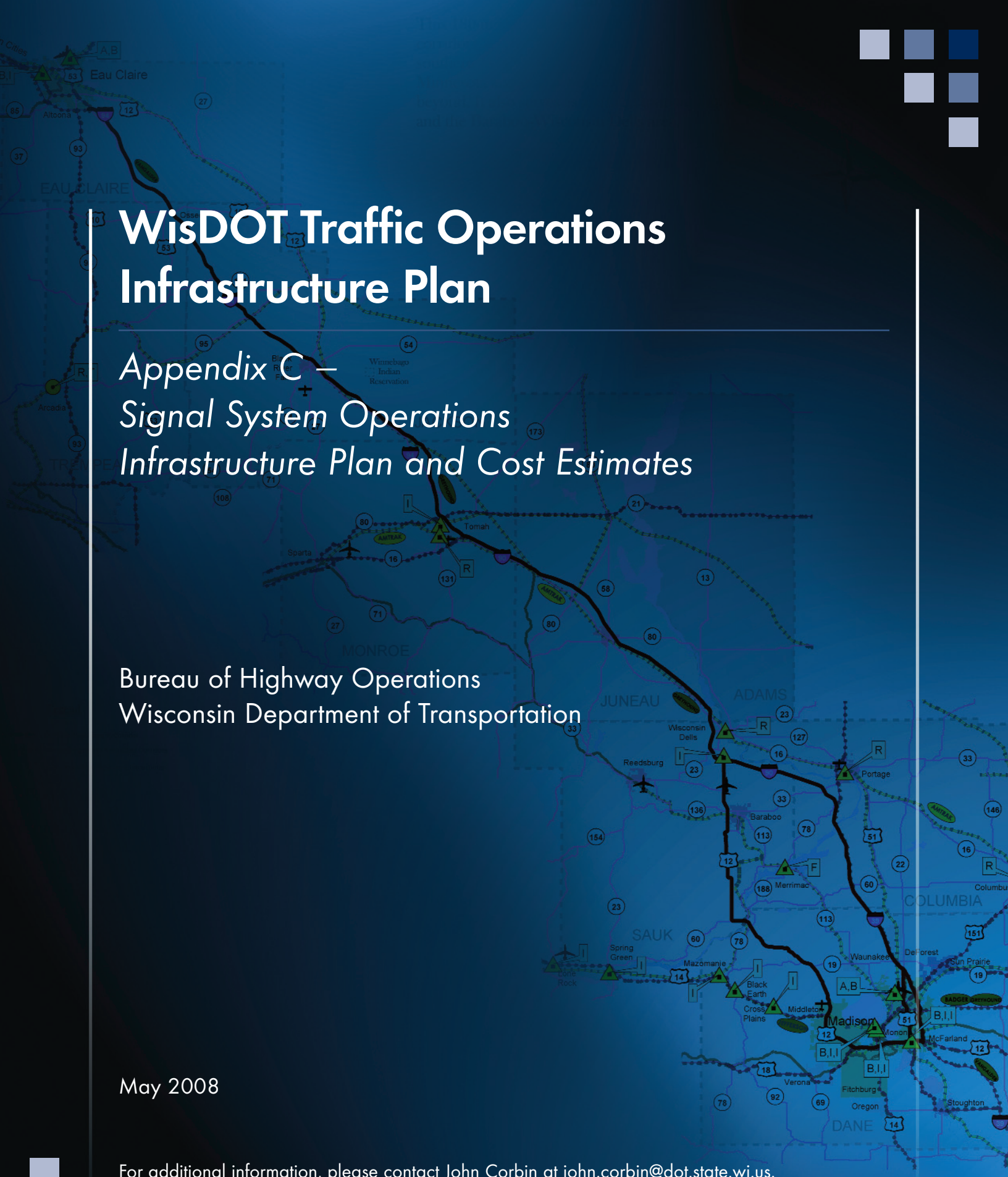
WisDOT Traffic Operations Infrastructure Plan

Appendix C – Signal System Operations Infrastructure Plan and Cost Estimates



Bureau of Highway Operations
Wisconsin Department of Transportation

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Appendix C – Traffic Signal Infrastructure Plan

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Introduction

Appendix C - Traffic Signal Infrastructure Plan details the criteria developed and the selection process utilized during the analysis of traffic signal technologies. The Traffic Signal Infrastructure Plan is one of three infrastructure plans that make up the overall Traffic Operations Infrastructure Plan (Operations Plan). The purpose of the Traffic Signal Infrastructure Plan is to establish standard operation for all traffic signals on state routes, and to assist WisDOT engineers and planners in determining when intelligent transportation systems (ITS) should be applied to traffic signal operation. The infrastructure plans focused on the thirty-seven (37) Connections 2030 Intermodal Corridors identified by the Bureau of Planning.

Recommendations from this plan were incorporated the overall Operations Plan establishing an ITS deployment baseline for the state. Information is provided in a series of maps, figures and tables.

Methodology

Traffic signals are unlike other ITS applications in that they are both an essential traffic control device and can be used as part of an ITS deployment. The determination of where to install traffic signals has already been established in the Manual of Uniform Traffic Control Devices and elements of traffic signal operation and maintenance from routine re-timing to equipment upgrades are established by FHWA and professional organizations like the Institute of Transportation Engineers (ITE) and National Electrical Manufactures Association (NEMA). This study does not attempt to modify the recommendations of any of these documents, but rather provide guidance of where advanced systems are most beneficial.

A key element of the Traffic Signal Infrastructure Plan is to separate "standard" traffic signal operation from "advanced" operation. Standard traffic signal operation is the level of operation and maintenance that would be desired at all traffic signals. Advanced operation is the operation desired at intersections or corridors that require advanced technologies to improve operations, safety or are part of an overall traffic management strategy. Only technology deployments associated with advanced operation are considered ITS elements to be incorporated into the Infrastructure Plan.

The separation between standard and advanced operation was based on the National Transportation Operations Coalition (NTOC) report card. The level of effort that would correspond to a grade of "C" was determined to be standard operation. Maintaining traffic signals at grade "C" would indicate that an agency's traffic signals or signal systems are retimed regularly, inventoried, operation is coordinated across jurisdictional boundaries, and operation is not limited by deployed equipment. Figure 1 below illustrates the separation between infrastructure improvements that are considered standard from those that are advanced. The colored band illustrates the technology deployment density established by stakeholder during the development of the Traffic Operation Infrastructure Plans.

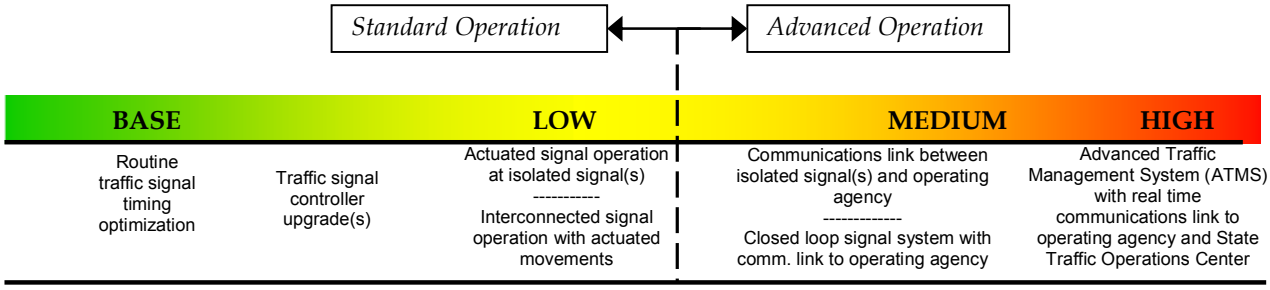


Figure 1 – Recommended Traffic Signal Technologies for Type C Roadways

The technology deployments to the right of the dashed line are considered ITS deployments and included into the overall recommendations of the Traffic Operations Infrastructure Plan. An element of the Traffic Signal Infrastructure Plan addresses the importance of reaching a standard level of operation.

	Deployment	Annual Operations (O)	Annual Maintenance (M)	Annual Replacement Costs (R)
Advanced Operation Costs	**$19.7 M**	**$1.9 M**	**$0.5 M**	**$1.0 M**
Standard Operation Costs*	$16.6 M	$0.5 M	$0.4 M	$0.8 M
Total Deployment Cost	$36.3 M	$2.7 M	$0.9 M	$1.8 M

** Not included in Traffic Signal Infrastructure Plan, however the cost to deploy advanced operation assumes that standard operation costs have already been taken into account.*

The Total Deployment Costs for the Traffic Signal Infrastructure Plan which includes both standard and advanced operation totaling $36.3 million with an annual operation, maintenance and replacement costs estimated at $5.4 million per year. Of this cost only $19.7 million of the deployment costs and $3.4 million/year operations, maintenance, and replacement costs would be considered an ITS deployment and incorporated into the Operations Plan. **The costs to deploy an ITS technology assume that the costs to bring a corridor up to standard operation have already been taken into account.**

Of the total deployed cost, approximately 52% of the deployment costs are directed toward Priority Corridors and 34% for the Emerging Priority Corridors. The remaining 14% of total cost is dispersed amongst the remaining 24 corridors, focused mostly around the metropolitan areas and heavy tourist destinations. All the advanced ITS deployments are made on the Priority or Emerging Priority Corridors.

Corridor Maps

Corridor and metropolitan maps were created to illustrate plan recommendations. Metropolitan maps illustrate a high level perspective of recommended technology deployment densities on the Connections 2030 Intermodal Corridors through seven (7) metropolitan areas. The corridor maps take a focused view of segments within the corridors. The color of the corridors in both the maps illustrates the recommended deployment density determined as part of the Operations Plan. How the overall deployment density was determined is discussed in the preceding report. The traffic signal call outs (a.k.a. mile posts) indicate the recommended deployment density specific to the Traffic Signal Infrastructure Plan.

The letter designation above each call-out represents the roadway classification. Roadway types "A" and "B" refer to urban and rural limited access roadways. Roadway type "C" indicates a non-freeway or non-expressway roadway. Because the focus of this Traffic Signal Infrastructure Plan took a more focused view of the corridors than the Operations Plan some of the recommended deployments and the technology recommendations vary from the overall deployment density recommendation.

Following each of the corridor maps are summary tables segmented into two areas; Corridor Segments and Ramp Termini.

Corridor Segments

The Corridor Segment tables focused on traffic signal technology improvements along the signalized portions of the Intermodal Corridors. The initial step in the evaluation process was to divide roadway segments into logical termini for analysis. Termini were primarily based on overall infrastructure plan density, roadway classification, jurisdictional boundaries, and roadway cross section. Segments are labeled on the attached maps by a capital letter, which corresponds to a row on the attached table.

Data Collected

Data collected for each roadway segment included; the number of signals, jurisdiction, identification of high crash locations, and brief descriptions of existing conditions. Data sources included the WisDOT "*All Traffic Signal, Ramp Meter, Flasher*" excel file, aerial photos, previous studies/reports, field investigations of the corridor (including video log), and information from the WisDOT Regions. Because existing data is not collected uniformly across the state some descriptions are more detailed than others. The greatest amount of data was available in the Southeast Region and for signals under WisDOT jurisdiction; the least amount of data was available for the northern regions and signals under local control. Because the focus of this study is not to inventory all traffic signals but rather identify where traffic signal technology improvements are required local agencies were not contacted for information on their. The inventory relies on knowledge of WisDOT regions to provide local traffic signal information, including traffic signal information for communities in their regions.

High Crash Locations

The high crash locations are identified with an asterisk. The asterisk is color coded based on the WisDOT crash ranking.

RED	-	High Crash Locations #1 - #15
ORANGE	-	High Crash Locations #16 - #50
YELLOW	-	High Crash Locations # 51- #100

Safety improvement recommendations are not provided as part of this infrastructure plan. The WisDOT *Safety Engineering Management Support System (SEMDSS)* project is analyzing safety improvements each of the high crash locations. The reader is should reference the recommendations of this study prior to implementing any technology recommendations.

Technology Recommendations

Based on the observed conditions, overall corridor priority and known corridor operations, various technologies are recommended. Depending on the number of technologies recommended an overall deployment density was determined for each corridor segment.

Recommendations were made for both standard and advanced operations, but the costs were separated so that the advanced operations could be included into Infrastructure Plan. The cost for routine traffic signal timing optimization would cost between $1,500 to $2,000 per signal/per year based on a retiming every 3 years. Retiming costs were not included because it this cost should apply to all signals.

Traffic signal controller upgrade recommendations were based on corridor priority and overall corridor operational strategy. If the corridor segment deployment density is identified as *High* OR *Medium*, new controllers are recommended for all signalized intersections with non-2070 and non-EPAC 300 series type controllers. If the corridor segment deployment density is identified LOW, new controllers are recommended at signalized intersections with non-2070 controllers. **The costs for Traffic Signal Controller Upgrades are considered part of standard operations thus are not included as an ITS deployment.**

For traffic signal controllers under the jurisdiction of other agencies, the recommendations were based on knowledge of the local agencies traffic signal platform as provided by each of the WisDOT Regions.

Actuated signal operation at isolated signals and *interconnected signal operation with actuated movements* are recommended for intersections at key locations along the corridors. The goal for this technology improvement was to increase the traffic responsiveness to actual traffic conditions. **Although the actuated signal control employs some advanced traffic features, actuated control is still considered as standard traffic signal operations thus are not included as an ITS deployment.**

Communications link between isolated signal(s) and operating agency and c*losed loop signal system with communications link to operating agency* were recommended at the juncture of two state routes and for signals that function as a primary link to/from a special event venue or tourist destination. Adding to the actuated operation is recommended to adjust timing plans based on actual traffic condition. **The establishment of a communications link implies a more actively managed traffic signal or signal system thus is considered an advanced technology.**

Advanced traffic management system (ATMS) with real time communications link to operating agency and State Traffic Operations Center (STOC) is reserved for corridors that are to be actively managed by the their operating agency or the STOC.

Costs

Planning level deployment cost, as well as annual operations, annual maintenance, and annual replacement costs associated with each recommendation are included for each recommendation. Costs include design, construction initial set up, project wide communication infrastructure. Costs do not include long distance communications infrastructure or if existing equipment can be salvaged. Costs for advanced deployments assume that the existing infrastructure has been brought up to standard operations.

Ramp Termini

The ramp termini table(s) summarized technology needs at the on/off ramp junctions with the crossing routes along portions of Type A and Type B corridors. The focus of the ramp termini technology upgrades were on corridors that received an overall deployment density of high (red), however some recommendations are made on medium (orange) segments. A lower case letter adjacent to the corridor corresponds to the section of the table summarizing these ramps. The description of the existing conditions is focused mostly on the intersection control and whether or not the ramp/cross street junction was part of an identified alternative route.

Data Collected

Data collected for each roadway segment included; traffic control type, jurisdiction and brief descriptions of existing conditions. Data sources were similar to corridor segments.

Technology Recommendations

Based on the observed conditions, corridor priority, and known ramp termini operations, technologies are recommended for the intersections at ramp termini. Unlike corridors segments, the corridor priority remained at the density recommended by the overall infrastructure plan ranking. Technology recommendations for ramp termini are included in Figure 2 below. The dashed line separates standard operation from advanced operation. For a majority of the ramp terminal junctions no technology recommendations are required to achieve desired functionality.

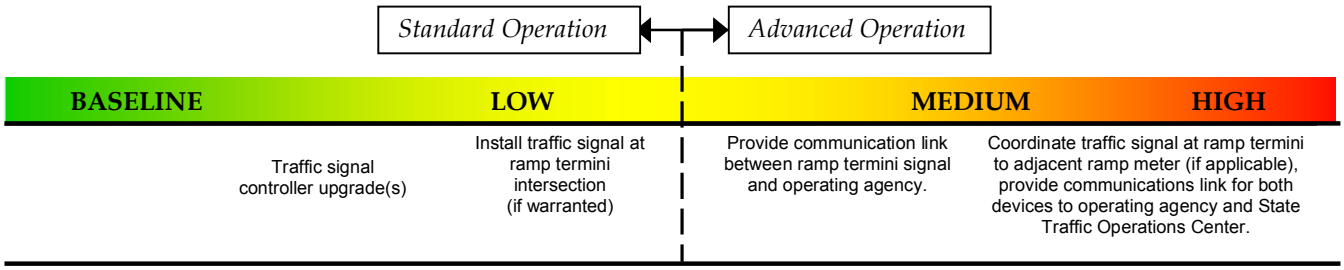


Figure 2 – Recommended Traffic Signal Technologies for Type A and B Roadways

Traffic signal controller upgrades are recommended for ramp termini where the existing ramp terminal signals have a non-2070 or non-EPAC 300 controllers. Exceptions are noted in each of the summary tables. **Traffic signal controller upgrades are considered standard deployments.**

New traffic signals at ramp termini are recommended are recommended in a few select locations experiencing high growth, high crash rate locations, or where information provided by WisDOT indicated the need for a new traffic signal. **New signal locations are established by the MUTCD thus are considered standard deployments when recommended.**

Providing a communication link between ramp termini signal and operating agency AND Coordinate traffic signal at ramp termini to adjacent ramp meter (if applicable), provide communications link for both devices to operating agency and State Traffic Operations Center are recommended at junctions along corridors with medium and high deployment densities respectively. Connecting a ramp meter to the traffic signal is recommended at ramps where the ramp meter and traffic signal are less then ½ mile apart. The goal of interconnecting the signal to the ramp meter would be to

alter the upstream signal timing to decrease queue spill back or to facilitate alternate routing. **The establishment of a communications link implies a more actively managed traffic signal or signal system thus is considered an advanced technology.**

Costs

Similar to the corridor table, planning level costs are provided for each technology recommendation in the ramp terminal table. Costs provided may vary depending on the condition of exiting equipment, the availability conduits, and/or the availability or development of an alternative communication medium.

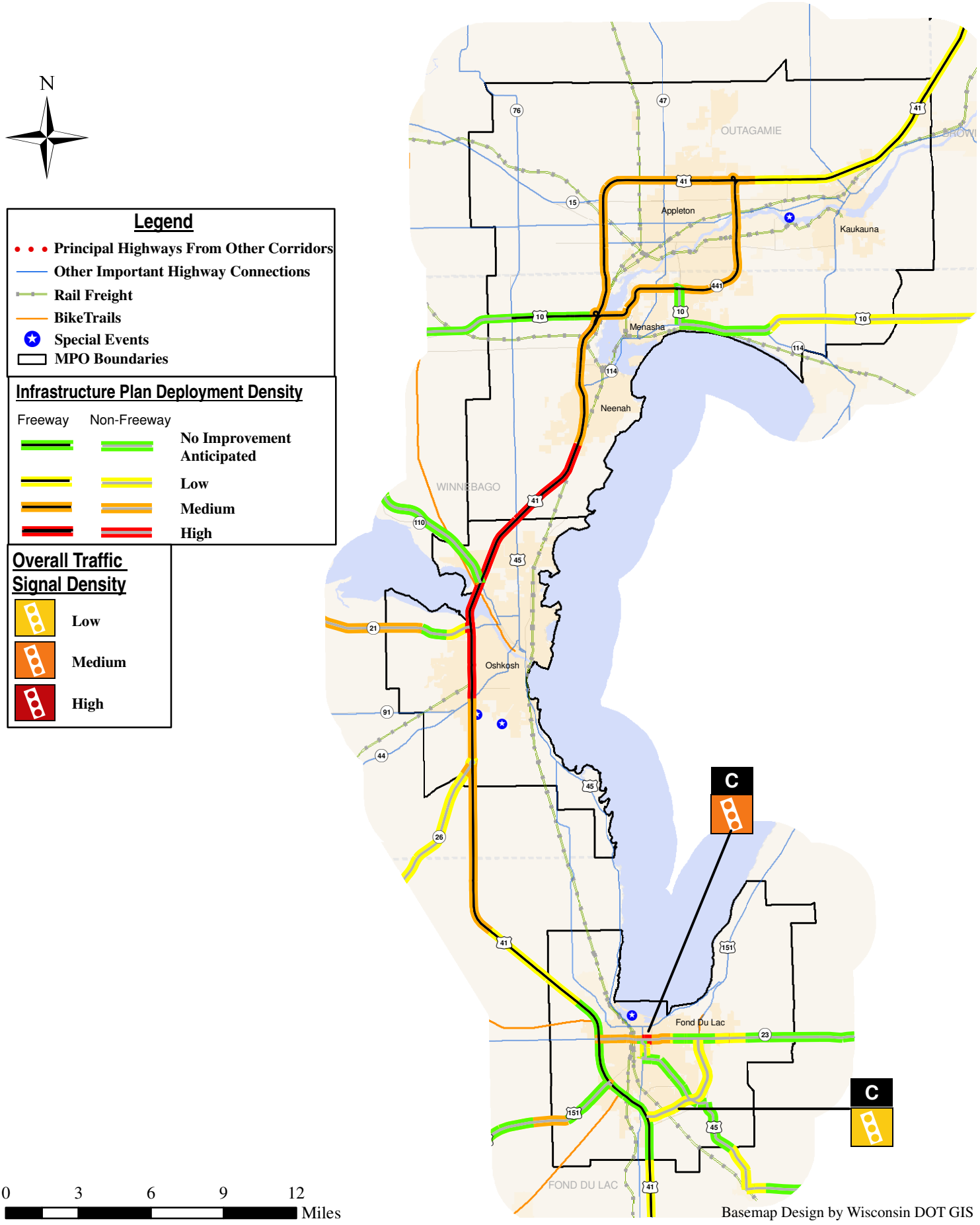
II.

METROPOLITAN MAPS

a) Appleton-Oshkosh-Fond du Lac
b) Chippewa Falls-Eau Claire
c) Green Bay
d) Janesville-Beloit
e) Lacrosse
f) Madison
g) Milwaukee-Waukesha

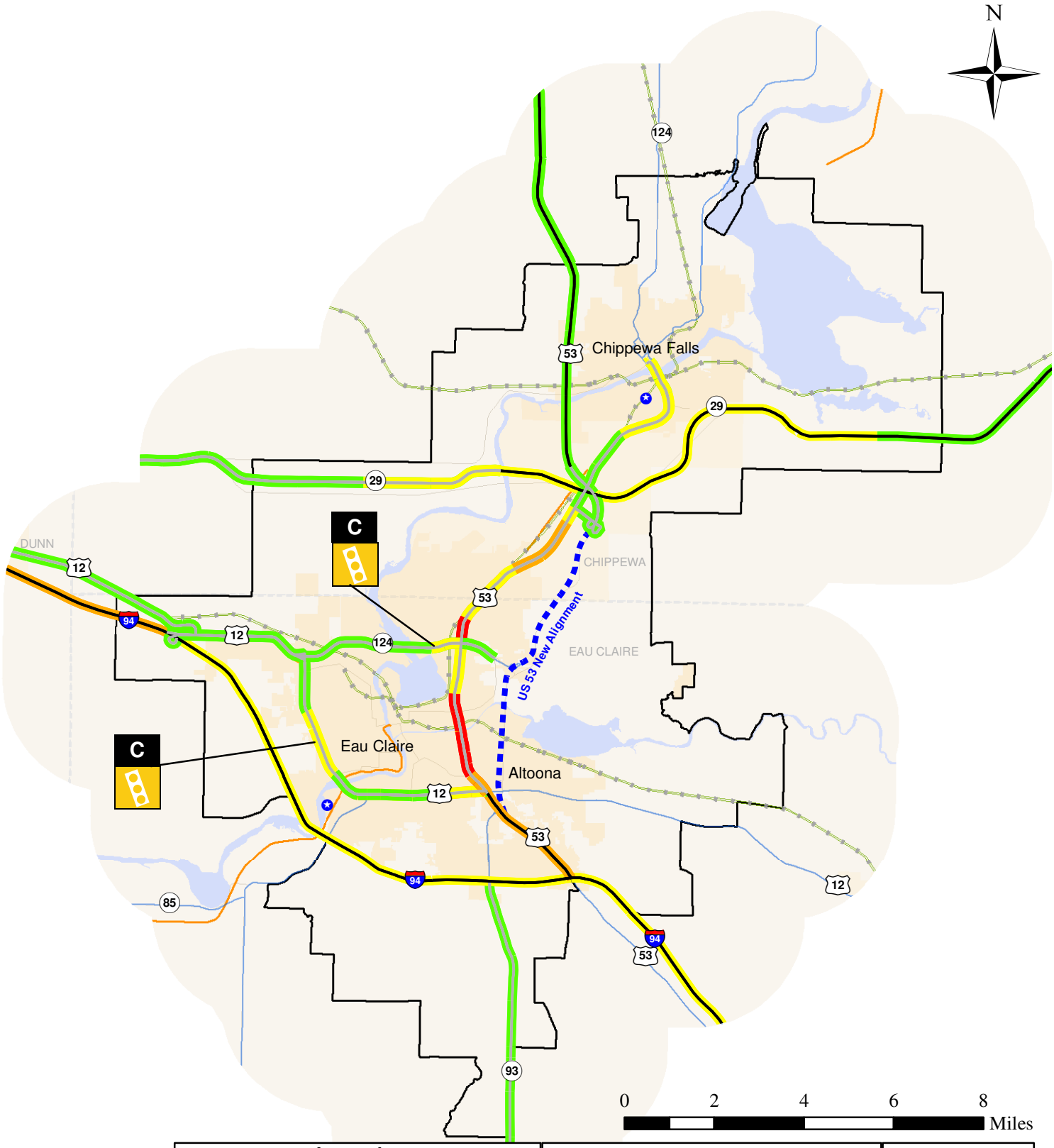
Traffic Operations Infrastructure Plan

APPLETON-OSHKOSH-FOND DU LAC REGION



Basemap Design by Wisconsin DOT GIS

CHIPPEWA FALLS - EAU CLAIRE MPO REGION



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Events
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

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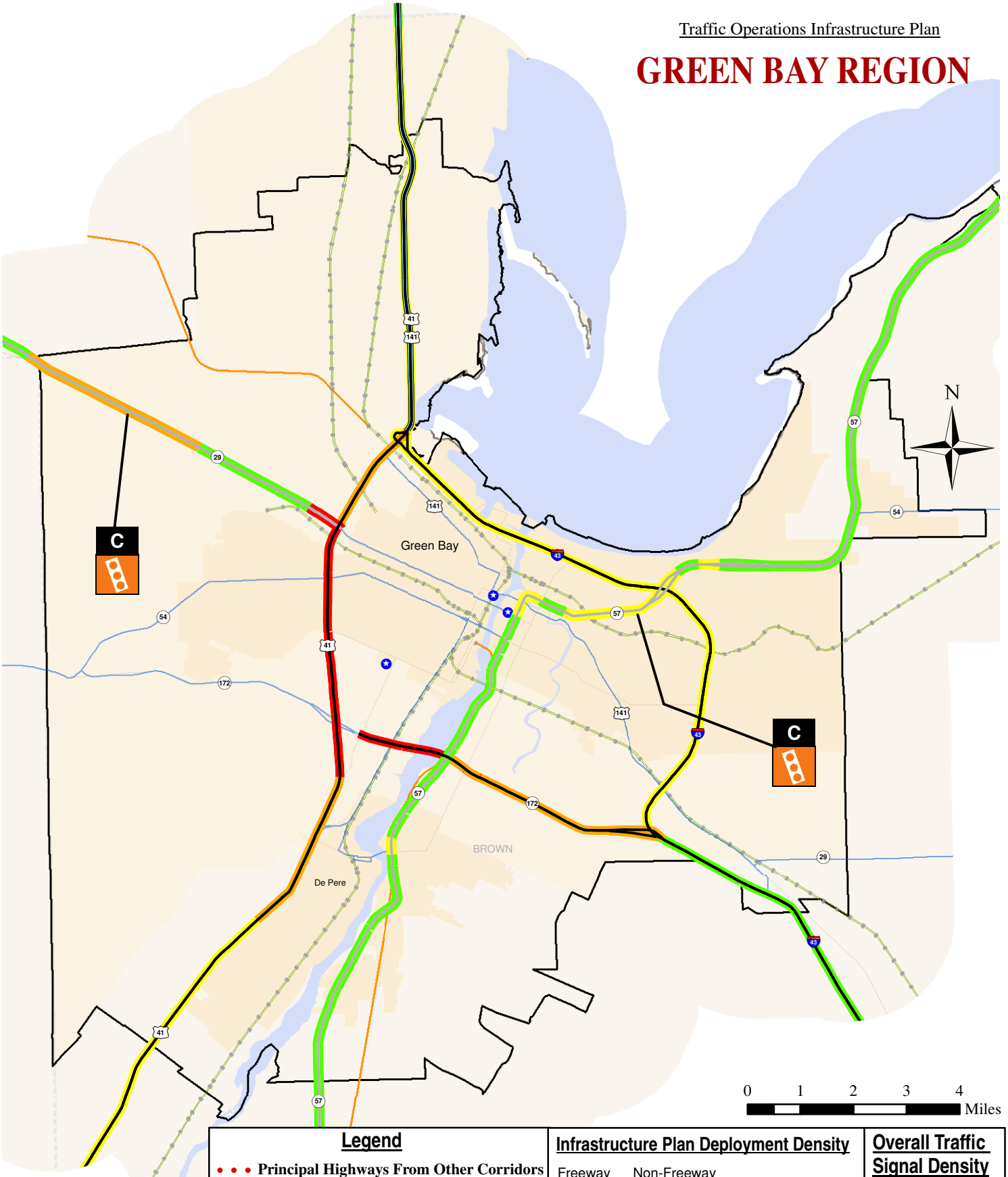
Traffic Operations Infrastructure Plan

GREEN BAY REGION



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Events
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

