



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

FY24 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 June 2024 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 | I-94 | MN Border to Exit 41 | Hudson to Eau Claire | Saint Croix/Dunn | 0.39 | 0.35 | 1.21 | 0.98 | 0.76 | 1.25 |
| 2 | I-535 | US 53 to MN Border | Superior | Douglas | 0.71 | 0.84 | 0.91 | 0.97 | 1.07 | 0.35 |
| 3 | US-53 | CTH AA to WI 29 | Eau Claire to Lake Hallie | Eau Claire/Chippewa | 0.69 | 0.70 | 0.90 | 0.95 | 1.10 | 0.25 |
| 4 | I-94 | WIS 121 to County O | Northfield to Millston | Jackson | 0.22 | 0.15 | 1.13 | 0.98 | 0.54 | 1.46 |
| 5 | I-94 | US 12 to US 53 | Eau Claire | Eau Claire | 0.37 | 0.57 | 1.04 | 0.82 | 0.30 | 1.37 |
| 6 | US-12 | I-94 to County UU | Hudson | Saint Croix | 0.64 | 0.69 | 0.75 | 0.73 | 0.95 | 0.66 |
| 7 | US-8 | WIS 35 to WIS 65 | St. Croix Falls | Polk | 0.44 | 0.38 | 0.86 | 0.51 | 0.87 | 1.35 |
| 8 | WIS 35 | WI 29 to WIS 65 | River Falls | Saint Croix | 0.62 | -0.08 | 0.86 | 0.81 | 1.82 | 0.14 |
| 9 | I-94 | US 53 to WIS 121 | Eau Claire to Northfield | Eau Claire/Jackson | 0.25 | 0.32 | 1.00 | 0.83 | 0.30 | 1.31 |
| 10 | WIS 29 | US 53 to WIS 178 | Chippewa Falls | Chippewa | 0.45 | 0.56 | 0.81 | 0.97 | 0.40 | 0.80 |

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 | US-51 | WIS 70 to Lakeshore Dr | Minocqua | Oneida | 1.02 | 0.17 | 0.81 | 1.19 | 1.82 | 0.27 |
| 2 | WIS 29 | US 51 to North Grand Ave | Wausau | Marathon | 0.76 | 0.72 | 1.02 | 1.03 | 1.10 | 0.52 |
| 3 | US-51 | County D to County K | Hazelhurst to Heafford Junction | Oneida | 0.52 | 0.02 | 0.76 | 1.01 | 1.24 | 0.92 |
| 4 | US-51 | W. Bridge St to Bus US 51 | Wausau to Evergreen | Marathon | 0.62 | 0.66 | 0.95 | 0.80 | 0.88 | 0.42 |
| 5 | US 45 | County D to County N | New London | Waupaca | 0.59 | 0.59 | 0.60 | 0.67 | 0.98 | 0.74 |
| 6 | US-45 | WIS 47 to County G | Antigo | Langlade | 0.46 | 0.19 | 0.67 | 0.87 | 1.00 | 0.87 |
| 7 | US-8 | US-51 to Crescent Rd | Heafford Junction to Woodboro | Oneida | 0.35 | -0.25 | 0.78 | 0.86 | 1.04 | 1.04 |
| 8 | US-8 | County P to County G | Rhineland | Oneida | 0.43 | -0.02 | 0.76 | 1.01 | 0.73 | 0.91 |
| 9 | US-10 | I-39 to Brilowski Road | Stevens Point | Portage | 0.46 | 0.81 | 0.77 | 0.71 | 0.55 | 0.53 |
| 10 | US-10 | County F to WIS 49/110 | Weyauwega to Fremont | Waupaca | 0.27 | 0.46 | 0.79 | 0.82 | 0.17 | 1.02 |

Northeast Region

| | Route | Corridor | Municipal Extent | County | DT | Sa | MP | MF | Se | FP |
|----|---------|------------------------------|-----------------------------|-----------------------|------|------|------|------|------|------|
| 1 | WIS 76 | Oakridge Rd to County BB | Neenah | Winnebago | 0.81 | 0.28 | 1.02 | 1.18 | 1.64 | 0.83 |
| 2 | WIS 441 | County CE to County OO | Appleton | Outagamie | 0.89 | 1.00 | 1.03 | 0.90 | 1.36 | 0.22 |
| 3 | I-41 | Exit 134 to Exit 154 | Fox Crossing to Wrightstown | Outagamie/Winnebago | 0.77 | 0.51 | 1.18 | 0.99 | 1.41 | 0.50 |
| 4 | I-43 | Atkinson Dr to N Webster Ave | Greenbay | Brown | 0.89 | 1.05 | 0.98 | 0.96 | 1.02 | 0.44 |
| 5 | US-45 | WIS 15 to WIS 54 | New London | Outagamie | 0.75 | 0.58 | 0.82 | 0.90 | 1.38 | 0.77 |
| 6 | US-141 | County P to County X | Beaver to Middle Inlet | Marinette | 0.67 | 0.48 | 0.78 | 0.98 | 1.20 | 1.04 |
| 7 | I-41 | Exit 151 to Exit 164 | Wrightstown to Green Bay | Brown | 0.76 | 0.45 | 1.11 | 1.03 | 1.28 | 0.48 |
| 8 | WIS 172 | I-41 to I-43 | Ashwaubenon to Bellevue | Brown | 0.84 | 0.69 | 1.12 | 0.73 | 1.33 | 0.34 |
| 9 | I-41 | US-151 to WIS 44 | Fond du Lac to Oshkosh | Fond du Lac/Winnebago | 0.56 | 0.59 | 1.12 | 0.92 | 0.87 | 0.89 |
| 10 | WIS 26 | US 151 to I-41 | Waupun to Nekimi | Fond du Lac/Winnebago | 0.40 | 0.07 | 1.02 | 0.81 | 0.92 | 1.57 |

Southeast Region

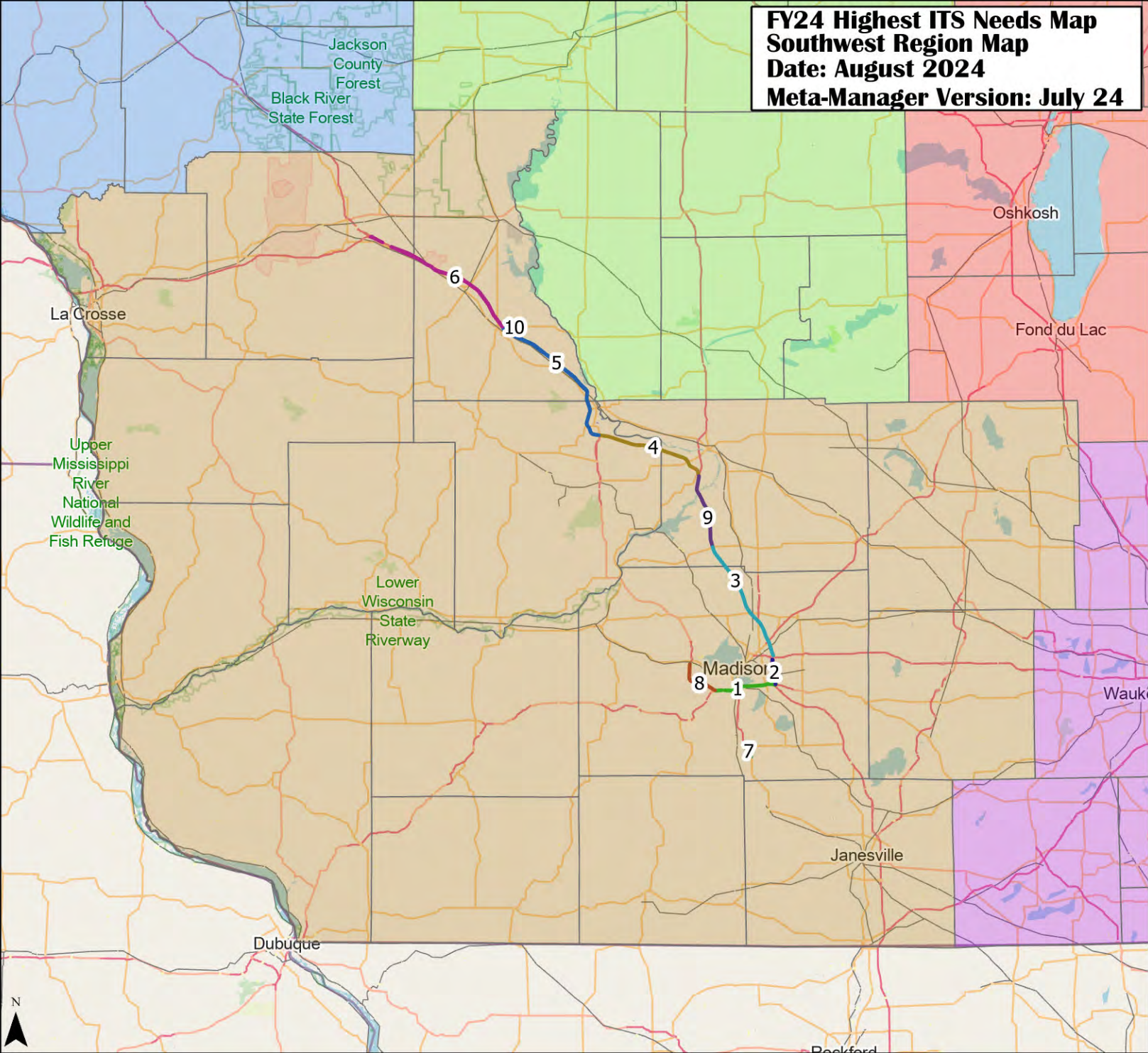
| | Route | Corridor | Municipal Extent | County | DT | Sa | MP | MF | Se | FP |
|----|-------------|---|--------------------------|-----------|------|------|------|------|------|------|
| 1 | I-43/41/894 | Exit 4 (Hale IC) to Exit 10 (Mitchell IC) | Greenfield to Milwaukee | Milwaukee | 1.48 | 1.04 | 1.80 | 1.50 | 2.22 | 1.23 |
| 2 | I-94 | Exit 316 (Mitchell IC) to Exit 321 | Milwaukee to Oak Creek | Milwaukee | 1.37 | 0.87 | 1.70 | 1.54 | 2.07 | 1.21 |
| 3 | I-43 | Exit 72 (Marquette IC) to Exit 83 | Milwaukee to River Hills | Milwaukee | 1.45 | 1.06 | 1.78 | 1.09 | 2.39 | 0.94 |
| 4 | I-41/894 | Exit 39 (Zoo IC) to Exit 4 (Hale IC) | Wauwatosa to Greenfield | Milwaukee | 1.34 | 1.08 | 1.66 | 1.24 | 1.91 | 1.06 |
| 5 | I-94 | Exit 297 to Exit 301B | Brookfield | Waukesha | 1.38 | 1.15 | 1.67 | 1.11 | 2.24 | 0.71 |
| 6 | I-94 | Exit 287 to Exit 290 | Delafield | Waukesha | 1.18 | 0.83 | 1.61 | 1.37 | 2.01 | 0.96 |
| 7 | I-94 | Exit 304 (Zoo IC) to Exit 310 (Marquette IC) | Milwaukee | Milwaukee | 1.55 | 1.19 | 1.56 | 0.90 | 2.59 | 0.09 |
| 8 | WIS 190 | WIS 175 to N Holton St | Milwaukee | Milwaukee | 1.54 | 1.46 | 1.10 | 1.02 | 2.18 | 0.17 |
| 9 | I-41 | Exit 39 (Zoo IC) to Exit 48 | Milwaukee | Milwaukee | 1.09 | 0.43 | 1.73 | 1.09 | 2.05 | 1.05 |
| 10 | I-43/94 | Exit 310 (Marquette IC) to Exit 316 (Mitchell IC) | Milwaukee | Milwaukee | 1.26 | 1.12 | 1.44 | 0.72 | 1.82 | 0.50 |

Presets:
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Sa = Safety
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MF = Mobility Future
Se = Service
FP = Freight Performance

