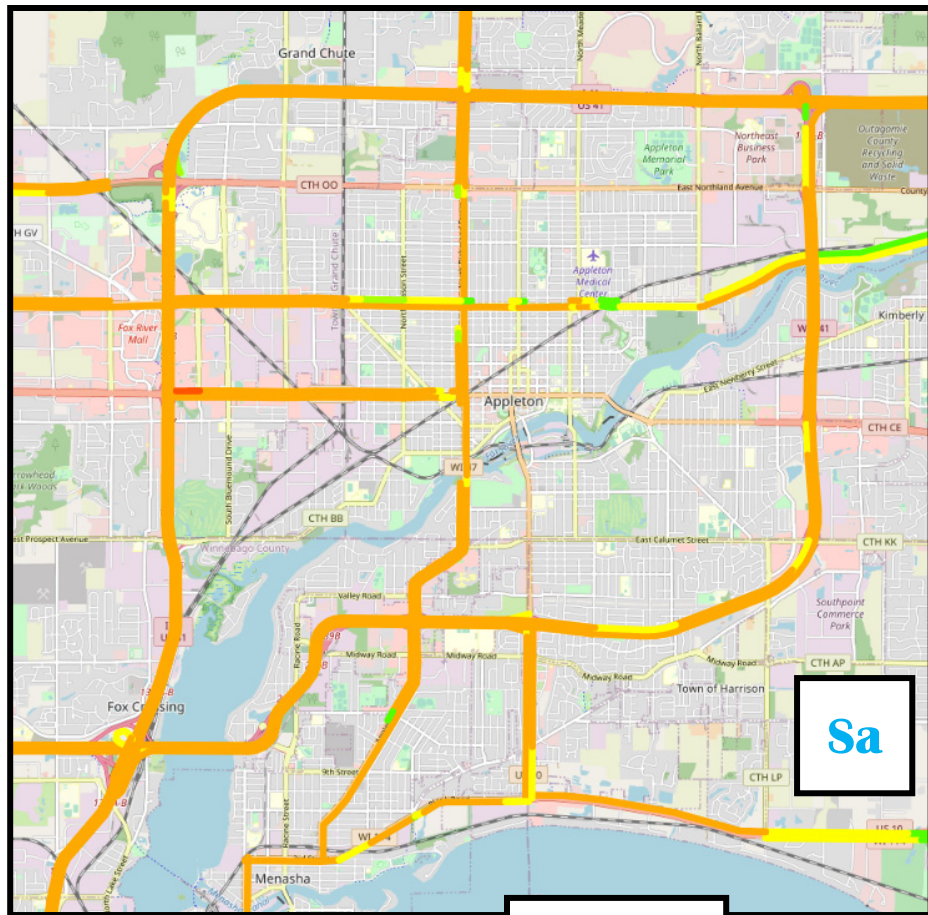
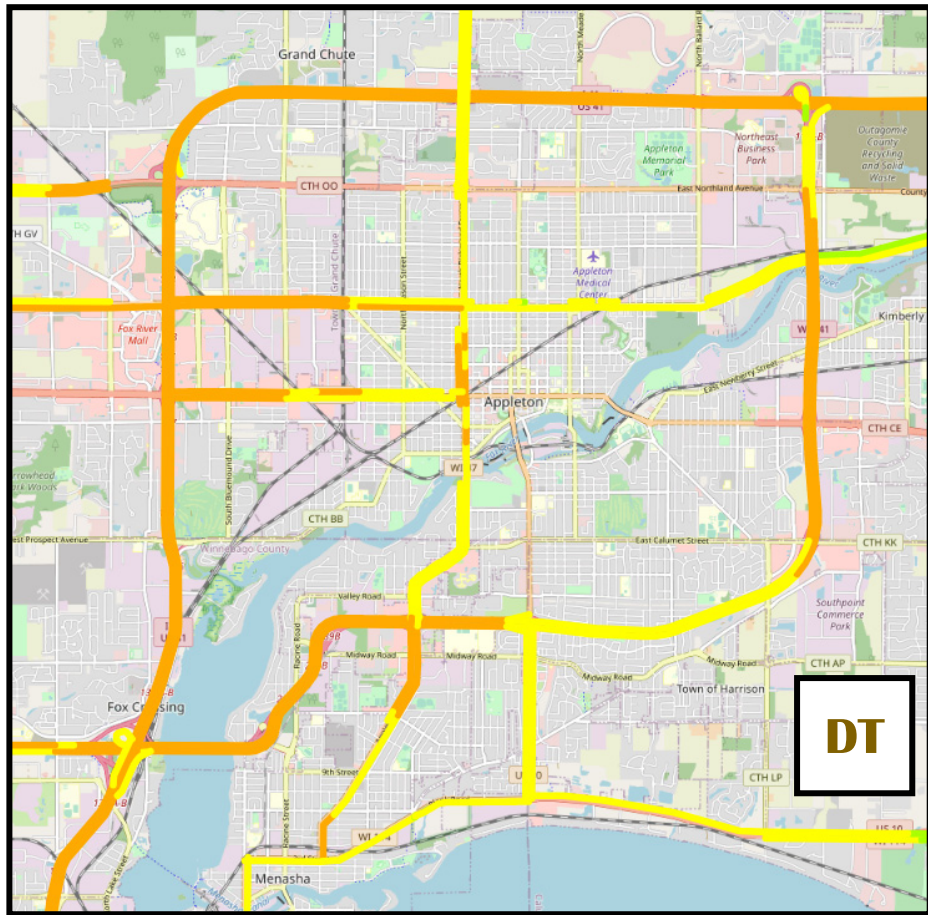