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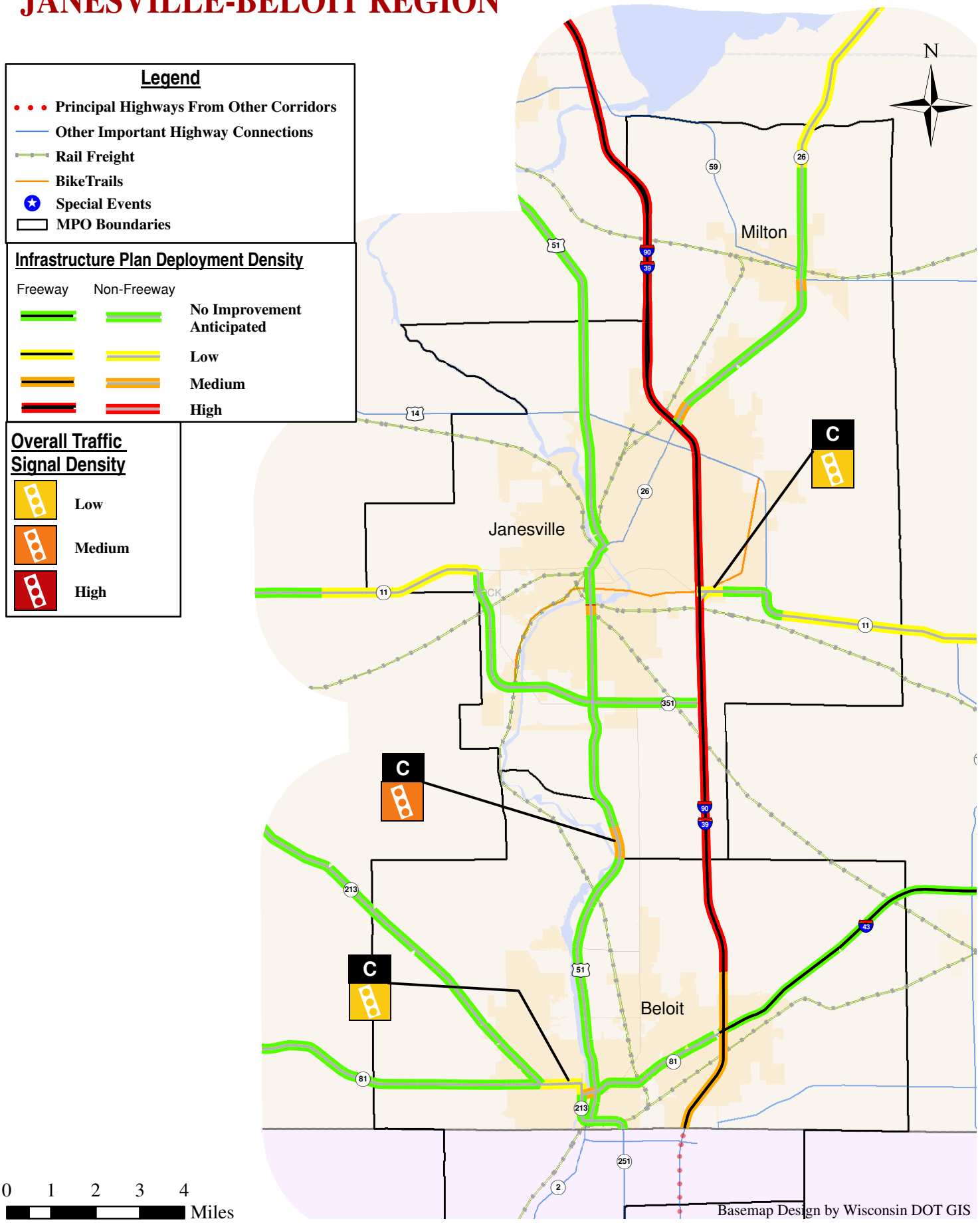
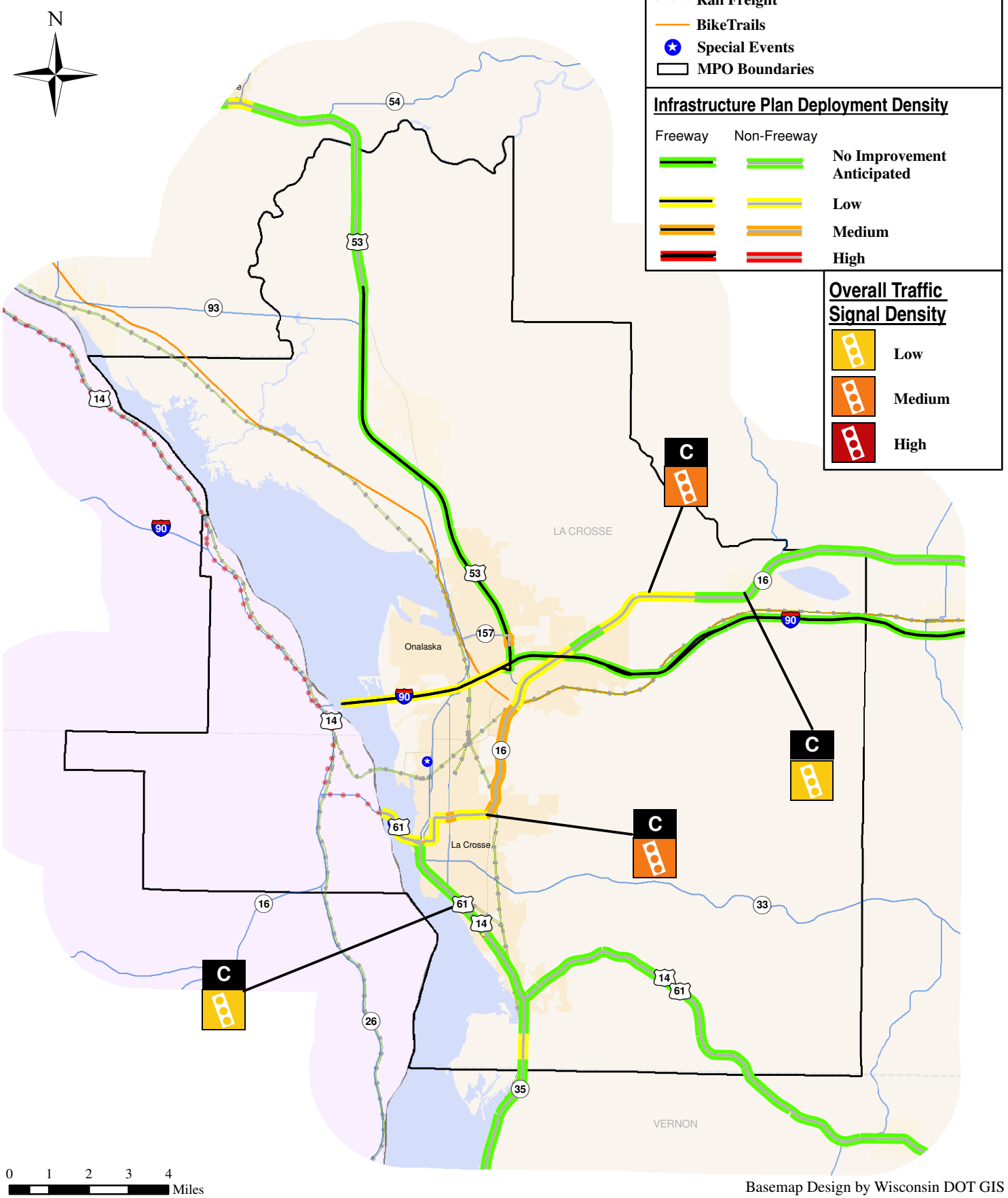
Traffic Operations Infrastructure Plan

JANESVILLE-BELOIT REGION



Traffic Operations Infrastructure Plan

LA CROSSE REGION



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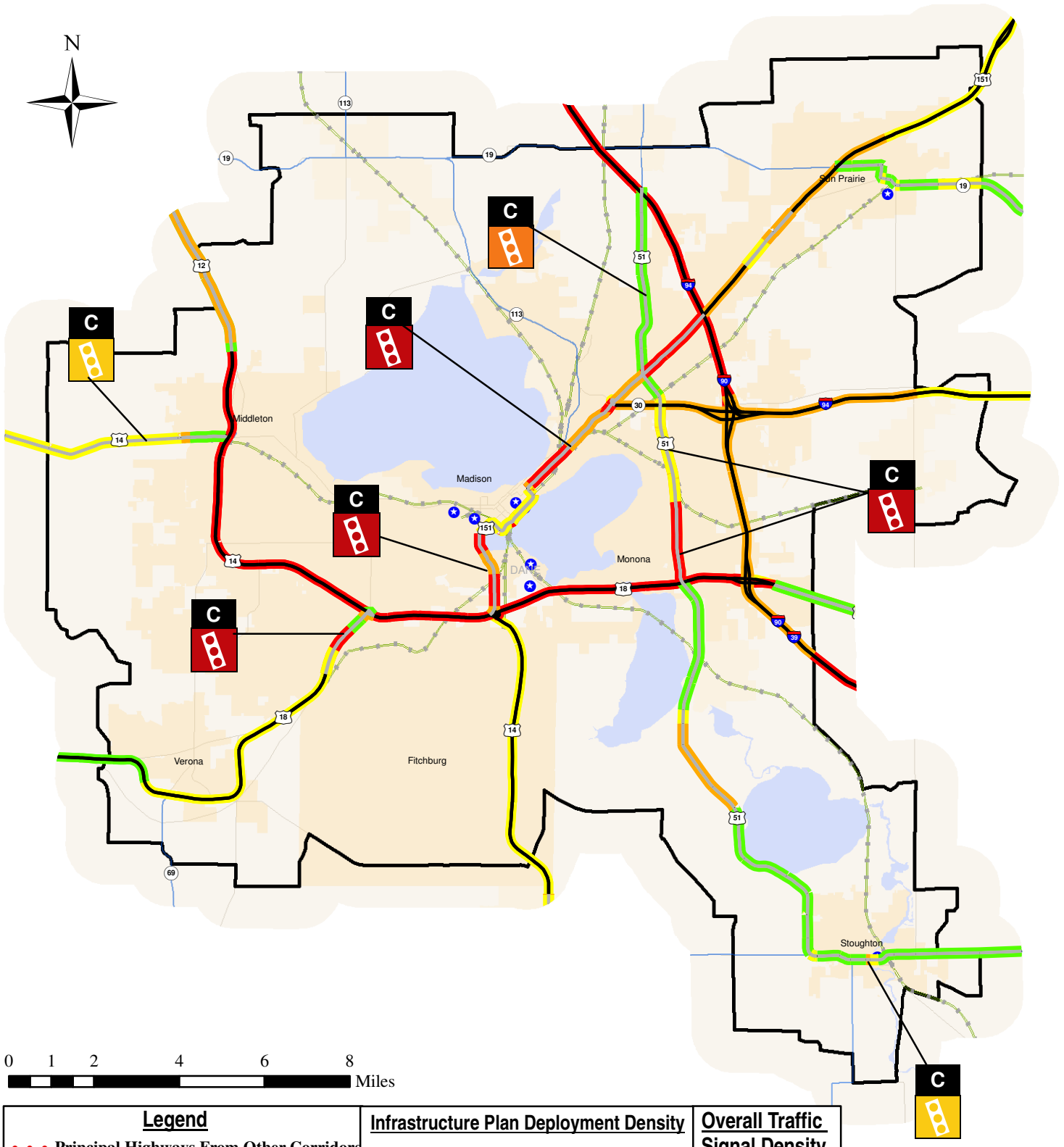
Traffic Operations Infrastructure Plan

MADISON MPO REGION



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

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Traffic Operations Infrastructure Plan

MILWAUKEE REGION

Legend

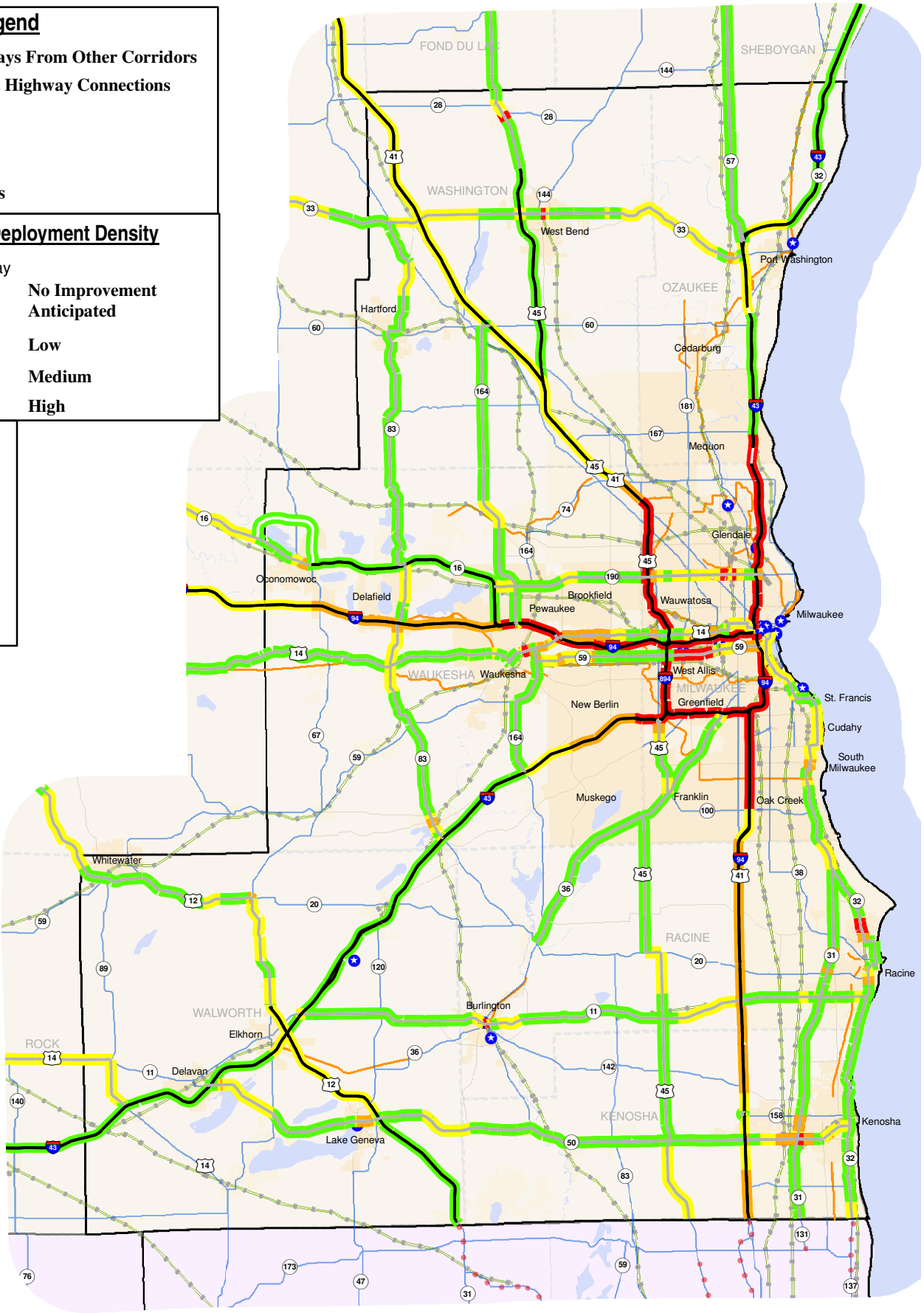
- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Events
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High



0 5 10 15 20 Miles

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III.

COST SUMMARY

a) Standard Operation Costs

b) ITS Deployment Costs

STANDARD OPERATION COST SUMMARY TABLE

	Corridor	Technology Deployment Density	Standard Deployment Costs				Standard Operations Costs				Standard Maintanence Costs				Standard Annual Replacement Costs				Total Standard Costs			
			Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Deployment	Operations	Maintenance	Replacement
01	**BADGER STATE (Eau Claire to Madison)**	**High**	**$88,000**	**$180,000**	**$397,000**	**$1,388,000**	**$2,200**	**$4,400**	**$9,900**	**$34,600**	**$2,200**	**$4,400**	**$9,900**	**$34,600**	**$4,400**	**$9,000**	**$19,850**	**$69,400**	**$1,568,000**	**$39,000**	**$39,000**	**$78,400**
		Medium	**$50,000**		**$991,000**		**$1,200**		**$24,700**		**$1,200**		**$24,700**		**$2,500**		**$49,550**					
		Low	**$42,000**				**$1,000**				**$1,000**				**$2,100**							
02	**CAPITOL (Madison to Milwaukee)**	**High**	**$0**	**$3,151,500**	**$88,000**	**$88,000**	**$0**	**$79,325**	**$2,200**	**$2,200**	**$0**	**$79,325**	**$2,200**	**$2,200**	**$0**	**$157,575**	**$4,400**	**$4,400**	**$3,239,500**	**$81,525**	**$81,525**	**$161,975**
		Medium	**$240,000**		**$0**		**$6,000**		**$0**		**$6,000**		**$0**		**$12,000**		**$0**					
		Low	**$2,911,500**				**$73,325**				**$73,325**				**$145,575**							
03	*Cheese Country (Dubuque to Rock County)*	*High*	*$0*	*$348,000*	*$0*	*$0*	*$0*	*$8,570*	*$0*	*$0*	*$0*	*$8,570*	*$0*	*$0*	*$0*	*$17,400*	*$0*	*$0*	*$348,000*	*$8,570*	*$8,570*	*$17,400*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$348,000*				*$8,570*				*$8,570*				*$17,400*							
04	**Chippewa Valley** (Minnesota to Eau Claire)	High	$0	$1,156,500	$0	$0	$0	$28,745	$0	$0	$0	$28,745	$0	$0	$0	$57,825	$0	$0	$1,156,500	$28,745	$28,745	$57,825
		Medium	$0		$0		$0		$0		$0		$0		$0		$0					
		Low	$1,156,500				$28,745				$28,745				$57,825							
05	**Cornish Heritage** (Dubuque to Madison)	High	$48,000	$48,000	$16,000	$16,000	$1,200	$1,200	$400	$400	$1,200	$1,200	$400	$400	$2,400	$2,400	$800	$800	$64,000	$1,600	$1,600	$3,200
		Medium	$0		$0		$0		$0		$0		$0		$0		$0					
		Low	$0				$0				$0				$0							
06	*Coulee Country (La Crosse to Tomah)*	*High*	*$0*	*$175,000*	*$0*	*$0*	*$0*	*$4,300*	*$0*	*$0*	*$0*	*$4,300*	*$0*	*$0*	*$0*	*$8,750*	*$0*	*$0*	*$175,000*	*$4,300*	*$4,300*	*$8,750*
		Medium	*$112,000*		*$0*		*$2,800*		*$0*		*$2,800*		*$0*		*$5,600*		*$0*					
		Low	*$63,000*				*$1,500*				*$1,500*				*$3,150*							
07	*Cranberry Country (Tomah to Oshkosh)*	*High*	*$0*	*$21,000*	*$0*	*$0*	*$0*	*$500*	*$0*	*$0*	*$0*	*$500*	*$0*	*$0*	*$0*	*$1,050*	*$0*	*$0*	*$21,000*	*$500*	*$500*	*$1,050*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$21,000*				*$500*				*$500*				*$1,050*							
08	*Door Peninsula (Green Bay to Sturgeon Bay)*	*High*	*$0*	*$105,000*	*$0*	*$0*	*$0*	*$2,500*	*$0*	*$0*	*$0*	*$2,500*	*$0*	*$0*	*$0*	*$5,250*	*$0*	*$0*	*$105,000*	*$2,500*	*$2,500*	*$5,250*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$105,000*				*$2,500*				*$2,500*				*$5,250*							
09	**FOX VALLEY (Milwaukee to Green Bay)**	**High**	**$0**	**$199,000**	**$797,000**	**$1,868,000**	**$0**	**$4,900**	**$19,900**	**$46,600**	**$0**	**$4,900**	**$19,900**	**$46,600**	**$0**	**$9,950**	**$39,850**	**$93,400**	**$2,067,000**	**$51,500**	**$51,500**	**$103,350**
		Medium	**$144,000**		**$1,071,000**		**$3,600**		**$26,700**		**$3,600**		**$26,700**		**$7,200**		**$53,550**					
		Low	**$55,000**				**$1,300**				**$1,300**				**$2,750**							
10	*Frank Lloyd Wright (La Crosse to Madison)*	*High*	*$0*	*$704,000*	*$0*	*$0*	*$0*	*$17,760*	*$0*	*$0*	*$0*	*$17,760*	*$0*	*$0*	*$0*	*$35,200*	*$0*	*$0*	*$704,000*	*$17,760*	*$17,760*	*$35,200*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$704,000*				*$17,760*				*$17,760*				*$35,200*							
11	*French Fur Trade (Prairie du Chien to Dodgeville)*	*High*	*$0*	*$233,000*	*$0*	*$0*	*$0*	*$5,800*	*$0*	*$0*	*$0*	*$5,800*	*$0*	*$0*	*$0*	*$11,650*	*$0*	*$0*	*$233,000*	*$5,800*	*$5,800*	*$11,650*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$233,000*				*$5,800*				*$5,800*				*$11,650*							
12	*Geneva Lakes (Madison to Illinois)*	*High*	*$0*	*$142,500*	*$0*	*$0*	*$0*	*$3,535*	*$0*	*$0*	*$0*	*$3,535*	*$0*	*$0*	*$0*	*$7,125*	*$0*	*$0*	*$142,500*	*$3,535*	*$3,535*	*$7,125*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$142,500*				*$3,535*				*$3,535*				*$7,125*							
13	**Glacial Plains** (Beloit to Milwaukee)	High	$0	$29,000	$0	$0	$0	$700	$0	$0	$0	$700	$0	$0	$0	$1,450	$0	$0	$29,000	$700	$700	$1,450
		Medium	$0		$0		$0		$0		$0		$0		$0		$0					
		Low	$29,000				$700				$700				$1,450							
14	**HIAWATHA (Milwaukee to Chicago)**	**High**	**$24,000**	**$692,000**	**$32,000**	**$378,000**	**$600**	**$17,010**	**$800**	**$9,400**	**$600**	**$17,010**	**$800**	**$9,400**	**$1,200**	**$34,600**	**$1,600**	**$18,900**	**$1,070,000**	**$26,410**	**$26,410**	**$53,500**
		Medium	**$40,000**		**$346,000**		**$1,000**		**$8,600**		**$1,000**		**$8,600**		**$2,000**		**$17,300**					
		Low	**$628,000**				**$15,410**				**$15,410**				**$31,400**							
15	*Kettle Country (Fond du Lac to Sheboygan)*	*High*	*$0*	*$125,000*	*$0*	*$0*	*$0*	*$3,100*	*$0*	*$0*	*$0*	*$3,100*	*$0*	*$0*	*$0*	*$6,250*	*$0*	*$0*	*$125,000*	*$3,100*	*$3,100*	*$6,250*
		Medium	*$104,000*		*$0*		*$2,600*		*$0*		*$2,600*		*$0*		*$5,200*		*$0*					
		Low	*$21,000*				*$500*				*$500*				*$1,050*							
16	*Lake Superior (Duluth-Superior to Michigan)*	*High*	*$0*	*$63,000*	*$0*	*$0*	*$0*	*$1,500*	*$0*	*$0*	*$0*	*$1,500*	*$0*	*$0*	*$0*	*$3,150*	*$0*	*$0*	*$63,000*	*$1,500*	*$1,500*	*$3,150*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$63,000*				*$1,500*				*$1,500*				*$3,150*							
17	*Lake to Lake (Fox Cities to Manitowoc)*	*High*	*$0*	*$618,500*	*$0*	*$0*	*$0*	*$15,585*	*$0*	*$0*	*$0*	*$15,585*	*$0*	*$0*	*$0*	*$30,925*	*$0*	*$0*	*$618,500*	*$15,585*	*$15,585*	*$30,925*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$618,500*				*$15,585*				*$15,585*				*$30,925*							
18	*Lumber Country Heritage (Green Bay to Michigan via Iron Mountain)*	*High*	*$0*	*$21,000*	*$0*	*$0*	*$0*	*$500*	*$0*	*$0*	*$0*	*$500*	*$0*	*$0*	*$0*	*$1,050*	*$0*	*$0*	*$21,000*	*$500*	*$500*	*$1,050*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$21,000*				*$500*				*$500*				*$1,050*							
19	*Marshfield/Rapids Connection (Stevens Point to Abbotsford)*	*High*	*$0*	*$168,000*	*$0*	*$0*	*$0*	*$4,000*	*$0*	*$0*	*$0*	*$4,000*	*$0*	*$0*	*$0*	*$8,400*	*$0*	*$0*	*$168,000*	*$4,000*	*$4,000*	*$8,400*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$168,000*				*$4,000*				*$4,000*				*$8,400*							
20	*Mississippi River (Dubuque to La Crosse to Twin Cities)*	*High*	*$0*	*$1,148,500*	*$0*	*$0*	*$0*	*$28,785*	*$0*	*$0*	*$0*	*$28,785*	*$0*	*$0*	*$0*	*$57,425*	*$0*	*$0*	*$1,148,500*	*$28,785*	*$28,785*	*$57,425*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$1,148,500*				*$28,785*				*$28,785*				*$57,425*							
21	*North Country (Minnesota to Michigan)*	*High*	*$0*	*$63,000*	*$0*	*$0*	*$0*	*$1,500*	*$0*	*$0*	*$0*	*$1,500*	*$0*	*$0*	*$0*	*$3,150*	*$0*	*$0*	*$63,000*	*$1,500*	*$1,500*	*$3,150*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$63,000*				*$1,500*				*$1,500*				*$3,150*							

STANDARD OPERATION COST SUMMARY TABLE

	Corridor	Technology Deployment Density	Standard Deployment Costs				Standard Operations Costs				Standard Maintanence Costs				Standard Annual Replacement Costs				Total Standard Costs			
			Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Deployment	Operations	Maintenance	Replacement
22	*Northern Lakes (Minnesota to Ashland)*	*High*	*$0*	*$223,000*	*$0*	*$0*	*$0*	*$5,480*	*$0*	*$0*	*$0*	*$5,480*	*$0*	*$0*	*$0*	*$11,150*	*$0*	*$0*	*$223,000*	*$5,480*	*$5,480*	*$11,150*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$223,000*				*$5,480*				*$5,480*				*$11,150*							
23	*Northwoods Connection (Oshkosh to Rhinelander)*	*High*	*$0*	*$105,000*	*$0*	*$0*	*$0*	*$2,500*	*$0*	*$0*	*$0*	*$2,500*	*$0*	*$0*	*$0*	*$5,250*	*$0*	*$0*	*$105,000*	*$2,500*	*$2,500*	*$5,250*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$105,000*				*$2,500*				*$2,500*				*$5,250*							
24	**Peace Memorial** (Eau Claire to Duluth-Superior)	High	$0	$343,000	$0	$0	$0	$8,590	$0	$0	$0	$8,590	$0	$0	$0	$17,150	$0	$0	$343,000	$8,590	$8,590	$17,150
		Medium	$0				$0				$0				$0							
		Low	$343,000				$8,590				$8,590				$17,150							
25	*Peshtigo Fire Memorial (Green Bay to Menominee County, Michigan)*	*High*	*$0*	*$84,000*	*$0*	*$0*	*$0*	*$2,000*	*$0*	*$0*	*$0*	*$2,000*	*$0*	*$0*	*$0*	*$4,200*	*$0*	*$0*	*$84,000*	*$2,000*	*$2,000*	*$4,200*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$84,000*				*$2,000*				*$2,000*				*$4,200*							
26	*POW/MIA Remembrance (Abbotsford to Ashland)*	*High*	*$0*	*$79,000*	*$0*	*$0*	*$0*	*$1,900*	*$0*	*$0*	*$0*	*$1,900*	*$0*	*$0*	*$0*	*$3,950*	*$0*	*$0*	*$79,000*	*$1,900*	*$1,900*	*$3,950*
		Medium	*$58,000*				*$1,400*				*$1,400*				*$2,900*							
		Low	*$21,000*				*$500*				*$500*				*$1,050*							
27	*Rock River (Janesville to Oshkosh)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$0*				*$0*				*$0*				*$0*							
28	**South Central Connection (Madison to Chicago via Beloit)**	**High**	**$88,000**	**$620,500**	**$0**	**$0**	**$2,200**	**$15,365**	**$0**	**$0**	**$2,200**	**$15,365**	**$0**	**$0**	**$4,400**	**$31,025**	**$0**	**$0**	**$620,500**	**$15,365**	**$15,365**	**$31,025**
		Medium	**$0**				**$0**				**$0**				**$0**							
		Low	**$532,500**				**$13,165**				**$13,165**				**$26,625**							
29	***Southern Tier*** *(Janesville & Beloit to Kenosha & Racine)*	*High*	*$0*	$1,285,000	*$0*	$0	*$0*	$32,160	*$0*	$0	*$0*	$32,160	*$0*	$0	*$0*	$64,250	*$0*	$0	$1,285,000	$32,160	$32,160	$64,250
		Medium	*$80,000*				*$2,000*				*$2,000*				*$4,000*							
		Low	*$1,205,000*				*$30,160*				*$30,160*				*$60,250*							
30	***Titletown*** *(Milwaukee to Green Bay)*	*High*	*$0*	$225,000	*$975,000*	$975,000	*$0*	$5,500	*$24,300*	$24,300	*$0*	$5,500	*$24,300*	$24,300	*$0*	$11,250	*$48,750*	$48,750	$1,200,000	$29,800	$29,800	$60,000
		Medium	*$136,000*		*$0*		*$3,400*		*$0*		*$3,400*		*$0*		*$6,800*		*$0*					
		Low	*$89,000*				*$2,100*				*$2,100*				*$4,450*							
31	*Trempealeau River (La Crosse to Eau Claire)*	*High*	*$0*	*$42,000*	*$0*	*$0*	*$0*	*$1,000*	*$0*	*$0*	*$0*	*$1,000*	*$0*	*$0*	*$0*	*$2,100*	*$0*	*$0*	*$42,000*	*$1,000*	*$1,000*	*$2,100*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$42,000*		*$0*		*$1,000*		*$0*		*$1,000*		*$0*		*$2,100*		*$0*					
32	*Waukesha Connection (Mukwonago to Hartford)*	*High*	*$0*	*$225,000*	*$0*	*$0*	*$0*	*$5,500*	*$0*	*$0*	*$0*	*$5,500*	*$0*	*$0*	*$0*	*$11,250*	*$0*	*$0*	*$225,000*	*$5,500*	*$5,500*	*$11,250*
		Medium	*$136,000*				*$3,400*				*$3,400*				*$6,800*							
		Low	*$89,000*				*$2,100*				*$2,100*				*$4,450*							
33	**Wild Goose** (Madison to Fond du Lac)	High	$0	$0	$0	$325,000	$0	$0	$8,100	$8,100	$0	$0	$8,100	$8,100	$0	$0	$0	$16,250	$325,000	$8,100	$8,100	$16,250
		Medium	$0		$325,000		$0				$0				$0		$16,250					
		Low	$0		$0		$0				$0				$0							
34	Wisconsin Heartland (Eau Claire to Green Bay)	High	$0	$13,000	$325,000	$325,000	$0	$300	$8,100	$8,100	$0	$300	$8,100	$8,100	$0	$650	$16,250	$16,250	$338,000	$8,400	$8,400	$16,900
		Medium	$13,000		$0		$300		$0		$300		$0		$650		$0					
		Low	$0				$0				$0				$0							
35	**Wisconsin River** (Madison to Ironwood, Michigan)	High	$0	$126,000	$325,000	$325,000	$0	$3,000	$8,100	$8,100	$0	$3,000	$8,100	$8,100	$0	$6,300	$16,250	$16,250	$451,000	$11,100	$11,100	$22,550
		Medium	$0		$0		$0		$0		$0		$0		$0		$0					
		Low	$126,000				$3,000				$3,000				$6,300							
36	*Wolf/Waupaca Rivers (Stevens Point to Fox Cities)*	*High*	*$0*	*$227,500*	*$0*	*$0*	*$0*	*$5,745*	*$0*	*$0*	*$0*	*$5,745*	*$0*	*$0*	*$0*	*$11,375*	*$0*	*$0*	*$227,500*	*$5,745*	*$5,745*	*$11,375*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$227,500*				*$5,745*				*$5,745*				*$11,375*							
37	*84th Division Railsplitters (Beaver Dam to Port Washington)*	*High*	*$0*	*$753,500*	*$0*	*$0*	*$0*	*$18,875*	*$0*	*$0*	*$0*	*$18,875*	*$0*	*$0*	*$0*	*$37,675*	*$0*	*$0*	*$753,500*	*$18,875*	*$18,875*	*$37,675*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$753,500*		*$0*		*$18,875*				*$18,875*				*$37,675*							
	Priority Corridor Total	**High**	**$200,000**	**$4,843,000**	**$1,314,000**	**$3,722,000**	**$5,000**	**$121,000**	**$32,800**	**$92,800**	**$5,000**	**$121,000**	**$32,800**	**$92,800**	**$10,000**	**$242,150**	**$65,700**	**$186,100**	**$8,565,000**	**$213,800**	**$213,800**	**$428,250**
		Medium	**$474,000**		**$2,408,000**		**$11,800**		**$60,000**		**$11,800**		**$60,000**		**$23,700**		**$120,400**					
		Low	**$4,169,000**				**$104,200**				**$104,200**				**$208,450**							
	Emerging Priority Corridor Total	High	$48,000	$3,183,500	$991,000	$1,316,000	$1,200	$79,195	$24,700	$32,800	$1,200	$79,195	$24,700	$32,800	$2,400	$159,175	$49,550	$65,800	$4,499,500	$111,995	$111,995	$224,975
		Medium	$216,000		$325,000		$5,400		$8,100		$5,400		$8,100		$10,800		$16,250					
		Low	$2,919,500		$0		$72,595		$0		$72,595		$0		$145,975		$0					
	Remaining Corridors Total	*High*	*$0*	*$5,222,500*	*$325,000*	*$325,000*	*$0*	*$129,485*	*$8,100*	*$8,100*	*$0*	*$129,485*	*$8,100*	*$8,100*	*$0*	*$261,125*	*$16,250*	*$16,250*	*$5,547,500*	*$137,585*	*$137,585*	*$277,375*
		Medium	*$423,000*		*$0*		*$10,500*		*$0*		*$10,500*		*$0*		*$21,150*		*$0*					
		Low	*$4,799,500*		*$0*		*$118,985*		*$0*		*$118,985*		*$0*		*$239,975*		*$0*					