Southwest Region

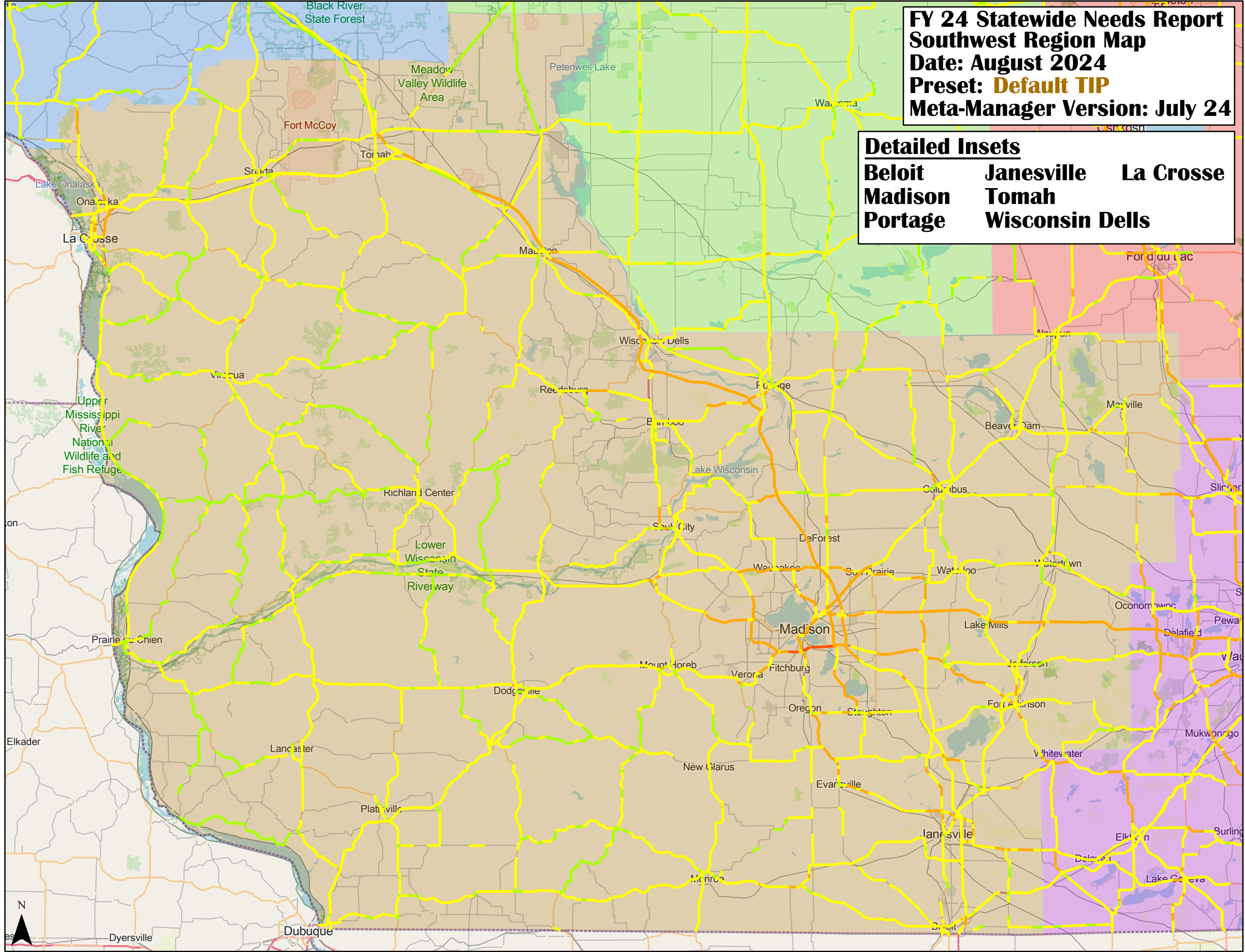
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|----|------------------|----------------------|----------------------------|---------------|------|-------|------|------|------|-------|
| 1 | US-12 (Beltline) | Exit 258 to Exit 267 | Madison | Dane | 1.54 | 1.13 | 1.82 | 1.41 | 2.68 | 0.88 |
| 2 | I-39/90 | Exit 138 to Exit 142 | Madison | Dane | 1.05 | 0.81 | 1.56 | 1.31 | 1.50 | 1.23 |
| 3 | I-39/90 | Exit 119 to Exit 138 | Lodi to Madison | Columbia/Dane | 0.97 | 0.64 | 1.44 | 1.36 | 1.42 | 1.31 |
| 4 | I-90/94 | Exit 92 to Exit 108 | Wisconsin Dells to Portage | Sauk/Columbia | 0.77 | 0.43 | 1.51 | 1.29 | 1.46 | 1.56 |
| 5 | I-90/94 | Exit 69 to Exit 92 | Mauston to Wisconsin Dells | Juneau/Sauk | 0.75 | 0.50 | 1.51 | 1.25 | 1.30 | 1.63 |
| 6 | I-90/94 | Exit 45 to Exit 69 | Tomah to Mauston | Monroe/Juneau | 0.64 | 0.44 | 1.49 | 1.28 | 1.19 | 1.69 |
| 7 | US-14 | County A to WIS 138 | Oregon | Dane | 1.02 | 0.51 | 1.06 | 1.34 | 1.88 | 0.88 |
| 8 | US-12 (Beltline) | Exit 252 to Exit 258 | Madison | Dane | 1.19 | 0.67 | 1.22 | 1.17 | 2.40 | -0.08 |
| 9 | I-39/90 | Exit 108 to Exit 119 | Portage to Lodi | Columbia | 0.77 | 0.74 | 1.29 | 1.08 | 1.15 | 1.20 |
| 10 | WIS 82 | I-94 to 19th Ave | Mauston | Juneau | 0.34 | -1.07 | 1.58 | 1.38 | 1.56 | 1.84 |

FY24 Highest ITS Needs Map
Southwest Region Map
Date: August 2024
Meta-Manager Version: July 24



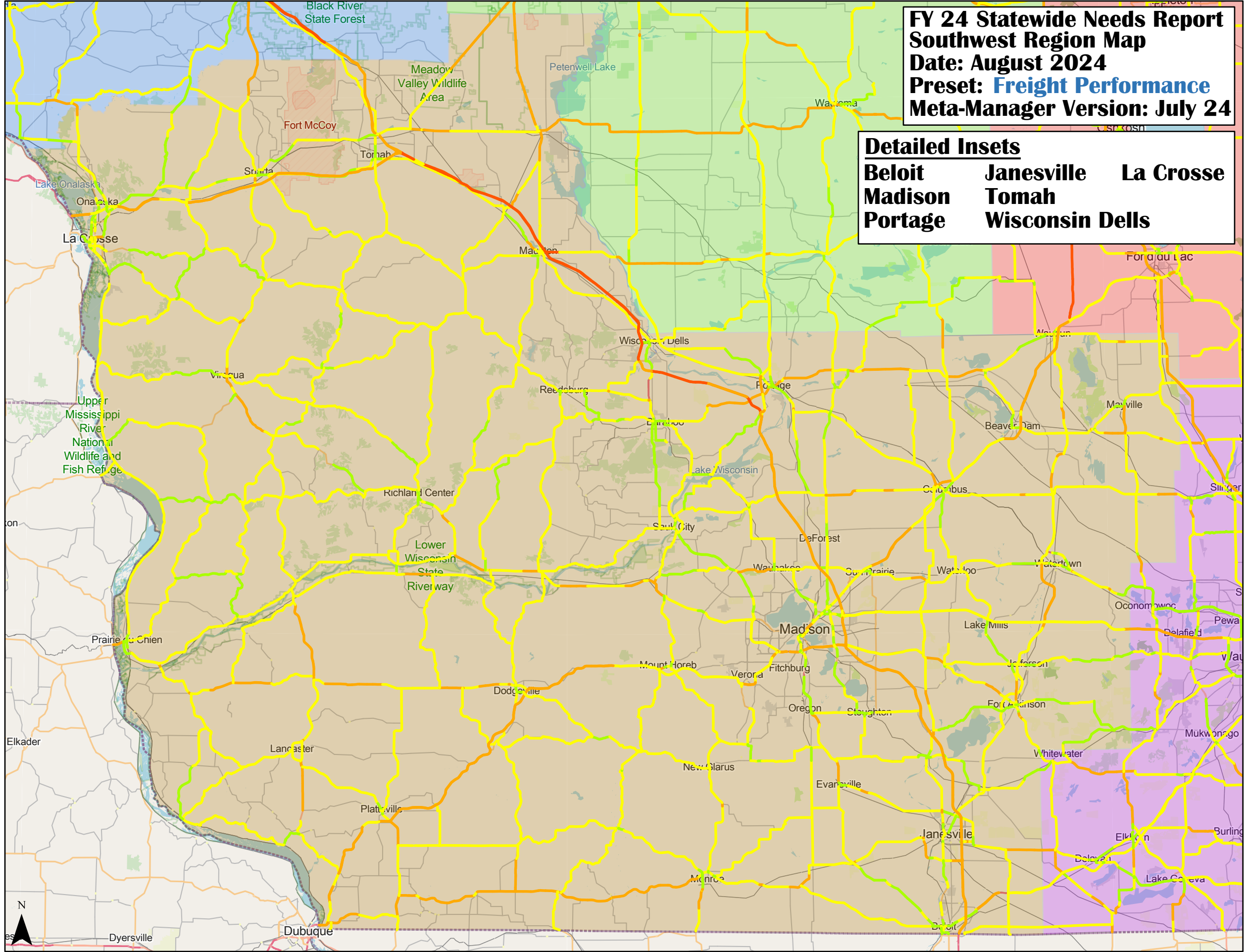
FY 24 Statewide Needs Report
Southwest Region Map
Date: August 2024
Preset: Default TIP
Meta-Manager Version: July 24

Detailed Insets
Beloit **Janesville** **La Crosse**
Madison **Tomah**
Portage **Wisconsin Dells**



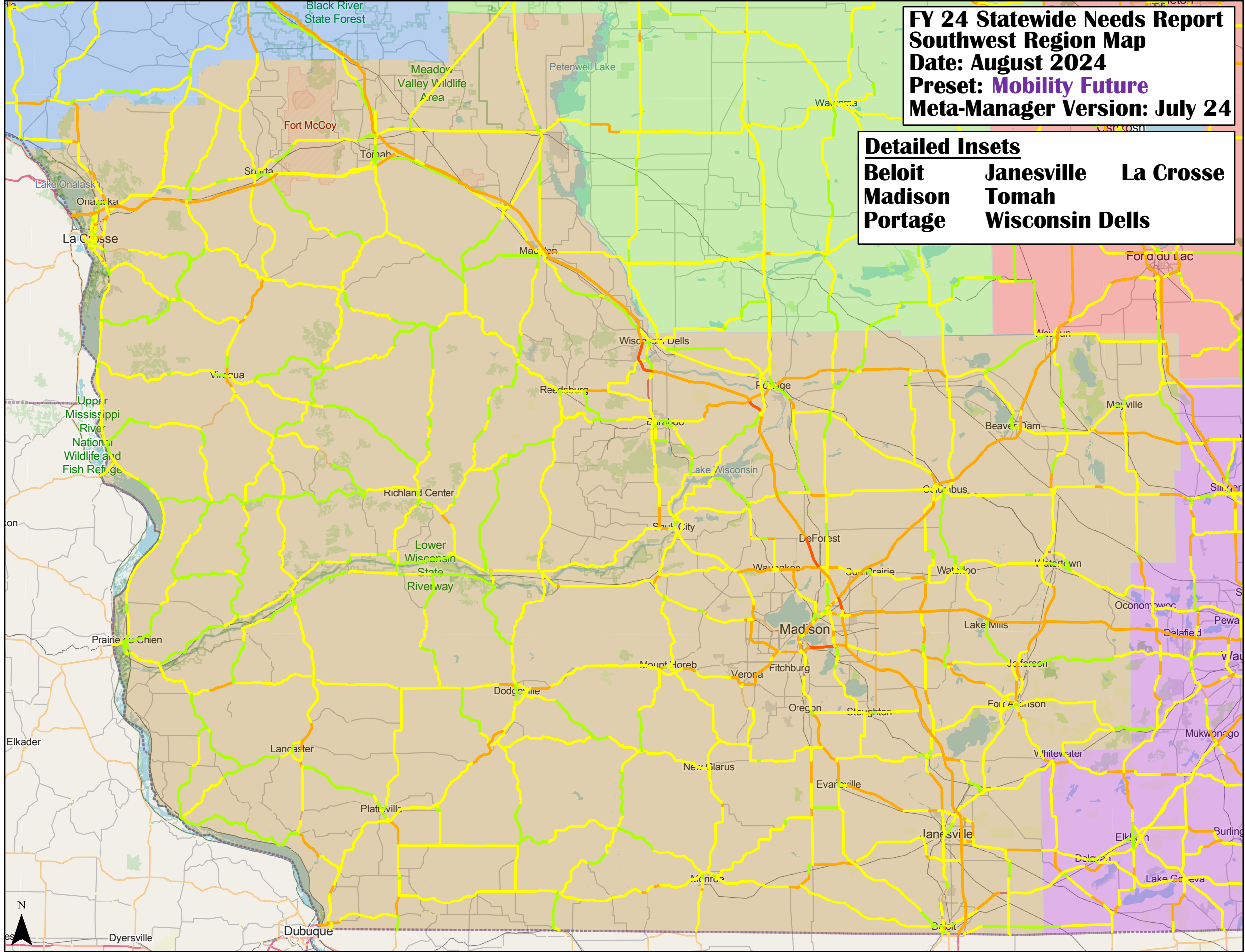
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Southwest Region Map
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Meta-Manager Version: July 24

Detailed Insets
Beloit **Janesville** **La Crosse**
Madison **Tomah**
Portage **Wisconsin Dells**



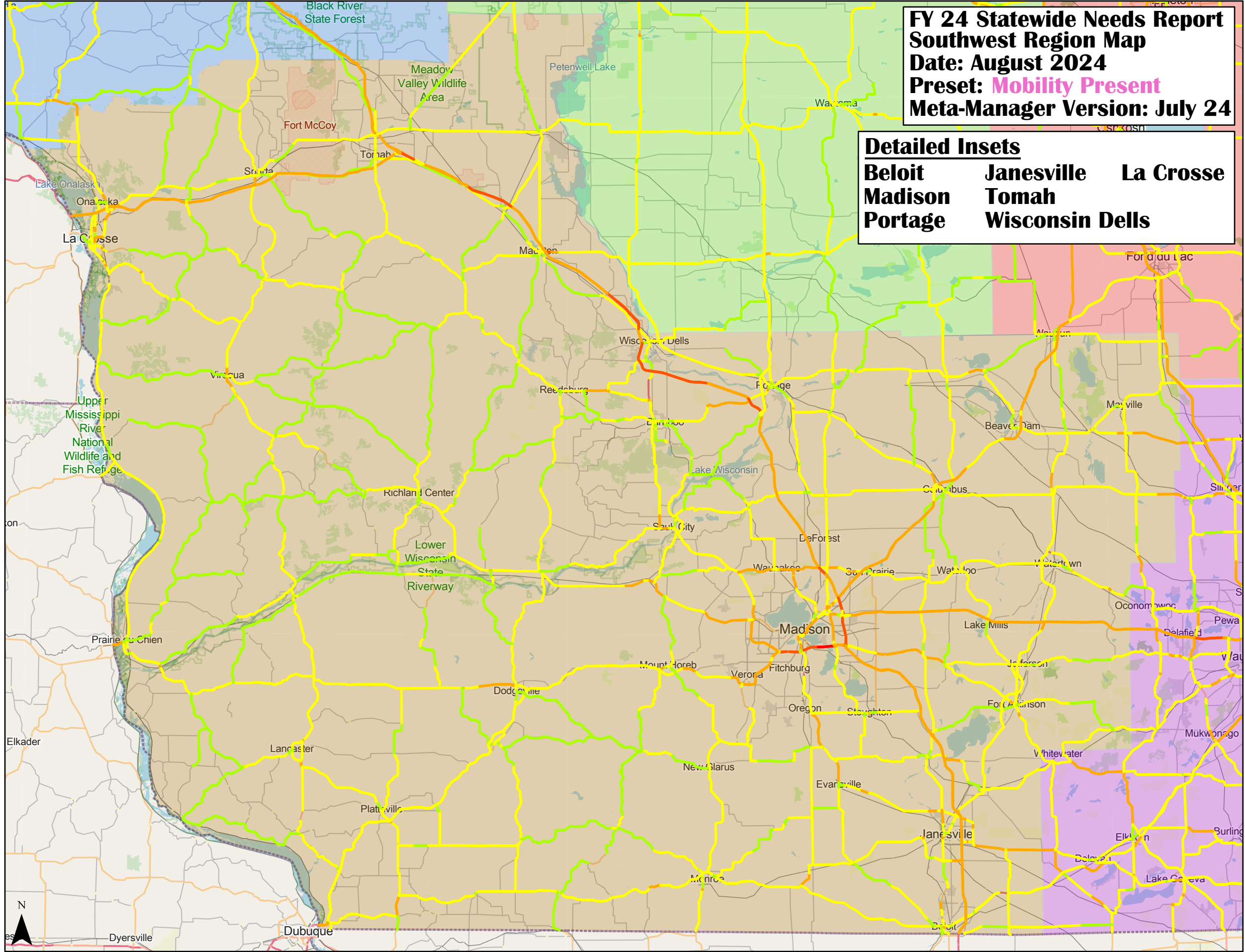
FY 24 Statewide Needs Report
Southwest Region Map
Date: August 2024
Preset: Mobility Future
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Detailed Insets
Beloit **Janesville** **La Crosse**
Madison **Tomah**
Portage **Wisconsin Dells**