Detailed Insets
Appleton
Fond du Lac
Green Bay
Oshkosh

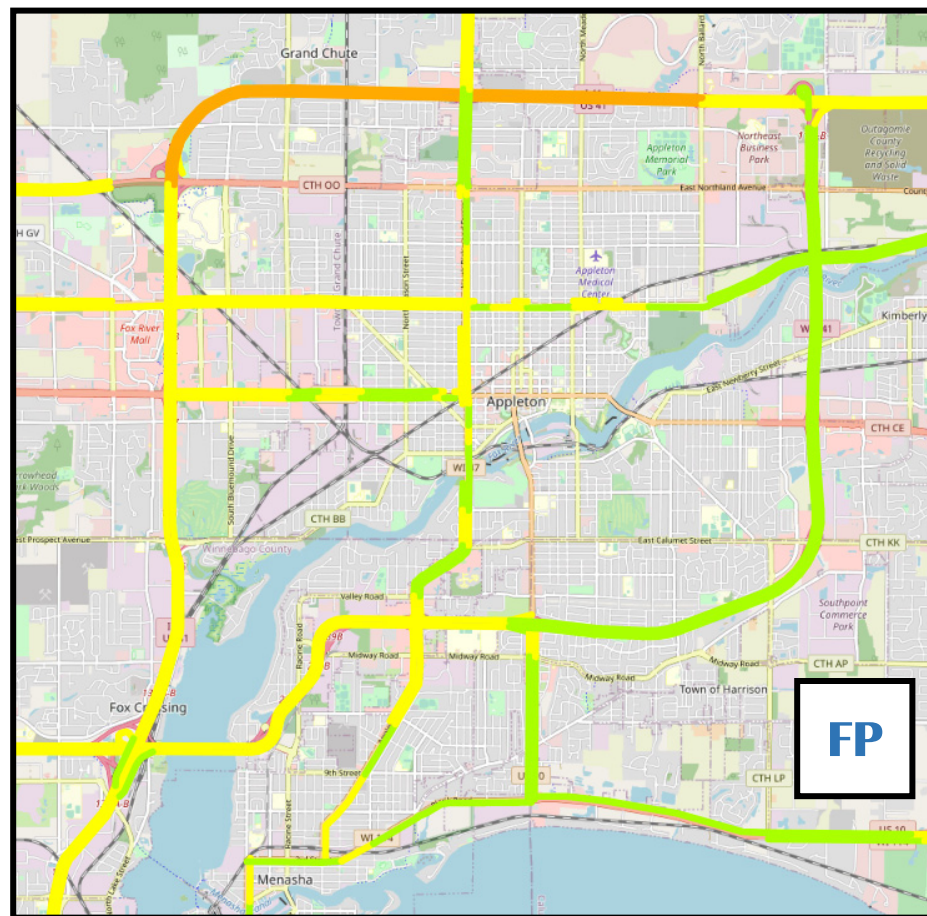