	Total Corridor Desired Deployment*	Total Ramp Terminal Desired Deployment*	Total Corridor Desired Operations*	Total Ramp Desired Operations*	Total Corridor Desired Maintenance*	Total Ramp Desired Maintenance*	Total Corridor Yearly Replacement*	Total Ramp Yearly Replacement*
	$11,631,000	**$4,982,000**	**$286,000**	**$134,000**	**$273,000**	**$125,000**	**$571,000**	**$251,000**
TOTAL ITS DEPLOYMENT TRAFFIC SIGNAL INFRASTRUCTURE PLAN COSTS	**$16,610,000**		**$420,000**		**$400,000**		**$820,000**	

***Total Costs remove costs associated with corridor overlaps**

STANDARD OPERATION COST SUMMARY TABLE

STANDARD OPERATION COST SUMMARY TABLE

	Corridor	Technology Deployment Density	ITS Deployment Costs				ITS Operations Costs				ITS Maintenance Costs				ITS Annual Replacement Costs				Total ITS Costs			
			Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Deployment	Operations	Maintenance	Replacement
01	**BADGER STATE (Eau Claire to Madison)**	**High**	**$1,951,250**	**$2,008,750**	**$57,000**	**$69,000**	**$146,125**	**$148,900**	**$1,900**	**$2,300**	**$49,000**	**$50,500**	**$1,900**	**$2,300**	**$97,563**	**$100,438**	**$2,850**	**$3,450**	**$2,077,750**	**$151,200**	**$52,800**	**$103,888**
		Medium	**$57,500**		**$12,000**		**$2,775**		**$400**		**$1,500**		**$400**		**$2,875**		**$600**					
		Low	**$0**				**$0**				**$0**				**$0**							
02	**CAPITOL (Madison to Milwaukee)**	**High**	**$1,561,000**	**$3,209,000**	**$468,000**	**$468,000**	**$116,900**	**$199,300**	**$12,400**	**$12,400**	**$39,200**	**$80,800**	**$12,400**	**$12,400**	**$78,050**	**$160,450**	**$23,400**	**$23,400**	**$3,677,000**	**$211,700**	**$93,200**	**$183,850**
		Medium	**$1,648,000**		**$0**		**$82,400**		**$0**		**$41,600**		**$0**		**$82,400**		**$0**					
		Low	**$0**				**$0**				**$0**				**$0**							
03	*Cheese Country (Dubuque to Rock County)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
04	**Chippewa Valley** (Minnesota to Eau Claire)	High	$0	$0	$0	$6,000	$0	$0	$0	$200	$0	$0	$0	$200	$0	$0	$0	$300	$6,000	$200	$200	$300
		Medium	$0		$6,000		$0		$200		$0		$200		$0		$300					
		Low	$0				$0		$0		$0				$0							
05	**Cornish Heritage** (Dubuque to Madison)	High	$2,230,000	$2,230,000	$12,000	$12,000	$167,000	$167,000	$400	$400	$56,000	$56,000	$400	$400	$111,500	$111,500	$600	$600	$2,242,000	$167,400	$56,400	$112,100
		Medium	$0		$0		$0		$0		$0		$0		$0		$0					
		Low	$0				$0				$0		$0		$0							
06	*Coulee Country (La Crosse to Tomah)*	*High*	*$0*	*$382,800*	*$0*	*$0*	*$0*	*$18,940*	*$0*	*$0*	*$0*	*$9,760*	*$0*	*$0*	*$0*	*$19,140*	*$0*	*$0*	*$382,800*	*$18,940*	*$9,760*	*$19,140*
		Medium	*$382,800*		*$0*		*$18,940*		*$0*		*$9,760*		*$0*		*$19,140*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
07	*Cranberry Country (Tomah to Oshkosh)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
08	*Door Peninsula (Green Bay to Sturgeon Bay)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
09	**FOX VALLEY (Milwaukee to Green Bay)**	**High**	**$0**	**$545,900**	**$320,000**	**$404,000**	**$0**	**$27,295**	**$8,800**	**$11,600**	**$0**	**$13,780**	**$8,800**	**$11,600**	**$0**	**$27,295**	**$16,000**	**$20,200**	**$949,900**	**$38,895**	**$25,380**	**$47,495**
		Medium	**$545,900**		**$84,000**		**$27,295**		**$2,800**		**$13,780**		**$2,800**		**$27,295**		**$4,200**					
		Low	**$0**				**$0**		**$0**		**$0**		**$0**		**$0**		**$0**					
10	*Frank Lloyd Wright (La Crosse to Madison)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
11	*French Fur Trade (Prairie du Chien to Dodgeville)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
12	*Geneva Lakes (Madison to Illinois)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
13	**Glacial Plains** (Beloit to Milwaukee)	High	$0	$0	$305,000	$305,000	$0	$0	$7,800	$7,800	$0	$0	$7,800	$7,800	$0	$0	$15,250	$15,250	$305,000	$7,800	$7,800	$15,250
		Medium	$0		$0		$0		$0		$0		$0		$0		$0					
		Low	$0				$0				$0				$0							
14	**HIAWATHA (Milwaukee to Chicago)**	**High**	**$535,200**	**$1,070,800**	**$424,000**	**$863,000**	**$40,080**	**$66,860**	**$11,200**	**$22,300**	**$13,440**	**$26,960**	**$11,200**	**$22,300**	**$26,760**	**$53,540**	**$21,200**	**$43,150**	**$1,933,800**	**$89,160**	**$49,260**	**$96,690**
		Medium	**$535,600**		**$439,000**		**$26,780**		**$11,100**		**$13,520**		**$11,100**		**$26,780**		**$21,950**					
		Low	**$0**				**$0**				**$0**				**$0**							
15	*Kettle Country (Fond du Lac to Sheboygan)*	*High*	*$0*	*$638,600*	*$0*	*$0*	*$0*	*$31,930*	*$0*	*$0*	*$0*	*$16,120*	*$0*	*$0*	*$0*	*$31,930*	*$0*	*$0*	*$638,600*	*$31,930*	*$16,120*	*$31,930*
		Medium	*$638,600*		*$0*		*$31,930*		*$0*		*$16,120*		*$0*		*$31,930*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
16	*Lake Superior (Duluth-Superior to Michigan)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
17	*Lake to Lake (Fox Cities to Manitowoc)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
18	*Lumber Country Heritage (Green Bay to Michigan via Iron Mountain)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
19	*Marshfield/Rapids Connection (Stevens Point to Abbotsford)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
20	*Mississippi River (Dubuque to La Crosse to Twin Cities)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							
21	*North Country (Minnesota to Michigan)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					
		Low	*$0*				*$0*				*$0*				*$0*							

ITS DEPLOYMENT COST SUMMARY TABLE

ITS DEPLOYMENT COST SUMMARY TABLE

	Corridor	Technology Deployment Density	ITS Deployment Costs				ITS Operations Costs				ITS Maintenance Costs				ITS Annual Replacement Costs				Total ITS Costs			
			Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Corridor	Total Corridor	Ramp	Total Ramp	Deployment	Operations	Maintenance	Replacement
22	*Northern Lakes (Minnesota to Ashland)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$0*				*$0*				*$0*				*$0*							
23	*Northwoods Connection (Oshkosh to Rhinelander)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$0*				*$0*				*$0*				*$0*							
24	**Peace Memorial** (Eau Claire to Duluth-Superior)	High	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Medium	$0				$0				$0				$0							
		Low	$0				$0				$0				$0							
25	*Peshtigo Fire Memorial (Green Bay to Menominee County, Michigan)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$0*				*$0*				*$0*				*$0*							
26	*POW/MIA Remembrance (Abbotsford to Ashland)*	*High*	*$0*	*$103,000*	*$0*	*$0*	*$0*	*$5,150*	*$0*	*$0*	*$0*	*$2,600*	*$0*	*$0*	*$0*	*$5,150*	*$0*	*$0*	*$103,000*	*$5,150*	*$2,600*	*$5,150*
		Medium	*$103,000*				*$5,150*				*$2,600*				*$5,150*							
		Low	*$0*				*$0*				*$0*				*$0*							
27	*Rock River (Janesville to Oshkosh)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$0*				*$0*				*$0*				*$0*							
28	**South Central Connection (Madison to Chicago via Beloit)**	**High**	**$1,951,250**	**$1,951,250**	**$0**	**$0**	**$146,125**	**$146,125**	**$0**	**$0**	**$49,000**	**$49,000**	**$0**	**$0**	**$97,563**	**$97,563**	**$0**	**$0**	**$1,951,250**	**$146,125**	**$49,000**	**$97,563**
		Medium	**$0**				**$0**				**$0**				**$0**							
		Low	**$0**				**$0**				**$0**				**$0**							
29	***Southern Tier*** *(Janesville & Beloit to Kenosha & Racine)*	*High*	$0	$1,277,200	$0	$0	$0	$63,860	$0	$0	$0	$32,240	$0	$0	$0	$63,860	$0	$0	$1,277,200	$63,860	$32,240	$63,860
		Medium	$1,277,200				$63,860				$32,240				$63,860							
		Low	$0				$0				$0				$0							
30	***Titletown*** *(Milwaukee to Green Bay)*	*High*	$0	$741,600	$486,000	$498,000	$0	$40,480	$13,000	$13,400	$0	$22,120	$13,000	$13,400	$0	$43,880	$24,300	$24,900	$1,239,600	$53,880	$35,520	$68,780
		Medium	$741,600		$12,000		$40,480		$400		$22,120		$400		$43,880		$600					
		Low	$0				$0				$0				$0							
31	*Trempealeau River (La Crosse to Eau Claire)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$0*				*$0*				*$0*				*$0*							
32	*Waukesha Connection (Mukwonago to Hartford)*	*High*	*$0*	*$741,600*	*$0*	*$0*	*$0*	*$741,600*	*$0*	*$0*	*$0*	*$40,480*	*$0*	*$0*	*$0*	*$43,880*	*$0*	*$0*	*$741,600*	*$741,600*	*$40,480*	*$43,880*
		Medium	*$741,600*				*$741,600*				*$40,480*				*$43,880*							
		Low	*$0*				*$0*				*$0*				*$0*							
33	**Wild Goose** (Madison to Fond du Lac)	High	$1,561,000	$1,895,500	$0	$0	$116,900	$141,950	$0	$0	$39,200	$47,600	$0	$0	$78,050	$94,775	$0	$0	$1,895,500	$141,950	$47,600	$94,775
		Medium	$334,500		$0		$25,050		$0		$8,400		$0		$16,725		$0					
		Low	$0				$0				$0				$0							
34	Wisconsin Heartland (Eau Claire to Green Bay)	High	$0	$242,900	$42,000	$42,000	$0	$12,045	$1,400	$1,400	$0	$6,180	$1,400	$1,400	$0	$12,145	$2,100	$2,100	$284,900	$13,445	$7,580	$14,245
		Medium	$242,900		$0		$12,045		$0		$6,180		$0		$12,145		$0					
		Low	$0				$0				$0				$0							
35	**Wisconsin River** (Madison to Ironwood, Michigan)	High	$0	$0	$45,000	$45,000	$0	$0	$1,500	$1,500	$0	$0	$1,500	$1,500	$0	$0	$2,250	$2,250	$45,000	$1,500	$1,500	$2,250
		Medium	$0		$0		$0		$0		$0		$0		$0		$0					
		Low	$0				$0				$0				$0							
36	*Wolf/Waupaca Rivers (Stevens Point to Fox Cities)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$0*				*$0*				*$0*				*$0*							
37	*84th Division Railsplitters (Beaver Dam to Port Washington)*	*High*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		Medium	*$0*				*$0*				*$0*				*$0*							
		Low	*$0*				*$0*				*$0*				*$0*							
Priority Corridor Total		**High**	**$5,998,700**	**$8,785,700**	**$1,269,000**	**$1,804,000**	**$449,230**	**$588,480**	**$34,300**	**$48,600**	**$150,640**	**$221,040**	**$34,300**	**$48,600**	**$299,935**	**$439,285**	**$63,450**	**$90,200**	**$10,589,700**	**$637,080**	**$269,640**	**$529,485**
		Medium	**$2,787,000**		**$535,000**		**$139,250**		**$14,300**		**$70,400**		**$14,300**		**$139,350**		**$26,750**					
		Low	**$0**				**$0**				**$0**				**$0**							
Emerging Priority Corridor Total		High	$4,532,600	$6,144,300	$803,000	$821,000	$324,380	$413,290	$21,200	$21,800	$117,320	$157,960	$21,200	$21,800	$233,430	$314,015	$40,150	$41,050	$6,965,300	$435,090	$179,760	$355,065
		Medium	$1,611,700		$18,000		$88,910		$600		$40,640		$600		$80,585		$900					
		Low	$0		$0		$0		$0		$0		$0		$0		$0					
Remaining Corridors Total		*High*	*$0*	*$2,108,900*	*$42,000*	*$42,000*	*$0*	*$809,665*	*$1,400*	*$1,400*	*$0*	*$75,140*	*$1,400*	*$1,400*	*$0*	*$112,245*	*$2,100*	*$2,100*	*$2,150,900*	*$811,065*	*$76,540*	*$114,345*
		Medium	*$2,108,900*		*$0*		*$809,665*		*$0*		*$75,140*		*$0*		*$112,245*		*$0*					
		Low	*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*		*$0*					

	Total Corridor ITS Deployment*	Total Ramp Terminal ITS Deployment*	Total Corridor ITS Operations*	Total Ramp ITS Operations*	Total Corridor ITS Maintenance*	Total Ramp ITS Maintenance*	Total Corridor ITS Yearly Replacement*	Total Ramp ITS Yearly Replacement*
	$17,039,000	**$2,667,000**	**$1,811,000**	**$72,000**	**$454,000**	**$71,800**	**$866,000**	**$133,000**
TOTAL ITS DEPLOYMENT TRAFFIC SIGNAL INFRASTRUCTURE PLAN COSTS	**$19,710,000**		**$1,883,000**		**$530,000**		**$1,000,000**	

***Total Costs remove costs associated with corridor overlaps**

ITS DEPLOYMENT COST SUMMARY TABLE

IV.

CORRIDOR MAPS

SUMMARY TABLES

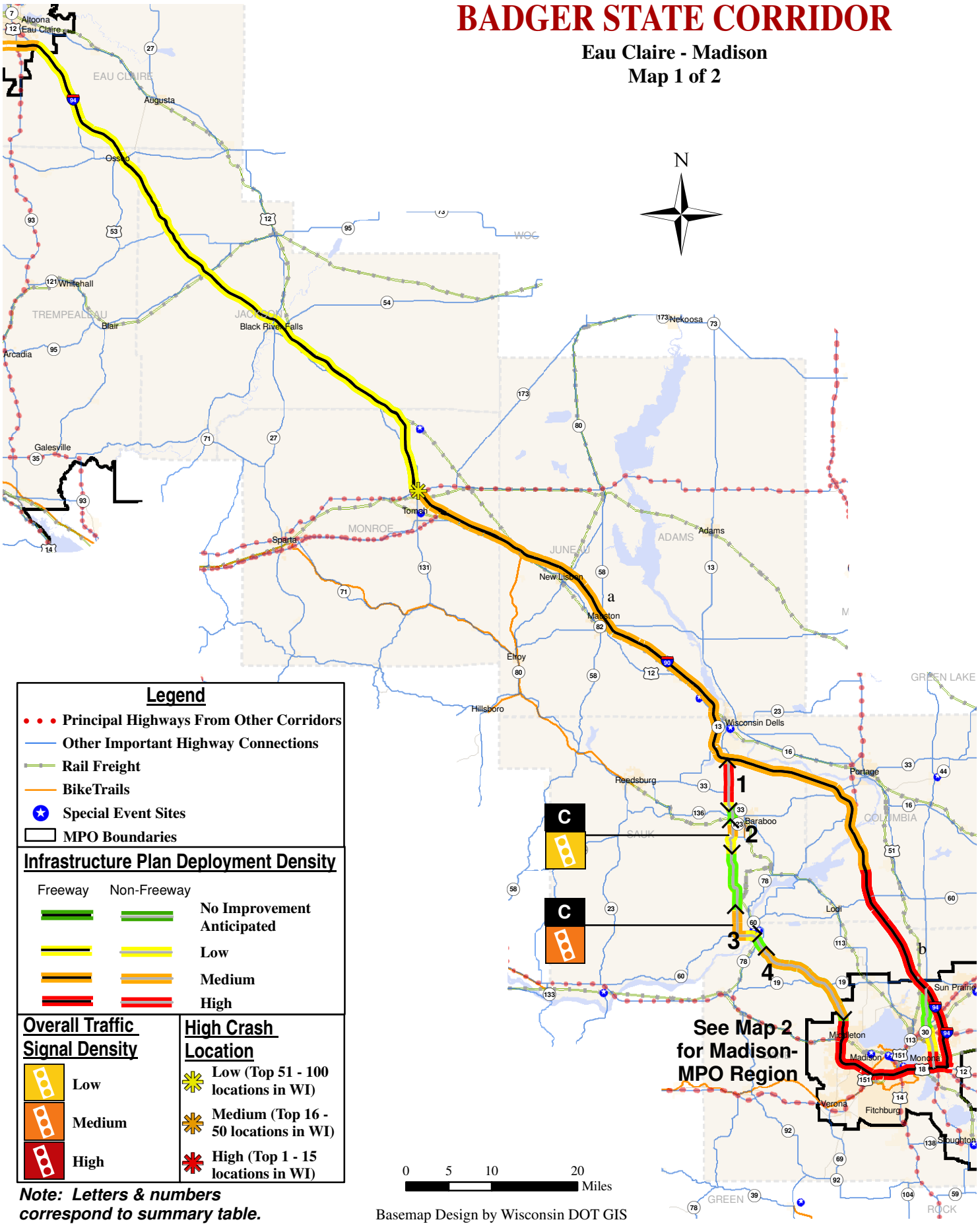
01) Badger State
02) Capitol
03) Cheese Country
04) Chippewa Valley
05) Cornish Heritage
06) Coulee Country
07) Cranberry Country
08) Door Peninsula
09) Fox Valley
10) Frank Lloyd Wright
11) French Fur Trade
12) Geneva Lakes
13) Glacial Plains
14) Hiawatha
15) Kettle Country
16) Lake Superior
17) Lake to Lake
18) Lumber Country Heritage
19) Marshfield/Rapids Connection
20) Mississippi River
21) North Country
22) Northern Lakes
23) Northwoods Connection
24) Peace Memorial
25) Peshtigo Fire Memorial
26) POW/MIA Remembrance
27) Rock River
28) South Central Connection
29) Southern Tier
30) Titletown
31) Trempealeau River
32) Waukesha Connection
33) Wild Goose
34) Wisconsin Heartland
35) Wisconsin River
36) Wolf/Waupaca Rivers
37) 84th Division Railsplitters

Traffic Operations Infrastructure Plan

BADGER STATE CORRIDOR

Eau Claire - Madison

Map 1 of 2



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

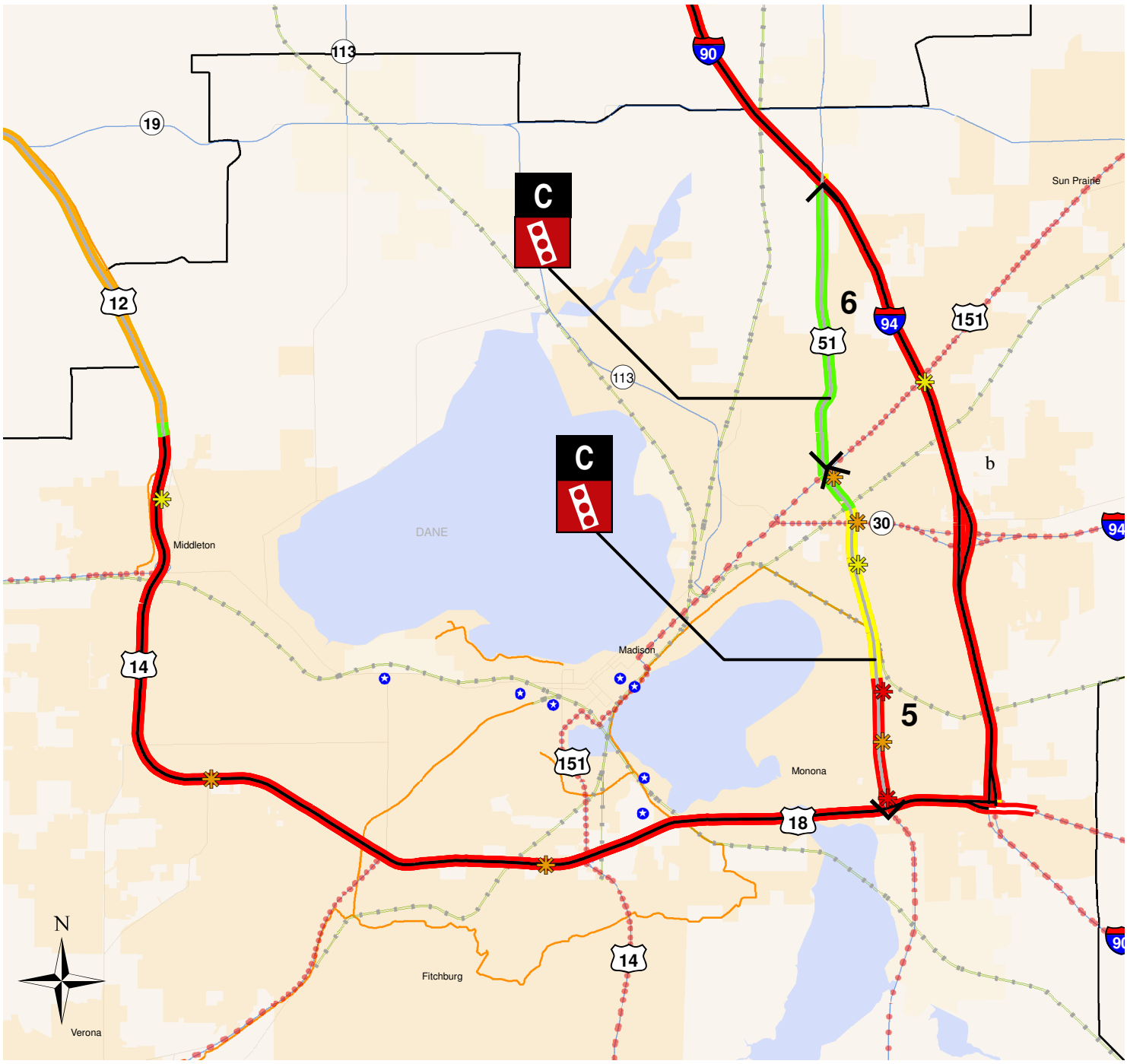
Basemap Design by Wisconsin DOT GIS

Traffic Operations Infrastructure Plan

BADGER STATE CORRIDOR

Madison MPO Region

Map 2 of 2



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Badger State Corridor
Corridor Summary

PRIORITY CORRIDOR

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 12**	I-90/I-94 south to Terrytown Road	Sauk	90%	High	5	WisDOT	Five (5) traffic signals. *New US 12 freeway bypass to be constructed from I-90/I-94 to Terrytown Road in 2009-2011.*	Traffic signal technology improvements are not recommended. Traffic signals should be retimed every two years until the bypass is complete.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				10%	Low													
				0%	N.A.													
2	**US 12**	CTH W south to Ski Hi Road	Sauk	0%	High	2	WisDOT	Two (2) traffic signals. *New US 12 freeway bypass to be constructed from Terrytown Road (north of Baraboo) to Point of Rocks, and expansion of two-lane section to four lanes from Point of Rocks to Ski Hi Road in 2015 or later.*	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				35%	Med													
				65%	Low													
				0%	N.A.													
3	**US 12**	CTH Z to south approach of STH 78	Sauk Dane	0%	High	4	WisDOT	Two-lane rural highway becomes a three lane suburban roadway through Sauk City. *Currently, there are no plans to bypass Sauk City. With the Madison Area growing and as US 12 to the north is converted to a freeway, there will be additional operational issues within this segment.*	Three (3) traffic signal controller upgrades. Closed loop signal system with communications link to operating agency (Madison Street east to Water Street - 2 signals, 0.25 mi). Actuated signal operation at isolated signals. Communications link between isolated signals and operating agency. *New controllers must be compatible with existing 2070 controller at Water Street.*	$50,000	$1,200	$1,200	$2,500	$57,500	$2,775	$1,500	$2,875	Medium
				75%	Med													
				25%	Low													
				0%	N.A.													
4	**US 12**	STH 78 south to Parmenter Street	Dane	0%	High	1	WisDOT	Four-lane divided highway with signal at CTH K.	Traffic signal technology improvements are not recommended. Routine traffic signal timing optimization.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				95%	Med													
				0%	Low													
				5%	N.A.													
5	**US 51**	US 151 south to US 12/US 18	Dane	40%	High	9	WisDOT	US 51 consists of nine signalized intersections as well as grade separated interchanges. Segment is part of the "Madison Blue Route" and is used as an alternate route when I-39/I-90/I-94 has reduced capacity due to an incident. A mix of signals are deployed along the corridor: Six (6) signals using TCT LC8000 controllers (Lexington, Milwaukee, US 151, Buckeye Road, Pflaum Road, CTH BB/Cottage Grove Road) and three (3) signals using a TCT LC40 controller (STH 30 and two (2) at the US 12/US 18 ramps). The signals at STH 30 and US 151, and the ramps at US 12/US 18 operate under TBC.	Nine (9) traffic signal controller upgrades. Closed loop signal system (US 151 south to US 12/US 18 - 9 signals, 5 mi.) with Advanced Traffic Management System (ATMS) and real time communication link to operating agency and State Traffic Operations Center. *Traffic signal at US 51 and US 151 should be coordinated with either the signals on US 51 (WisDOT signals) or US 151 (City of Madison signals) depending on traffic demand.* ***Also part of the South Central Connection Corridor.***	$72,000	$1,800	$1,800	$3,600	$1,115,000	$83,500	$28,000	$55,750	High
				0%	Med													
				50%	Low													
				10%	N.A.													

Badger State Corridor
Corridor Summary

PRIORITY CORRIDOR

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
6	**US 51**	I-90/94 south to US 151	Dane	0%	High	3	WisDOT	6 lane urban arterial with three (3) signals. Corridor is part of the "Madison Blue Route" and used as an alternate route when I-39/I-90/I-94 has reduced capacity due to an incident.	Two (2) traffic signal controller upgrades. Advanced Traffic Management System (ATMS) and real time communication link to operating agency and State Traffic Operations Center (3.75 mi.). *Also part of the Blackhawk Corridor.*	$16,000	$400	$400	$800	$836,250	$62,625	$21,000	$41,813	High
				0%	Med													
				0%	Low													
				100%	N.A.													
									Total High Deployment Density	$88,000	$2,200	$2,200	$4,400	$1,951,250	$146,125	$49,000	$97,563	
									Total Medium Deployment Density	$50,000	$1,200	$1,200	$2,500	$57,500	$2,775	$1,500	$2,875	
									Total Low Deployment Density	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	
									Corridor Total	**$180,000**	**$4,400**	**$4,400**	**$9,000**	**$2,008,750**	**$148,900**	**$50,500**	**$100,438**	

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**I-94**	STH 21 (Eaton Avenue)	Monroe	Type A	Medium	Yes	WisDOT	Modified split-diamond with I-94/US 12 interchange. Three-ramp interchange excludes EB off ramp. Westbound on and off ramp signalized closed loop intersection using an Eagle EPAC 300 controller.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-2	**I-94**	Forbes Road	Monroe	Type A	Medium	No	N/A	Unsignalized diamond interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-3	**I-94**	I-90	Monroe	Type A	Medium	No	N/A	Unsignalized directional system interchange with I-90.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-4	**I-90/I-94**	CTH PP	Monroe	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-5	**I-90/I-94**	CTH C	Juneau	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Install traffic signal at ramp termini intersection (if warranted). CTH C serves as the exit to access USH 12 and STH 16 in Camp Douglas	$325,000	$8,100	$8,100	$16,250	$0	$0	$0	$0
a-6	**I-90/I-94**	STH 80/CTH A	Juneau	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-7	**I-90/I-94**	STH 82	Juneau	Type B	Medium	No	N/A	Unsignalized diamond interchange with channelized STH 82 EB to I-90/94 EB.	Install traffic signal at ramp termini intersection (if warranted). Area surrounding interchange is experiencing high growth.	$325,000	$8,100	$8,100	$16,250	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-8	**I-90/I-94**	CTH HH	Juneau	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-9	**I-90/I-94**	US 12/STH 16	Juneau	Type B	Medium	No	N/A	Unsignalized diamond interchange with channelized US 12/STH 16 EB to I-94 EB.	Install traffic signal at ramp termini intersection (if warranted). Provide communications link to operating agency and State Traffic Operations Center. *Interchange provides an alternate entrance to the Wisconsin Dells.*	$325,000	$8,100	$8,100	$16,250	$6,000	$200	$200	$300
a-10	**I-90/I-94**	STH 13	Sauk	Type B	Medium	No	N/A	Unsignalized trumpet interchange.	Traffic signal technology improvements are not recommened.	$0	$0	$0	$0	$0	$0	$0	$0
a-11	**I-90/I-94**	STH 23	Sauk	Type B	Medium	Yes	WisDOT	Signalized diamond interchange with Eagle 2070 controller.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-12	**I-90/I-94**	US 12	Sauk	Type B	Medium	Yes	WisDOT	Partial clover leaf with east and westbound I-90/I-94 off ramps signalized using two (2) TCT LC8000 controllers.	Two (2) traffic signal controller upgrades. Provide communications link to operating agency and State Traffic Operations Center. Provides alternate entrance to Wisconsin Dells	$16,000	$400	$400	$800	$6,000	$200	$200	$300
a-13	**I-90/I-94**	STH 33	Columbia	Type B	Medium	No	N/A	Unsignalized partial cloverleaf interchange.	Traffic signal technology improvements are not recommended. ***Also part of the Wisconsin River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
a-14	**I-39/I-90/I-94**	I-39/STH 78	Columbia	Type B	Medium	No	N/A	System interchange for I-90/94 to I-39 movements. Loop ramps in NW and SE quadrants terminate at-grade for I-90/94 to STH 78 movements.	Traffic signal technology improvements are not recommended. ***Also part of the Wisconsin River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-15	**I-39/I-90/I-94**	CTH J/CTH CS	Columbia	Type B	Medium	No	N/A	Unsignalized partial cloverleaf interchange.	Traffic signal technology improvements are not recommended. ***Also part of the Wisconsin River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-1	**I-39/I-90/I-94**	STH 60	Columbia	Type B	High	No	N/A	Unsignalized partial cloverleaf interchange.	Traffic signal technology improvements are not recommended. ***Also part of the Wisconsin River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-2	**I-39/I-90/I-94**	CTH V	Dane	Type B	High	Yes	WisDOT	Signalized diamond interchange using Eagle EPAC 300 controller.	Traffic signal technology improvements are not recommended. ***Also part of the Wisconsin River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-3	**I-39/I-90/I-94**	STH 19	Dane	Type B	High	Yes	WisDOT	Signalized diamond interchange with westbound off ramp to be signalized (not yet installed).	Provide communication link between ramp termini signal and operating agency. ***Also part of the Southern Connection and Wisonsin River Corridor.***	$0	$0	$0	$0	$3,000	$100	$100	$150
b-4	**I-39/I-90/I-94**	US 51	Dane	Type B	High	No	N/A	Unsignalized six-ramp partial cloverleaf interchange.	Traffic signal technology improvements are not anticipated. ***Also part of South Central and Wisconsin River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-5	**I-39/I-90/I-94**	US 151 (Washington Boulevard)	Dane	Type A	High	No	N/A	Full clover leaf interchange	Traffic signal technology improvements are not anticipated. ***Also part of Capitol, Wisconsin River, Wild Goose, and South Central Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-6	**I-39/I-90/I-94**	High Cross Boulevard	Dane	Type A	High	No	N/A	Unsignalized interchange with only eastbound onramp and westbound off ramp	Traffic signal technology improvements are not anticipated. ***Also part of Capitol, South Central, and Wisconsin River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
b-7	**I-39/I-90/I-94**	I-94/STH 30	Dane	Type A	High	No	N/A	All directional four leg interchange	Traffic signal technology improvements are not anticipated. ***Also part of Capitol, South Central, and Wisconsin River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-8	**I-39/I-90**	US 12/US 18	Dane	Type A	High	No	N/A	Southbound I-94 on/off ramps traditional clover leaf interchange to US 12/US 18. Northbound I-94 traditional directional interchange.	Traffic signal technology improvements are not anticipated. Also part of Capitol and South Central Corridor.	$0	$0	$0	$0	$0	$0	$0	$0
c-1	**US 12/ US 18**	US 51 Stoughton Rd	Dane	Type A	High	Yes	WisDOT	Signalized diamond interchange using TCT LC40 controller under TBC	One (1) traffic signal controller upgrade. ***Cost included under Segment No. 5 from Badger State Corridor Summary.***	$0	$0	$0	$0	$0	$0	$0	$0
c-2	**US 12/ US 18**	CTH BB Monona Drive	Dane	Type A	High	Yes		Signalized diamond interchange with no southern leg using a TCT LC8000 controller.	One (1) traffic signal controller upgrade. ***Also part of the Capitol Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
c-3	**US 12/ US 18**	CTH BW/West Broadway/ South Towne Road	Dane	Type A	High	Yes	WisDOT	Signalized diamond interchange with channelized SB to WB movement using a TCT LC8000 controller.	One (1) traffic signal controller upgrade. ***Also part of the Capitol Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
c-4	**US 12/ US 18**	CTH MC/John Nolen Drive	Dane	Type A	High	No	N/A	Unsignalized trumpet interchange	Traffic signal technology improvements are not recommended. ***Also part of the Capitol Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
c-5	**US 12/ US 18**	CTH MM Rimrock Road	Dane	Type A	High	Yes	WisDOT (Maintained by City of Madison)	Signalized diamond interchange using TCT LC8000 controllers	One (1) traffic signal controller upgrade. ***Also part of the Capitol Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-6	**US 12/US 14/US 18/US 151**	US 14/US 151/Park St	Dane	Type A	High	Yes	WisDOT (Maintained by City of Madison)	Unsignalized traditional clover leaf interchange in all directions except westbound US 12/US18 off ramp where intersection with US 14 is signalized using a TBC interconnected TCT LC40 controller.	One (1) traffic signal controller upgrade. ***Also part of the Capitol Corridor and Cornish Heritage Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
c-7	**US 12/US 14/US 18/US 151**	CTH D/Fish Hatchery Rd	Dane	Type A	High	Yes	WisDOT (Maintained by City of Madison)	Signalized Partial Cloverleaf, directional westbound on ramp	Traffic signal technology improvements are not recommended. ***Also part of the Cornish Heritage Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
c-8	**US 12/US 14/US 18/US 151**	Todd Drive	Dane	Type A	High	Yes	City of Madison?	All ramp movements accommodated via slip ramps to parallel frontage roads, with the exception of the WB on-ramp.	Provide communication link to operating agency and State Traffic Operations Center. ***Also part of the Cornish Heritage Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300
c-9	**US 12/US 14/US 18/US 151**	Seminole Highway	Dane	Type A	High	Yes	City of Madison?	Signalized diamond interchange with eastbound off ramp and westbound on and off ramps.	Provide communication link to operating agency and State Traffic Operations Center. ***Also part of the Cornish Heritage Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300
c-10	**US 12/ US 14**	US 18/151 (Verona Road)	Dane	Type A	High	Yes	WisDOT	Signalized diamond interchange using a TCT LC8000 controller.	One (1) traffic signal controller upgrade. *Consideration should be given to using ATC technology to coordinate and/or operate the EB Beltline ramp meter.* ***Also part of the Cornish Heritage Corridor***	$8,000	$200	$200	$400	$0	$0	$0	$0
c-11	**US 12/ US 14**	South Whitney Way	Dane	Type A	High	Yes	WisDOT (Maintained by City of Madison)	Signalized diamond interchange with eastbound off ramp termini on Schroeder Road.	One (1) traffic signal controller upgrade. *Consideration should be given to using ATC technology to coordinate and/or operate the EB Beltline ramp meter.*	$8,000	$200	$200	$400	$0	$0	$0	$0
c-12	**US 12/ US 14**	South Gammon Road	Dane	Type A	High	Yes	City of Madison	Signalized diamond interchange using a SP 24/40 controller	One (1) traffic signal controller upgrade. Provide communication link to operating agency and State Traffic Operations Center.	$8,000	$200	$200	$400	$6,000	$200	$200	$300