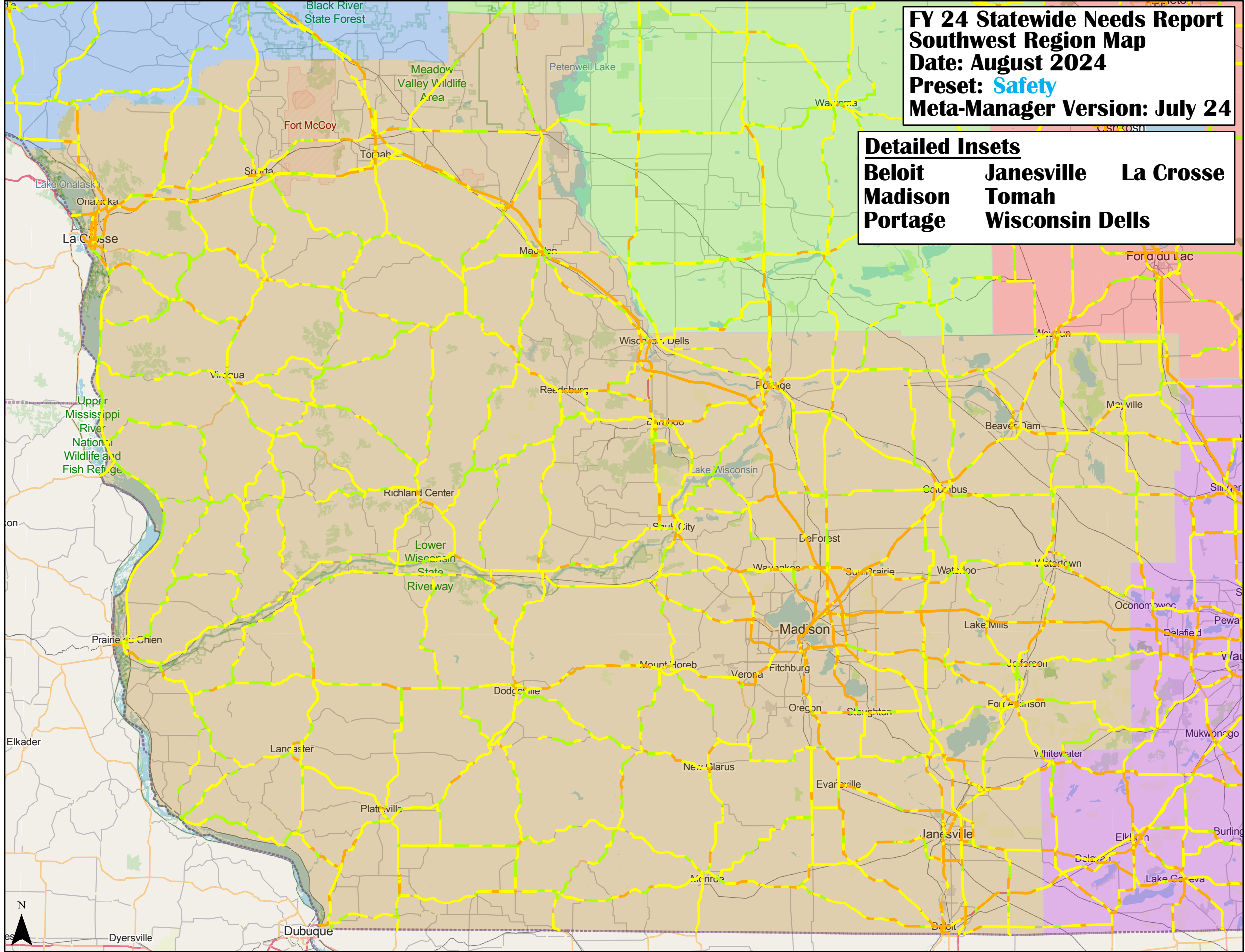
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Southwest Region Map
Date: August 2024
Preset: Mobility Present
Meta-Manager Version: July 24

Detailed Insets
Beloit **Janesville** **La Crosse**
Madison **Tomah**
Portage **Wisconsin Dells**



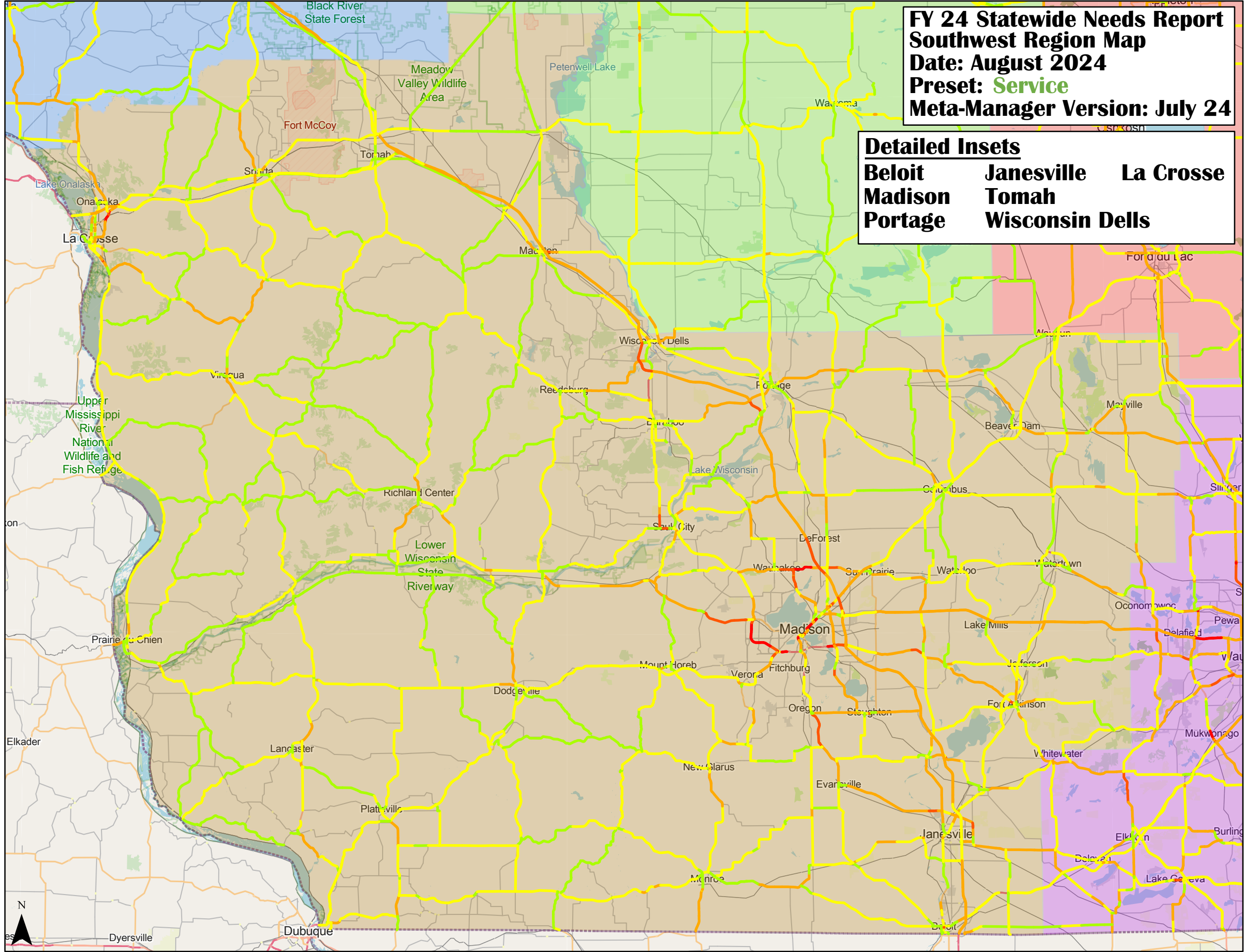
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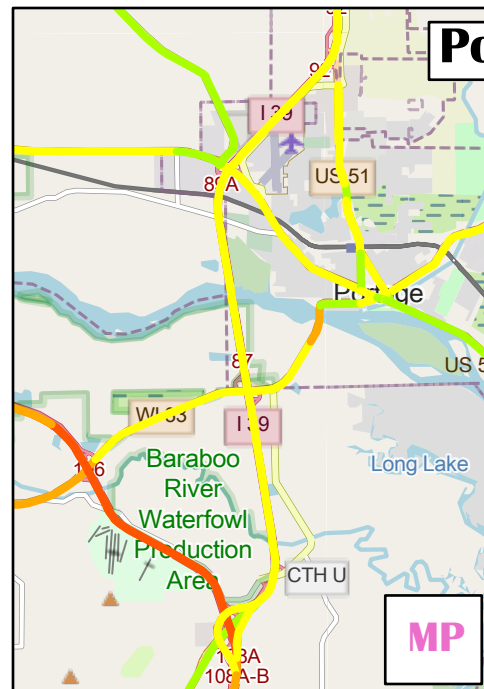
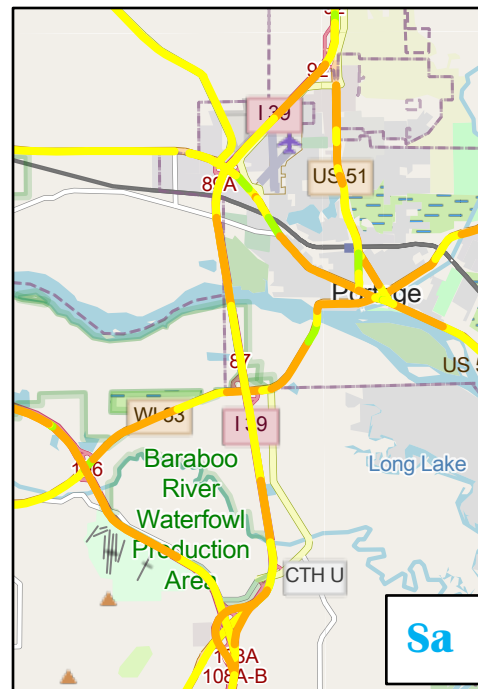
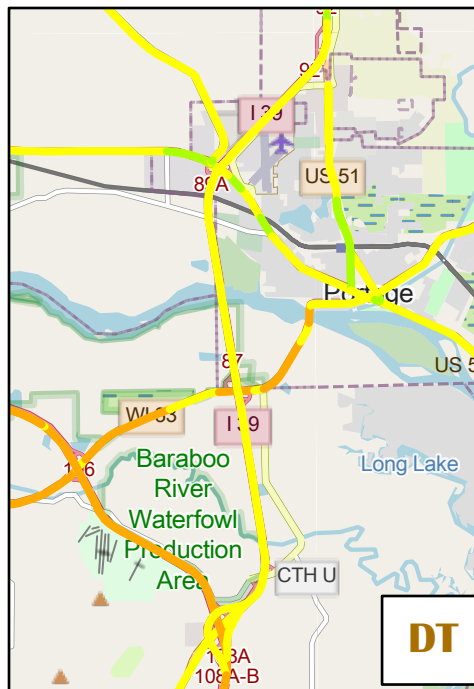
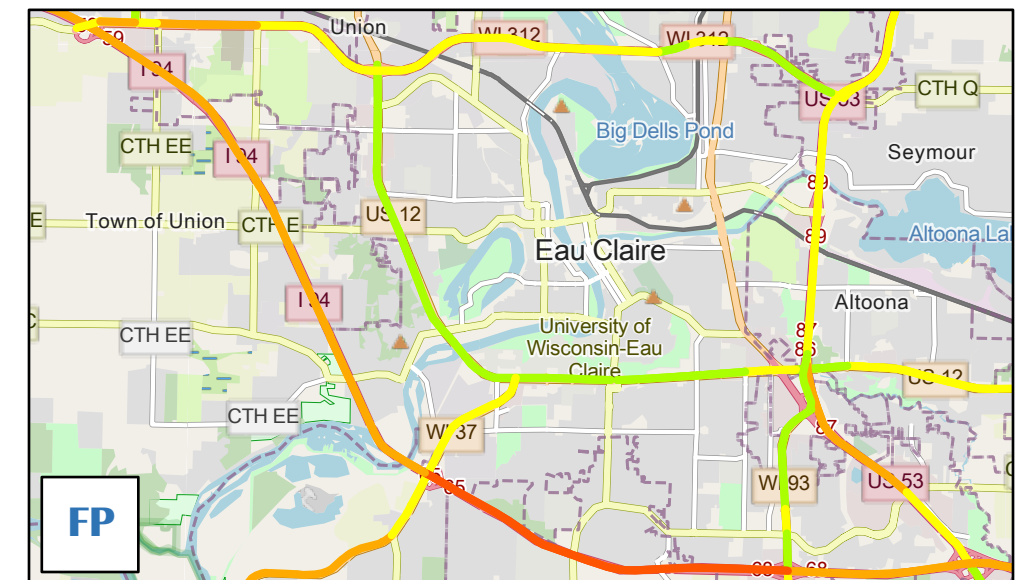
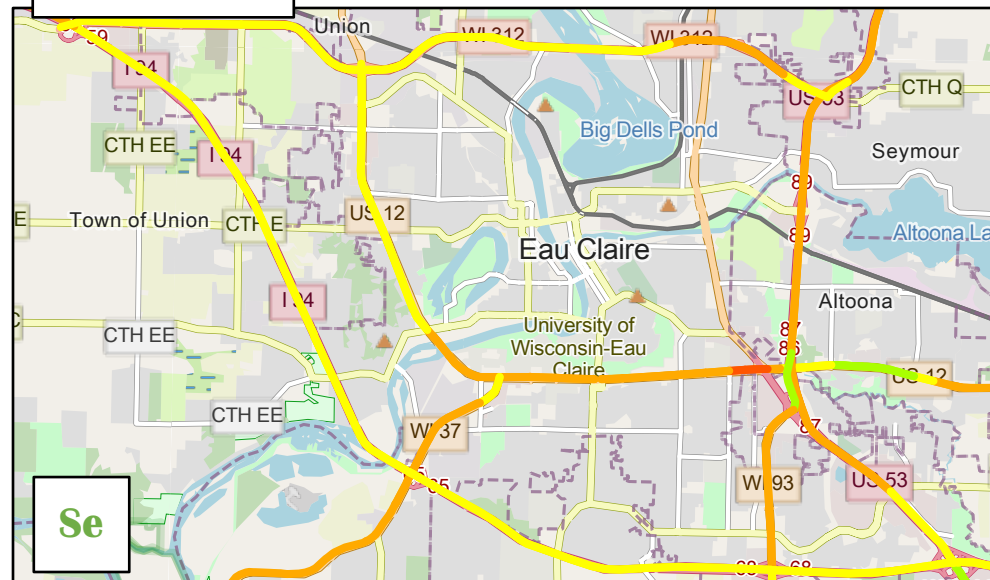
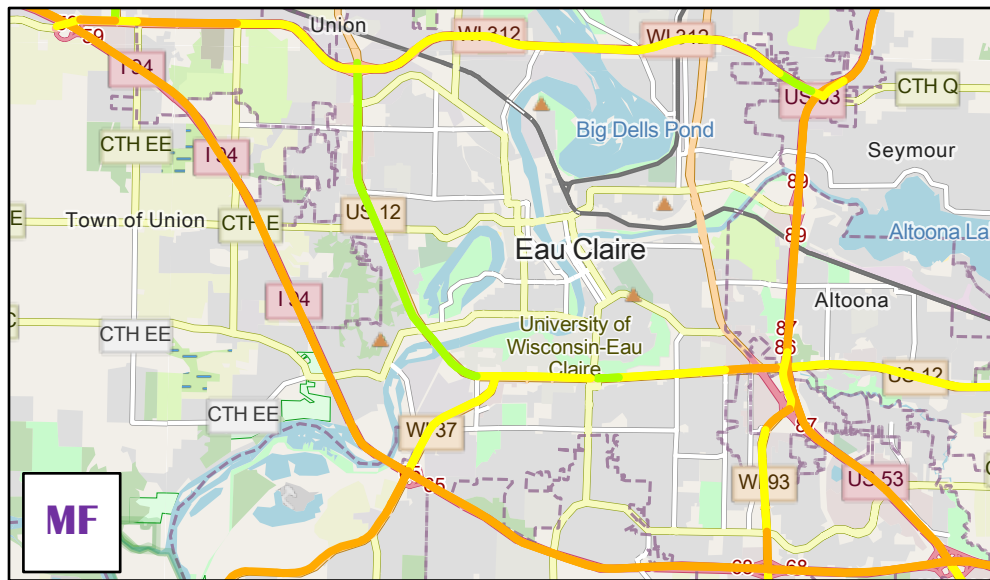
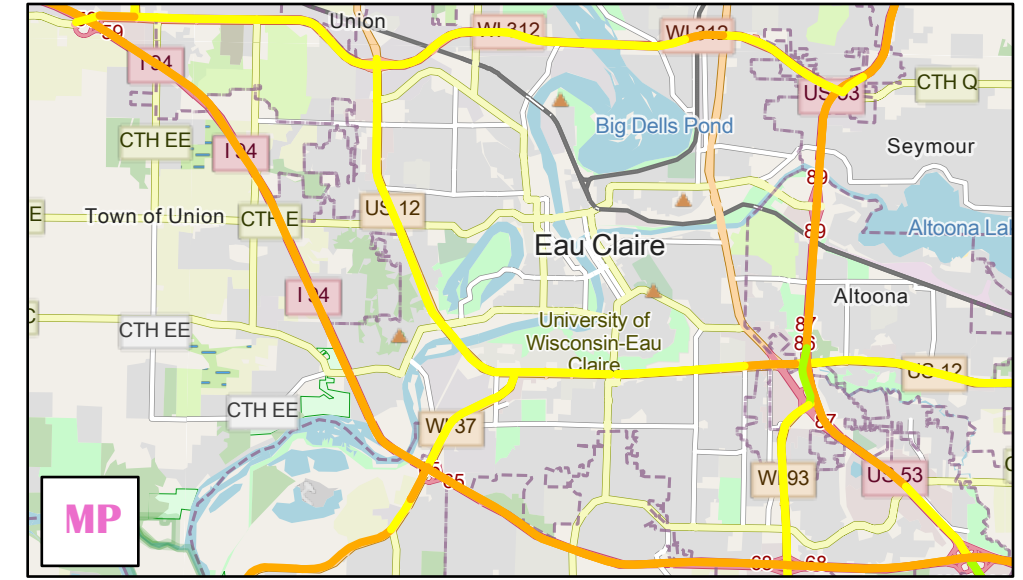
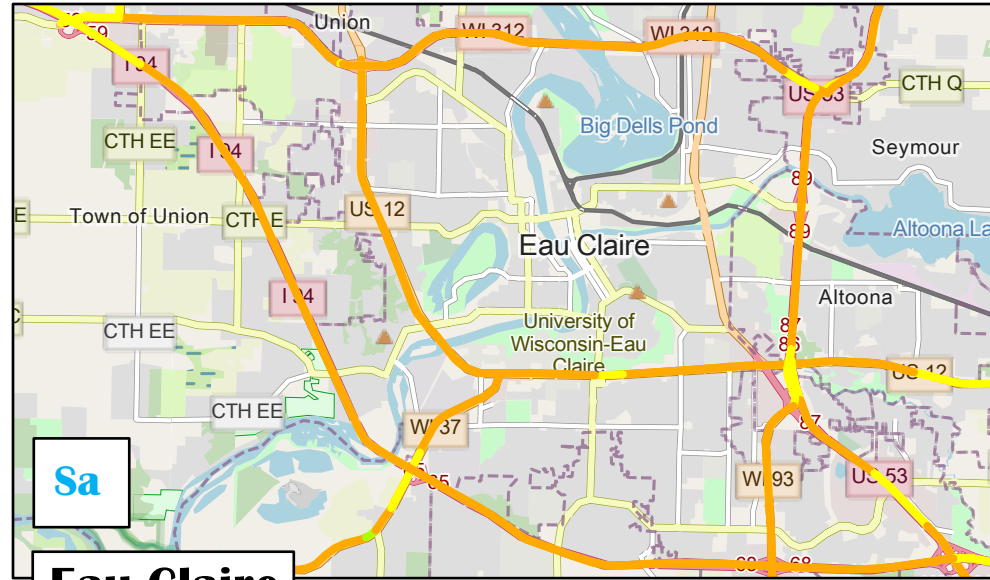
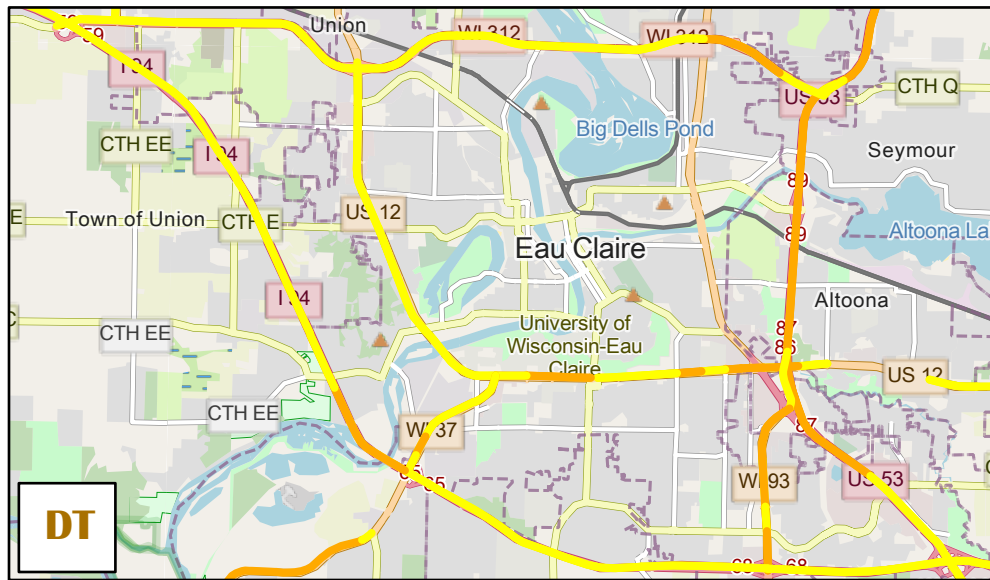
Detailed Insets
Beloit **Janesville** **La Crosse**
Madison **Tomah**
Portage **Wisconsin Dells**