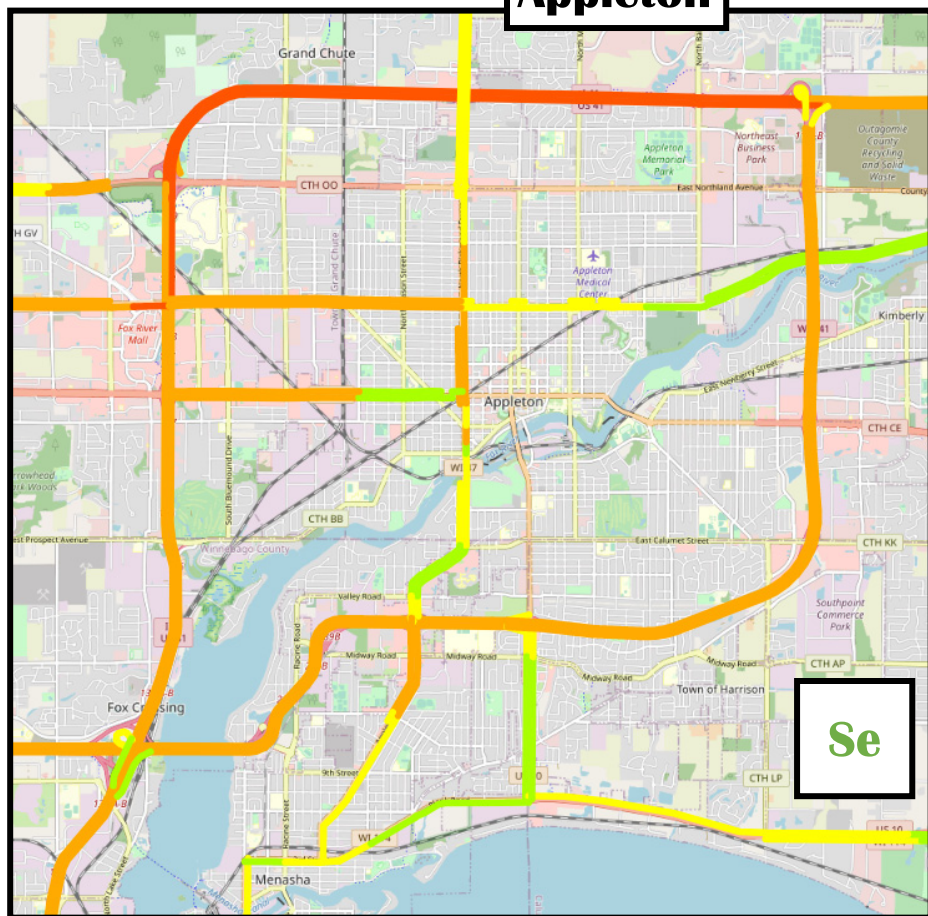
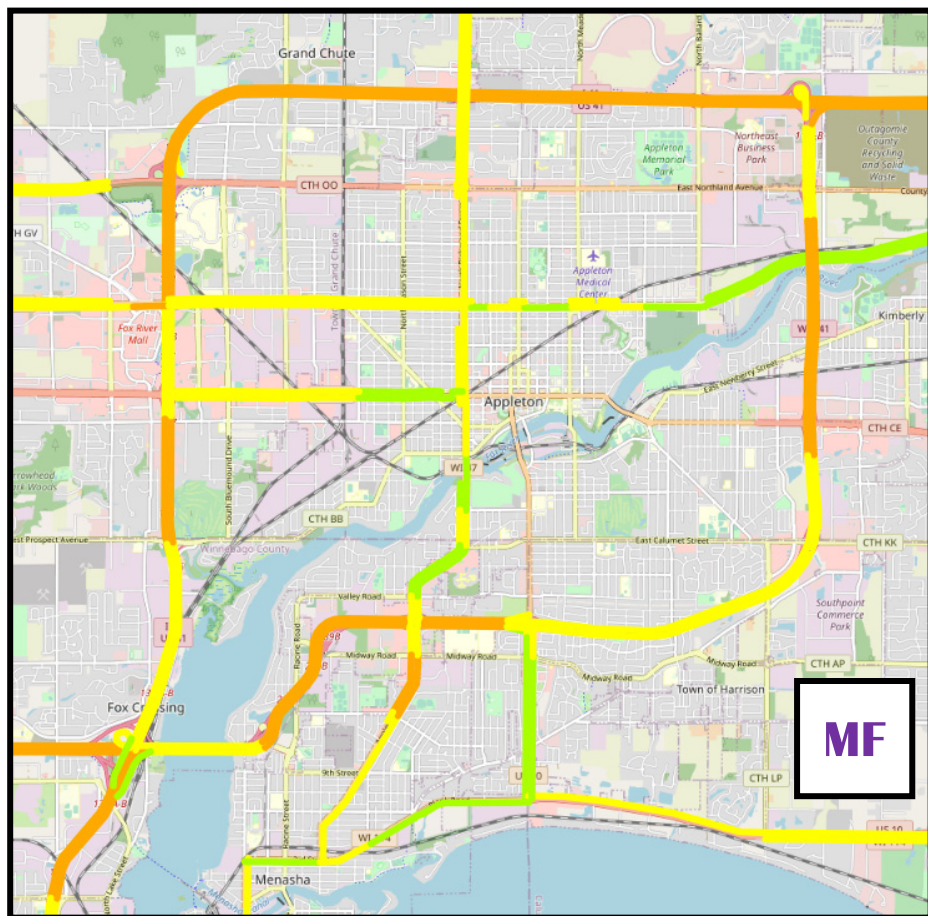