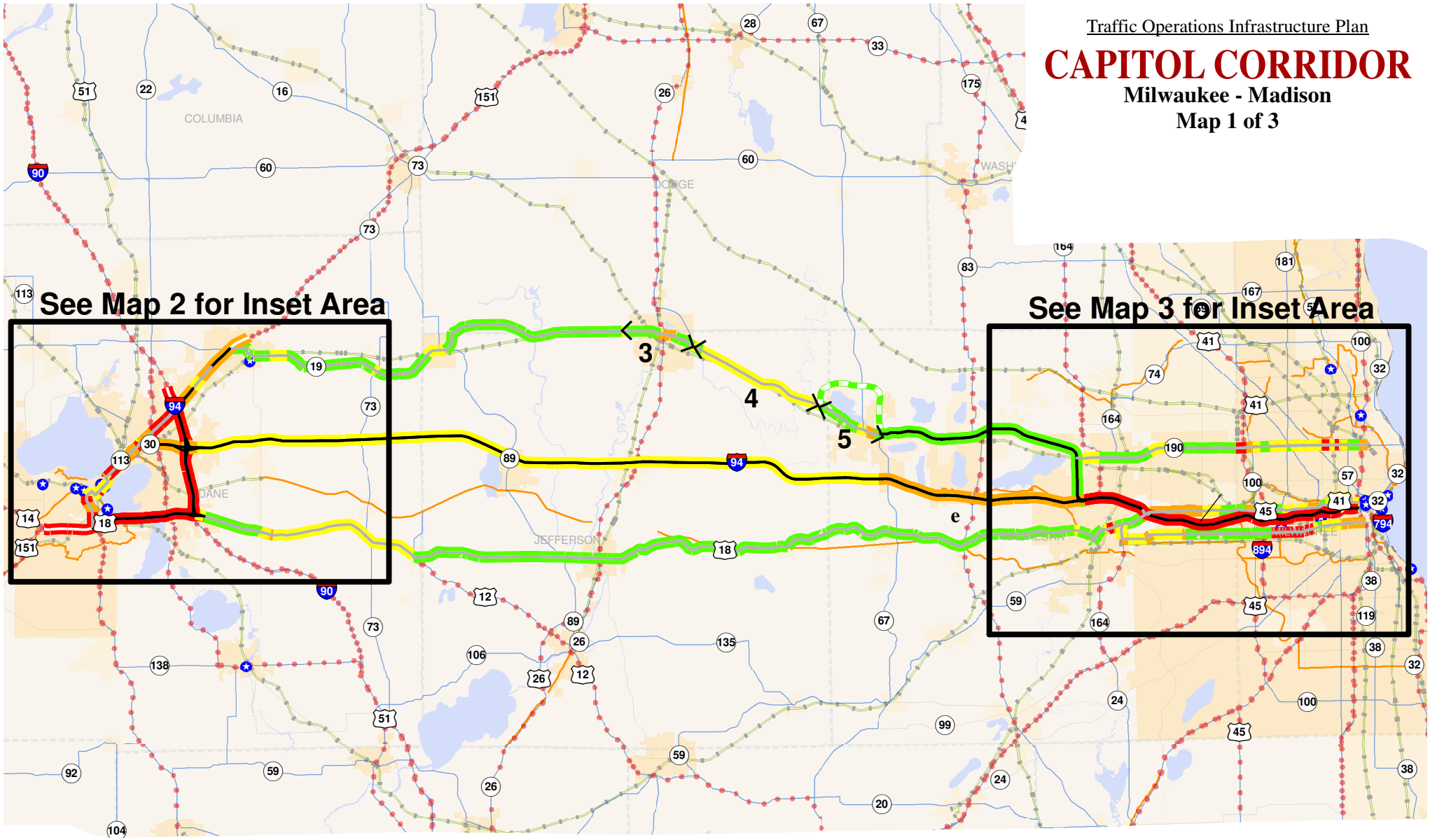
	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-13	**US 12/ US 14**	CTH S (Mineral Point Road)	Dane	Type A	High	Yes	WisDOT (Maintained by City of Madison)	Signalized diamond interchange using a TCT LC40 controller	One (1) traffic signal controller upgrade. Provide communication link to operating agency and State Traffic Operations Center.	$8,000	$200	$200	$400	$6,000	$200	$200	$300
c-14	**US 12/ US 14**	Old Sauk Road	Dane	Type A	High	Yes	WisDOT (Maintained by City of Madison)	Signalized diamond interchange	Provide communication link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
c-15	**US 12/ US 14**	Greenway Boulevard	Dane	Type A	High	Yes	WisDOT	Signalized diamond interchange using an EPAC3608M10 controller	One (1) traffic signal controller upgrade. Provide communication link to operating agency and State Traffic Operations Center.	$8,000	$200	$200	$400	$6,000	$200	$200	$300
c-16	**US 12**	US 14/ University Avenue	Dane	Type A	High	Yes	WisDOT	Signalized partial cloverleaf interchange with ramps in NW and NE quadrants using an Eagle EPAC 300 controller at northbound on and off ramp at Cayuga Lane intersection and a TCT LC8000 controller at the southbound on and off ramps.	Provide communication link to operating agency and State Traffic Operations Center. ***Also part of the Frank Lloyd Wright Corridor***	$0	$0	$0	$0	$6,000	$200	$200	$300
c-17	**US 12**	CTH M (Airport Road)	Dane	Type A	High	Yes	WisDOT	Signalized diamond interchange using an Eagle EPAC 300 controller.	Provide communication link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
c-18	**US 12**	Parmenter Street	Dane	Type B	High	No	N/A	Unsignalized diamond interchange	Install traffic signal at ramp termini intersection (if warranted). Provide communication link to operating agency and State Traffic Operations Center.	$325,000	$8,100	$8,100	$16,250	$6,000	$200	$200	$300
									Total High Deployment Density	$397,000	$9,900	$9,900	$19,850	$57,000	$1,900	$1,900	$2,850
									Total Medium Deployment Density	$991,000	$24,700	$24,700	$49,550	$12,000	$400	$400	$600
									Ramp Termini Total	**$1,388,000**	**$34,600**	**$34,600**	**$69,400**	**$69,000**	**$2,300**	**$2,300**	**$3,450**

Traffic Operations Infrastructure Plan

CAPITOL CORRIDOR

Milwaukee - Madison

Map 1 of 3



Legend

- Principal Highways From Other Corridor
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

N

0 4 8 12 Miles

Note: Letters & numbers correspond to summary table.

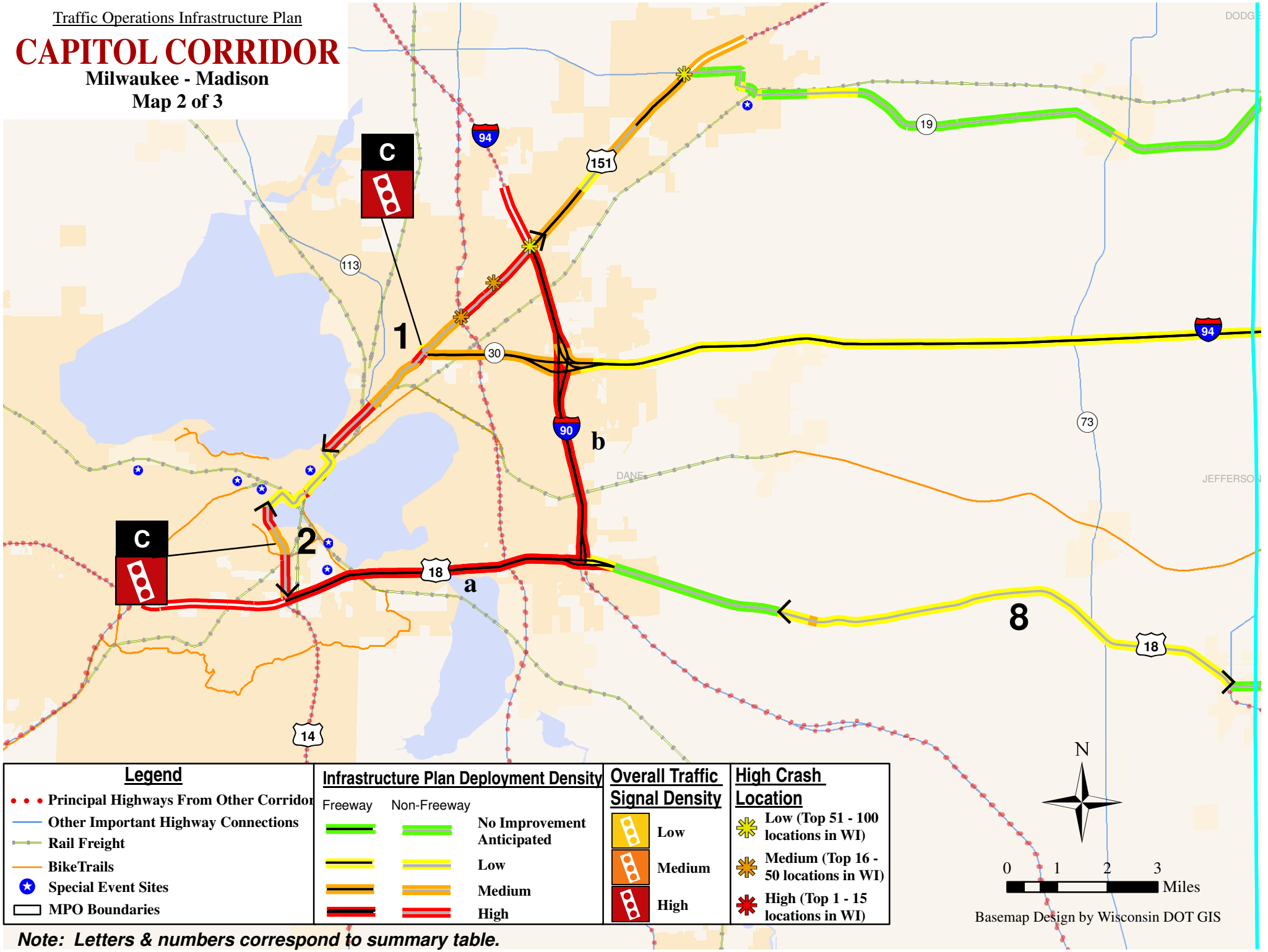
Basemap Design by Wisconsin DOT GIS

Traffic Operations Infrastructure Plan

CAPITOL CORRIDOR

Milwaukee - Madison

Map 2 of 3



Legend

- Principal Highways From Other Corridor
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

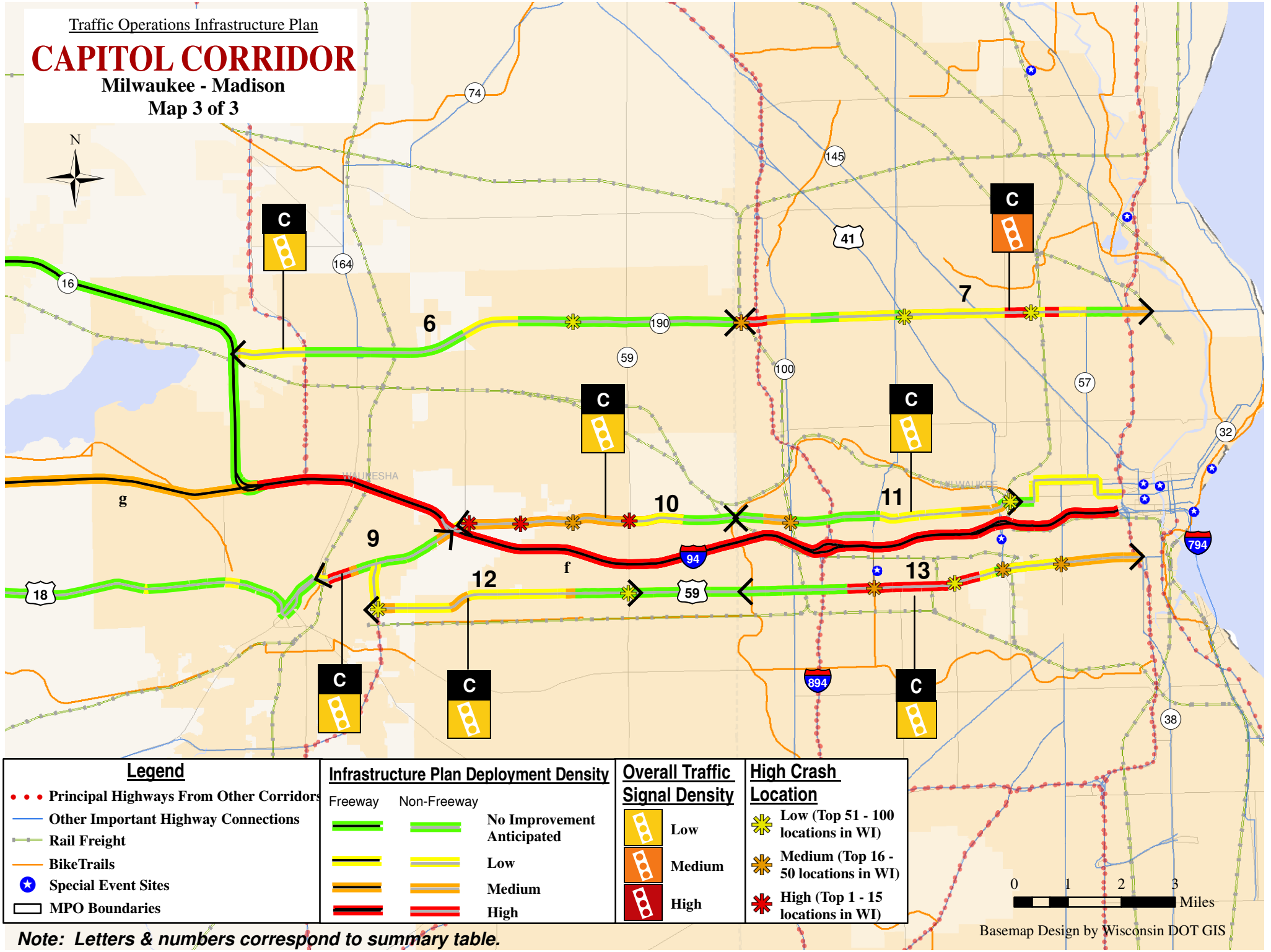
- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

N

0 1 2 3 Miles

Basemap Design by Wisconsin DOT GIS

Note: Letters & numbers correspond to summary table.


Traffic Operations Infrastructure Plan
CAPITOL CORRIDOR
Milwaukee - Madison
Map 3 of 3
N
74
145
41
164
16
190
59
100
57
32
794
894
18
94
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38
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WAUKESHA
Legend
Principal Highways From Other Corridors
Other Important Highway Connections
Rail Freight
BikeTrails
Special Event Sites
MPO Boundaries
Infrastructure Plan Deployment Density
Freeway
Non-Freeway
No Improvement Anticipated
Low
Medium
High
Overall Traffic Signal Density
Low
Medium
High
High Crash Location
Low (Top 51 - 100 locations in WI)
Medium (Top 16 - 50 locations in WI)
High (Top 1 - 15 locations in WI)
0
1
2
3
Miles
Basemap Design by Wisconsin DOT GIS
Note: Letters & numbers correspond to summary table.

Capitol Corridor
Corridor Summary

PRIORITY CORRIDOR

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 151 (Washington Avenue)**	I-39/I-90/I-94 south to N. Blair Street	Dane	40%	High	**18**	WisDOT	City of Madison signals US 151 reconstruction project beginning in 2005 with a completion date in the fall 2006 providing interchanges and two-lane divided highway. Project limits are from Main Street south to American Parkway.	Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center (5.5 mi.). *Implement integrated corridor operation in coordination with US 51 and I-39/I-90/I-94.* *US 151 should be included in the "Madison Blue Route" and used as an alternate route when I-39/I-90/I-94 has reduced capacity due to an incident.* ***Also part of Cornish Heritage Corridor and Wild Goose Corridor.***	$0	$0	$0	$0	$1,226,500	$91,850	$30,800	$61,325	High
				25%	Med		City of Madison											
				20%	Low													
				15%	N.A.													
2	**US 151 (S. Park Street)**	CTH D (Park Street) south to US 12/US 18	Dane	55%	High	**8**	WisDOT	City of Madison signals *More information required*	Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center (1.5 mi.). *Arterial operations to be coordinated with the operation of the Beltline (US 12/US 18).* ***Also part of Cornish Heritage Corridor and Wild Goose Corridor.***	$0	$0	$0	$0	$334,500	$25,050	$8,400	$16,725	High
				45%	Med		City of Madison											
				0%	Low													
				0%	N.A.													
3	**STH 19 STH 16 BUS**	CTH Q east to STH 19	Jefferson	0%	High	**1**	WisDOT	One (1) signal *More information required.*	Traffic signal technology improvements are not recommended. Routine traffic signal timing optimization. *STH 26 bypass of Watertown to be constructed between 2009 and 2011.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				25%	Med													
				5%	Low													
				70%	N.A.													
4	**STH 16**	STH 19 east to Ski Slide Road	Jefferson	0%	High	**0**		No traffic signals in this segment.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 16.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				95%	Low													
				5%	N.A.													
5	**STH 16 (Wisconsin Avenue)**	Ski Slide Road east to STH 67	Waukesha	0%	High	**5**	WisDOT	One (1) isolated signal using a TCT LC8000 controller. *More information required for the other signals.*	Traffic signal technology improvements are not recommended. *STH 16 rerouted north of Oconomoc as part of the Oconomowoc bypass project that was completed in 2006. Due to the recommended reduction in traffic volumes, no improvements are recommend for this segment.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				15%	Med													
				10%	Low													
				75%	N.A.													
6	**STH 190 (Capitol Drive)**	STH 16 east to US 45	Waukesha Milwaukee	0%	High	**13**	WisDOT	Eight (8) isolated signals using two (2) Eagle DP9800 controllers, two (2) TCT LC8000 controllers, and 4 EPAC 300 controllers. Three (3) closed loop signals using TCT LC8000 controllers. Two (2) TBC signals using TCT LC8000 controllers.	Nine (9) traffic signal controller upgrades. Interconnected signal operation with actuated movements (STH 16 east to STH 164/Pewaukee Road - five (5) signals, 1.25 mi.). Interconnected signal operation with actuated movements (Brookfield Road east to Calhoun Road - two (2) signals, 1 mi.). Actuated signal operation at isolated signals.	$532,500	$13,275	$13,275	$26,625	$0	$0	$0	$0	Low
				0%	Med													
				25%	Low													
				75%	N.A.													
7	**STH 190 (Capitol Drive)**	US 45 east to Humboldt Avenue	Milwaukee	15%	High	**32**	WisDOT	Twenty-nine (29) hardwired City of Milwaukee signals from Humboldt Boulevard to Lisbon Avenue using 170 controllers. Two (2) WisDOT TBC signals at US 45 using EPAC controllers. One (1) isolated signal using a TCT LC8000 controller.	Thirty (30) traffic signal controller upgrades. Closed loop system with communications link to operating agency (thirty (30) signals from US 45 east to Humboldt Avenue - 8.0 mi.).	$240,000	$6,000	$6,000	$12,000	$1,648,000	$82,400	$41,600	$82,400	Medium
				15%	Med		City of Milwaukee											
				55%	Low													
				15%	N.A.													

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
8	**US 12/US 18**	CTH N east to US 12/US 18	Dane	0%	High	**0**	WisDOT	2-lane highway with a 4-lane divided portion near the CTH N interchange with no signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 12/US 18.* ***Also part of the Geneva Lakes Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med.													
				95%	Low													
				0%	N.A.													
9	**US 18 (Moreland Boulevard)**	North Street east to I-94/ STH 164	Waukesha	20%	High	**7**	WisDOT	Five (5) TBC signals from Kossow Road to Manhattan Drive using TCT LC8000 controllers. Two (2) interconnected signals from White Rock Avenue to North Street using EPAC 300 controllers.	Five (5) traffic signal controller upgrades. Interconnected signal operation with actuated movements (2.5 mi). ***Also part of the Waukesha Connection Corridor.***	$465,000	$11,750	$11,750	$23,250	$0	$0	$0	$0	Low
				15%	Med		City of Waukesha											
				5%	Low													
				60%	N.A.													
10	**US 18 (Bluemound Road)**	I-94/STH 164 east to Waukesha/ Milwaukee County Line	Waukesha	0%	High	**14**	WisDOT	Three (3) WisDOT interconnected signals from UPS Drive to Sunnyslope Road (system name: UPS Drive to Sunnyslope) using TCT LC8000 controllers. Eleven (11) WisDOT TBC interconnected signals from Moorland Road to Barker Road (system name: Moorland to Barker) using TCT LC8000 controllers. US 18 Bluemound Road project to begin construction in 2008 to increase safety.	Three (3) traffic signal controller upgrades. Interconnected signal operation with actuated movements from UPS Drive to Sunnyslope Road (three (3) traffic signals - 1.0 mi.). *US 18 project extends from Barker Road east to Moorland, traffic signal technologies are not recommended.*	$194,000	$4,900	$4,900	$9,700	$0	$0	$0	$0	Low
				65%	Med													
				20%	Low													
				15%	N.A.													
11	**US 18 (Bluemound Road)**	Milwaukee/ Waukesha County line east to US 41/ Wisconsin Avenue	Milwaukee	0%	High	**11**	WisDOT	Seven (7) hardwired interconnected City of Milwaukee signals from 95th Street to US 41/Wisconsin Avenue (System Name: Kearney & 68th) using six (6) 170 and one (1) EPIC controllers. One (1) isolated City of Milwaukee signal at 52nd Street using a 170 controller (isolated signal is within Kearney & 68th interconnect system). One (1) WisDOT signal at STH 100/Mayfair Road is part of north-south TBC interconnect from Greenfield Avenue to Burleigh Street using a TCT LC8000 controller. Two (2) City of Wauwatosa isolated signals at 112th Street and 121st Street using a Eagle EF140 (future EPAC 300) and Eagle EPAC 300 controller respectively.	9 (nine) traffic signal controller upgrades.	$72,000	$1,800	$1,800	$3,600	$0	$0	$0	$0	Low
				30%	Med		City of Milwaukee											
				30%	Low		City of Wauwatosa											
				40%	N.A.													
12	**STH 59 (Greenfield Avenue)**	STH 164 east to Moorland Road	Waukesha	0%	High	**4**	WisDOT	Two (2) TBC signals using a EPAC controller at Moorland Road and an unknown controller type at Calhoun Road. One (1) isolated controller at CTH Y/Barker Road/Johnson Road using a TCT LC8000 controller. One (1) signal part of north-south STH 164 TBC interconnect (system name: Main to Sunset) using a TCT LC8000 controller at intersection of STH 59 and STH 164.	Two (2) traffic signal controller upgrades. *Combine with Waukesha Connection project STH 164: US 18 south to Sunset Avenue.*	$16,000	$400	$400	$800	$0	$0	$0	$0	Low
				25%	Med		City of Brookfield											
				50%	Low													
				25%	N.A.													