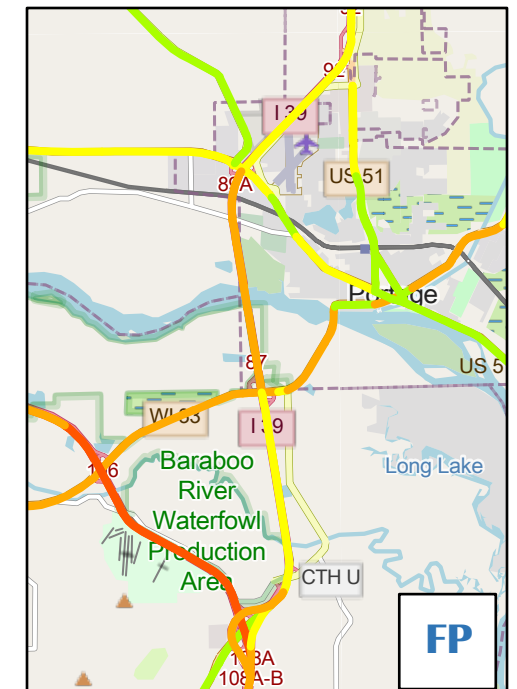
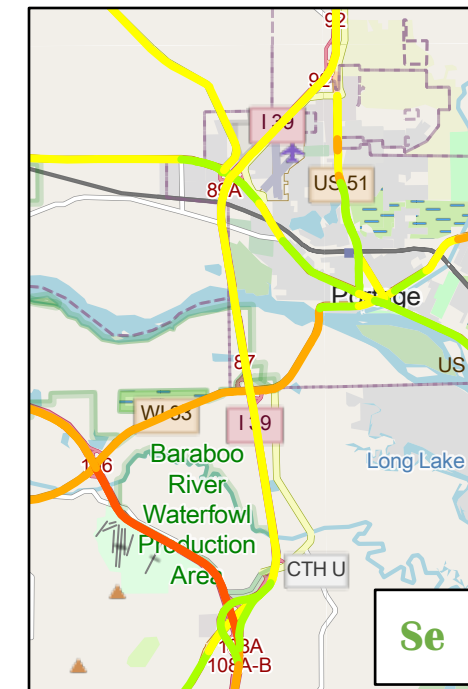
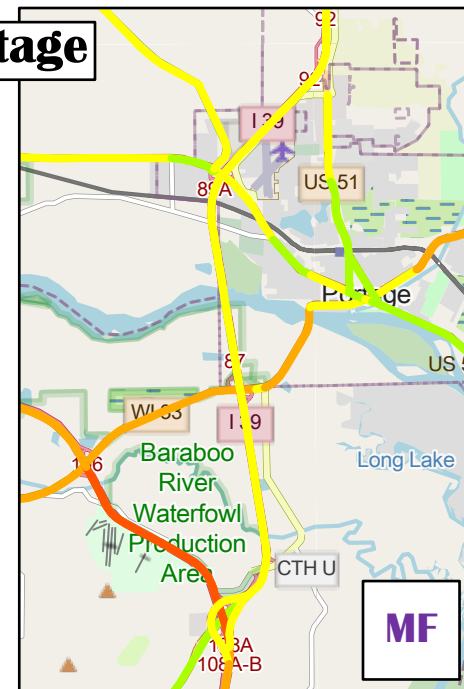
FY 24 Statewide Needs Report
Southwest Region Map
Date: August 2024
Preset: Service
Meta-Manager Version: July 24