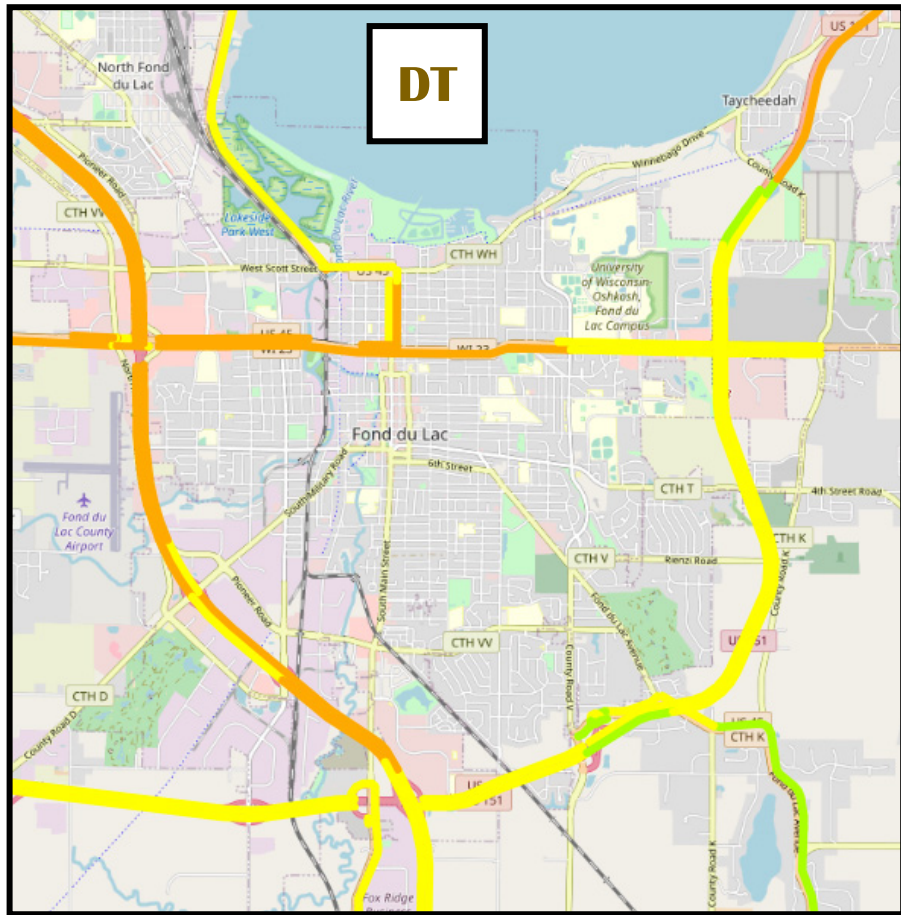
Green Bay



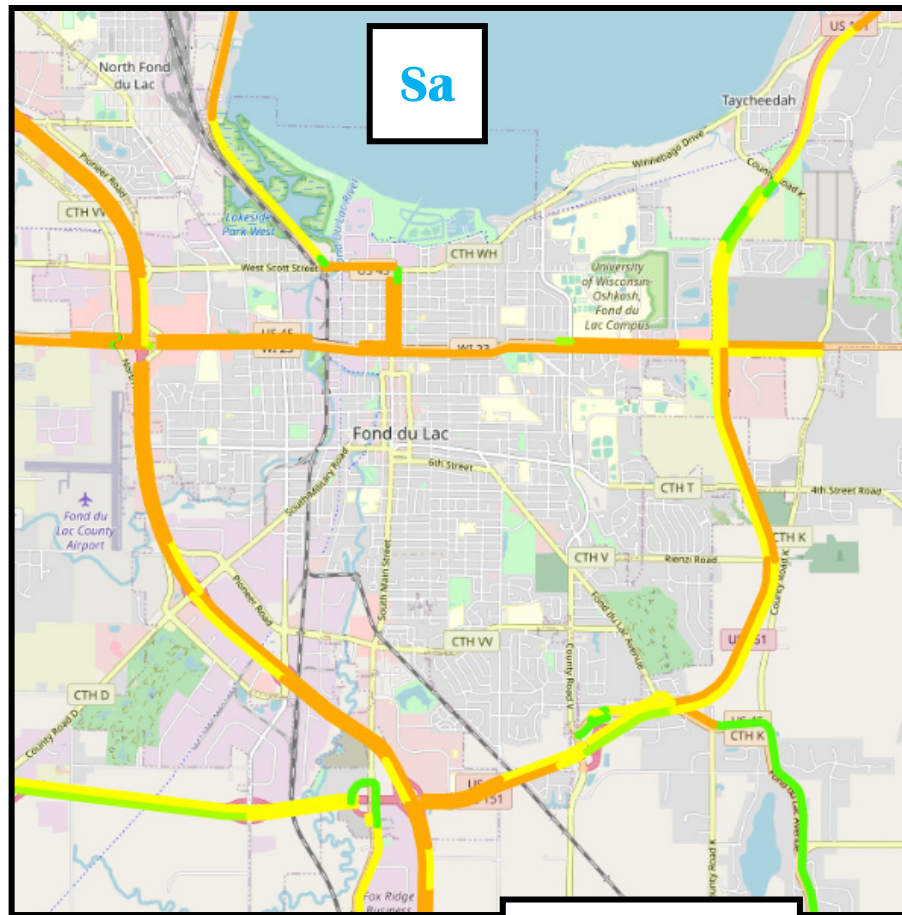


Appleton

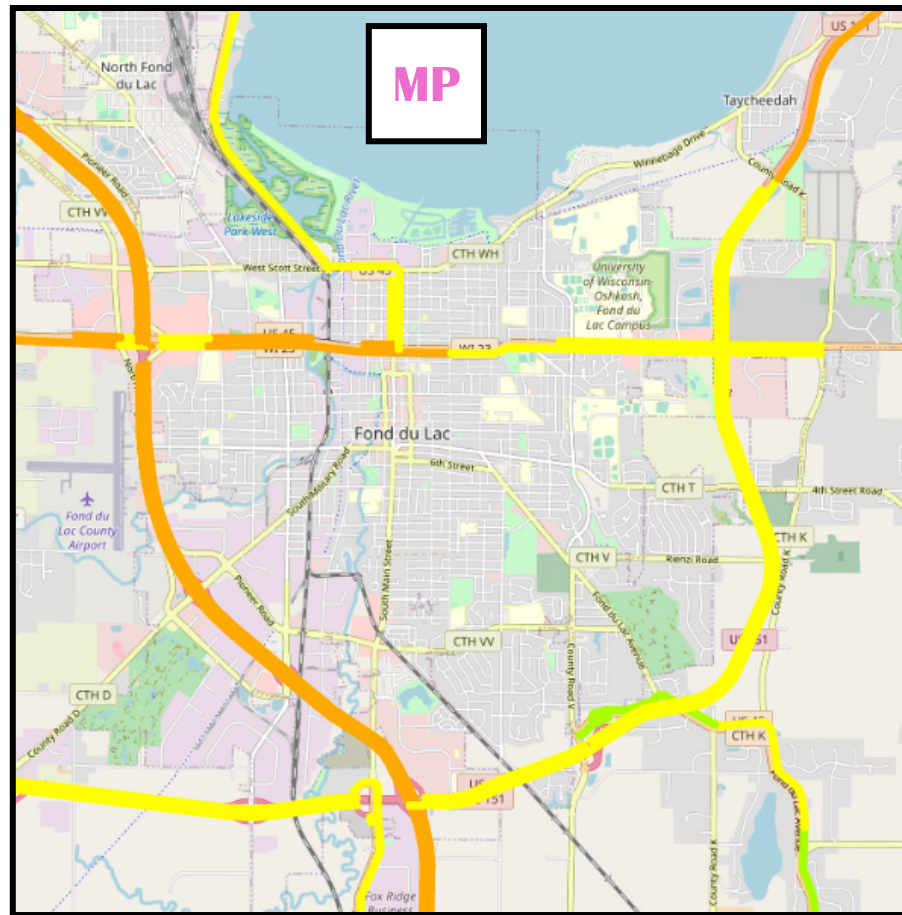