PRIORITY CORRIDOR

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
13	**STH 59 (National Avenue and Greenfield Avenue)**	124th Street/ Milwaukee/ Waukesha County Line east to 1st Street/STH 32	Milwaukee	30%	High	**37**	WisDOT	Highly urbanized area with on street parking, truck loading, and pedestrian conflicts. Signal equipment includes three (3) interconnected City of Milwaukee signals from 1st Street to Lapham using 170 controllers. Four (4) interconnected City of Milwaukee signals are in place from Pierce to 16th Street using 170 controllers. Three (3) interconnected City of Milwaukee signals are in place from Washington to 5th using 170 controllers. Two (2) interconnected City of Milwaukee signals are in place from Cesar Chavez/16th St to Pierce using 170 controllers. Six (6) signals in the Village of West Allis - *more information required* . Two (2) TBC signals from 60th Street to 76th Street using Eagle EF-71 controllers. Fourteen (14) TBC signals from 62nd Street to 92nd Street using Eagle controllers. Six (6) TBC signals from I-894 to 124th Street using Crouse Hinds and EPAC controllers. One (1) isolated controller. Three (3) signals - *more information required.*	Thirty-four (34) traffic signal controller upgrades. Interconnected signal operation with actuated movements (8 mi). *Included as part of the Integrated Corridors Strategic Plan.*	$1,632,000	$41,200	$41,200	$81,600	$0	$0	$0	$0	Low
				20%	Med		City of Milwaukee											
				25%	Low		City of West Allis											
				25%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$1,561,000	$116,900	$39,200	$78,050
Total Medium Deployment Density	$240,000	$6,000	$6,000	$12,000	$1,648,000	$82,400	$41,600	$82,400
Total Low Deployment Density	$2,911,500	$73,325	$73,325	$145,575	$0	$0	$0	$0
Corridor Total	**$3,151,500**	**$79,325**	**$79,325**	**$157,575**	**$3,209,000**	**$199,300**	**$80,800**	**$160,450**

	Route	Junction	County	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
									Standard Operation				ITS Traffic Signal Infrastructure			
									Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**US 12/ US 18**	US 14/US 151/Park St	Dane	High	Yes	WisDOT (Maintained by City of Madison)	Unsignalized traditional clover leaf interchange in all directions except westbound US 12/US18 off ramp where intersection with US 14 is signalized using a TBC interconnected TCT LC40 controller.	One (1) traffic signal controller upgrade. ***Also part of the Badger State Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
a-2	**US 12/ US 18**	CTH MM Rimrock Road	Dane	High	Yes	WisDOT (Maintained by City of Madison)	Signalized diamond interchange using TCT LC8000 controllers	Two (1) traffic signal controller upgrades. ***Also part of the Badger State Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
a-3	**US 12/ US 18**	CTH MC/ John Nolen Drive	Dane	High	No	N/A	Unsignalized trumpet interchange.	Traffic signal technology improvements are not recommended. ***Also part of the Badger State Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
a-4	**US 12/ US 18**	CTH BW/ West Broadway/ South Towne Road	Dane	High	Yes	WisDOT	Signalized diamond interchange with channelized SB to WB movement using TCT LC40 controller.	One (1) traffic signal controller upgrade. ***Also part of the Badger State Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
a-5	**US 12/ US 18**	CTH BB Monona Drive	Dane	High	Yes	WisDOT	Signalized diamond interchange with no southern leg using a TCT LC8000 controller.	One (1) traffic signal controller upgrade. ***Also part of the Badger State Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
a-6	**US 12/ US 18**	US 51/ Stoughton Road	Dane	High	Yes	WisDOT	Signalized diamond interchange using TCT LC40 controller	One (1) traffic signal controller upgrade. ***Also part of the Badger State Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
a-7	**US 12/ US 18**	I-39/I-90	Dane	High	No	N/A	Southbound I-94 on/off ramps traditional clover leaf interchange to US 12/US 18. Northbound I-94 traditional directional interchange.	Traffic signal technology improvements are not recommended. ***Also part of Badger State and Blackhawk Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
b-1	**I-39/I-90/I-94**	I-39/I-90	Dane	High	No	N/A	Unsignalized all directional four leg interchange	Traffic signal technology improvements are not recommended. ***Also part of Badger State and Blackhawk Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
									Standard Operation				ITS Traffic Signal Infrastructure			
									Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
b-2	**I-39/I-90/I-94**	High Cross Boulevard	Dane	High	No	N/A	Unsignalized interchange with only eastbound onramp and westbound off ramp	Traffic signal technology improvements are not recommended. ***Also part of Badger State and Blackhawk Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
c-1	**I-39/I-90/I-94**	US 151 (Washington Boulevard)	Dane	Medium	No	N/A	Unsignalized full clover leaf interchange	Traffic signal technology improvements are not recommended. ***Also part of Badger State, Wild Goose, Wisconsin River, and Blackhawk Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
e-1	**US 151**	American Parkway	Dane	Medium	No		Unsignalized full interchange	Traffic signal technology improvements are not recommended. ***Also part of the Wild Goose Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
e-2	**US 151**	CTH C/Reiner Road	Dane	Medium	No		Aerials show interchange under construction	Traffic signal technology improvements are not recommended. ***Also part of the Wild Goose Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
d-1	**US 151**	Main Street	Dane	Medium	No	N/A	Stop controlled diamond interchange	Traffic signal technology improvements are not recommended. ***Also part of Badger State and Blackhawk Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
d-2	**US 151**	STH 19 (Windsor Street)	Dane	Medium	Yes	WisDOT	Signalized diamond interchange using an EPAC 300 controller	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
e-1	**I-94**	STH 67 (Summit Avenue)	Waukesha	Medium	Yes	WisDOT	Signalized interchange using an EPAC 300 controller for each direction with the eastbound signal under TBC. No ramp metering.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
e-2	**I-94**	CTH P (Sawyer Road)	Waukesha	Medium	Yes	WisDOT	Signalized interchange with only eastbound on ramp and westbound off ramp using an EPAC 300 controller.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
									Standard Operation				ITS Traffic Signal Infrastructure			
									Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
e-3	**I-94**	CTH C (Genesee Street)	Waukesha	Medium	No	N/A	Unsignalized interchange with no ramp metering.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
e-4	**I-94**	STH 83	Waukesha	Medium	Yes	WisDOT	Signalized diamond interchange using EPAC 300 controllers under TBC. No ramp metering.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
e-5	**I-94**	CTH SS	Waukesha	Medium	Yes	WisDOT	Signalized diamond interchange using an EPAC 300 controller for each direction. No ramp metering.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
e-6	**I-94**	CTH TT (Meadowbrook Road)	Waukesha	Medium	Yes	WisDOT	Signalized diamond interchange using EPAC 300 controllers under TBC. Westbound onramp metered.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
e-7	**I-94**	CTH T (Grandview Boulevard)	Waukesha	Medium	Yes	WisDOT	Signalized diamond interchange using EPAC 300 controllers with onramp metering.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
f-1	**I-94**	STH 16	Waukesha	High	No	N/A	Unsignalized interchange with STH 16 terminating at I-94. One lane eastbound onramp and two lane westbound off ramp. No ramp metering	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
f-2	**I-94**	North appraoch of STH 164/CTH J (Pewaukee Road)	Waukesha	High	Yes	WisDOT	Signalized diamond interchange using EPAC 300 controllers under TBC. Ramp metering only on eastbound onramp.	Traffic signal technology improvements are not recommended. ***Also part of the Waukesha Connection Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
									Standard Operation				ITS Traffic Signal Infrastructure			
									Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
f-3	**I-94**	CTH F (Redford Boulevard)	Waukesha	High	Yes	WisDOT	Signalized diamond interchange using TCT LC8000 controllers. No ramp metering.	One (1) traffic signal controller upgrade. Coordinate traffic signal at ramp termini to adjacent ramp meter (when installed). Provide communications link from ramp termini controller to operating agency and State Traffic Operations Center. ***Also part of the Waukesha Connection Corridor.***	$8,000	$200	$200	$400	$38,000	$1,000	$1,000	$1,900
f-4	**I-94**	US 18/STH 164/CTH JJ (Moreland Boulevard/ Bluemound Road)	Waukesha	High	No	N/A	Unsignalized eastbound clover off ramp to Bluemound Road. An additional ramp extending from the clover goes to southbound only STH 164 (Moreland Boulevard) Metered eastbound onramp from northbound STH 164 (Moreland Boulevard) only. Westbound clover off ramp extends from Barker Road exit to southbound STH 164 (Moreland Boulevard) only. Westbound clover ramp at STH 164 (Moreland Boulevard) and metered westbound onramp from Bluemound Road.	Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.. *US 18 project extends from Barker Road east to Moorland.* ***Also part of the Waukesha Connection Corridor.***	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
f-5	**I-94**	Barker Road	Waukesha	High	Yes	WisDOT	Signalized eastbound metered clover onramp at Barker Road with two single occupancy vehicle on ramps and one high occupancy vehicle lane. Signalized westbound off ramp at Barker Road with two exclusive left turn lanes and two exclusive right turn lanes. Exit also used for STH 164 (Moreland Boulevard) ramp. TCT LC8000 controller.	One (1) traffic signal controller upgrade. Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.. *US 18 project extends from Barker Road east to Moorland.*	$8,000	$200	$200	$400	$38,000	$1,000	$1,000	$1,900
f-6	**I-94**	Moorland Road	Waukesha	High	Yes and No	WisDOT	Signal using TCT LC8000 controller at westbound clover off ramp, metered westbound onramp, and westbound off ramp. Unsignalized clover eastbound on ramp. EPAC 300 controller at signalized eastbound off ramp with two exclusive left turn lanes and two exclusive right turn lanes. Unsignalized eastbound on ramp with one single occupancy vehicle lane and one high occupancy vehicle lane.	Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.. *US 18 project extends from Barker Road east to Moorland.*	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900

	Route	Junction	County	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
									Standard Operation				ITS Traffic Signal Infrastructure			
									Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
f-7	**I-94**	STH 100 (108th Street/ Mayfair Road)	Milwaukee	High	Yes and No	WisDOT	Signals using TCT LC8000 controllers hardwired interconnected. Signal at westbound clover off ramp and westbound on ramp. Signal at eastbound onramp and eastbound clover off ramp. Unsignalized westbound off ramp onto STH 100 (108th Street/Mayfair Road). Ramp metering for onramps with one single occupancy vehicle lane and one high occupancy vehicle lane.	Two (2) traffic signal controller upgrades. Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.	$16,000	$400	$400	$800	$38,000	$1,000	$1,000	$1,900
f-8	**I-94**	I-894/US 45	Milwaukee	High	No	N/A	Unsignalized all directional four leg interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
f-9	**I-94**	STH 181/ 84th Street	Milwaukee	High	Yes	City of Milwaukee	Signalized diamond interchange using isolated 170 controllers. Both on ramps are metered with one single occupancy vehicle lane and one high occupancy vehicle lane.	Two (2) traffic signal controller upgrades. Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.	$16,000	$400	$400	$800	$38,000	$1,000	$1,000	$1,900
f-10	**I-94**	68th Street and 70th Street	Milwaukee	High	Yes	?	Diamond interchange with one-way westbound O'Connor Street connecting westbound on an off ramps with signals at 68th and 70th Street. 69th Street does not cross I-94. One-way eastbound Kearney Street connecting eastbound on and off ramps with signals at 68th and 70th Street. Metered on ramps in both eastbound and westbound direction. Eastbound on ramp has one single occupancy vehicle lane and one high occupancy vehicle lane.	Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900

	Route	Junction	County	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
									Standard Operation				ITS Traffic Signal Infrastructure			
									Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
f-11	**I-94**	Hawley Road	Milwaukee	High	Yes and No	?	Westbound clover off ramp and westbound onramp at signalized intersection. Westbound off ramp has two exclusive left turn lanes at signal and unsignalized exclusive right turn lane. Metered westbound onramp has one single occupancy vehicle lane and one high occupancy vehicle lane. Unsignalized eastbound off ramp with exclusive left and right turning lanes. Metered eastbound onramp with one single occupancy vehicle lane and one high occupancy vehicle lane.	Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
f-12	**I-94**	General Mitchell Boulevard	Milwaukee	High	No	N/A	Unsignalized westbound off ramp with an exclusive right turn lane and two exclusive left turn lanes. Separate unsignalized intersection between eastbound and westbound I-94 for eastbound on and off ramps, and eastbound onramp. Eastbound off ramp has exclusive right turn lane and left/thru lane. Metered eastbound on ramp has one single occupancy vehicle lane and one high occupancy vehicle lane. Metered westbound onramp has single lane.	Provide communications link from ramp termini controller to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
f-13	**I-94**	STH 341	Milwaukee	High	No	N/A	All directional four leg interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
f-14	**I-94**	35th Street	Milwaukee	High	Yes	?	Signal at 35th Street and Park Hill Avenue. Metered westbound onramp with single occupancy vehicle lane and high occupancy vehicle lane approximately 300 feet west of 35th Street. Signal at 35th Street and I-94 on/off ramps. Eastbound off ramp has an exclusive left turn lane, a left/thru lane, and an exclusive right turn lane. Ramp metered eastbound on ramp with one single occupancy vehicle lane and one high occupancy vehicle lane.	Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900

	Route	Junction	County	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
									Standard Operation				ITS Traffic Signal Infrastructure			
									Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
f-15	**I-94**	34th Street	Milwaukee	High	No	N/A	Unsignalized westbound off ramp with thru and left turn lanes at one-way westbound Park Hill Avenue. Signal at 35th Street and Park Hill Avenue.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
f-16	**I-94**	28th Street	Milwaukee	High	Yes and No	?	Signalized intersection at 27th Street and St. Paul Avenue. Stop control for eastbound St. Paul Avenue, no control for westbound vehicles. Ramp metering with two single occupancy vehicle lanes and one high occupancy vehicle lane.	Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
f-17	**I-94**	26th Street	Milwaukee	High	Yes	?	Eastbound off ramp with signal at St. Paul Avenue. Exclusive left turn lane, thru/left lane, and exclusive right turn lane.	Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
f-18	**I-94**	25th Street	Milwaukee	High	Yes and No	?	Signalized intersection at 25th Street and St. Paul Avenue. Signal at 25th and St. Paul Avenue corresponds to eastbound onramp from St. Paul Avenue and south approach of 25th Street Dual lane ramp metering. Unsignalized eastbound onramp from north approach of 25th Street. Unsignalized two lane westbound off ramp with exclusive right turn and exclusive left turn only lanes.	Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
f-19	**I-94**	13th Street	Milwaukee	High	?		Eastbound off ramp currently under construction as part of new Marquette Interchange Project	Provide communications link from ramp termini controller to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
								Total High Deployment Density	$88,000	$2,200	$2,200	$4,400	$468,000	$12,400	$12,400	$23,400
								Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
								Ramp Termini Total	$88,000	$2,200	$2,200	$4,400	$468,000	$12,400	$12,400	$23,400

Traffic Operations Infrastructure Plan

CHEESE COUNTRY CORRIDOR

Dubuque - Janesville/Beloit Rock County

Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

N

0 5 10 15 Miles

Basemap Design by Wisconsin DOT GIS

Note: Letters & numbers correspond to summary table.

Cheese Country Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 11**	US 61/151 to STH 35 (Great River Road/ Badger Road)	Grant	0%	High	1	WisDOT	Four lane divided highway near interchange area with US 61/US 151.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
2	**STH 11**	Main Street/ Temple Avenue east to CTH J	Lafayette	0%	High	0		Two lane highway through urban core of Benton with no traffic signals.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				65%	Low													
				35%	N.A.													
3	**STH 11**	CTH KK to Balls Mills Road	Green	0%	High	0		Two lane rural roadway with no traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 11.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
4	**STH 11**	CTH H to W Court Street	Rock	0%	High	0		Two lane rural highway with no traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 11.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
5	**STH 81**	STH 213 to I-39/I-90	Rock	0%	High	12	City of Beloit?	2-lane and 4-lane divided highway through urban core of city of Beloit with twelve (12) signals.	Twelve (12) traffic signal controller upgrades. Interconnected signal operation with actuated movement (four (4) signals from Lee Lane east to I-39/I-90 - 0.65 mi.). Interconnected signal operation with actuated movements (two (2) signals from Liberty Avenue to Portland Avenue - 0.25 mi.). Actuated signal operation at isolated signals. ***Also part of the South Central Connection Corridor.***	$327,000	$8,070	$8,070	$16,350	$0	$0	$0	$0	Low
				5%	Med		WisDOT?											
				25%	Low													
				70%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$348,000	$8,570	$8,570	$17,400	$0	$0	$0	$0	
									Corridor Total	**$348,000**	**$8,570**	**$8,570**	**$17,400**	**$0**	**$0**	**$0**	**$0**	

Cheese Country Corridor
Ramp Termini

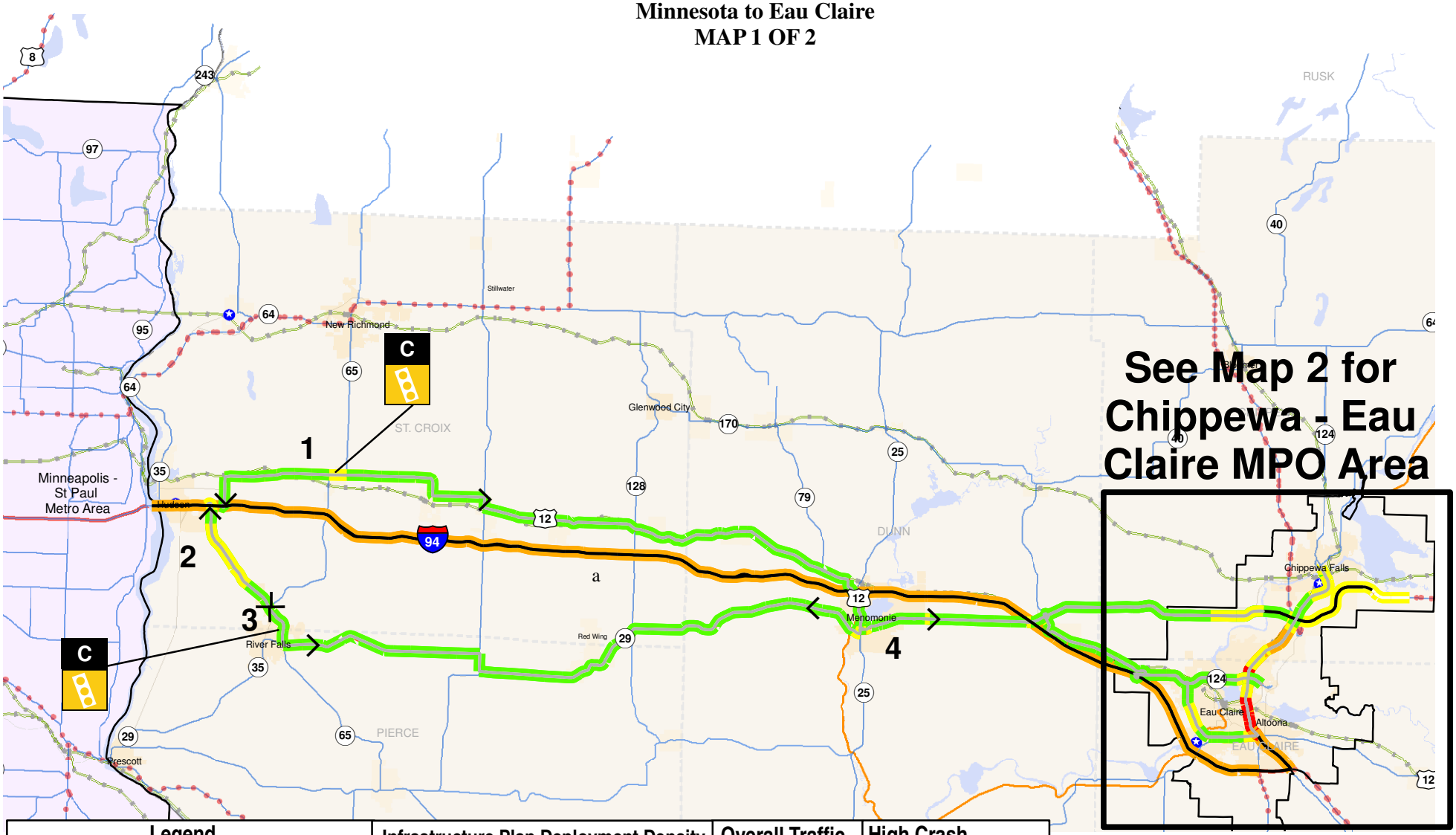
Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

CHIPPEWA VALLEY CORRIDOR

Minnesota to Eau Claire

MAP 1 OF 2



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

0 3 6 9 Miles

N

Note: Letters & numbers correspond to summary table.

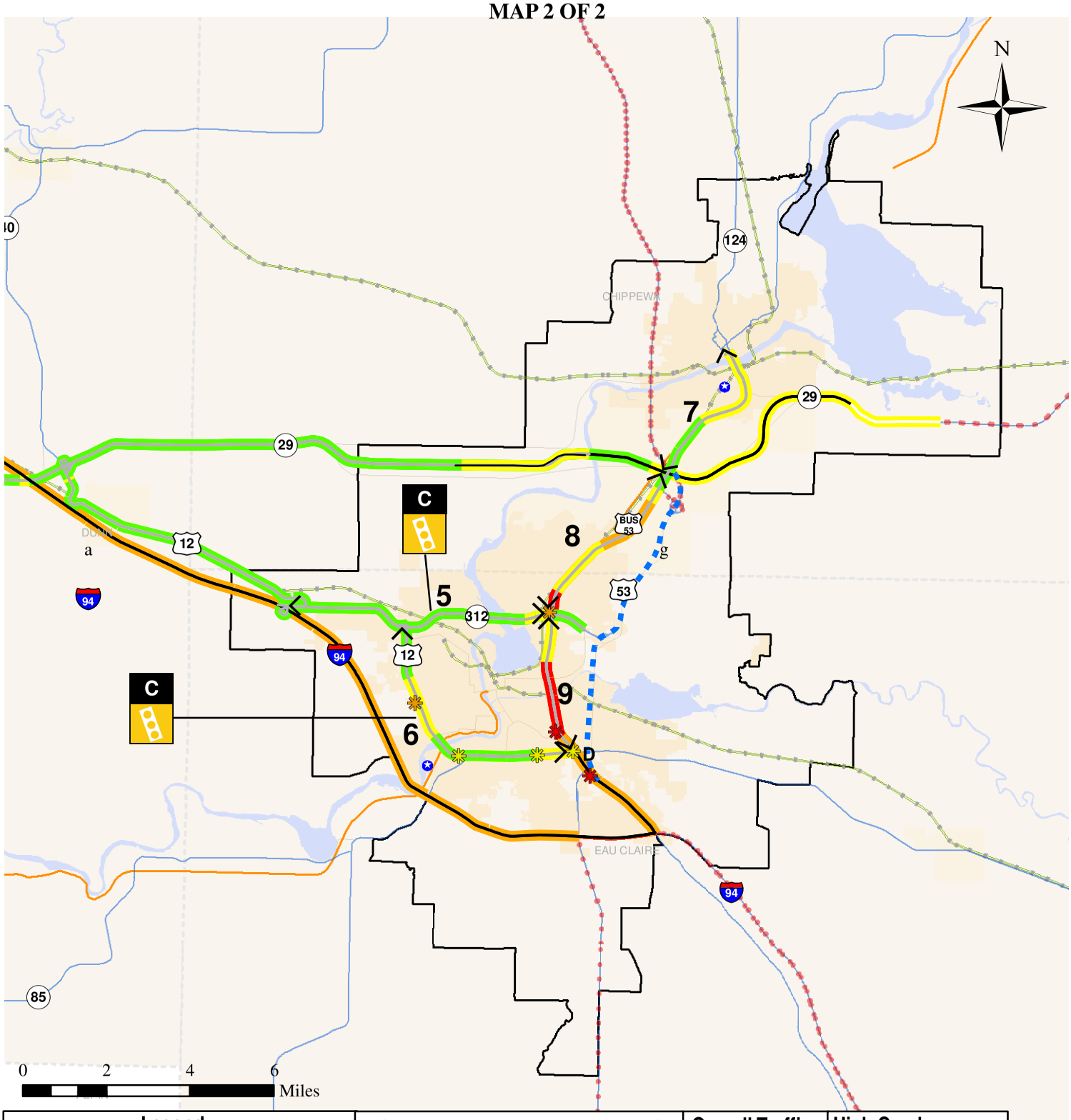
Basemap Design by Wisconsin DOT GIS

Traffic Operations Infrastructure Plan

CHIPPEWA VALLEY CORRIDOR

Chippewa - Eau Claire Area MPO

MAP 2 OF 2



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Chippewa Valley Corridor
Corridor Summary

Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 12**	I-94 east to STH 63	St. Croix	0%	High	3	WisDOT	Rural two-lane highway with 3 signals.	Three (3) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$63,000	$1,500	$1,500	$3,150	$0	$0	$0	$0	Low
				0%	Med													
				10%	Low													
				90%	N.A.													
2	**STH 35**	I-94 south to STH 65	St. Croix	0%	High	0		No traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 35.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				65%	Low													
				35%	N.A.													
3	**STH 35/ STH 29**	STH 65 south to 900th Street	St. Croix Pierce	0%	High	2	WisDOT	Two (2) traffic signals.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				0%	Med													
				0%	Low													
				100%	N.A.													
4	**US 12/ STH 29**	CTH K east to CTH B	Dunn	0%	High	0		No traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 12/STH 29.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				25%	Med													
				20%	Low													
				55%	N.A.													
5	**STH 312**	I-94 east to US 53	Eau Claire	0%	High	9	WisDOT	Nine (9) traffic signals.	Nine (9) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$189,000	$4,500	$4,500	$9,450	$0	$0	$0	$0	Low
				0%	Med													
				10%	Low													
				90%	N.A.													
6	**US 12**	STH 312 east to US 53	Eau Claire	0%	High	18	WisDOT	Eighteen (18) traffic signals.	Eighteen (18) traffic signal controller upgrades. Interconnected signal operation with actuated movements (five (5) signals from Truax Boulevard to Cameron Street - 1.05 mi.) Interconnected signal operation with actuated movements (12 signals from Craig Road east to US 53 bypass - 3.1 mi.). Actuated signal operation at isolated signal.	$862,500	$21,745	$21,745	$43,125	$0	$0	$0	$0	Low
				0%	Med													
				35%	Low													
				65%	N.A.													
7	**US 124**	Grand Avenue south to STH 29	Chippewa	0%	High	0		No traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 124.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				60%	Low													
				40%	N.A.													

Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
8	**Bus US 53/STH 124**	STH 29 south to STH 312	Chippewa Dunn	10%	High	5	Eau Claire	Four-lane divided urban arterial with 5 signals	Traffic signal technology improvements are not recommended due to the completion of the US 53 bypass in 2006. ***Also part of the Peace Memorial Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				40%	Med													
				40%	Low													
				10%	N.A.													
9	**Bus US 53/STH 124**	STH 312 south to US 12	Chippewa Dunn	60%	High	6	Eau Claire	Four-lane divided urban arterial with 6 signals	Traffic signal technology improvements are not recommended due to the completion of the US 53 bypass in 2006. ***Also part of the Peace Memorial Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				10%	Med													
				30%	Low													
				0%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$1,156,500	$28,745	$28,745	$57,825	$0	$0	$0	$0
Corridor Total	**$1,156,500**	**$28,745**	**$28,745**	**$57,825**	**$0**	**$0**	**$0**	**$0**

Emerging Priority Corridor

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**I-94**	STH 35/2nd Street	St. Croix	Type A	Medium	No		Unsignalized trumpet interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-2	**I-94**	14th Street	St. Croix	Type A	Medium	No		Westbound onramp only	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-3	**I-94**	CTH A/ CTH F/ Carmichael Road	St. Croix	Type A	Medium	Yes	WisDOT (Maintained by the City of Hudson)	Signalized diamond interchange using two (2) EPAC 300 controllers under a closed loop system.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-4	**I-94**	STH 35 (East JCT)	St. Croix	Type A	Medium	No		Unsignalized trumpet interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-5	**I-94**	US 12/ CTH U/ 60th Street	St. Croix	Type A	Medium	Yes: South No: North	WisDOT	Diamond interchange with signalized south ramp using an EPAC 300 controller.	Provide communication link between signal and operating agency.	$0	$0	$0	$0	$3,000	$100	$100	$150
a-6	**I-94**	STH 65	St. Croix	Type B	Medium	Yes: South No: North	WisDOT	Diamond interchange with signalized south ramp using an EPAC 300 controller.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-7	**I-94**	CTH T	St. Croix	Type B	Medium	No		Unsignalized diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

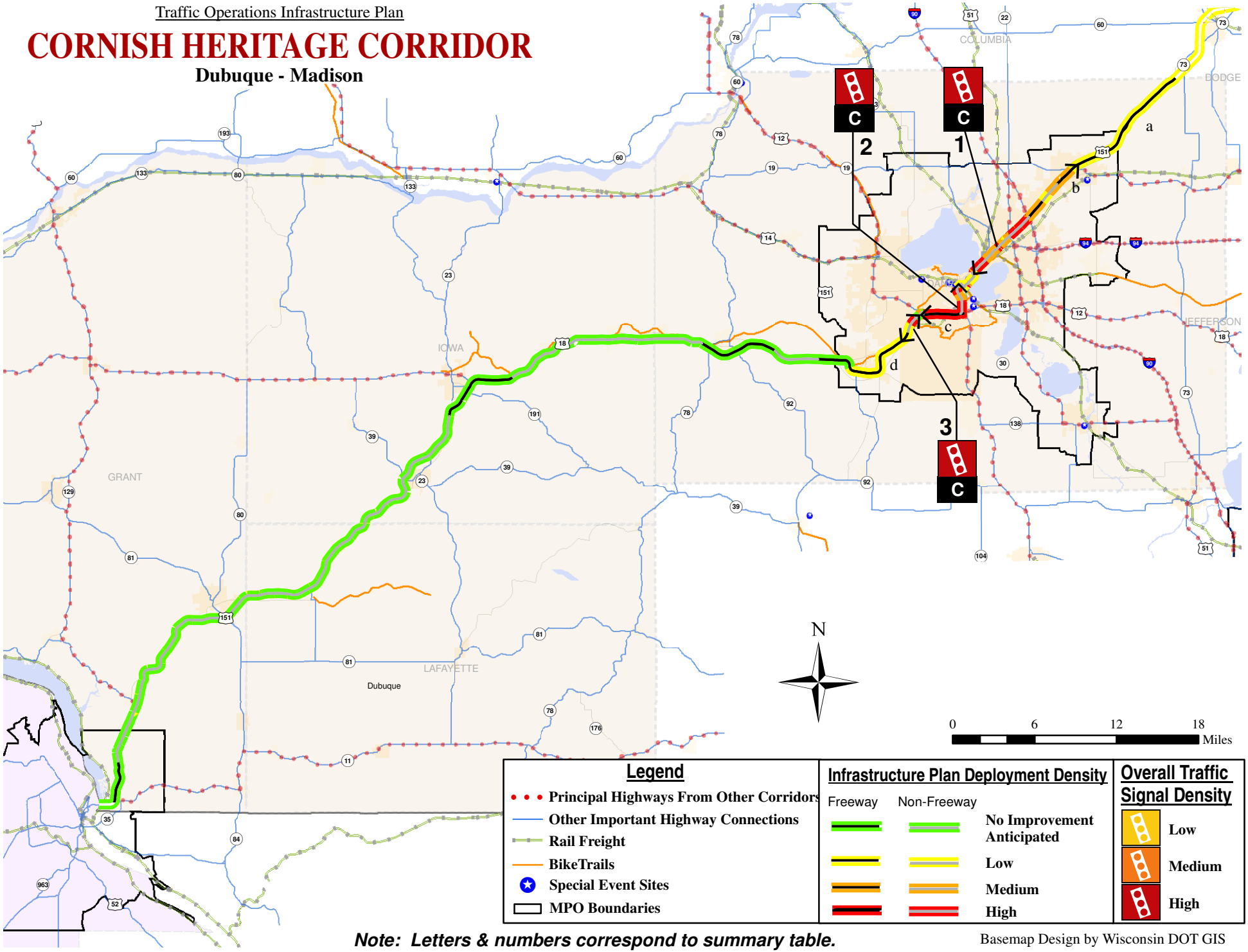
	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-8	**I-94**	US 63	St. Croix	Type B	Medium	Yes: South No: North	WisDOT	Diamond interchange with signalized south ramp using an Eagle 2070 controller connected by fiber optic.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-9	**I-94**	CTH B	St. Croix	Type B	Medium	No		Unsignalized diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-10	**I-94**	STH 128	St. Croix	Type B	Medium	No		Unsignalized diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-11	**I-94**	CTH Q	Dunn	Type B	Medium	No		Unsignalized diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-12	**I-94**	STH 25/ Broadway Street	Dunn	Type B	Medium	Yes	WisDOT	Signalized diamond interchange using EPAC 300 controllers with the south ramp interconnected with loops	Provide communication link between signal and operating agency.	$0	$0	$0	$0	$3,000	$100	$100	$150
a-13	**I-94**	CTH B	Dunn	Type B	Medium	Yes		Signalized diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-14	**I-94**	US 12/STH 29	Dunn	Type B	Medium	No		Unsignalized partial clover leaf interchange with clovers in the northwest and southeast quadrants	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-15	**I-94**	STH 312/ CTH EE/ Partridge Road	Eau Claire	Type B	Medium	No		Directional northbound on and off ramps. Southbound directional on ramp and clover leaf off ramp.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-16	**I-94**	STH 37/ STH 85/ Hendrickson Drive	Eau Claire	Type A	Medium	Yes		Signalized folded Diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-17	**I-94**	STH 93	Eau Claire	Type A	Medium	Yes: South No: North		Diamond interchange with signalized south ramp using an Eagle 2070 controller.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-18	**I-94**	US 53	Eau Claire	Type A	Medium	No		Unsignalized full clover leaf interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
									Total Medium Deployment Density	$0	$0	$0	$0	$6,000	$200	$200	$300
									Ramp Termini Total	**$0**	**$0**	**$0**	**$0**	**$6,000**	**$200**	**$200**	**$300**

Traffic Operations Infrastructure Plan

CORNISH HERITAGE CORRIDOR

Dubuque - Madison



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Cornish Heritage Corridor
Corridor Summary

Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 151 (Washington Avenue)**	STH 19 (Windsor Street) south to N. Blair Street	Dane	40%	High	**18**	WisDOT	City of Madison signals. Signalized six-lane divided urban corridor connecting I-39/90/94 to downtown Madison. US 151 reconstruction project beginning in 2005 with a completion date in the fall 2006 providing interchanges and six-lane freeway. Project limits are from Main Street south to American Parkway.	Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center (5.5 mi.). *US 151 should be included as a link for the Madison Blue Route.* ***Also part of the Wild Goose Corridor and Capitol Corridor.***	$0	$0	$0	$0	$1,226,500	$91,850	$30,800	$61,325	High
				25%	Med		City of Madison											
				20%	Low													
				15%	N.A.													
2	**US 151 (Park Street)**	CTH D (Park Street) south to US 12/18	Dane	55%	High	**8**	WisDOT	City of Madison signals. Signalized four-lane divided urban arterial connecting Madison Beltline to downtown Madison.	Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center (1.5 mi.). *Arterial operations to be coordinated with the operation of the Beltline (US 12/US 18).* ***Also part of the Wild Goose Corridor and Capitol Corridor.***	$0	$0	$0	$0	$334,500	$25,050	$8,400	$16,725	High
				45%	Med		City of Madison											
				0%	Low													
				0%	N.A.													
3	**US 18/US 151**	US 12/US 14 to CTH PD	Dane	50%	High	**6**	WisDOT	Signalized six-lane divided urban corridor linking the Madison Belt line to the freeway to the south. Frontage Roads are provide limited access along the corridor.	Upgrade six (6) traffic signal controllers. Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center.	$48,000	$1,200	$1,200	$2,400	$669,000	$50,100	$16,800	$33,450	High
				10%	Med													
				0%	Low													
				40%	N.A.													