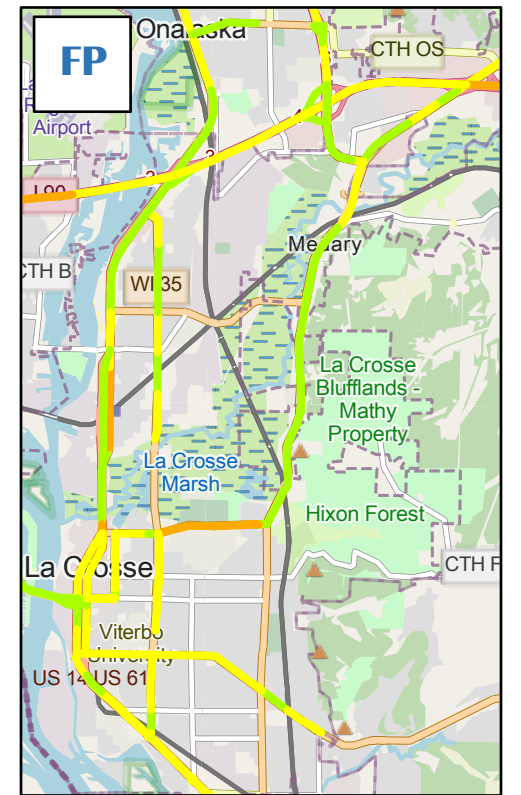
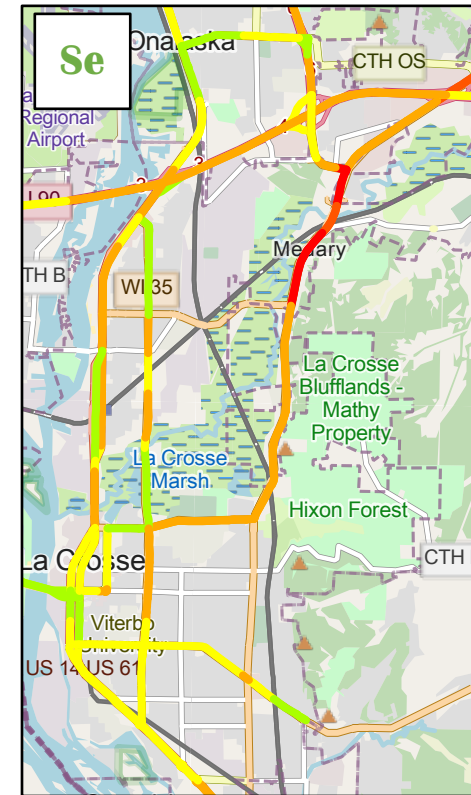
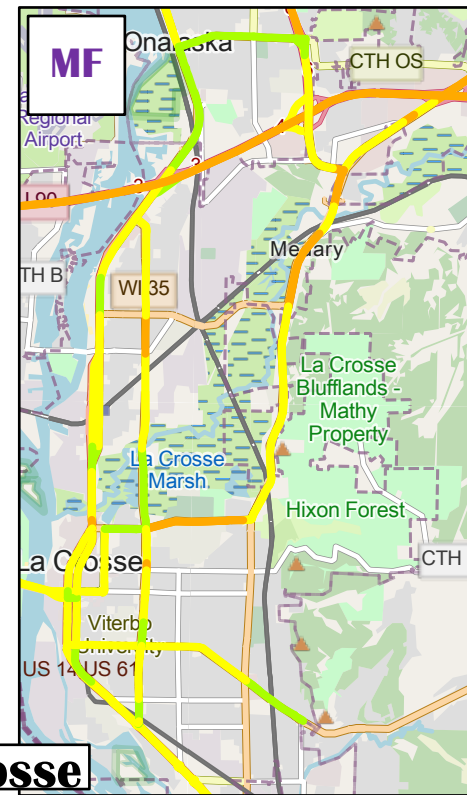
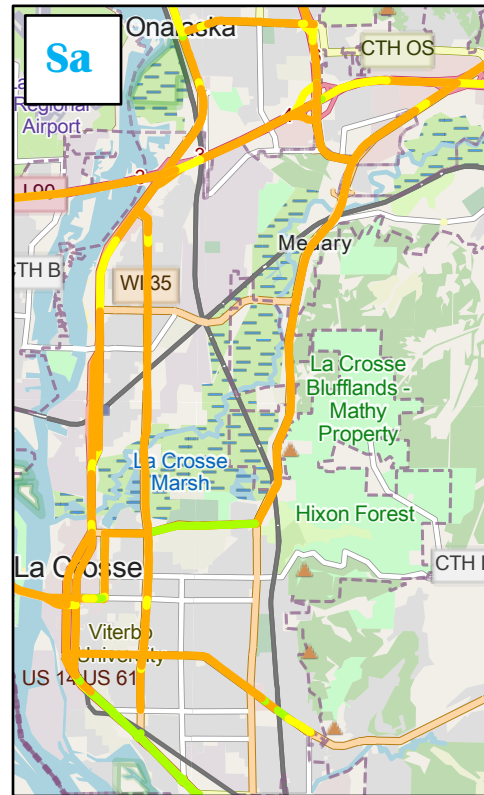
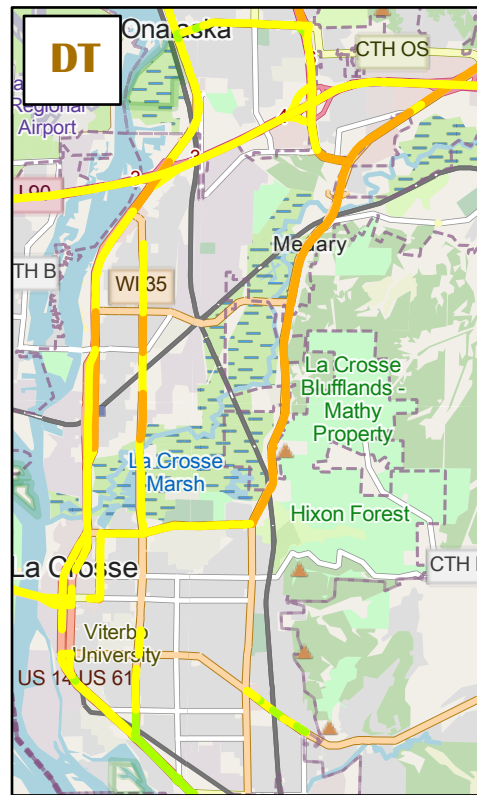
Detailed Insets
Beloit **Janesville** **La Crosse**
Madison **Tomah**
Portage **Wisconsin Dells**



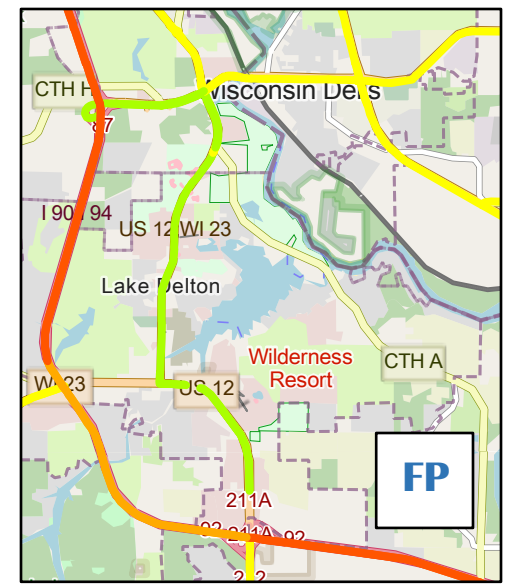
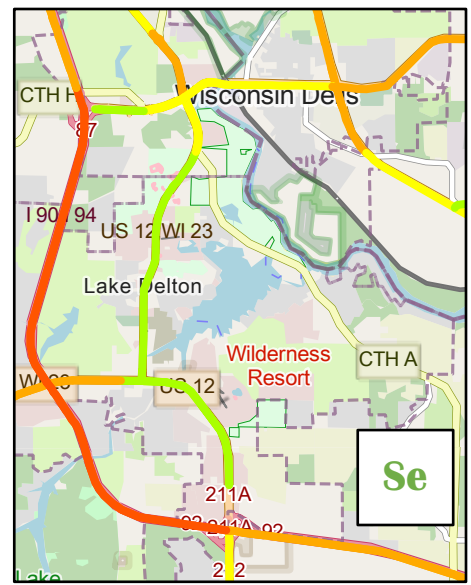
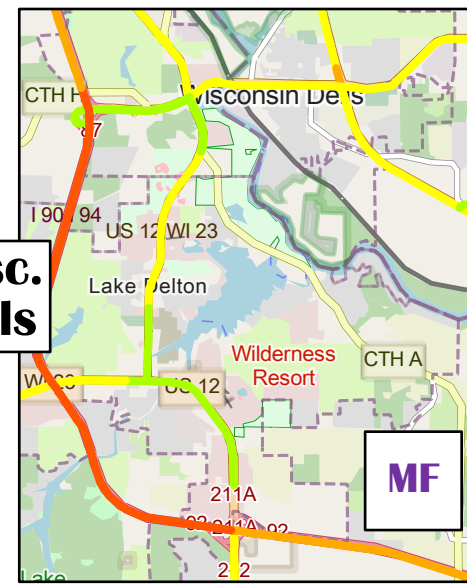
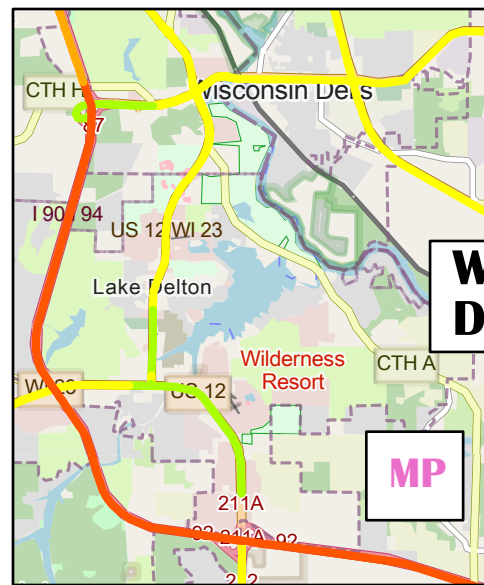
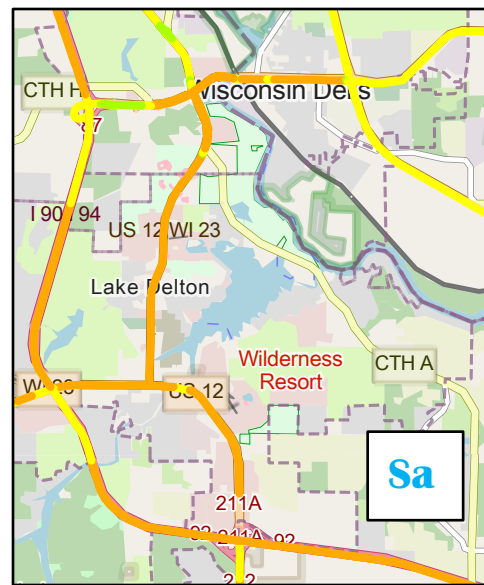


Portage

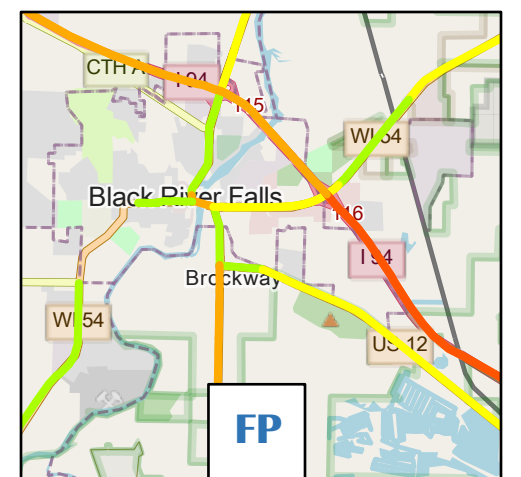
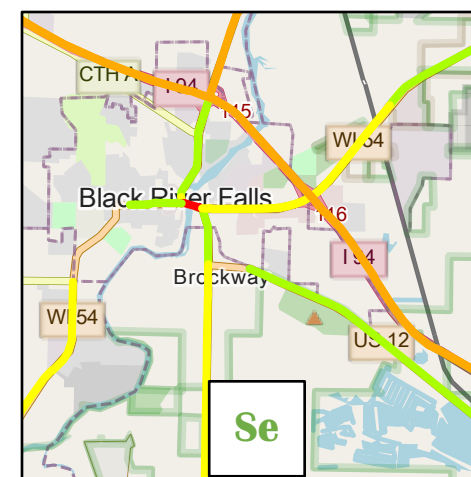
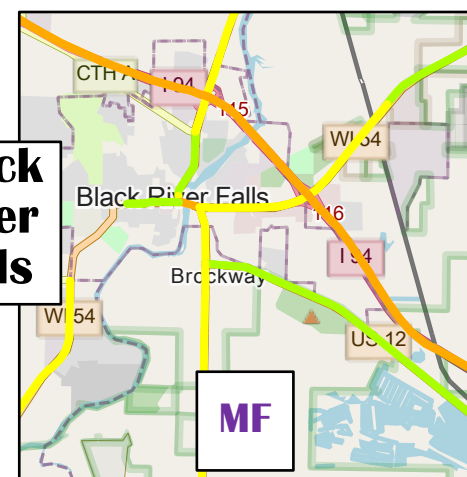
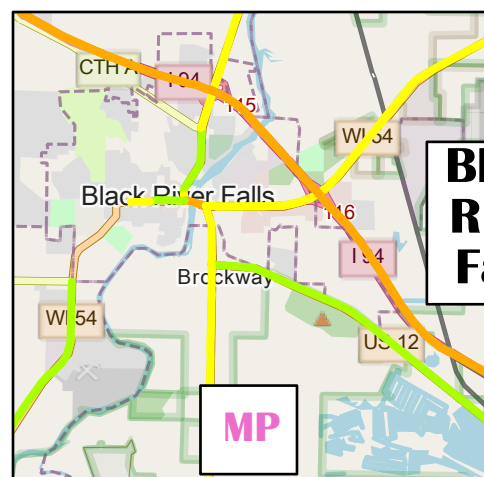
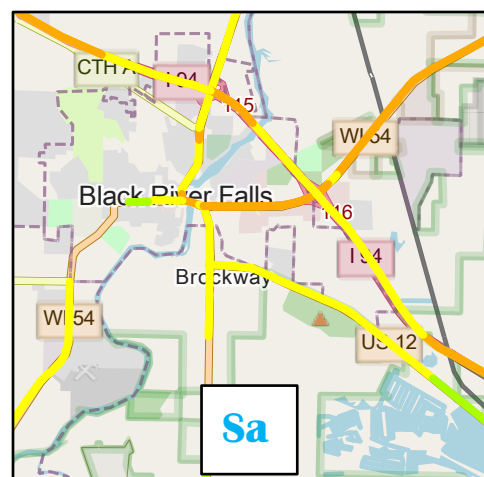
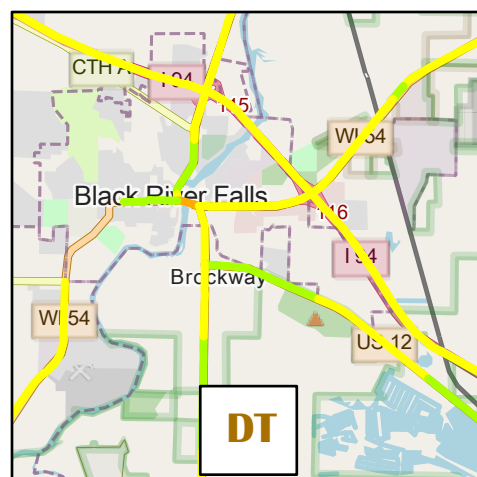