DT

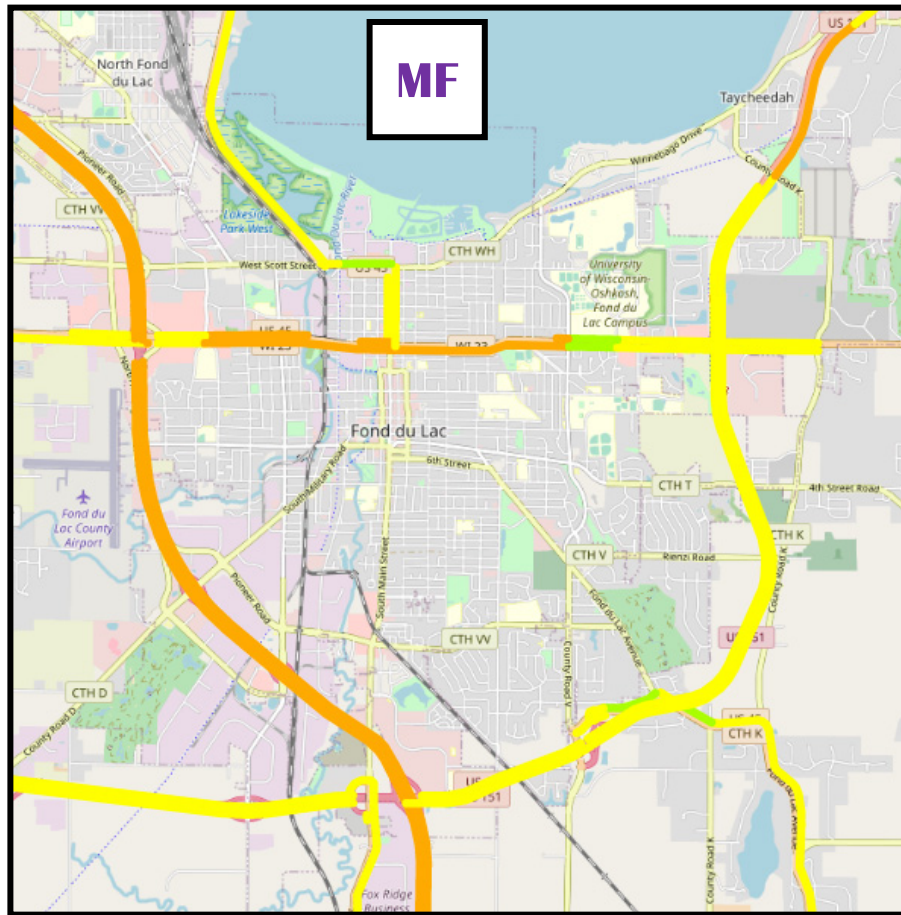


Sa

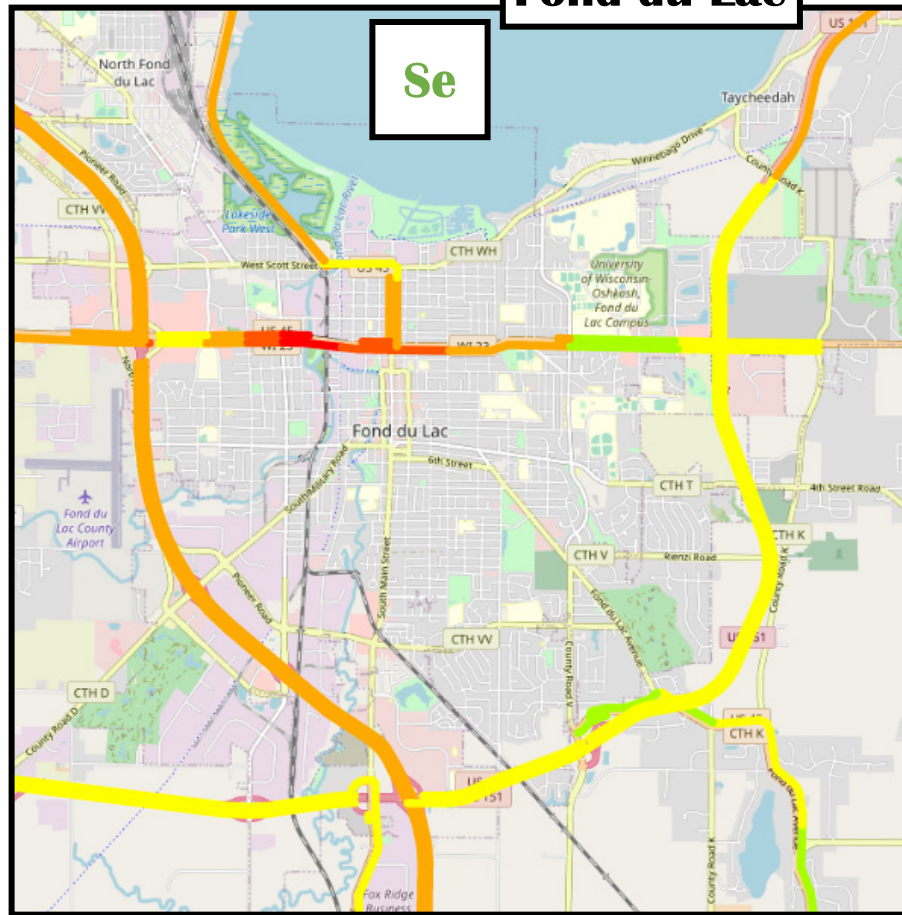


MP

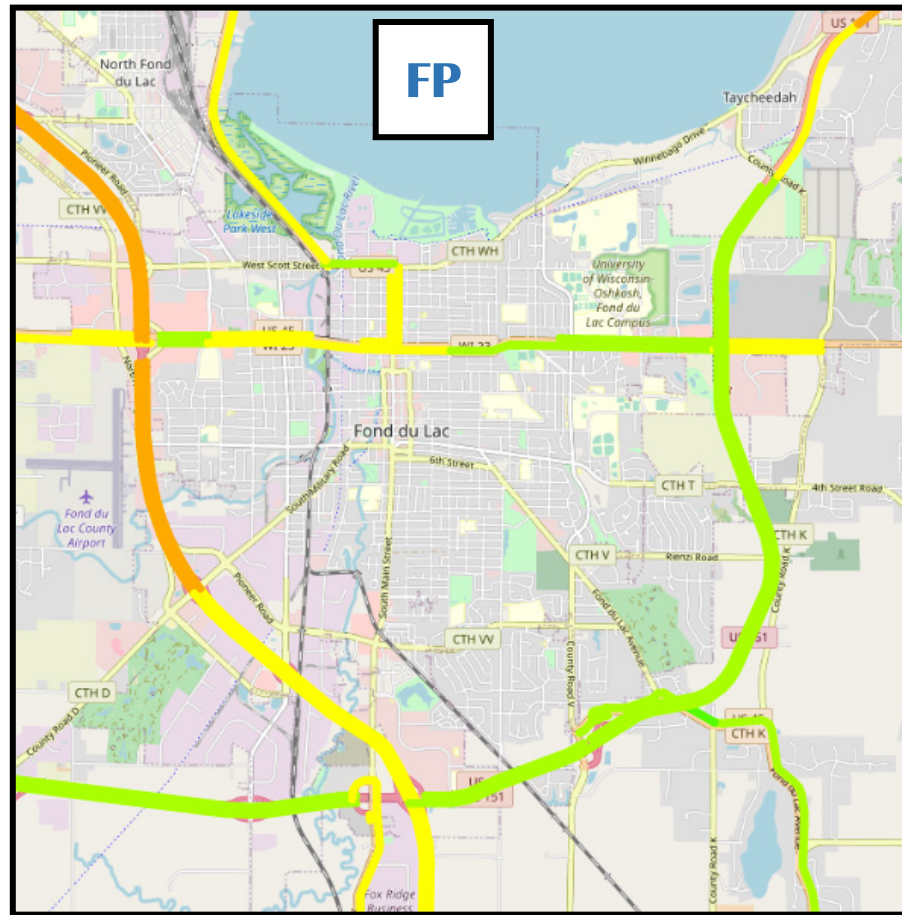