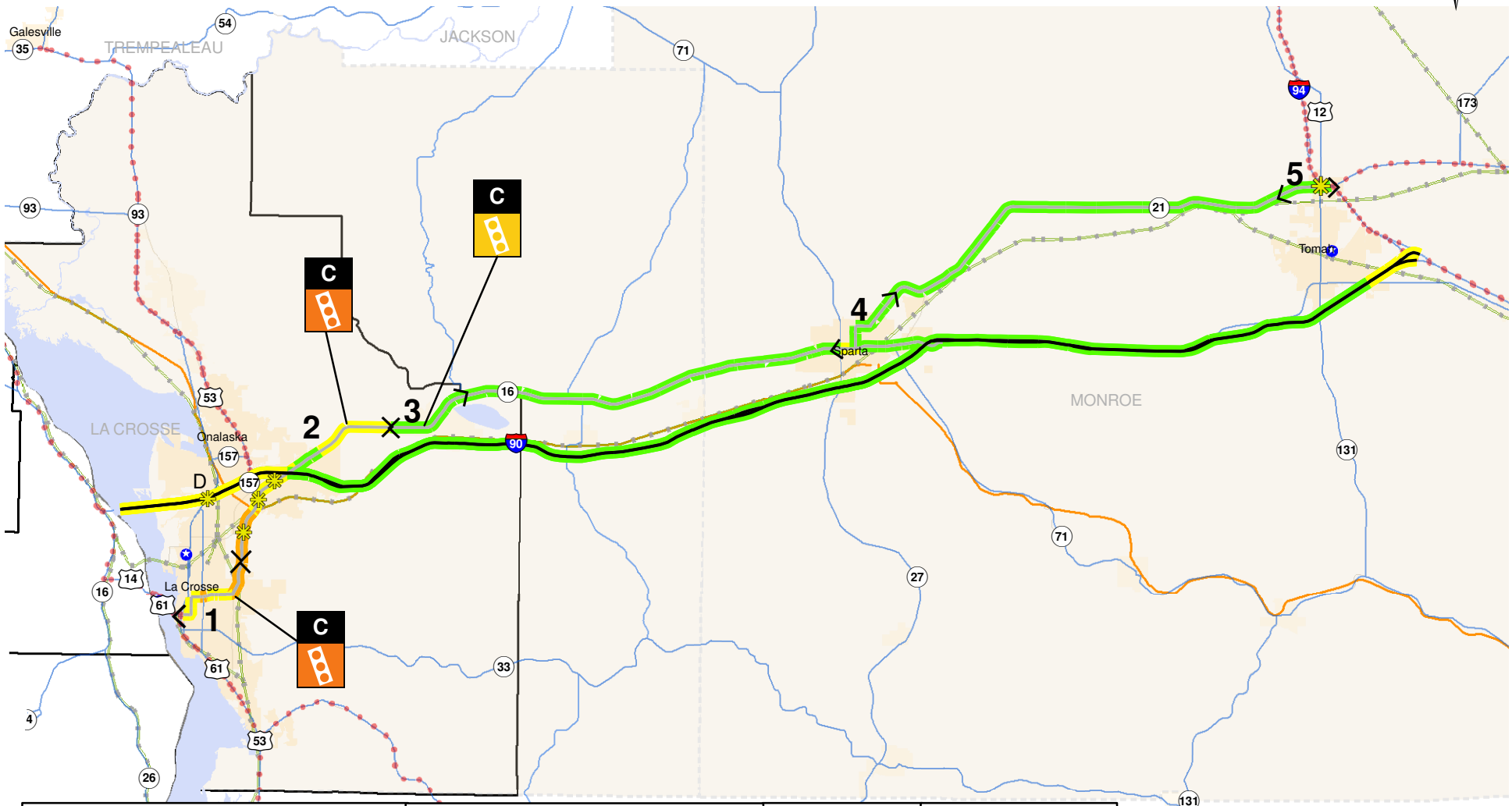
Total High Deployment Density	$48,000	$1,200	$1,200	$2,400	$2,230,000	$167,000	$56,000	$111,500
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Corridor Total	**$48,000**	**$1,200**	**$1,200**	**$2,400**	**$2,230,000**	**$167,000**	**$56,000**	**$111,500**

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**US 151**	STH 19 (Windsor Street)	Dane	Type A	Medium	Yes	WisDOT	Signalized diamond interchange using an EPAC 300 controller	Traffic signal technology improvements are not anticipated. ***Also part of Capitol Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
a-2	**US 151**	Main Street	Dane	Type B	Medium	No	N/A	Stop controlled diamond interchange	Traffic signal technology improvements are not anticipated.	$0	$0	$0	$0	$0	$0	$0	$0
b-1	**US 12/US 14/US 18/US 151**	US 14/151 Park St	Dane	Type A	High	Yes	WisDOT (Maintained by City of Madison)	Unsignalized traditional clover leaf interchange in all directions except westbound US 12/US18 off ramp where intersection with US 14 is signalized using a TBC interconnected TCT LC40 controller.	One (1) traffic signal controller upgrade. ***Also part of the Capitol Corridor and Badger State Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
b-2	**US 12/US 14/US 18/US 151**	CTH D/ Fish Hatchery Road	Dane	Type A	High	Yes	WisDOT (Maintained by City of Madison)	Signalized Partial Cloverleaf, directional westbound on ramp	Traffic signal technology improvements are not recommended. ***Also part of the Badger State Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-3	**US 12/US 14/US 18/US 151**	Todd Drive	Dane	Type A	High	Yes	City of Madison	All ramp movements accommodated via slip ramps to parallel frontage roads, with the exception of the WB onramp.	Provide communication link to operating agency and State Traffic Operations Center. ***Also part of the Badger State Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300
b-4	**US 12/US 14/US 18/US 151**	Seminole Highway	Dane	Type A	High	Yes	City of Madison	Signalized diamond interchange with eastbound off ramp and westbound on and off ramps.	Provide communication link to operating agency and State Traffic Operations Center. ***Also part of the Badger State Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300
b-5	**US 18/US 151**	US 12/US 14	Dane	Type A	High	Yes	WisDOT	Signalized diamond interchange using a TCT LC8000 controller.	One (1) traffic signal controller upgrade. *Consideration should be given to using ATC technology to coordinate and/or operate the EB Beltline ramp meter.* ***Also part of the Badger State Corridor.***	$8,000	$200	$200	$400	$0	$0	$0	$0
									Total High Deployment Density	$16,000	$400	$400	$800	$12,000	$400	$400	$600
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
									Ramp Termini Total	$16,000	$400	$400	$800	$12,000	$400	$400	$600

Traffic Operations Infrastructure Plan

COULEE COUNTRY CORRIDOR

La Crosse - Tomah



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Basemap Design by Wisconsin DOT GIS

Note: Letters & numbers correspond to summary table.

Coulee Country Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 16**	5th Avenue northeast to CTH B (Gillette Street)	La Crosse	0%	High	5	La Crosse	Five (5) traffic signals.	Five (5) traffic signal controller upgrades. Closed loop signal system with communications link to operating agency (3 signals from State Street south to Cass Street - 0.3 mi.). Communications link between isolated signals and operating agency.	$40,000	$1,000	$1,000	$2,000	$67,800	$3,290	$1,760	$3,390	Medium
				45%	Med													
				55%	Low													
				0%	N.A.													
2	**STH 16**	CTH B northeast to CTH M	La Crosse	0%	High	9	WisDOT	Nine (9) traffic signals.	Nine (9) traffic signal controller upgrades. Closed loop signal system with communications link to operating agency (7 signals from CTH Os south to STH 157 - 1.5 mi.). Communications link between 2 isolated signals and operating agency.	$72,000	$1,800	$1,800	$3,600	$315,000	$15,650	$8,000	$15,750	Medium
				0%	Med													
				35%	Low													
				65%	N.A.													
3	**STH 16**	CTH M east to STH 108 (CTH C)	La Crosse	0%	High	3	WisDOT	Three (3) traffic signals.	Three (3) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$63,000	$1,500	$1,500	$3,150	$0	$0	$0	$0	Low
				0%	Med													
				0%	Low													
				100%	N.A.													
4	**STH 16 & STH 21**	STH 71/STH 27 east to CTH I	Monroe	0%	High	3	WisDOT	Three (3) traffic signals.	Traffic signal technology improvements are not recommended. Fast growing area, but is not currently experiencing operational problems.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				10%	Low													
				90%	N.A.													
5	**STH 21**	CTH M east to I-94	Monroe	0%	High	3	WisDOT	Three (3) traffic signals.	Traffic signal technology improvements are not recommended. Recent capacity improvements negated any traffic signal technology recommendations.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med													
				0%	Low													
				95%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$112,000	$2,800	$2,800	$5,600	$382,800	$18,940	$9,760	$19,140
Total Low Deployment Density	$63,000	$1,500	$1,500	$3,150	$0	$0	$0	$0
Corridor Total	**$175,000**	**$4,300**	**$4,300**	**$8,750**	**$382,800**	**$18,940**	**$9,760**	**$19,140**

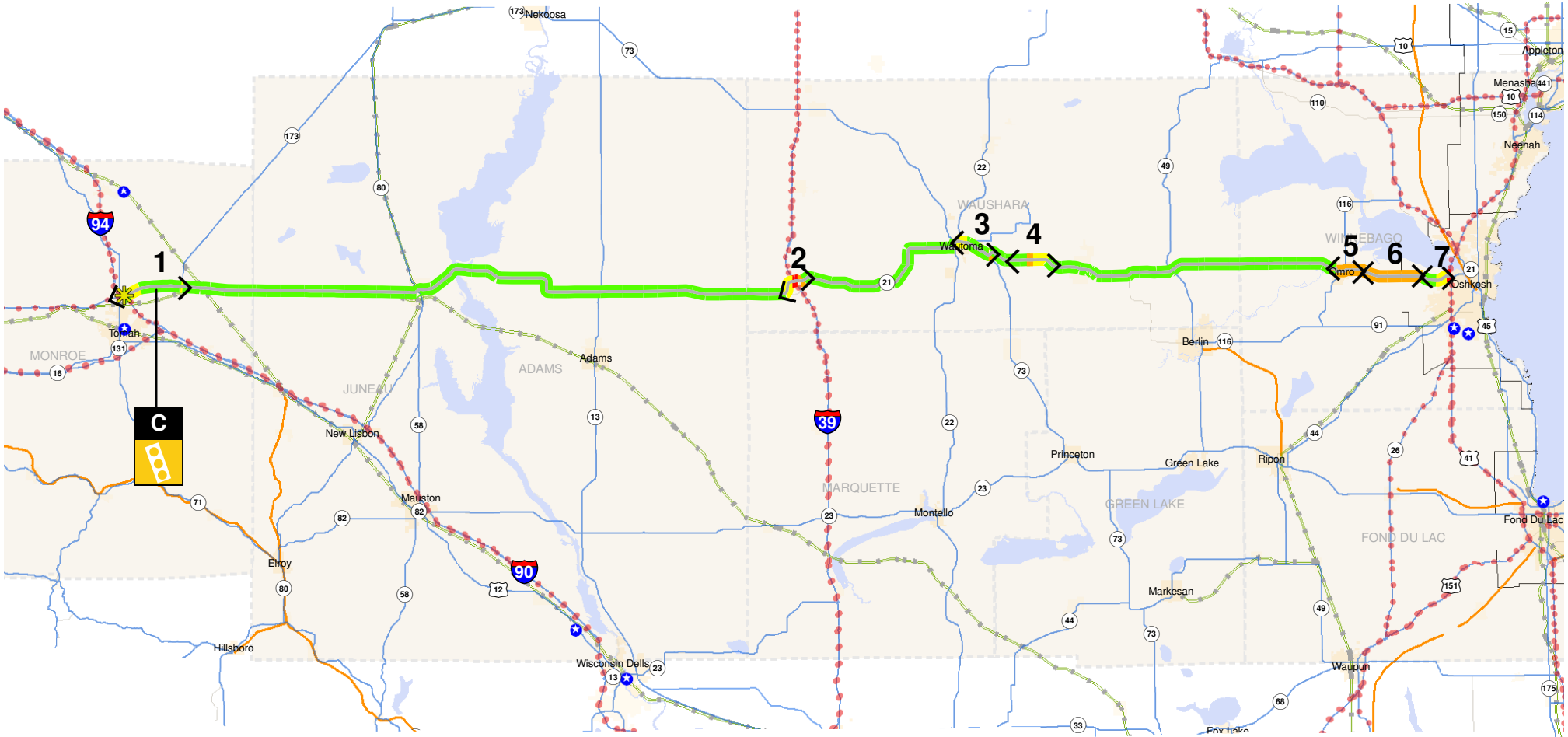
Coulee Country Corridor
Ramp Termini Summary

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

CRANBERRY COUNTRY CORRIDOR

Tomah - Oshkosh



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

N

0 6 12 18 Miles

Basemap Design by Wisconsin DOT GIS

Note: Letters & numbers correspond to summary table.

Cranberry Country Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 21**	I-94 to McCoy Boulevard	Monroe	0%	High	1	WisDOT	4-lane urban arterial with 1 traffic signal. STH 21 widened on either side of I-94.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med.													
				40%	Low.													
				60%	N.A.													
2	**STH 21**	Old STH 21 to County FF	Waushara	15%	High	0		Two-lane and four-lane rural highway with no traffic signals.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				25%	Med.													
				55%	Low.													
				5%	N.A.													
3	**STH 21**	North approach of STH 73 to the south approach of STH 73	Waushara	0%	High	4	WisDOT	4-lane and 5-lane rural arterial through Wautoma with 4 signals.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med.													
				30%	Low.													
				65%	N.A.													
4	**STH 21**	North Silver Lake Road to CTH Z	Waushara	0%	High	0		Rural 2-lane highway with no traffic signals and short 4-lane passing segment.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 21.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				15%	Med.													
				30%	Low.													
				55%	N.A.													
5	**STH 21**	Spruce Street east to Rivermoor Road	Winnebago	0%	High	0		Rural 2-lane highway with no traffic signals. Northern Omro bypass right-of-way officially mapped, but project not enumerated. Segment between Rivermoor Road and US 41 (segment 6) currently under study under Wis. Stats. 84.295 for freeway conversion.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 21.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				100%	Med.													
				0%	Low.													
				0%	N.A.													
6	**STH 21**	Rivermoor Road east to Leonard Point Road	Winnebago	0%	High	0		Rural 2-lane highway with no signals. Segment between Rivermoor Road and US 41 currently under study under Wis. Stats. 84.295 freeway conversion. Plan recommendations presented to the public in Spring of 2007.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 21.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				100%	Med.													
				0%	Low.													
				0%	N.A.													

Cranberry Country Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
7	**STH 21**	Leonard Point Road to US 41	Winnebago	15%	High	5	WisDOT	Urban 4-lane highway with 5 signals. Segment between Rivermoor Road and US 41 currently under study under Wis. Stats. 84.295 freeway conversion.	Traffic signal technology improvements are not recommended. Routine traffic signal timing optimization. *Freeway conversion will improve operation through the corridor, negating the need for traffic signal operational improvements.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				35%	Low.													
				50%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$21,000	$500	$500	$1,050	$0	$0	$0	$0
Corridor Total	**$21,000**	**$500**	**$500**	**$1,050**	**$0**	**$0**	**$0**	**$0**

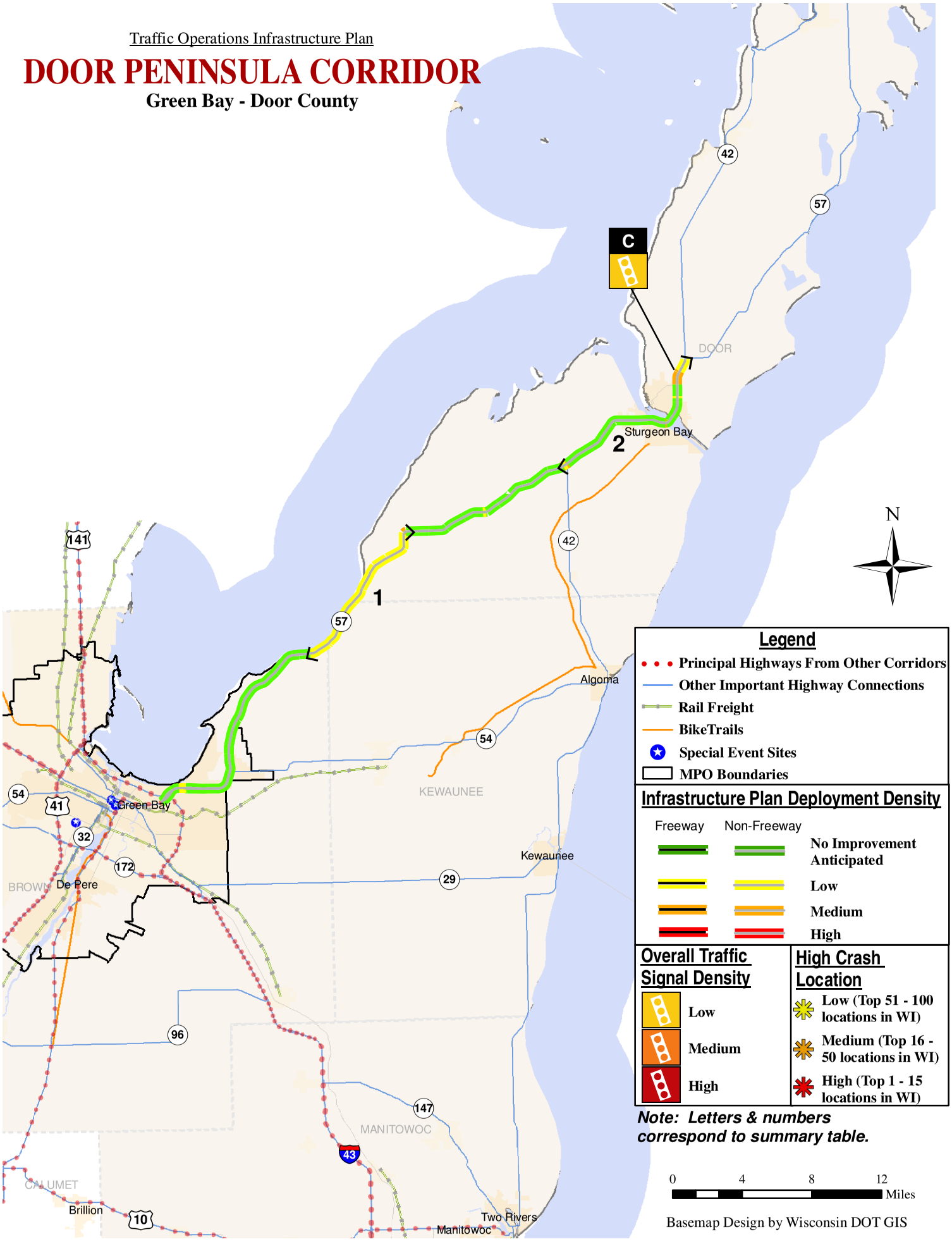
Cranberry Country Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

DOOR PENINSULA CORRIDOR

Green Bay - Door County



Basemap Design by Wisconsin DOT GIS

Door Peninsula Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 57**	CTH P to CTH N	Brown Kewaunee Door	0%	High	0		STH 57 has been or will be constructed as 4-lane rural expressway with no signals.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
2	**STH 42/ STH 57**	STH 42/CTH MM to STH 42/STH 57	Door	0%	High	5	WisDOT	Two and four-lane rural arterial with five (5) signals.	Five (5) traffic signal controller upgrades. Actuated signal operation with actuated movements.	$105,000	$2,500	$2,500	$5,250	$0	$0	$0	$0	Low
				5%	Med													
				15%	Low													
				80%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$105,000	$2,500	$2,500	$5,250	$0	$0	$0	$0	
									Corridor Total	**$105,000**	**$2,500**	**$2,500**	**$5,250**	**$0**	**$0**	**$0**	**$0**	

Door Peninsula Corridor
Ramp Termini

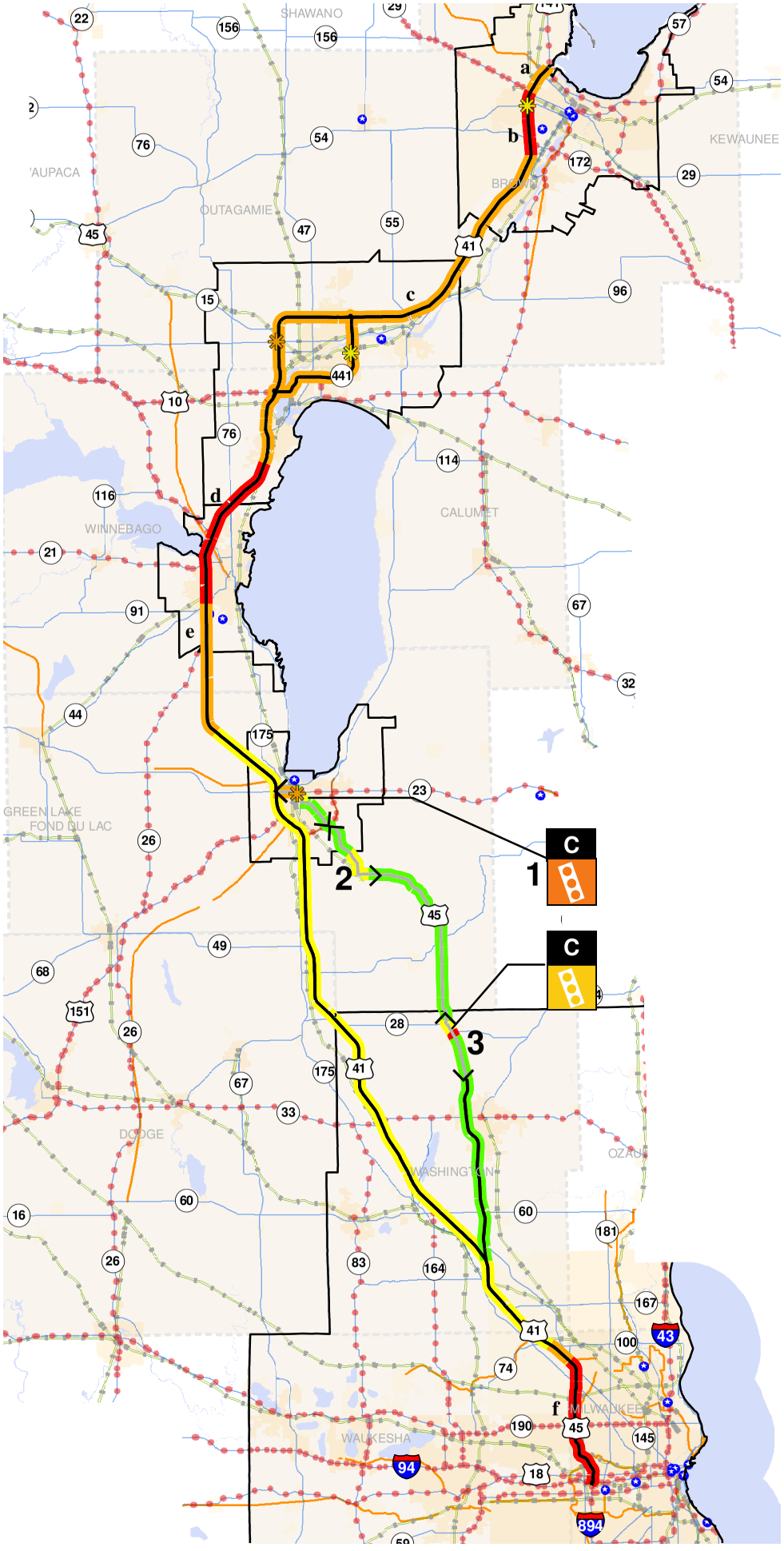
Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

FOX VALLEY CORRIDOR

Milwaukee - Green Bay

N



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

0 5 10 15 20 Miles

Basemap Design by Wisconsin DOT GIS

Fox Valley Corridor
Corridor Summary

PRIORITY CORRIDOR

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 45**	STH 175 (North JCT) south to US 151	Fond du Lac	0%	High	18	Fond du Lac	Signalized urban arterial through Fond du Lac.	Eighteen (18) traffic signal controller upgrades. Closed loop signal system with communications link to operating agency (18 signals - STH 175 south to 8th Street 2.65 mi.). *Coordinate with Kettle Country Corridor segment No. 1.*	$144,000	$3,600	$3,600	$7,200	$545,900	$27,295	$13,780	$27,295	Medium
				25%	Med													
				25%	Low													
				50%	N.A.													
2	**US 45**	US 151 south to CTH B	Fond du Lac	0%	High	0		No traffic signals.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				50%	Low													
				50%	N.A.													
3	**US 45**	STH 28 south to CTH D	Washington	15%	High	3	WisDOT	Three (3) signals using one (1) EPAC 300 controller (STH 28) and two (2) TCT LC8000 controllers (both approaches of CTH H).	Two (2) traffic controller upgrades. Actuated signal operation at three (3) isolated signals.	$55,000	$1,300	$1,300	$2,750	$0	$0	$0	$0	Low
				0%	Med													
				85%	Low													
				0%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$144,000	$3,600	$3,600	$7,200	$545,900	$27,295	$13,780	$27,295	
									Total Low Deployment Density	$55,000	$1,300	$1,300	$2,750	$0	$0	$0	$0	
									Corridor Total	**$199,000**	**$4,900**	**$4,900**	**$9,950**	**$545,900**	**$27,295**	**$13,780**	**$27,295**	

Fox Valley Corridor
Ramp Termini Summary

PRIORITY CORRIDOR

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**US 41**	I-43	Brown	Type A	Medium	No	N/A	Unsignalized three-legged interchange with directional ramps in all directions except the southbound onramp from I-43 is a clover leaf ramp.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-2	**US 41**	US 141/Bus 41/CTH HS/ Velp Avenue	Brown	Type A	Medium	Yes	WisDOT	Signalized diamond interchange with signals at both on and off ramps using EPAC 300 controllers.	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
a-3	**US 41**	Dousman Street	Brown	Type A	Medium	Yes	WisDOT	Signalized southbound off ramp and northbound on ramp using two (2) 2070 controllers with the west ramp operating under TBC. North/south frontage roads connect ramps with ramps at STH 29/STH 32 (see below)	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
b-1	**US 41**	STH 29/STH 32/Shawano Avenue	Brown	Type A	High	Yes	WisDOT	Signalized southbound onramp and northbound off ramp using two (2) 2070 controllers operating under TBC. North/south frontage roads connect ramps with Dousman Street ramps (see above)	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
b-2	**US 41**	STH 32/STH 54/Mason Street	Brown	Type A	High	Yes	Local Agency?	Signalized diamond interchange with signals at both on/off ramps	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
b-3	**US 41**	CTH VK/ Hazelwood Lane	Brown	Type A	High	Yes	WisDOT	Signalized diamond interchange with signals at both on/off ramps using EPAC 300 controllers.	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
b-4	**US 41**	STH 172	Brown	Type A	High	No	N/A	Unsignalized directional interchange with clover leaf ramps in the northwest and southeast quadrants.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

Fox Valley Corridor
Ramp Termini Summary

PRIORITY CORRIDOR

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-1	**US 41**	CTH AAA/ Oneida Street/ Waube Lane	Brown	Type A	Medium	Yes	WisDOT	Signalized diamond interchange with signals at both on/off ramps using TCT LC8000 controllers operating under TBC.	Two (2) traffic signal controller upgrades.	$16,000	$400	$400	$800	$0	$0	$0	$0
c-2	**US 41**	CTH G/Main Avenue	Brown	Type A	Medium	West: Yes East: No	WisDOT	Diamond interchange with southbound onramp a clover leaf. West ramp signalized using an EPAC 300 controller. Unsignalized east intersection.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-3	**US 41**	CTH F/ Scheuring Road	Brown	Type B	Medium	Yes	WisDOT	Signalized diamond interchange with signals at both on/off ramps. East ramp using an EPAC 300 controller while the west ramp is using a TCT LC8000 controller. Both signals operating under TBC.	One (1) traffic signal controller upgrade.	$8,000	$200	$200	$400	$0	$0	$0	$0
c-4	**US 41**	CTH S/ Freedom Road	Brown	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-5	**US 41**	CTH U/County Line Road	Outagamie	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-6	**US 41**	CTH J	Outagamie	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-7	**US 41**	STH 55/ Delanglade Street	Outagamie	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-8	**US 41**	CTH N/ Freedom Road	Outagamie	Type B	Medium	Yes	WisDOT	Signalized diamond interchange using a TCT LC8000 controller.	One (1) traffic signal controller upgrade.	$8,000	$200	$200	$400	$0	$0	$0	$0
c-9	**US 41**	US 441	Outagamie	Type A	Medium	No	N/A	Unsignalized trumpet interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-10	**US 41**	Bus 41/CTH E/ Ballard Road	Outagamie	Type A	Medium	Yes	WisDOT	Signalized diamond interchange using a TCT LC8000 controller.	Two (2) traffic signal controller upgrades.	$16,000	$400	$400	$800	$0	$0	$0	$0
c-11	**US 41**	STH 47/ Richmand Street	Outagamie	Type A	Medium	Yes	WisDOT	Signalized diamond interchange using a TCT LC8000 controller.	Two (2) traffic signal controller upgrades. Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$16,000	$400	$400	$800	$6,000	$200	$200	$300
c-12	**US 41**	STH 15/CTH Oo/Northland Avenue	Outagamie	Type A	Medium	Yes	WisDOT	Signalized northbound directional on and off ramps. Southbound direction off ramp and southbound clover leaf onramp using EPAC 300 controllers.	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
c-13	**US 41**	STH 96/ Wisconsin Avenue	Outagamie	Type A	Medium	Yes	WisDOT	Signalized diamond interchange using one EPAC 300 controller operating under TBC.	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
c-14	**US 41**	STH 125/CTH CA/College Avenue	Outagamie	Type A	Medium	Yes	WisDOT	Signalized diamond interchange using one EPAC 300 controller operating under TBC.	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-15	**US 41**	CTH BB/ Prospect Avenue	Winnebago	Type A	Medium	Yes	WisDOT	Diamond interchange using two (2) EPAC 300 controllers for three (3) signals. Southbound on and off ramps use 1 signal and 1 controller, while northbound on and off ramps are offset at two signalized intersections using 1 controller.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-16	**US 41**	US 10/STH 441	Winnebago	Type A	Medium	No	N/A	Unsignalized southbound partial clover leaf interchange via frontage roads from directional ramp and northbound directional ramps.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-17	**US 41**	CTH II/ Winchester Road	Winnebago	Type A	Medium	Yes	WisDOT	Signalized diamond interchange using a TCT LC8000 controller.	One (1) traffic signal controller upgrade.	$8,000	$200	$200	$400	$0	$0	$0	$0
c-18	**US 41**	Main Street	Winnebago	Type A	Medium	No	N/A	Southbound and northbound directional off ramps only.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-19	**US 41**	STH 114/CTH JJ/ Winneconne Avenue	Winnebago	Type A	Medium	Yes	WisDOT	Signalized diamond interchange using a TCT LC8000 controller.	One (1) traffic signal controller upgrade. Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$8,000	$200	$200	$400	$6,000	$200	$200	$300
c-20	**US 41**	Breezewood Lane/Bell Street	Winnebago	Type A	Medium	No	N/A	Unsignalized diamond interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-21	**US 441**	CTH OO/ Northland Avenue	Outagamie	Type A	Medium	Yes		Diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-22	**US 441**	CTH CE/ College Avenue	Outagamie	Type A	Medium	Yes		Diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-23	**US 441**	CTH KK/ Calumet Street	Outagamie	Type A	Medium	Yes		Diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-24	**US 441**	US 10/Oneida Street	Calumet	Type A	Medium	Yes		Diamond interchange	Provide communication link between ramp termini signal and operating agency.	$0	$0	$0	$0	$6,000	$200	$200	$300
c-25	**US 441**	STH 47/ Appleton Road	Winnebago	Type A	Medium	Yes		Diamond interchange	Provide communication link between ramp termini signal and operating agency.	$0	$0	$0	$0	$6,000	$200	$200	$300
c-26	**US 441**	CTH AP/ Midway Road	Winnebago	Type A	Medium	No		Diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-27	**US 441**	CTH P/Racine Road	Winnebago	Type A	Medium	Yes			Provide communication link between ramp termini signal and operating agency.	$0	$0	$0	$0	$6,000	$200	$200	$300
d-1	**US 41**	STH 76/ Jackson Street	Winnebago	Type A	High	Yes	WisDOT	Signalized diamond interchange using a EPAC 300 controller.	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
d-2	**US 41**	US 45/Algoma Boulevard	Winnebago	Type A	High	Yes	WisDOT	Signalized diamond interchange using a EPAC 300 controller under TBC.	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
d-3	**US 41**	STH 21/Omro Road	Winnebago	Type A	High	Yes	WisDOT	Signalized diamond interchange using a EPAC 300 controller under TBC.	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
d-4	**US 41**	9th Avenue	Winnebago	Type A	High	Yes	Not WisDOT	Signalized diamond interchange.	Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
e-1	**US 41**	STH 44/STH 91/South Park Avenue	Winnebago	Type B	Medium	Yes	WisDOT	Signalized diamond interchange using two TCT LC8000 controllers.	Two (2) traffic signal controller upgrades. Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$16,000	$400	$400	$800	$6,000	$200	$200	$300
e-2	**US 41**	STH 26/CTH N	Winnebago	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Install traffic signal at ramp termini intersection (if warranted). Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$325,000	$8,100	$8,100	$16,250	$6,000	$200	$200	$300
e-3	**US 41**	CTH N	Fond du Lac	Type B	Medium	No	N/A	Unsignalized diamond interchange with a cloverleaf northbound onramp.	Install traffic signal at ramp termini intersection (if warranted). Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$325,000	$8,100	$8,100	$16,250	$6,000	$200	$200	$300
e-4	**US 41**	CTH Oo/ Winnebago Street	Fond du Lac	Type B	Medium	No	N/A	Unsignalized diamond interchange.	Install traffic signal at ramp termini intersection (if warranted). Provide communication link between ramp termini signal to operating agency and State Traffic Operation Center.	$325,000	$8,100	$8,100	$16,250	$6,000	$200	$200	$300