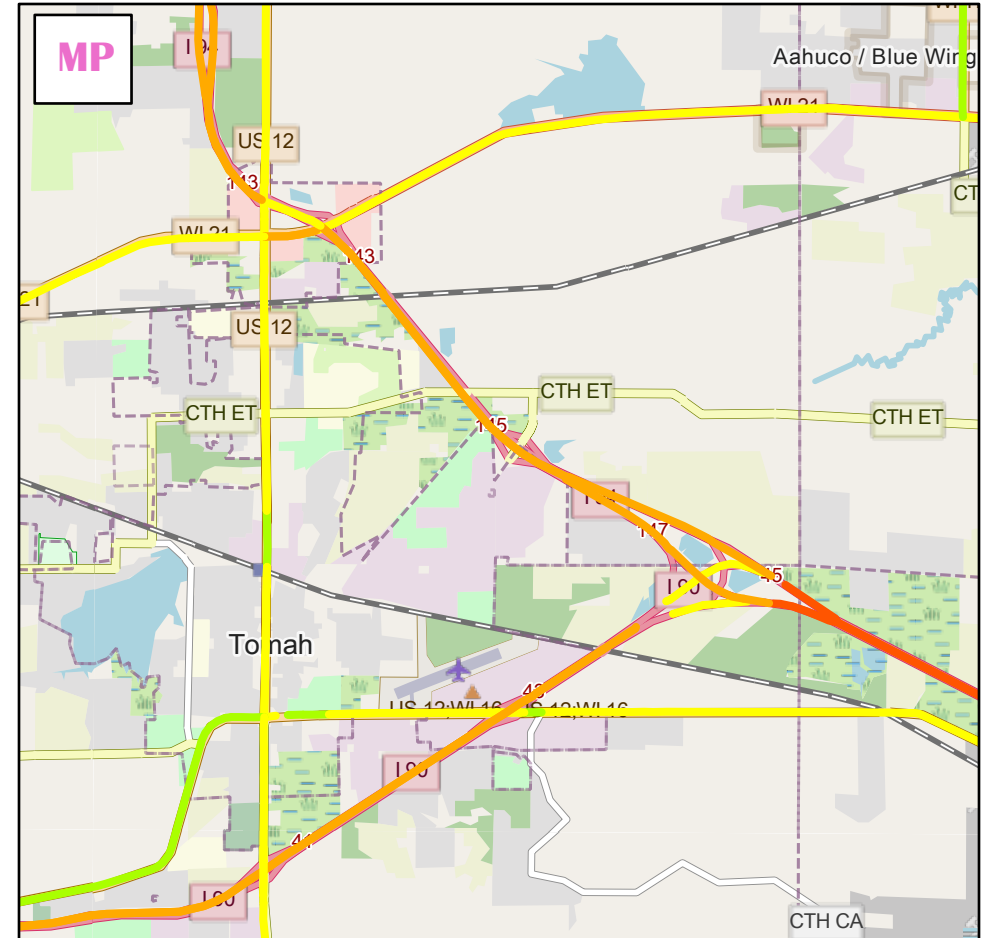
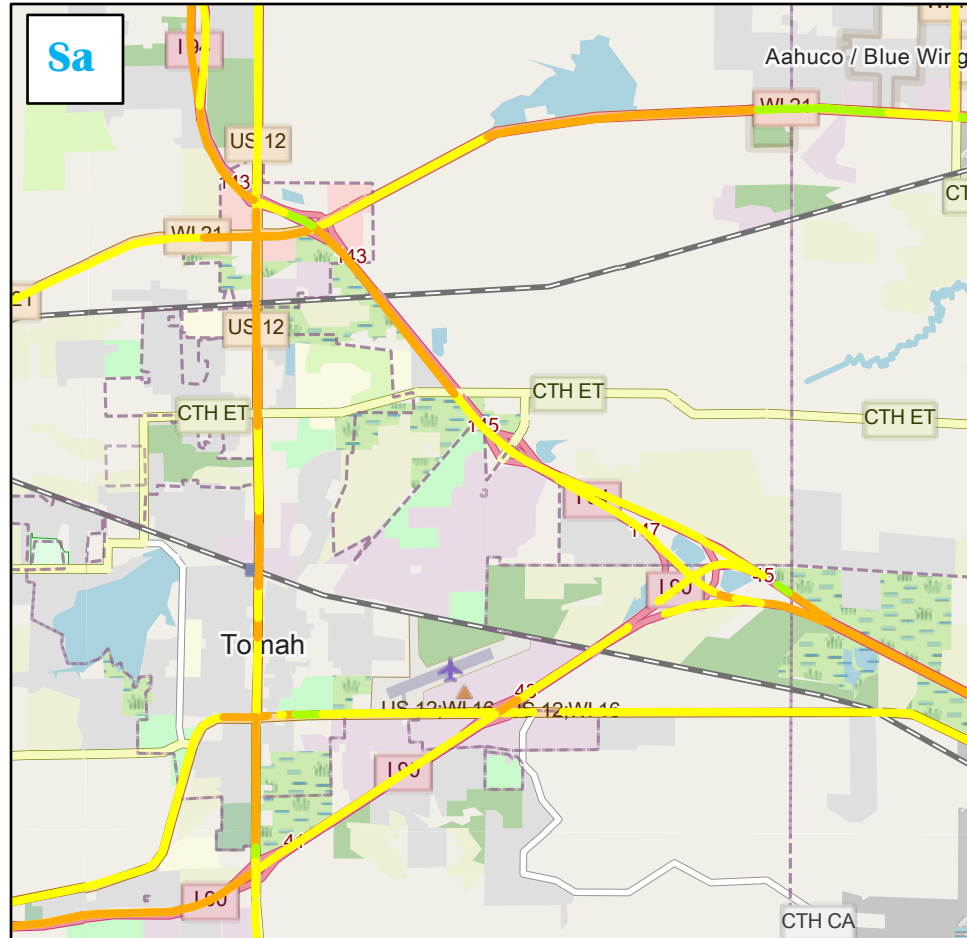
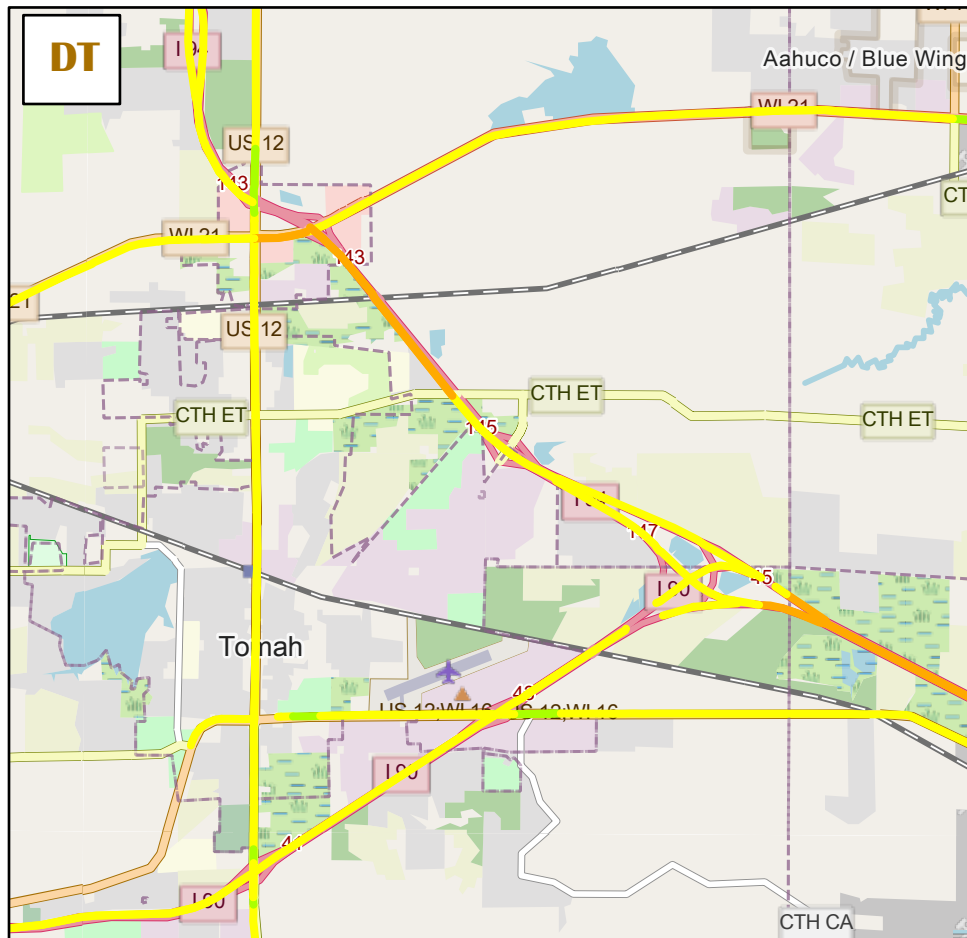
La Crosse



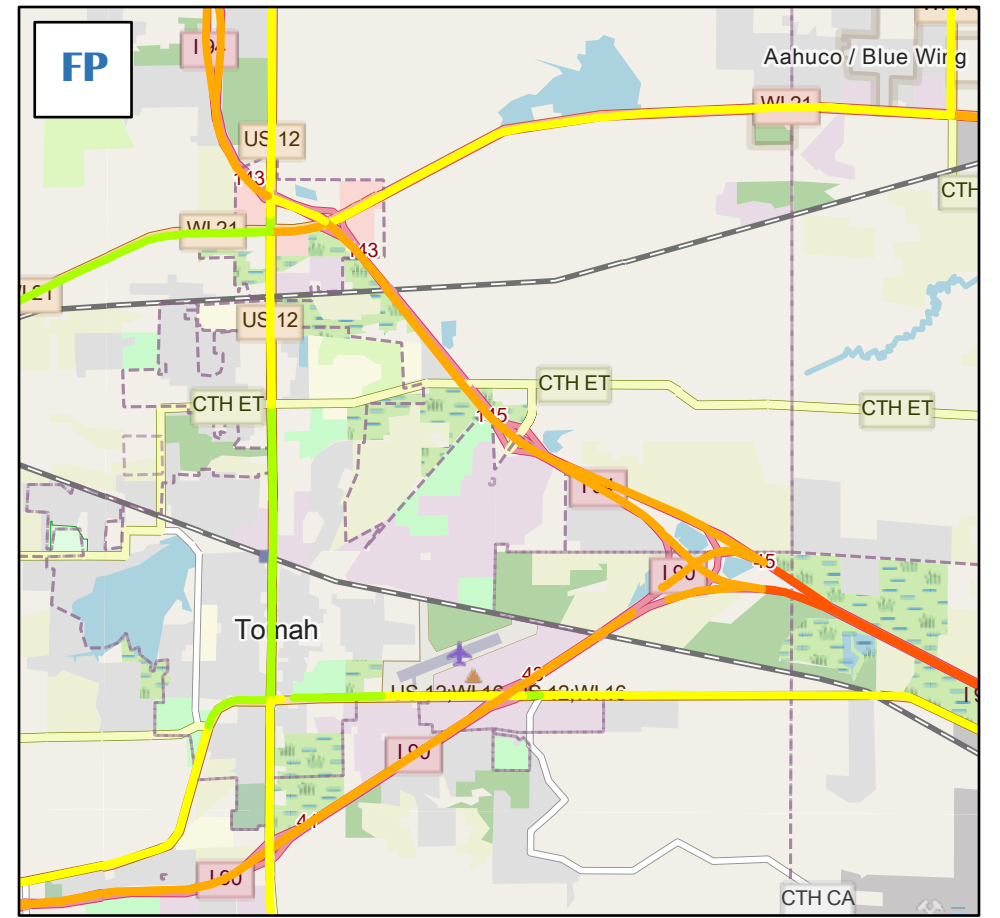
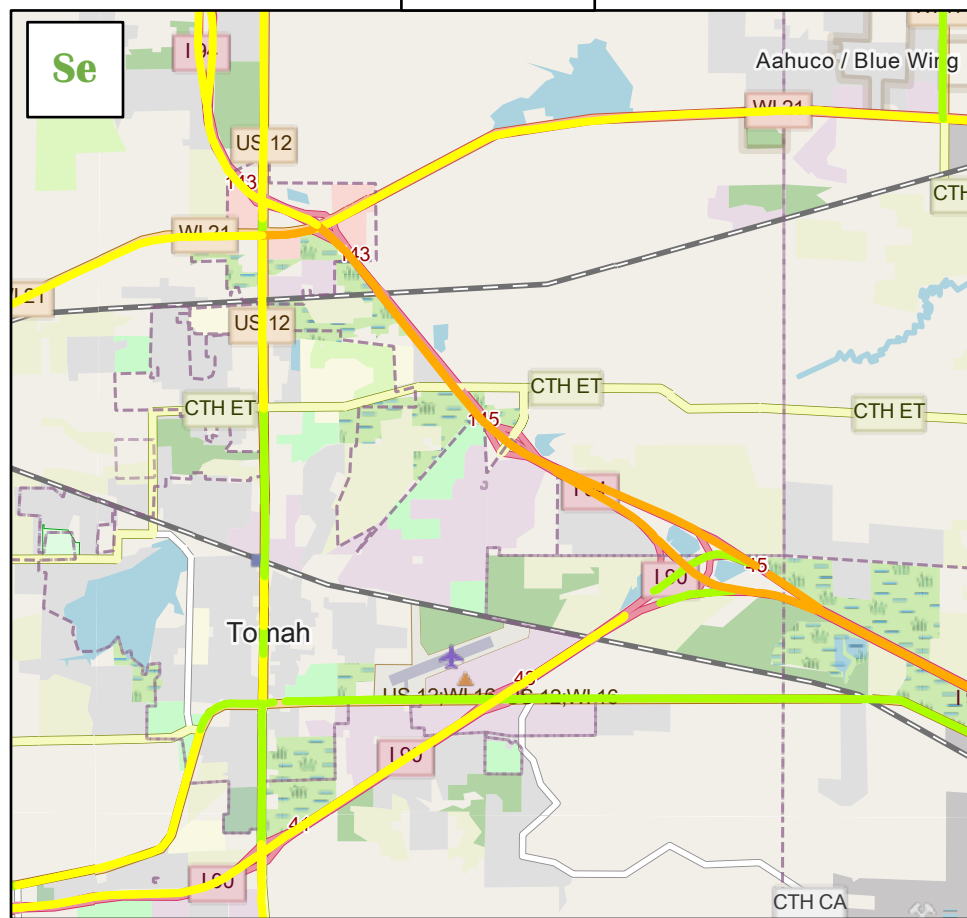
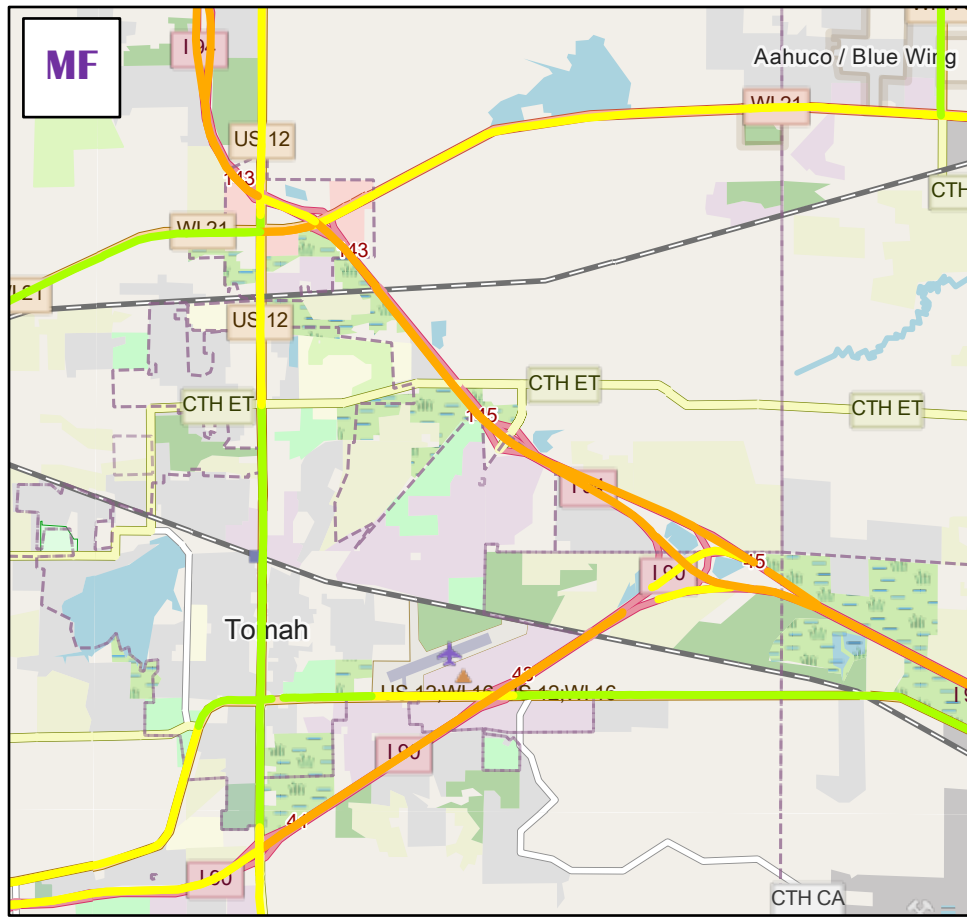
Wisc. Dells