Fond du Lac



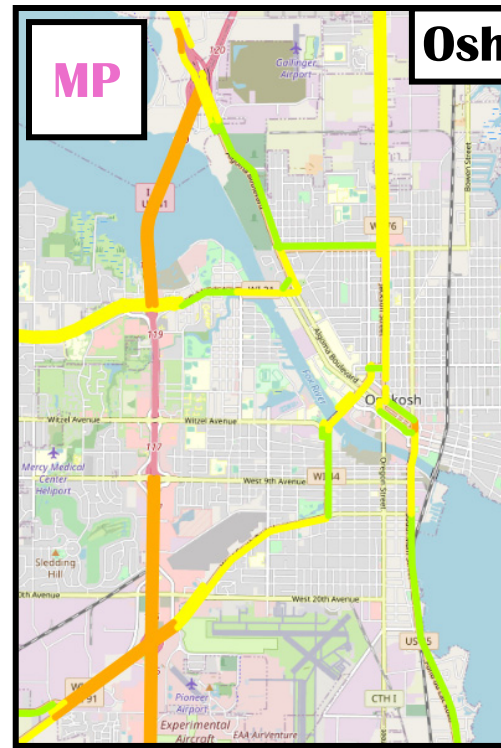
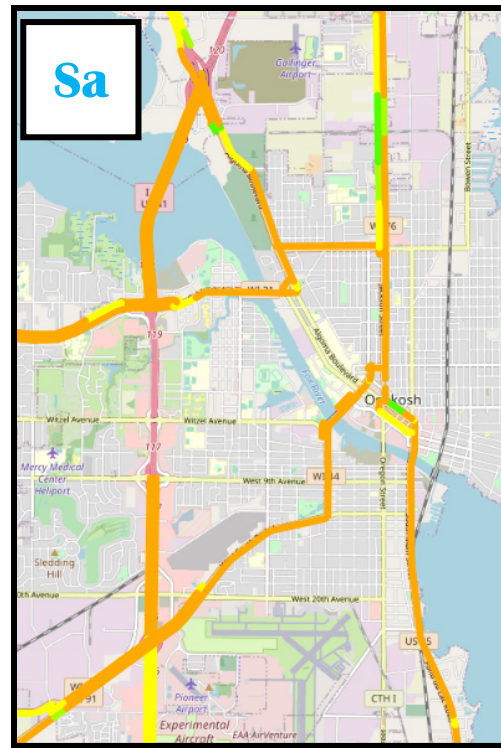
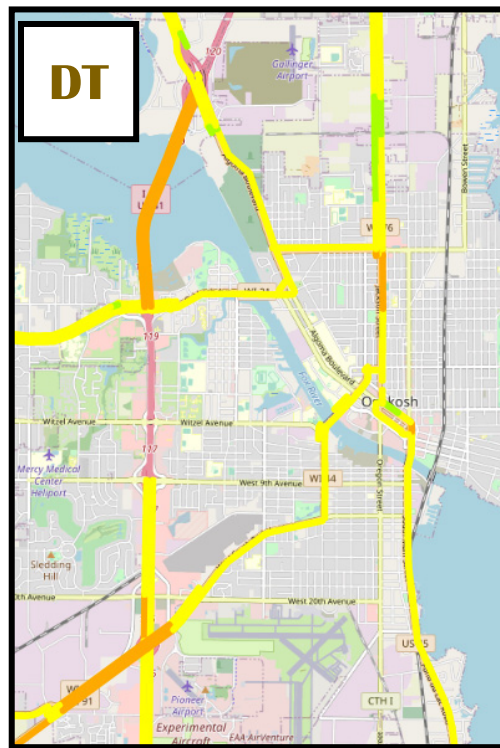
MF