Fox Valley Corridor
Ramp Termini Summary

PRIORITY CORRIDOR

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
f-1	**US 41/ US 45**	STH 145/124th Street	Waukesha Milwaukee	Type A	High	Yes	WisDOT	Signalized interchange using two (2) 2070 controllers. Northbound directional on and off ramps. Offset southbound directional on and off ramps with off ramp approximately 1/2 mile south on STH 145/124th Street.	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
f-2	**US 41/ US 45**	CTH Pp/Good Hope Road	Milwaukee	Type A	High	West: Yes East: No	WisDOT	Diamond interchange with additional southbound cloverleaf onramp. Only the southbound directional off ramp is signalized. Onramps are metered.	Install traffic signal at ramp termini intersections (if warranted). Coordinated traffic signal at ramp termini to adjacent ramp meter (if applicable), provide communications link for both devices to operating agency and State Traffic Operations Center.	$325,000	$8,100	$8,100	$16,250	$38,000	$1,000	$1,000	$1,900
f-3	**US 45**	US 41/ Appleton Avenue	Milwaukee	Type A	High	No	N/A	Unsignalized directional interchange with onramp metering.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
f-4	**US 45**	CTH E/Silver Spring Drive	Milwaukee	Type A	High	Yes	WisDOT	Signalized diamond interchange with onramp metering using a hardwired interconnected using an EPAC 300 controller.	Coordinated traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
f-5	**US 45**	CTH EE/ Hampton Avenue	Milwaukee	Type A	High	West: No East: Yes	WisDOT	Diamond interchange with onramp metering, two single occupancy lanes and one high occupancy vehicle lanes. Only the east ramps are signalized using a TCT LC8000 controller.	One (1) traffic signal controller upgrade. Install one (1) traffic signal controller at ramp termini intersection. Coordinated traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$228,000	$5,700	$5,700	$11,400	$38,000	$1,000	$1,000	$1,900
f-6	**US 45**	STH 190/ Capitol Drive	Milwaukee	Type A	High	Yes	WisDOT	Signalized diamond interchange with onramp metering using EPAC 300 controllers under TBC.	Coordinated traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center. **Crosses recommended *upgrades in segment No. 7 in Capitol Corridor.***	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900

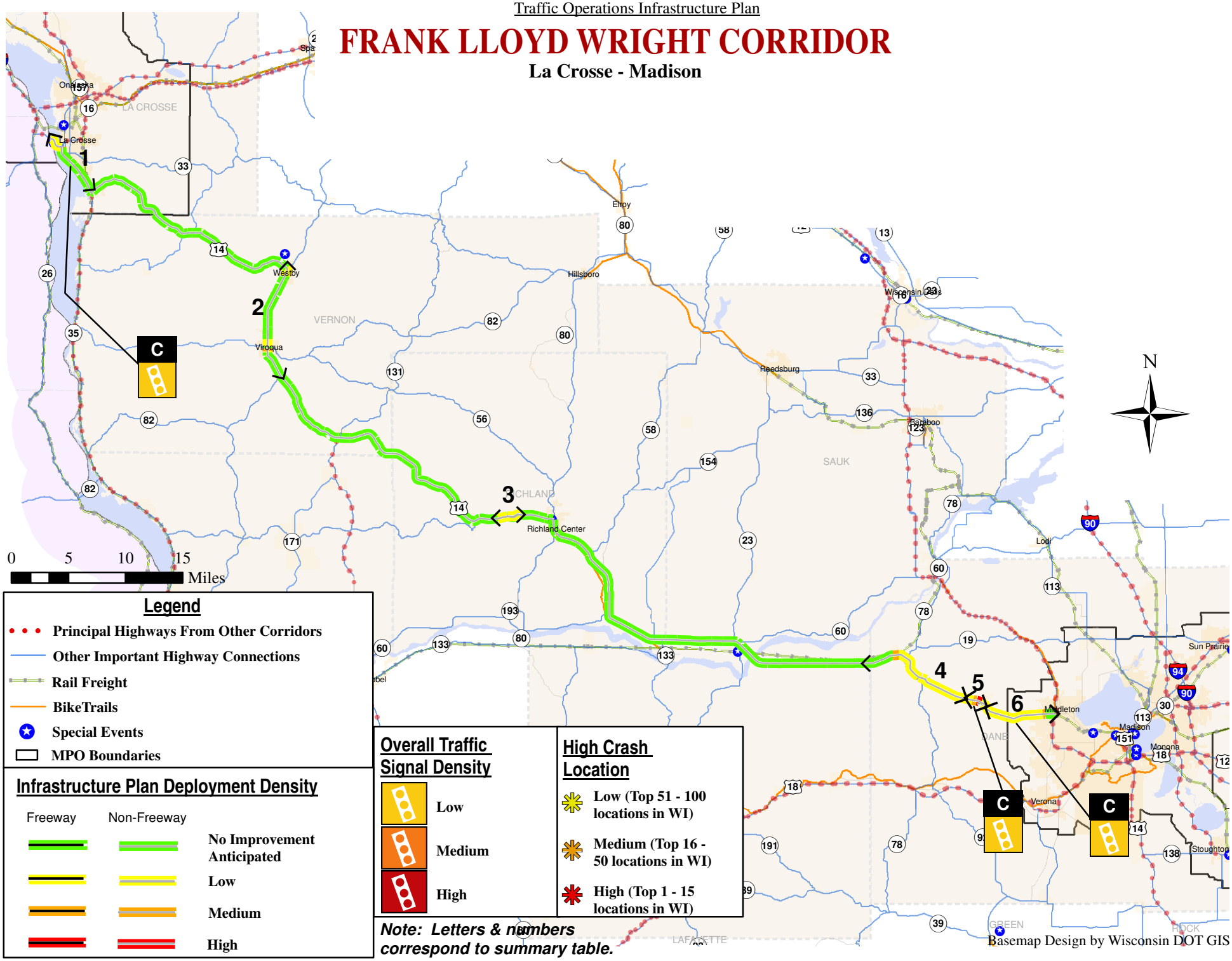
PRIORITY CORRIDOR

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
f-7	**US 45**	Burleigh Street	Milwaukee	Type A	High	Yes	WisDOT	Signalized diamond interchange using a LC40 controller with onramp metering.	One (1) traffic signal controller upgrade. Install one (1) traffic signal controller at ramp termini intersection. Coordinated traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$228,000	$5,700	$5,700	$11,400	$38,000	$1,000	$1,000	$1,900
f-8	**US 45**	North Avenue	Milwaukee	Type A	High	No	N/A	Unsignalized interchange with clover leaf off ramps in the northeast and southwest quadrants. Metered directional onramps.	Provide communications link for ramp metering signals to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
f-9	**US 45**	STH 100/ Mayfair Road	Milwaukee	Type A	High	No	N/A	Northbound off ramp only	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
f-10	**US 45**	Watertown Plank Road	Milwaukee	Type A	High	Yes	WisDOT	Signalized diamond interchange using a TCT LC8000 controller for both intersections with onramp metering.	One (1) traffic signal controller upgrade. Coordinated traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$8,000	$200	$200	$400	$38,000	$1,000	$1,000	$1,900
f-11	**US 45**	Wisconsin Avenue	Milwaukee	Type A	High	Yes	WisDOT	Directional northbound onramp and southbound off ramp. Northbound clover leaf off ramp onto 95th Street. Southbound clover leaf onramp. Signalized interchange using a TCT LC8000 controller with onramps metered.	One (1) traffic signal controller upgrade. Coordinated traffic signal at ramp termini to adjacent ramp meter (if applicable), provide communications link for both devices to operating agency and State Traffic Operations Center.	$8,000	$200	$200	$400	$38,000	$1,000	$1,000	$1,900
									Total High Deployment Density	$797,000	$19,900	$19,900	$39,850	$320,000	$8,800	$8,800	$16,000
									Total Medium Deployment Density	$1,071,000	$26,700	$26,700	$53,550	$84,000	$2,800	$2,800	$4,200
									Ramp Termini Total	**$1,868,000**	**$46,600**	**$46,600**	**$93,400**	**$404,000**	**$11,600**	**$11,600**	**$20,200**

Traffic Operations Infrastructure Plan

FRANK LLOYD WRIGHT CORRIDOR

La Crosse - Madison



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Events
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Frank Lloyd Wright Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 14/ US 61/ STH 35**	Wisconsin State Line south to US 14/STH 35	La Crosse	0%	High	14	WisDOT?	4-lane facility through southern La Crosse urban area, with 14 signals. Portion of route is one-way pair (3rd and 4th Streets). Corridor becomes more rural south of Ward Avenue.	Fourteen (14) traffic signal controller upgrades. Interconnected signal operation with actuated movements (three (3) signals from Cass Street south to Jackson Street - 0.5 mi.) on 3rd Street. Interconnected signal operation with actuated signal movements (eleven (11) signals from Cass Street south to STH 35 - 1.6 mi.) on 4th Street and South Avenue. *South La Crosse Transportation Study conducted in 2005.* *Also part of the Mississippi River Corridor.*	$469,000	$11,830	$11,830	$23,450	$0	$0	$0	$0	Low
				5%	Med		City of La Crosse?											
				20%	Low													
				75%	N.A.													
2	**US 14/ US 61/ STH 27**	STH 27 (Westby) to STH 27 (Viroqua)	Vernon	0%	High	3	WisDOT	2-lane highway through Westby, connecting Westby to Viroqua, has no traffic signals. Through Viroqua, corridor widens to a 4/5-lane section with 3 signals.	Routine traffic signal timing optimization until bypass is complete. *Supplemental EIS completed in 2007 for four lane divided section between Westby and Viroqua to be constructed in 2009. Bypasses of both communities currently under study.* *Also part of the Mississippi River Corridor.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med		Viroqua?											
				20%	Low													
				75%	N.A.													
3	**US 14**	Divided expressway from east of CTH Z to Buckthorn Lane	Richland	0%	High	0		4-lane expressway in hilly area with no traffic signals.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
4	**US 14**	Iowa/Dane County Line to CTH KP	Dane	0%	High	2	WisDOT	2-lane highway through village of Mazomanie and Black Earth. A new signal was installed at CTH Y. An existing signals is at STH 78 (Mills Street) in Black Earth.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med													
				75%	Low													
				20%	N.A.													
5	**US 14**	CTH KP to CTH P	Dane	33%	High	2	WisDOT	2-lane highway through village of Cross Plains with signals at CTH KP and CTH P. *Currently under study for corridor preservation. Community has strong desire to maintain downtown character, but has the potential to be a high growth area.*	Two (2) traffic signal controller upgrades.	$16,000	$400	$400	$800	$0	$0	$0	$0	Low
				33%	Med													
				34%	Low													
				0%	N.A.													

Frank Lloyd Wright Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
6	**US 14**	CTH P to US 12/US 14	Dane	0%	High	4	WisDOT	2-lane rural highway with 4-lane urban section between Pleasant View Road and US 12 interchange. Currently under study for corridor preservation.	Four (4) traffic signal controller upgrades. Interconnected signal operation with actuated movements (four (4) signals, from Pleasant View Road east to US 12 ramps (Madison Beltline) - 1.1 mi.).	$219,000	$5,530	$5,530	$10,950	$0	$0	$0	$0	Low
				5%	Med													
				80%	Low													
				15%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$704,000	$17,760	$17,760	$35,200	$0	$0	$0	$0	
									Corridor Total	**$704,000**	**$17,760**	**$17,760**	**$35,200**	**$0**	**$0**	**$0**	**$0**	

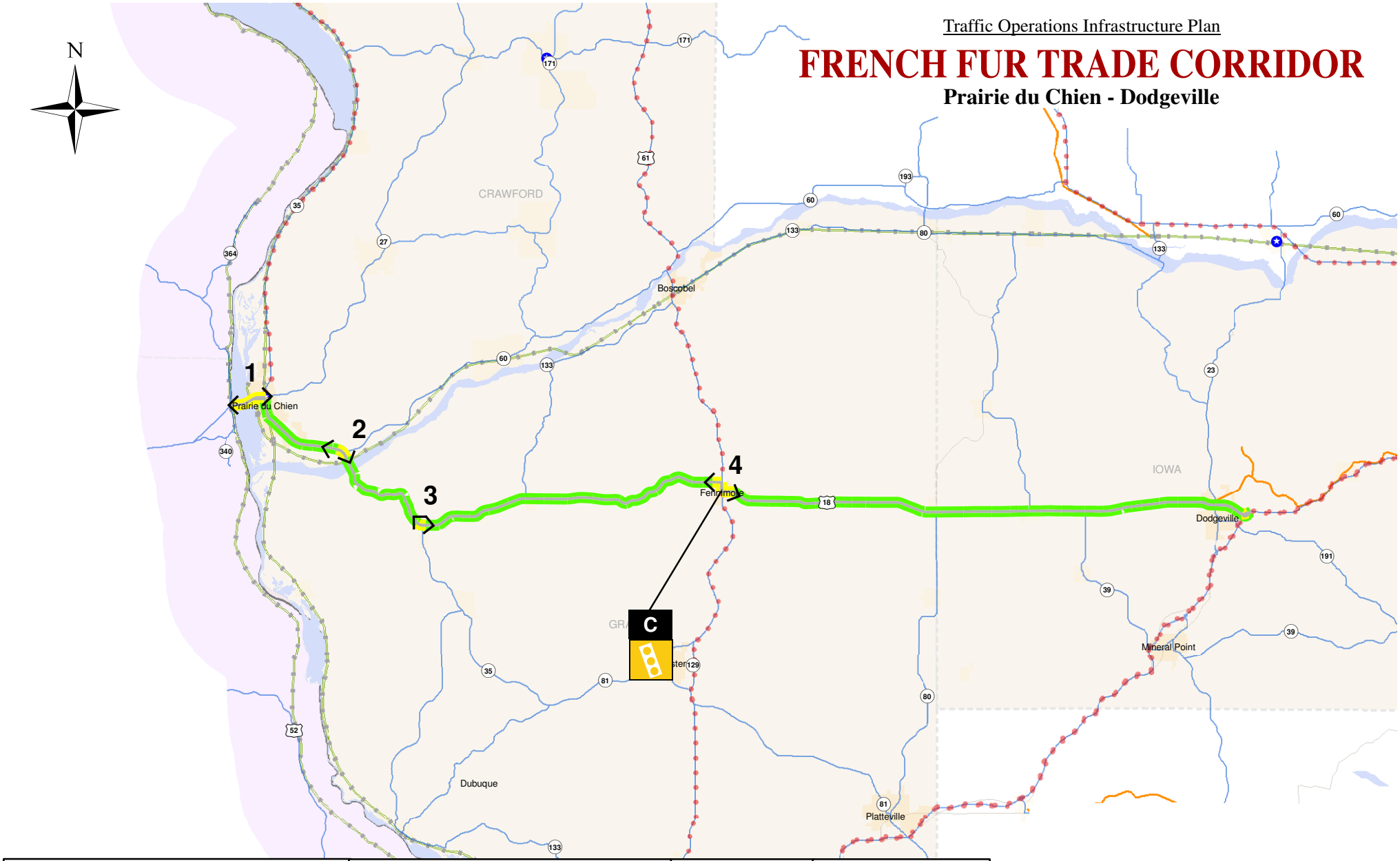
Frank Lloyd Wright Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

FRENCH FUR TRADE CORRIDOR

Prairie du Chien - Dodgeville



Legend

- Principal Highways From Other Corridor
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

0 5 10 15 Miles

Basemap Design by Wisconsin DOT GIS

Note: Letters & numbers correspond to summary table.

French Fur Trade Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 18/ STH 35/ STH 60**	Wisconsin State Line to CTH K	Crawford	0%	High	0		One-way pairs on structure over the Mississippi River with no traffic signals.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
2	**US 18/ STH 35/ STH 60**	Old WIS 18/ Utopia Lane to Wisconsin River Bridge	Crawford	0%	High	0		Four-lane divided highway in vicinity of junction at STH 60 with no traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 18/STH 35/STH 60.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				50%	Low													
				50%	N.A.													
3	**US 18/ STH 35**	CTH P to STH 133	Grant	0%	High	0		No traffic signals along divided highway with concrete raised median around curve to accommodate turn lanes at intersections.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 18/STH 35.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
4	**US 18**	Cemetery Road to CTH Q	Grant	0%	High	0		2-lane highway through Fennimore with no traffic signals.	Install traffic signal (if warranted). Actuated signal operation at isolated signal. *Also part of the Mississippi River Corridor.*	$233,000	$5,800	$5,800	$11,650	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$233,000	$5,800	$5,800	$11,650	$0	$0	$0	$0
Corridor Total	**$233,000**	**$5,800**	**$5,800**	**$11,650**	**$0**	**$0**	**$0**	**$0**

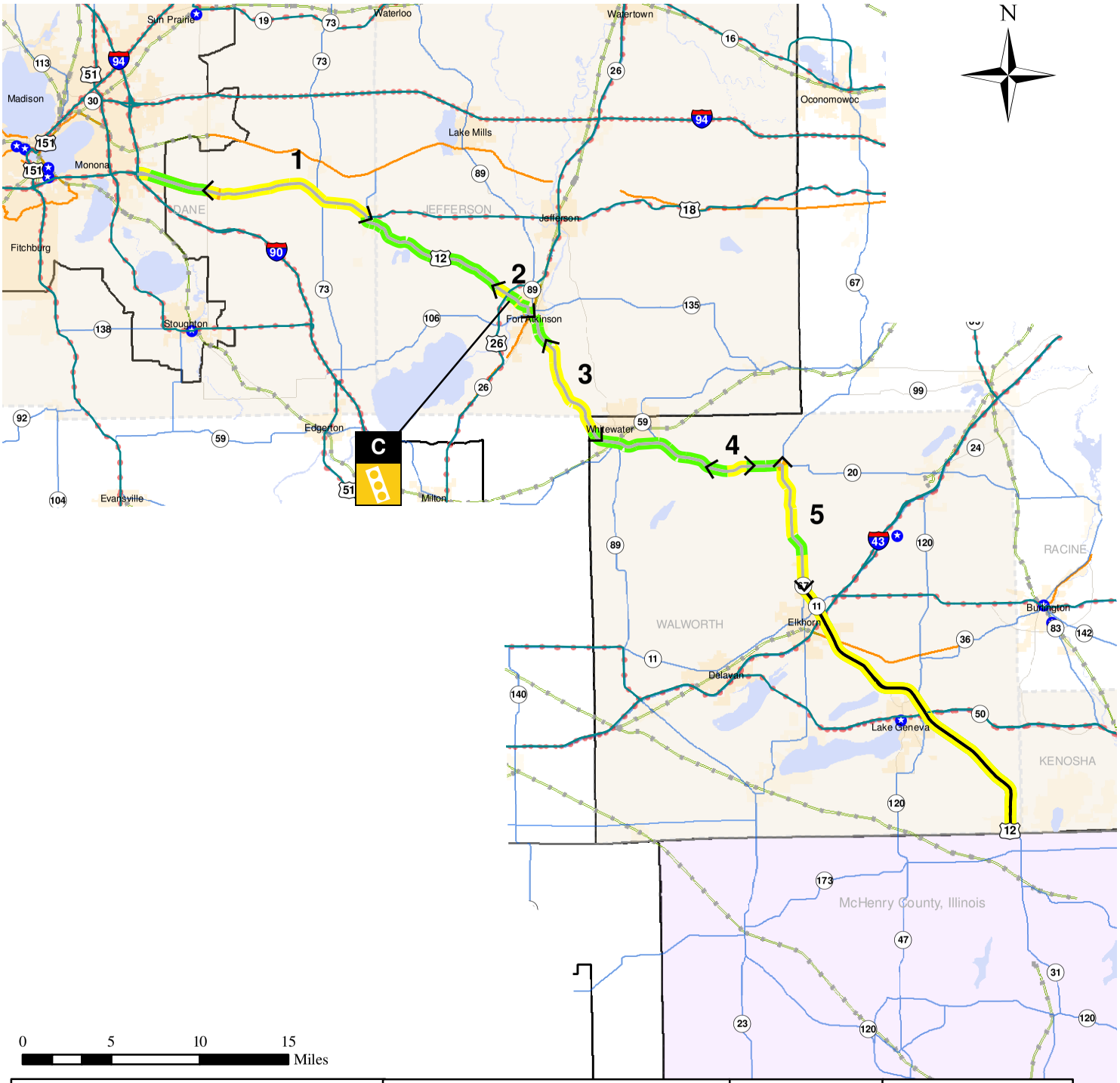
French Fur Trade Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

GENEVA LAKES CORRIDOR

Madison - Lake Geneva - Chicago



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Geneva Lakes Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 12/ US 18**	CTH N east to US 12/US 18	Dane	0%	High	0		2-lane highway with a 4-lane divided portion near the CTH N interchange with no signals.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 12/US 18.* ***Also part of the Capitol Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med.													
				95%	Low													
				0%	N.A.													
2	**US 12**	CTH C to Rockwell Avenue	Jefferson	0%	High	5		2-lane highway through Fort Atkinson urban core area with 5 signals.	Five (5) traffic signal controller upgrades. Interconnected signal operation with actuated movements (three (3) signals from Robert Street east to Sherman Avenue - 0.45 mi.). Actuated signal operation at isolated signals.	$142,500	$3,535	$3,535	$7,125	$0	$0	$0	$0	Low
				5%	Med.													
				25%	Low													
				70%	N.A.													
3	**US 12/ STH 89**	CTH M to CTH N	Jefferson Rock Walworth	0%	High	1		2-lane highway connecting Fort Atkinson and Whitewater with 1 signal at CTH N. *US 12 bypass of Whitewater completed in 2006*	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 12.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				100%	Low													
				0%	N.A.													
4	**US 12**	CTH O to CTH H	Walworth	0%	High	0		2-lane rural highway with no traffic signals.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 12.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				75%	Low													
				25%	N.A.													
5	**US 12**	North approach of STH 67 to south approach STH 67	Walworth	0%	High	0		2-lane rural highway with no traffic signals.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 12.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med.													
				75%	Low													
				20%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$142,500	$3,535	$3,535	$7,125	$0	$0	$0	$0
Corridor Total	**$142,500**	**$3,535**	**$3,535**	**$7,125**	**$0**	**$0**	**$0**	**$0**

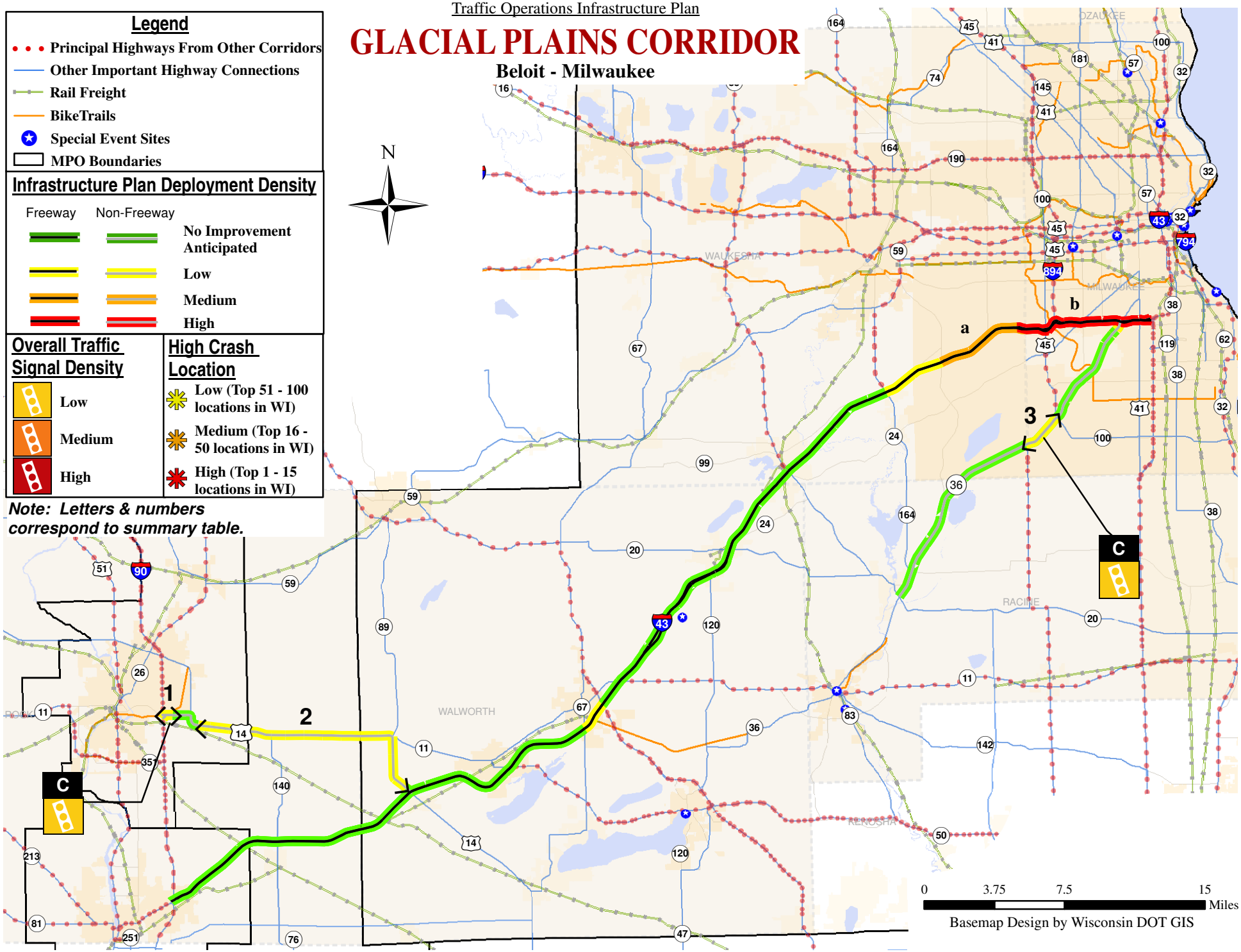
Geneva Lakes Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

GLACIAL PLAINS CORRIDOR

Beloit - Milwaukee



Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 11**	I-39/I-90 east CTH J/ Wright Road	Rock	0%	High	1	WisDOT	Signalized intersection at STH 11 and CTH J/Wright Road using an Eagle EPAC 300 controller. US 14/STH 11 currently under study by WisDOT	Actuated signal operation at isolated signal. *Combine with Southern Tier Corridor project US 14: I-39/I-90 east to I-43* ***Also part of the Southern Tier Corridor***	$13,000	$300	$300	$650	$0	$0	$0	$0	Low
				0%	Med.													
				100%	Low													
				0%	N.A.													
2	**US 14/ STH 11**	CTH O east to I-43	Rock Walworth	0%	High	0	WisDOT	Segments of rural 2 and 4 lane roadways with zero (0) signals	Traffic signal technology improvements are not recommended. ***Also part of the Capitol Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				100%	Low													
				0%	N.A.													
3	**STH 36 (Loomis Road)**	STH 100 (St. Martins Road) south to US 45/124th Street	Milwaukee	0%	High	2	WisDOT	Two (2) isolated controllers using TCT LC8000 (STH 36 at STH 100) and EPAC (STH 36 at US 45) controllers.	Two (2) traffic signal controller upgrades. ***Portions part of the Hiawatha Corridor.***	$16,000	$400	$400	$800	$0	$0	$0	$0	Low
				0%	Med.													
				100%	Low													
				0%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$29,000	$700	$700	$1,450	$0	$0	$0	$0	
									Corridor Total	**$29,000**	**$700**	**$700**	**$1,450**	**$0**	**$0**	**$0**	**$0**	