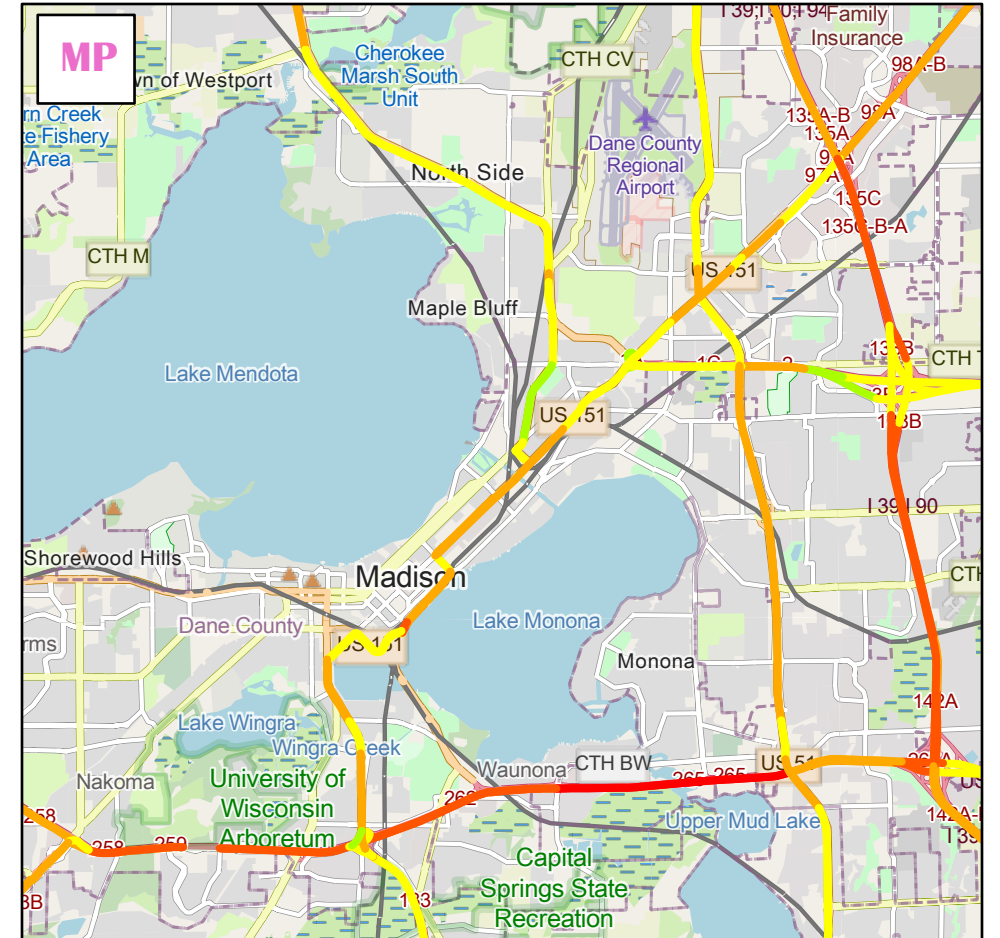
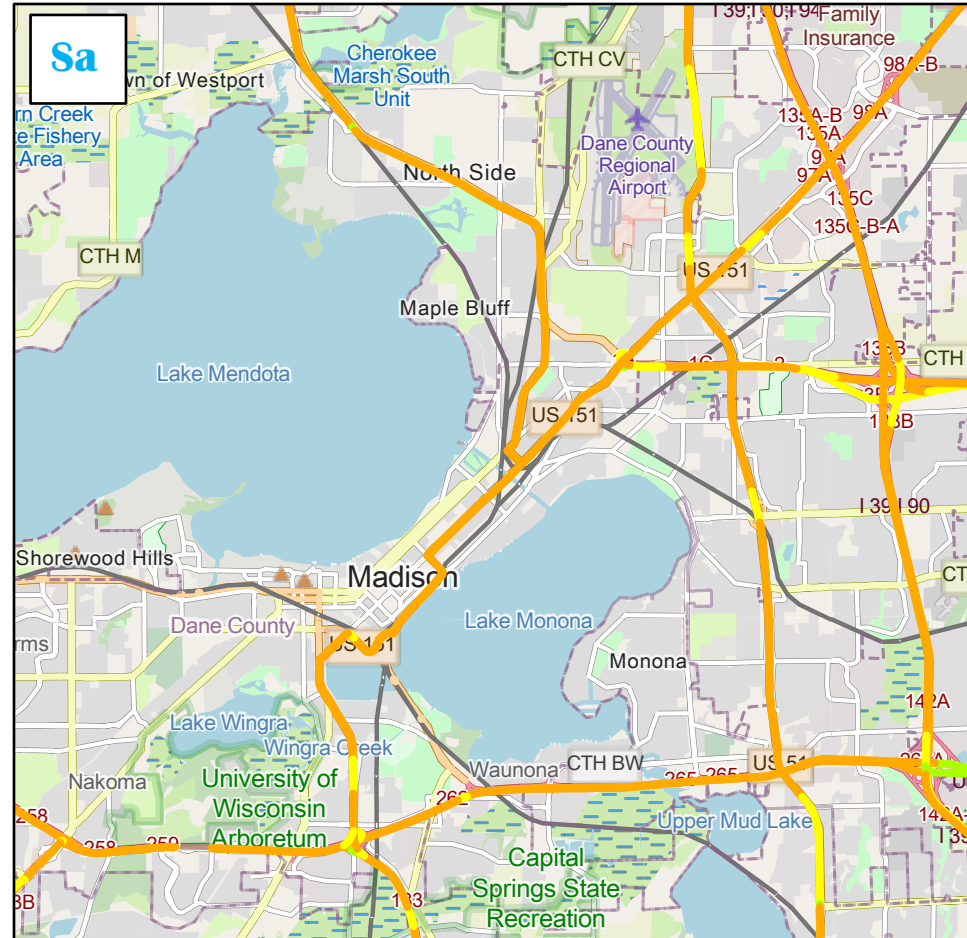
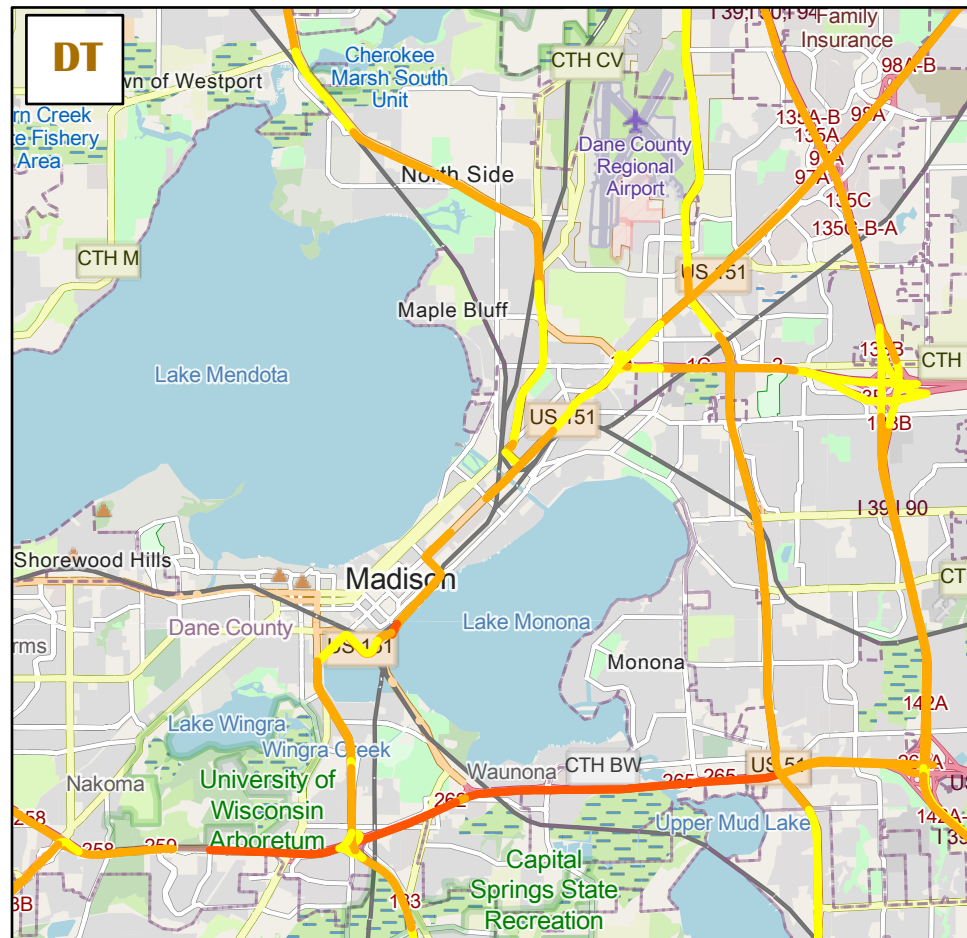