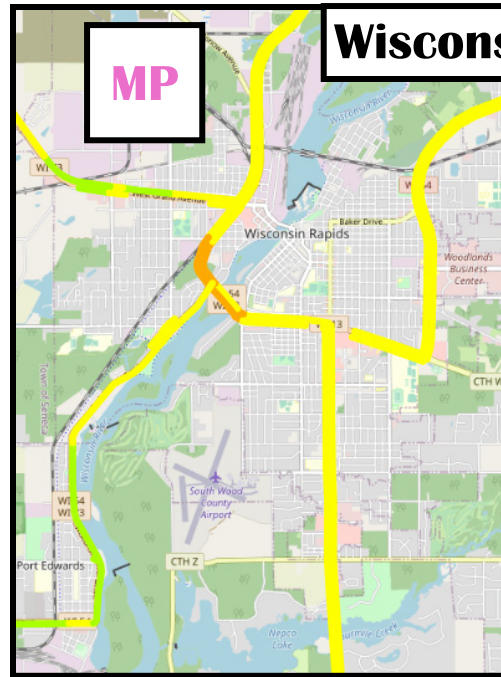
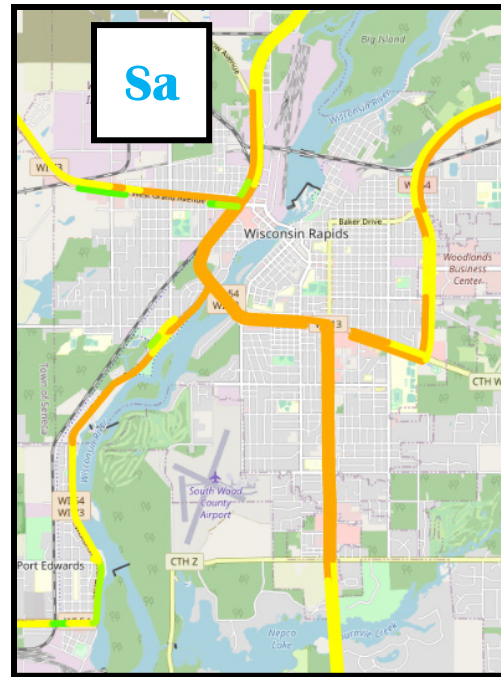
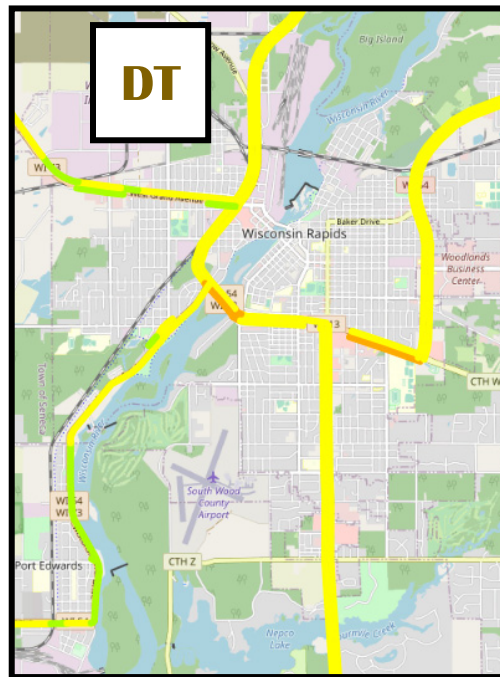
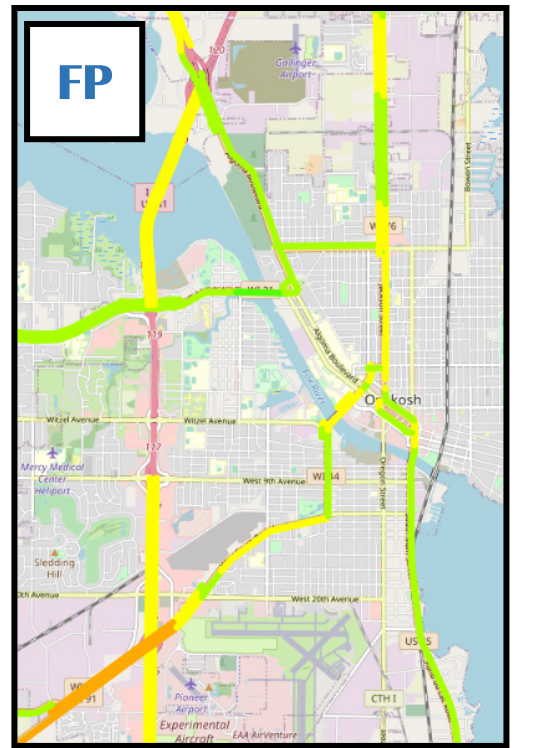
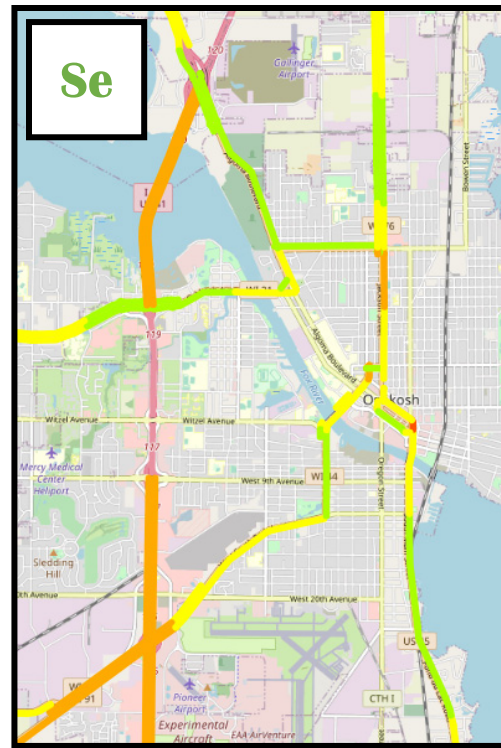
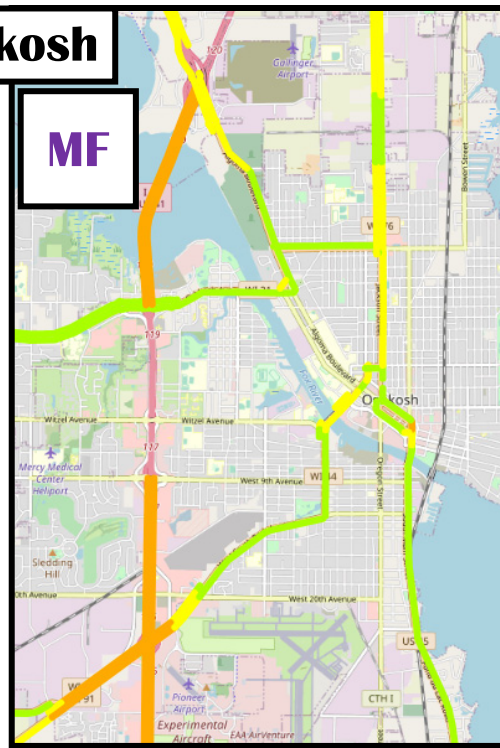
Se



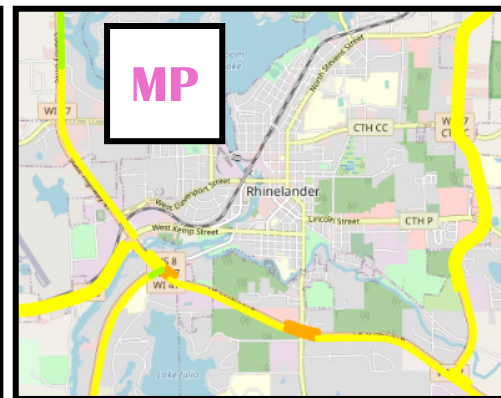
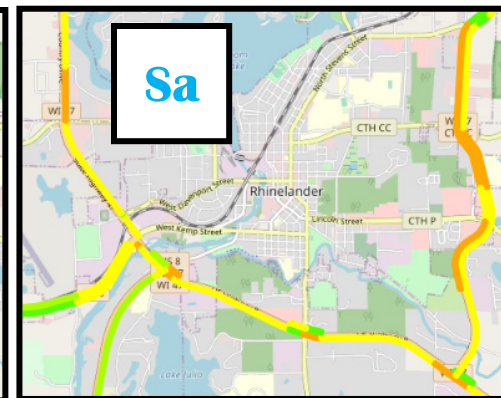
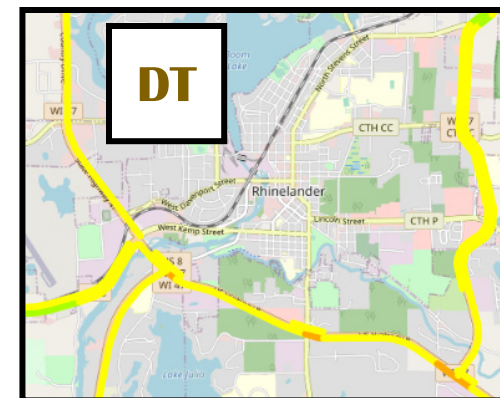
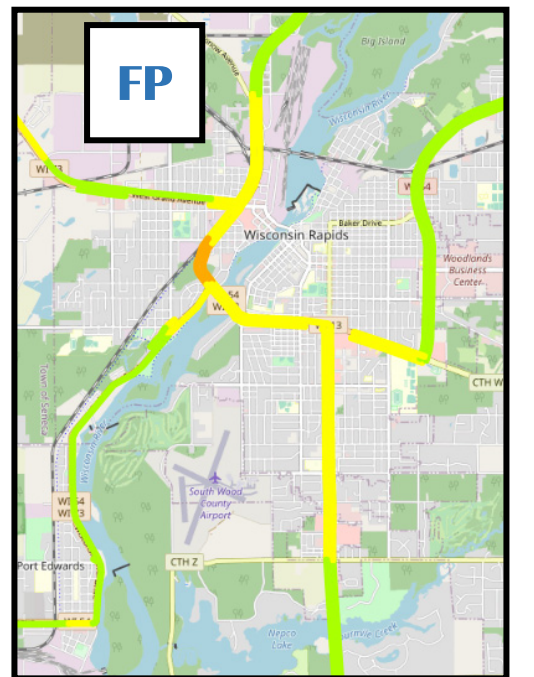
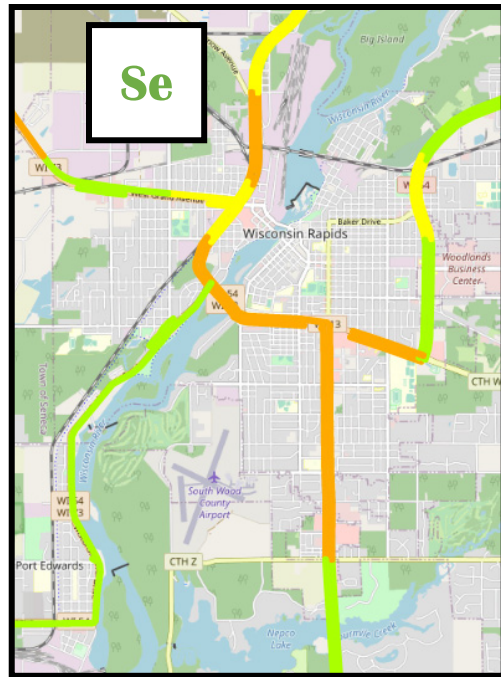
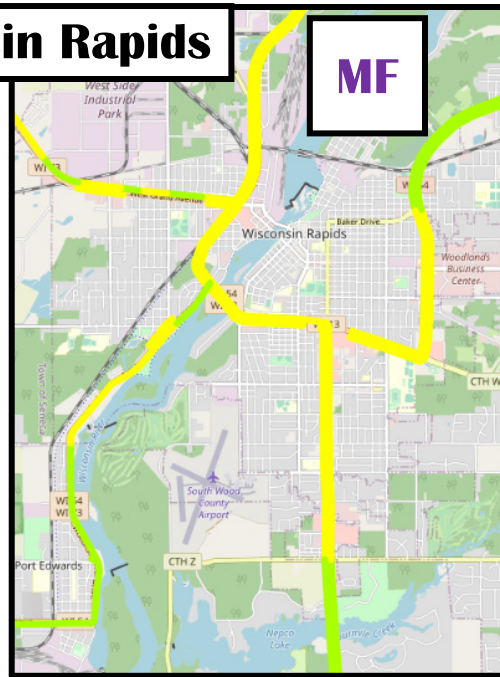
FP



Oshkosh



Wisconsin Rapids



Rhinelander