Black River Falls

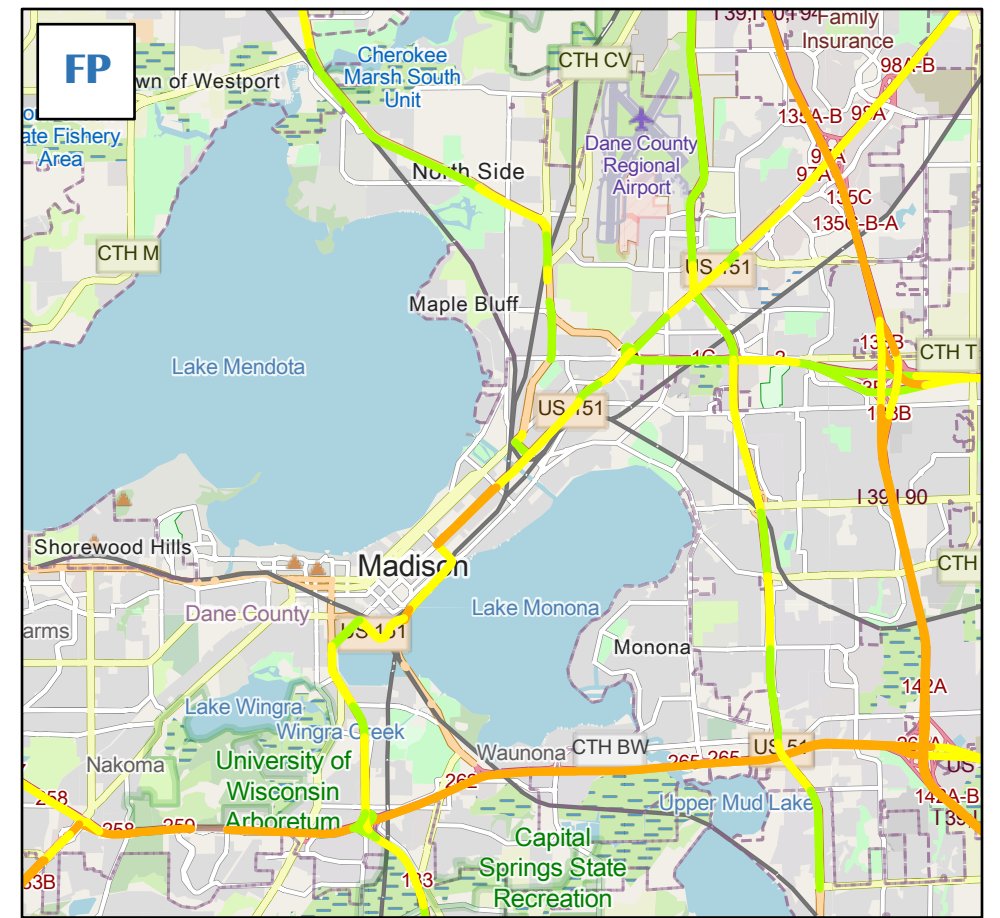
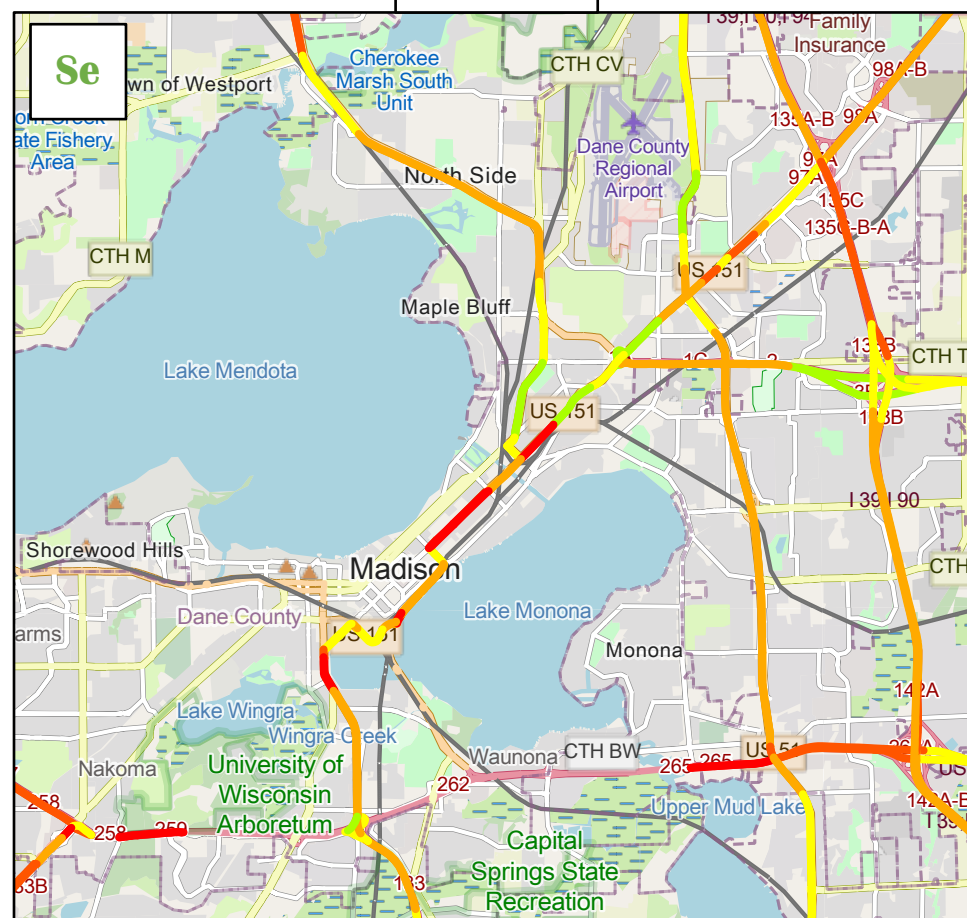
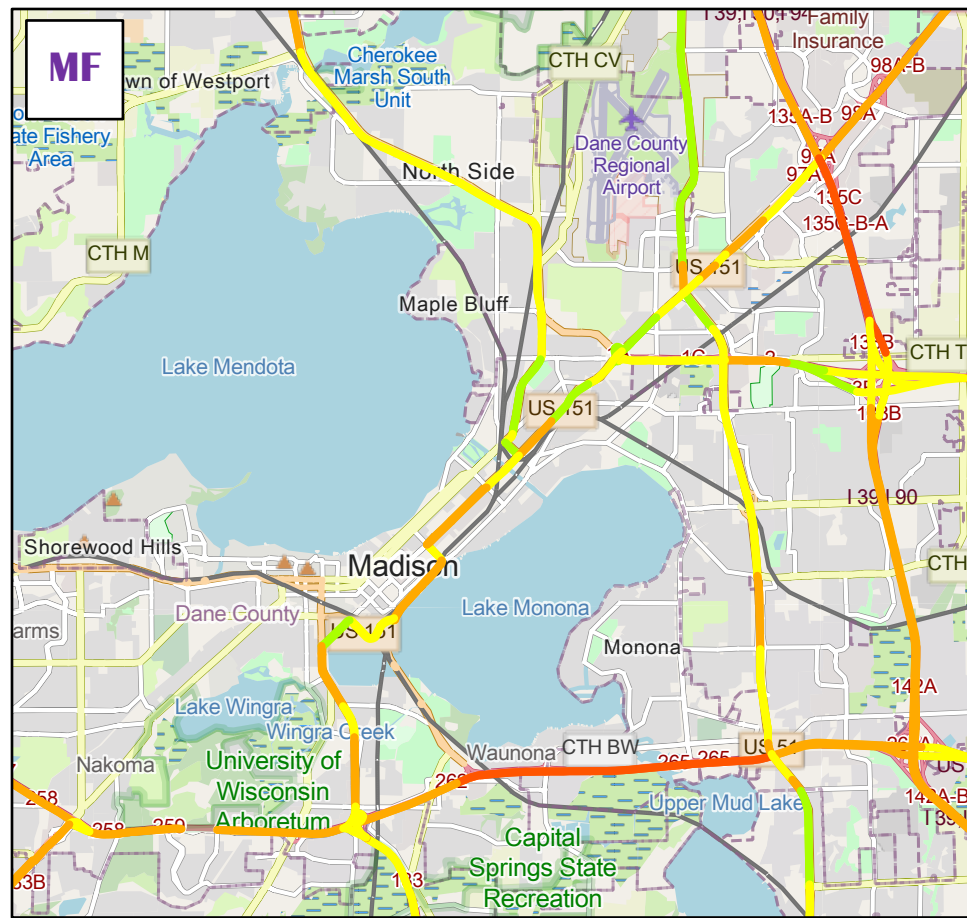


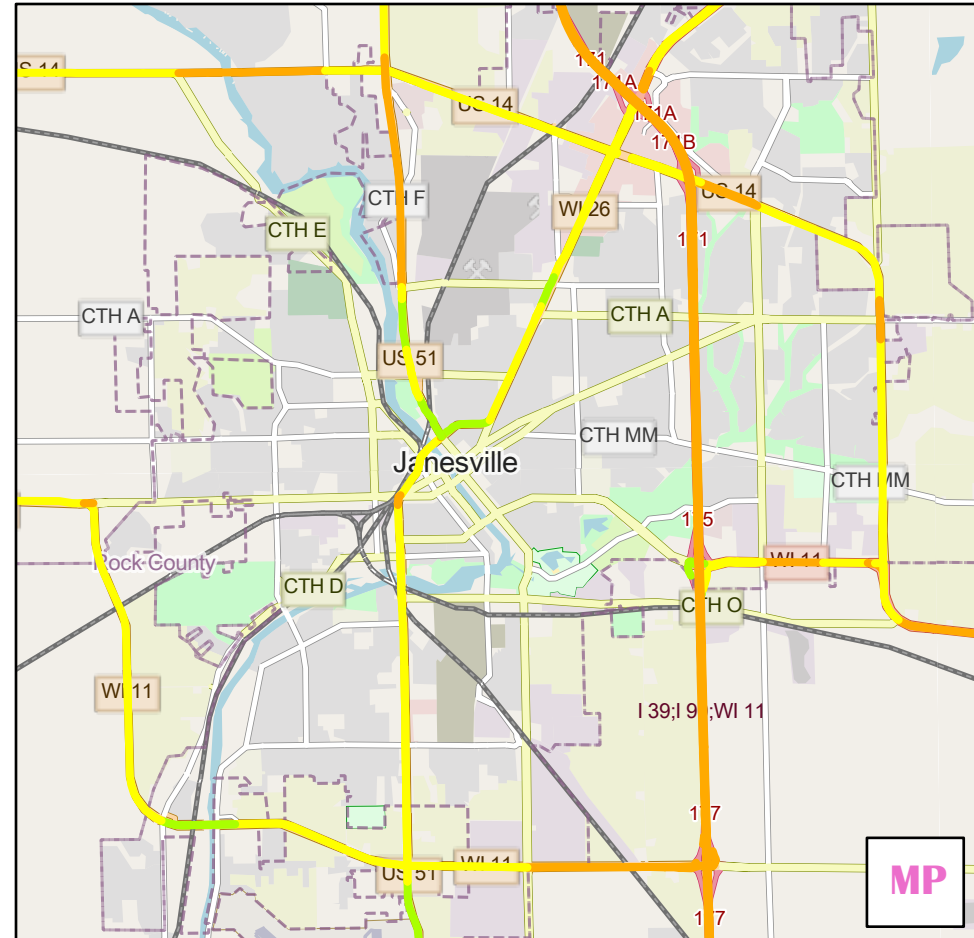
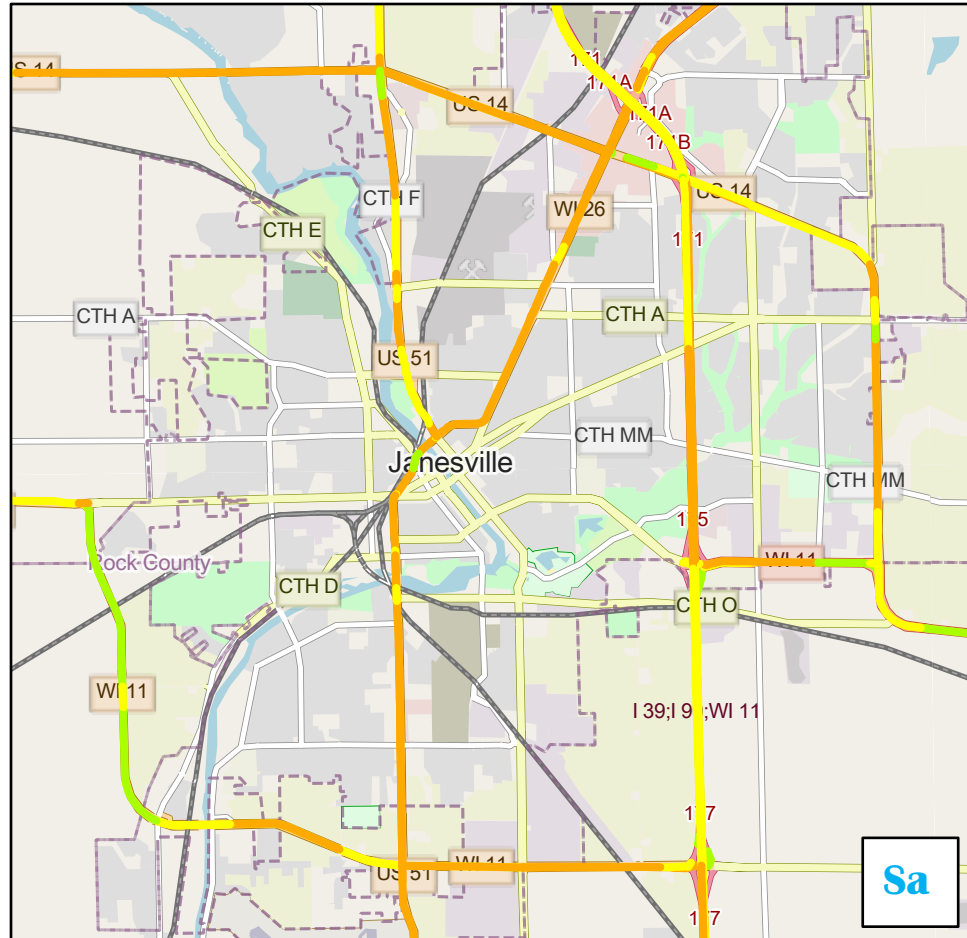
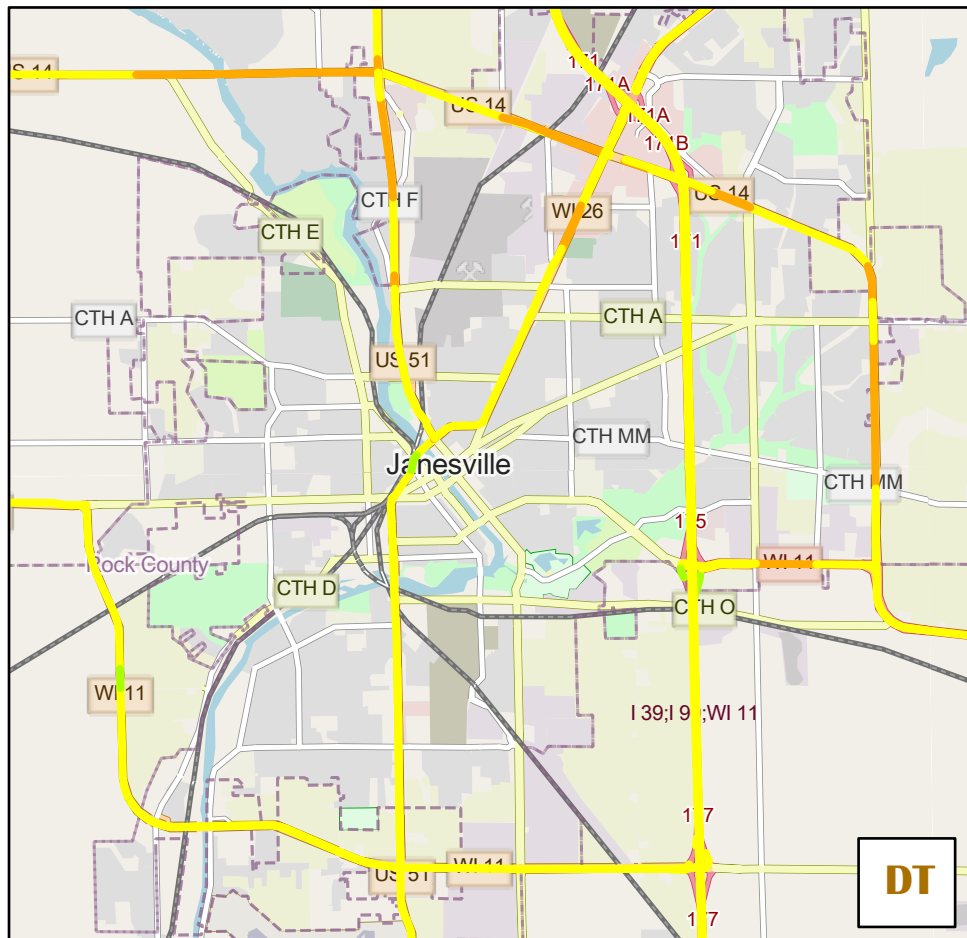
Tomah





Madison





Janesville