Emerging Priority Corridor

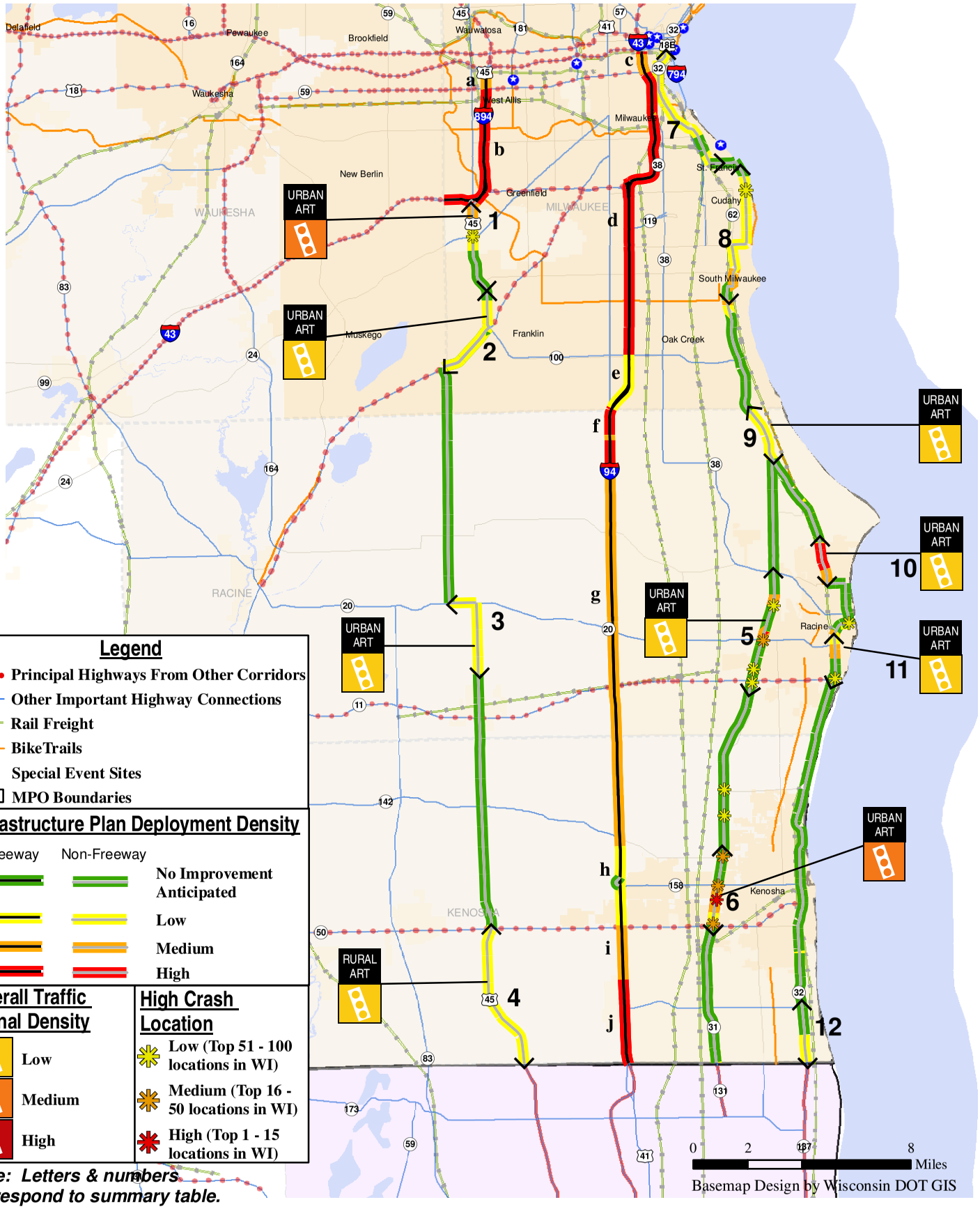
	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**I-43**	CTH O (Moorland Road)	Waukesha	Type A	Medium	Yes		Signalized diamond interchange with no ramp metering.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-1	**I-43**	Layton Avenue	Waukesha	Type A	High	No		Eastbound off ramp and westbound onramp. Eastbound onramp signalized at 124th Street.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-2	**I-43**	US 45/STH 100 (108th Street)	Milwaukee	Type A	High	No		Unsignalized interchange with westbound directional off ramps and metered eastbound onramps.	Install traffic signal at ramp termini intersection (if warranted). Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link to operating agency and State Traffic Operations Center. *Traffic signals would also need to be interconnected or coordinated with signals on Highway 100. Traffic signal may also improve ingress and egress to Park and Ride Lot.*	$0	$0	$0	$0	$261,000	$6,600	$6,600	$13,050
b-3	**I-43**	I-894	Milwaukee	Type A	High	No		Three-legged unsignalized all directional interchange (Hale Interchange)	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-4	**I-43**	84th Street	Milwaukee	Type A	High	No		Unsignalized eastbound off ramp and metered westbound onramp with one high occupancy vehicle lane and one single occupancy vehicle lane.	Traffic signal technology improvements are not recommended. *Intersection would not benefit from a traffic signal because the predominant movments are right turning vehicles.*	$0	$0	$0	$0	$0	$0	$0	$0
b-5	**I-43**	STH 24/CTH Oo (Forest Home Avenue)	Milwaukee	Type A	High	No		Westbound clover off ramp to southbound STH 24/CTH Oo (Forest Home Avenue). Eastbound onramp from northbound STH 24/CTH Oo (Forest Home Avenue)	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
b-6	**I-43**	76th Street	Milwaukee	Type A	High	North: Yes South: No		Eastbound onramp and westbound off ramp only. Unsignalized metered eastbound onramp with two single occupancy vehicle lanes and one high occupancy vehicle lane. Westbound off ramp signalized with two exclusive right turn lanes and two exclusive left turn lanes.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-7	**I-43**	60th Street	Milwaukee	Type A	High	Yes		Signalized diamond interchange	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
b-8	**I-43**	STH 36 (Loomis Road)	Milwaukee	Type A	High	Yes		Eastbound off ramp with metered onramp with two single occupancy vehicle lanes and one high occupancy vehicle lane. Westbound metered onramp with one single occupancy vehicle lane and one high occupancy vehicle lane with a clover leaf off ramp. Both intersections are signalized.	Coordinate traffic signal at ramp termini to adjacent ramp meters. Provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
b-9	**I-43**	27th Street	Milwaukee	Type A	High	Yes		Diamond interchange in addition to a clover leaf ramp from southbound 27th Street. All onramps are metered. Eastbound off ramp has two exclusive left turn and two exclusive right turn lanes. Westbound off ramp has two exclusive right turn lanes and one exclusive left turn lane.	Traffic signal technology improvements are not recommended. *27th Street Interchage is being reconstructed as part of the North/South Freeway Project. Traffic signals will be removed in lieu of right hand exits.*	$0	$0	$0	$0	$0	$0	$0	$0
b-10	**I-43**	I-94/US 41	Milwaukee	Type A	High	No		Three-legged all directional interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
									Total High Deployment Density	$0	$0	$0	$0	$305,000	$7,800	$7,800	$15,250
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
									Ramp Termini Total	**$0**	**$0**	**$0**	**$0**	**$305,000**	**$7,800**	**$7,800**	**$15,250**

Traffic Operations Infrastructure Plan

HIAWATHA CORRIDOR

Milwaukee - Chicago



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 45/ STH 100 (108th Street)**	CTH Y (Layton Avenue) south to Speedway Drive	Milwaukee	0% 25% 25% 50%	High Med Low N.A.	6	WisDOT	The north end of the segment is congested during peak periods. Signals are interconnected and operate under TBC. Signals are part of a larger TBC system that extends north on STH 100 to Lincoln Avenue. A combination of EPAC and TCT LC8000 controllers are used.	Three (3) traffic signal controller upgrades. Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center (2.4 mi.).	$24,000	$600	$600	$1,200	$535,200	$40,080	$13,440	$26,760	High
2	**STH 100 (Lovers Lane Road) and STH 36 (Loomis Road)**	Drexel Avenue south to US 45 (N. Cape Road)	Milwaukee	0% 0% 100% 0%	High Med Low N.A.	3	WisDOT	Three (3) isolated controllers using TCT LC8000 controllers (STH 36 at STH 100 and STH 100 at Drexel Avenue) and an EPAC (STH 36 at US 45) controller.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals. ***Portions part of the Glacial Plains Corridor.***	$55,000	$1,300	$1,300	$2,750	$0	$0	$0	$0	Low
3	**US 45**	Washington Avenue/ Raynor Avenue south to Spring Street/ CTH C	Racine	0% 0% 100% 0%	High Med Low N.A.	1	WisDOT	1 isolated signal (CTH C) using a TCT LC8000 controller.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
4	**US 45**	STH 50 south to the Wisconsin/ Illinois State Line	Kenosha	0% 0% 100% 0%	High Med Low N.A.	3	WisDOT	3 isolated signals with one signal (STH 50) using a TCT LC8000, and two signals using Eagle DP 9800 controllers.	Three (3) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$63,000	$1,500	$1,500	$3,150	$0	$0	$0	$0	Low
5	**STH 31**	STH 38 (Northwestern Avenue) south to STH 11 (Durand Avenue)	Racine	0% 20% 0% 80%	High Med Low N.A.	11	WisDOT City of Racine	Segment operations is dependant on localized congestion centered around the intersections with STH 11 and STH 20. A combination of isolated and TBC interconnected signals exist in this segment. The most advanced system is the six (6) signal system from STH 111th Street to 16th Street using EPAC controllers.	Three (3) traffic signal controller upgrades. Interconnected signal operations with actuated movements (eight (8) signals from Newmand Road south to STH 11 - 1.7 mi.). Actuated signal operation at isolated signals. *A signal system consisting of signals on both STH 31 and STH 11 (Southern Tier Corridor) should be centered on the intersection of the two routes. The limits would extend from STH 11 to 21st Street on STH 31 and from Oakes Avenue to Ohio Street on STH 11. Signals at STH 20 (Washington Avenue) and Neuman should continue to be included with the system on STH 20 (non-2030 corridor). Controller upgrade cost for STH 11 and STH 32 also part of the Southern Tier Corridor.*	$352,000	$8,810	$8,810	$17,600	$0	$0	$0	$0	Low

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
6	**STH 31**	38th Street (CTH S) south to STH 50	Kenosha	0%	High	5	WisDOT	5 TBC interconnected signals from 38th Street to STH 50 using TCT LC8000 controllers. Four of the Top 50 (including 1 in the top 15) high crash locations in the state are located in this segment.	Five (5) traffic signal controller upgrades. Closed loop signal system with communications link to operating agency (2.6 mi.). *System can be incorporated with the signal system on STH 50 (part of Southern Tier Corridor). Each signalized intersection experiences a proportionally higher angle crash rate than rear-end crash rate indicating that red light running is of concern. Consideration should be given to automated enforcement. A crash analysis (currently being completed by others) may require modifications to the signal system.*	$40,000	$1,000	$1,000	$2,000	$535,600	$26,780	$13,520	$26,780	Medium
				45%	Med													
				10%	Low													
				45%	N.A.													
7	**STH 32**	STH 59 south to Howard Avenue	Milwaukee	0%	High	16	WisDOT	Five (5) hardwired signals from STH 59/1st Street to Kinnickinnic Avenue using 170 controllers. Eleven (11) signals with unknown information.	Traffic signal technology improvements are not recommended. *STH 794 provides sufficient mobility for the region.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med		City of Milwaukee											
				90%	Low													
				10%	N.A.													
8	**STH 32**	Layton Avenue south to Puertz Road	Milwaukee	0%	High	11	WisDOT	All signals are isolated using EDI-SSM-12E, EDI-SSM-6E, EDI-12E, or EPAC controllers. This segment of STH 32 transverses multiple routes (e.g. zig zags) through the communities of South Milwaukee, Cudahy, and St. Frances. Most of the segment has on-street parking and limited access control.	Traffic signal technology improvements are not recommended. *Geometrics and corridor alignment are not conducive to operational improvements.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				10%	Med		City of St. Frances											
				80%	Low		City of South Milwaukee											
				10%	N.A.													
9	**STH 32**	Milwaukee/ Racine County Line Road to CTH G/6 Mile Road	Racine	0%	High	2	WisDOT	1 isolated signal (6 Mile Road) using Eagle DP9800 controller and the other signal controller is unknown (County Line Road)	One (1) traffic signal controller upgrade. Routine traffic signal timing optimization.	$8,000	$200	$200	$400	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
10	**STH 32**	4 1/2 Mile Road south to Goold St.	Racine	60%	High	5	WisDOT	WisDOT, Town of Caledonia, and City of Racine signals along a urbanized 5 lane roadway using . Limited access control toward south of 4 Mile Road.	Five (5) traffic controller upgrades. Actuated signal operation at isolated signals.	$105,000	$2,500	$2,500	$5,250	$0	$0	$0	$0	Low
				35%	Med		City of Racine											
				5%	Low		Town of Caledonia											
				0%	N.A.													

PRIORITY CORRIDOR

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
11	**STH 32**	STH 20 (Washington Avenue) to STH 11	Racine	0%	High	4	WisDOT	Urbanized Truck Route connecting several factories to higher volume roadways. On street parking is permitted over much of this segment.	Three (3) traffic signal controller upgrades. *Signal at STH 11 to be incorporated into signal system on STH 11 (Southern Tier Corridor).*	$24,000	$600	$600	$1,200	$0	$0	$0	$0	Low
				30%	Med		City of Racine											
				20%	Low													
				50%	N.A.													
12	**STH 32**	STH 165 to Russell Road/ Wisconsin-Illinois State Line	Kenosha	0%	High	0		No traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 32.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				50%	Low													
				50%	N.A.													

Total High Deployment Density	$24,000	$600	$600	$1,200	$535,200	$40,080	$13,440	$26,760
Total Medium Deployment Density	$40,000	$1,000	$1,000	$2,000	$535,600	$26,780	$13,520	$26,780
Total Low Deployment Density	$628,000	$15,410	$15,410	$31,400	$0	$0	$0	$0
Corridor Total	**$692,000**	**$17,010**	**$17,010**	**$34,600**	**$1,070,800**	**$66,860**	**$26,960**	**$53,540**

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**I-894**	I-94	Milwaukee	Type A	High	No		Four-legged all directional interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-2	**I-894**	STH 59 (Greenfield Avenue)	Milwaukee	Type A	High	Yes	WisDOT	Signalized diamond interchange with northbound clover leaf ramp from eastbound STH 59 (Greenfield Avenue) using two (2) Course Hinds controllers hardwire interconnected. Onramp metering with one high occupancy vehicle lane and one single occupancy lane in the northbound onramp and two lanes in the southbound direction.	Two (2) traffic signal controller upgrades. Coordinate traffic signal at ramp termini to adjacent ramp meters, provide communications link for both devices to operating agency and State Traffic Operations Center.	$16,000	$400	$400	$800	$38,000	$1,000	$1,000	$1,900
a-3	**I-894**	Lincoln Avenue	Milwaukee	Type A	High	North: No South: Yes	WisDOT	Northbound onramp at unsignalized intersection with onramp metering and southbound off ramp at signalized intersection using a SP40 controller hardwire interconnected.	One (1) traffic signal controller upgrade. Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communication link to operating agency and State Traffic Operations Center.	$8,000	$200	$200	$400	$38,000	$1,000	$1,000	$1,900
a-4	**I-894**	National Avenue	Milwaukee	Type A	High	No		Unsignalized partial clover leaf interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-5	**I-894**	CTH NN (Oklahoma Avenue)	Milwaukee	Type A	High	Yes	WisDOT	Northbound metered onramp and off ramp. Southbound off ramp. SP40C controller hardwired interconnected.	One (1) traffic signal controller upgrade. Coordinate traffic signal at ramp termini to adjacent ramp meter providing communications link for both devices to operating agency and State Traffic Operations Center.	$8,000	$200	$200	$400	$38,000	$1,000	$1,000	$1,900
a-6	**I-894**	CTH T (Beloit Road)	Milwaukee	Type A	High	Yes	WisDOT	Northbound off ramp and clover leaf onramp. Southbound on and off ramps. Two (2) EPAC 300 controllers.	Coordinate traffic signal at ramp termini providing communications link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
a-7	**I-894**	I-43	Milwaukee	Type A	High	No		Three-legged unsignalized all directional interchange. *Hale Interchange*	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-8	**I-43**	US 45/STH 100 (108th Street)	Milwaukee	Type A	High	No		Unsignalized interchange with ramp metering on the eastbound onramp.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-9	**I-43**	Layton Avenue	Waukesha	Type A	High	No		Unsignalized interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-1	**I-94**	I-794/I-43	Milwaukee	Type A	High	No		Four leg directional interchange *Marquette Interchange*	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-2	**I-94**	Walker Street/ Mineral Street	Milwaukee	Type A	High	No		Ramp metered southbound onramp and an unsignalized southbound off ramp. Non-metered northbound clover leaf onramp and unsignalized off ramp.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-3	**I-94**	Lapham Boulevard	Milwaukee	Type A	High	Yes		Signalized diamond interchange with metered northbound onramp. Both northbound and southbound off ramps have an exclusive left turning lane, a thru lane, and an exclusive thru/right lane. Northbound frontage road extending from Lincoln Avenue and southbound frontage road extending to Lincoln Avenue.	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
b-4	**I-94**	Becher Street	Milwaukee	Type A	High	Yes		Signalized diamond interchange with on and off ramps connecting to frontage roads extending from Lapham Boulevard south to Lincoln Avenue.	Coordinate traffic signal at ramp termini providing communications link to operating agency and State operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
b-5	**I-94**	Holt Avenue	Milwaukee	Type A	High	Yes and No		Northbound frontage road beginning at Waterford Avenue and terminating at metered Holt Avenue onramp. Intersection of Holt Avenue and northbound on and off ramps is signalized. Northbound off ramp has an exclusive left turn lane, an exclusive left/thru lane, and two exclusive right turn lanes. Southbound on ramp is signalized at Holt Avenue and metered. Southbound off ramp splits into two ramps, both unsignalized at Holt Avenue. Southbound to eastbound is a clover ramp.	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
b-6	**I-94**	Howard Avenue	Milwaukee	Type A	High	Yes		Northbound on and off ramp connects to frontage road from Holt Avenue south to Waterford Avenue. Northbound off ramp has an exclusive left/thru lane and one exclusive right turn lane. Southbound metered on ramp and clover leaf off ramp with two exclusive left turn lanes and one exclusive right turn lane.	Coordinate traffic signal at ramp termini providing communications link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
b-7	**I-94**	I-43/I-894	Milwaukee	Type A	High	No		Three leg direction intersection with vehicles entering from the left.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-8	**I-94**	CTH Y (Layton Avenue)	Milwaukee	Type A	High	No		Northbound frontage road extends south to Halsey Avenue. I-43/I-894 southbound onramp extends south to Layton Avenue merging from left. Southbound clover off ramp and metered onramp. Northbound full clover leaf interchange with frontage road.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-9	**I-94**	STH 119 (Airport Spur)	Milwaukee	Type A	High	No		Unsignalized trumpet interchange with metered onramps.	Provide communications link from signal controller to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
b-10	**I-94**	College Avenue	Milwaukee	Type A	High	Yes		Signalized diamond interchange with onramp metering	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
b-11	**I-94**	CTH BB (Rawson Avenue)	Milwaukee	Type A	High	Yes and No		Diamond interchange with eastbound CTH BB (Rawson Road) onramp is a clover. Southbound intersection with CTH BB (Rawson Road) is signalized with northbound ramps being stop controlled. Onramps are metered.	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
b-12	**I-94**	STH 100 (Ryan Road)	Milwaukee	Type B	High	Yes		Signalized diamond interchange with onramp metering. Northbound has two single occupancy vehicle lanes and one multiple occupancy vehicle lane. Southbound onramp has a single lane.	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-1	**I-94**	STH 241 (27th Street)	Racine	Type B	Medium	No		Northbound off ramp and southbound onramp		$0	$0	$0	$0	$0	$0	$0	$0
c-2	**I-94**	7 Mile Road	Racine	Type B	Medium	No		Diamond interchange with on and off ramps approximately 750 feet north and south of 7 Mile Road connected via two-way E. Frontage road on the east and two-way 27th Street on the west.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

PRIORITY CORRIDOR

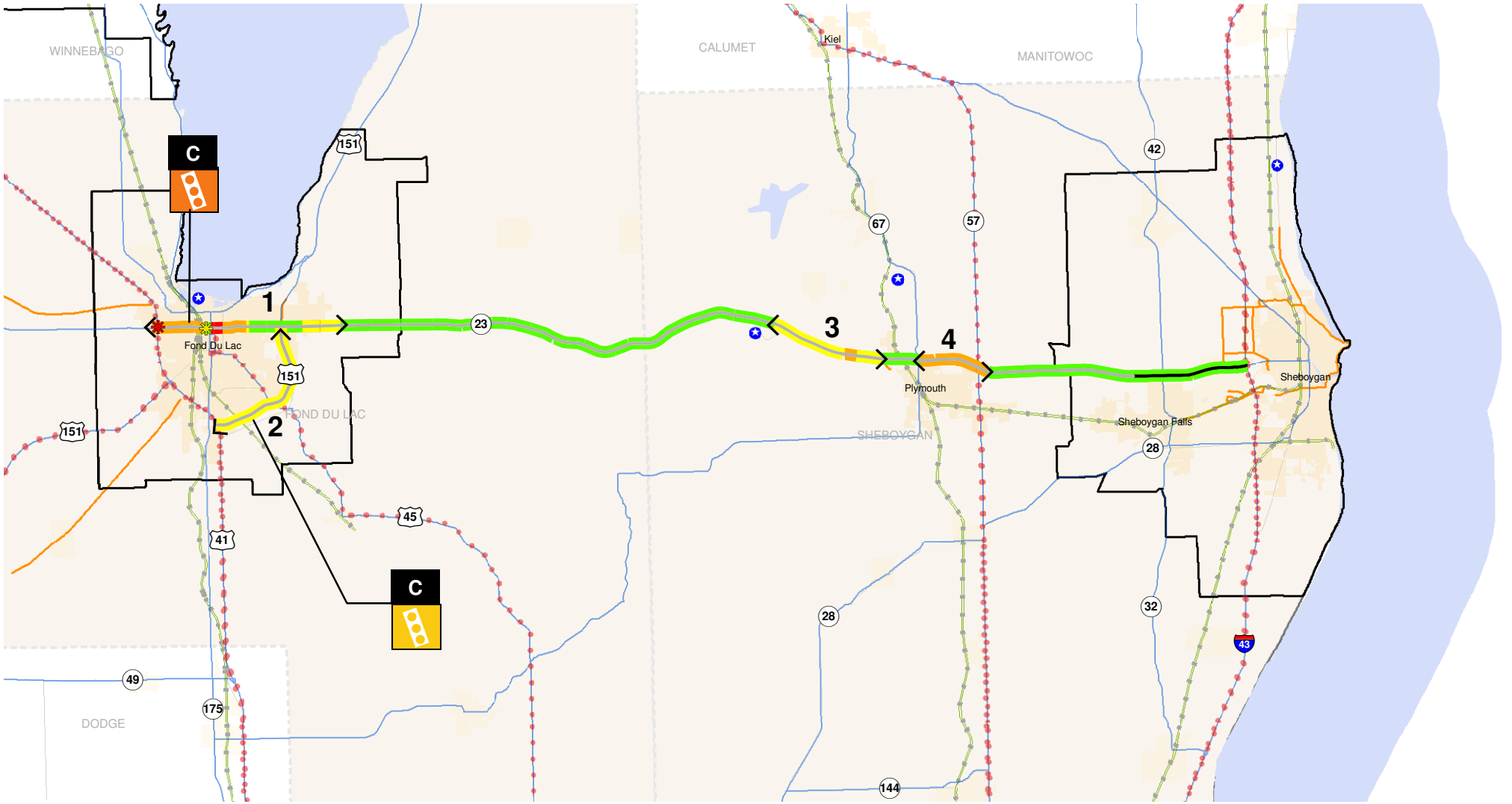
	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-3	**I-94**	CTH G	Racine	Type B	Medium	No		Diamond interchange with on and off ramps approximately 750 feet north and south of CTH G connected via two-way E. Frontage Road on the east and two-way 27th Street on the west.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-4	**I-94**	CTH K (Northwestern Avenue)	Racine	Type B	Medium	No		Diamond interchange with ramps intersecting frontage roads prior to cross-street. Onramps approximately 750 feet north and south of CTH K connected via two-way E. Frontage road on the east and two-way 27th Street on the west. Off ramps are approximately 1000 feet north and south of CTH K connected via E. Frontage Road on the East and 27th Street on the west.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-5	**I-94**	3 Mile Road	Racine	Type B	Medium	No		Northbound off ramp	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-6	**I-94**	STH 20 (Washington Avenue)	Racine	Type A	Medium	Yes		Signalized diamond interchange with northbound off ramp approximately 3000 feet south of STH 20 (Washington Avenue)	Coordinate traffic signal at ramp termini providing communications link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-7	**I-94**	STH 11	Racine	Type A	Medium	No		Northbound onramp and southbound off ramp are clover leaf creating intersection with northbound off ramp and southbound onramp with STH 11	Install traffic signal at ramp termini. ***Also part of Southern Tier Corridor.***	$346,000	$8,600	$8,600	$17,300	$0	$0	$0	$0
c-8	**I-94**	CTH KR (1st Street)	Racine/ Kenosha	Type B	Medium	No		Diamond interchange with off ramps approximately 1200 feet before CTH KR (1st Street) and onramps approximately 750 feet before CTH KR (1st Street). Connected to CTH KR (1st Street) via 120th Street on both the east and west sides of I-94	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-9	**I-94**	CTH E (12th Street)	Kenosha	Type B	Medium	No		Diamond interchange with off ramps approximately 1200 feet before CTH E (12th Street) and onramps approximately 750 feet before CTH E (12th Street). Connected to CTH E (12th Street) via 120th Avenue on both the east and west sides of I-94	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-10	**I-94**	STH 142 (Burlington Road)	Kenosha	Type B	Medium	No		Diamond interchange with off ramps approximately 1200 feet before STH 142 (Burlington Road) and onramps approximately 750 feet before STH 142 (Burlington Road). Connected to STH 142 (Burlington Road) via 120th Avenue on both the east and west sides of I-94	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-11	**I-94**	STH 158/52nd Street	Kenosha	Type B	Medium	No		Stop controlled trumpet interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-12	**I-94**	STH 50 (75th Street)	Kenosha	Type A	Medium	Yes	WisDOT	Signalized diamond interchange using two (2) EPAC controllers under TBC with east and west intersection.	Provide communications link from signal controller to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-13	**I-94**	CTH C (Wilmot Road)	Kenosha	Type A	Medium	No		Diamond interchange with off ramps approximately 1000 feet before CTH C (Wilmot Road) and onramps approximately 700 feet before CTH C (Wilmot Road). Connected to CTH C (Wilmot Road) via 120th Avenue on both the east and west sides of I-94	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-14	**I-94**	STH 165/CTH Q/104th Street	Kenosha	Type A	Medium	No		Unsignalized diamond interchange with southbound onramp from westbound STH 165/CTH Q/104th Street	Install traffic signal at ramp termini (if warranted). Provide communications link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$363,000	$9,100	$9,100	$18,150
									Total High Deployment Density	$32,000	$800	$800	$1,600	$424,000	$11,200	$11,200	$21,200
									Total Medium Deployment Density	$346,000	$8,600	$8,600	$17,300	$439,000	$11,100	$11,100	$21,950
									Ramp Termini Total	$378,000	$9,400	$9,400	$18,900	$863,000	$22,300	$22,300	$43,150

Traffic Operations Infrastructure Plan

KETTLE COUNTRY CORRIDOR

Fond du Lac - Sheboygan



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

N

0 2.5 5 10 Miles

Basemap Design by Wisconsin DOT GIS

Note: Letters & numbers correspond to summary table.

Kettle Country Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 23**	US 41 to CTH UU	Fond Du Lac	5%	High	13		4-lane urban highway through Fond Du Lac urban core area with 13 signals.	Thirteen (13) traffic signal controller upgrades. Closed loop signal system with communications link to operating agency (3.1 mi.). *Coordinate with Fox Valley Corridor segment No. 1.*	$104,000	$2,600	$2,600	$5,200	$638,600	$31,930	$16,120	$31,930	Medium
				45%	Med													
				20%	Low													
				30%	N.A.													
2	**US 151**	US 41 to STH 23	Fond Du Lac	0%	High	1		4-lane expressway bypass of Fond Du Lac with one signal at CTH T?. Fond du Lac bypass from CTH D to STH 175 currently under construction with completion in 2008. Currently under study.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signals.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
3	**STH 23**	CTH A to CTH C	Sheboygan	0%	High	0		Two-lane rural highway with no signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 23.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				10%	Med													
				90%	Low													
				0%	N.A.													
4	**STH 23**	STH 67 to STH 57	Sheboygan	0%	High	0		Four-lane rural expressway with no traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 23.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				100%	Med													
				0%	Low													
				0%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$104,000	$2,600	$2,600	$5,200	$638,600	$31,930	$16,120	$31,930
Total Low Deployment Density	$21,000	$500	$500	$1,050	$0	$0	$0	$0
Corridor Total	**$125,000**	**$3,100**	**$3,100**	**$6,250**	**$638,600**	**$31,930**	**$16,120**	**$31,930**

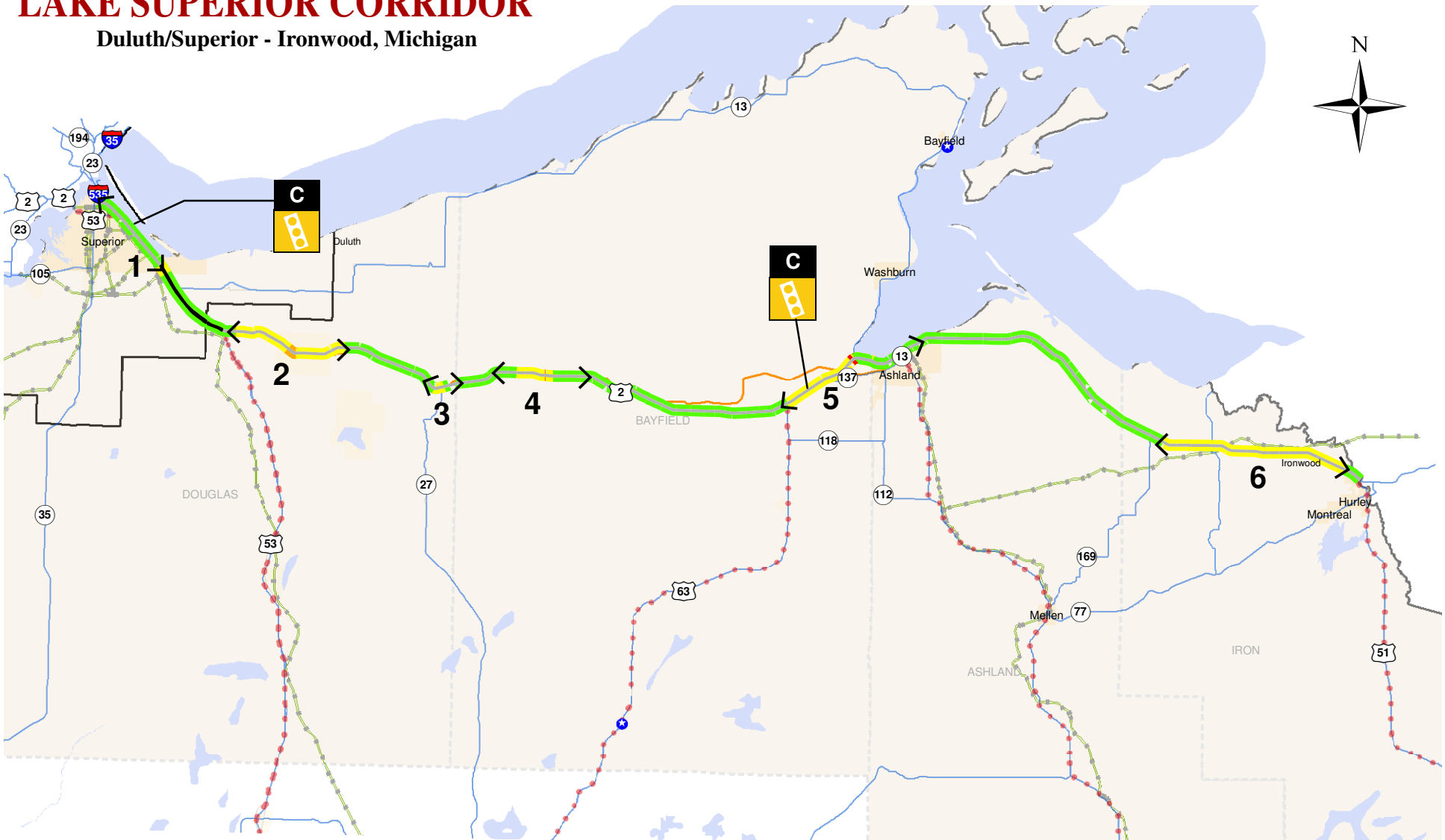
Kettle Country Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

LAKE SUPERIOR CORRIDOR

Duluth/Superior - Ironwood, Michigan



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

0 6 12 18 Miles

Basemap Design by Wisconsin DOT GIS

Note: Letters & numbers correspond to summary table.

Lake Superior Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 53 & US 2**	I-535 east to 57th Avenue/ Moccasin Mike Road	Douglas	0%	High	1	WisDOT	One (1) WisDOT signal using a KMT 8800 controller.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				0%	Low													
				100%	N.A.													
2	**US 2**	US 53 east to CTH F	Douglas	0%	High	0		Two-lane rural highway with no traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 2.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				10%	Med													
				10%	Low													
				80%	N.A.													
3	**US 2**	Clevedon Road east to Douglas/ Bayfield county line	Douglas	0%	High	0		Two-lane rural highway with no traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 2.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				90%	Low													
				10%	N.A.													
4	**US 2**	Stephan Road east to Range Line Road	Bayfield	0%	High	0		Two-lane rural highway with no traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 2.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				50%	Low													
				50%	N.A.													
5	**US 2**	US 63 east to Ackley Road	Bayfield Ashland	0%	High	2	WisDOT	Two and four lane divided rural arterial with two (2) signals. Four-lane urban arterial.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals. *Also part of the Northern Lakes Corridor.*	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				5%	Med													
				55%	Low													
				45%	N.A.													
6	**US 2**	STH 169 east to WI/MI border	Iron	0%	High	0		No traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring US 2.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				90%	Low													
				10%	N.A.													

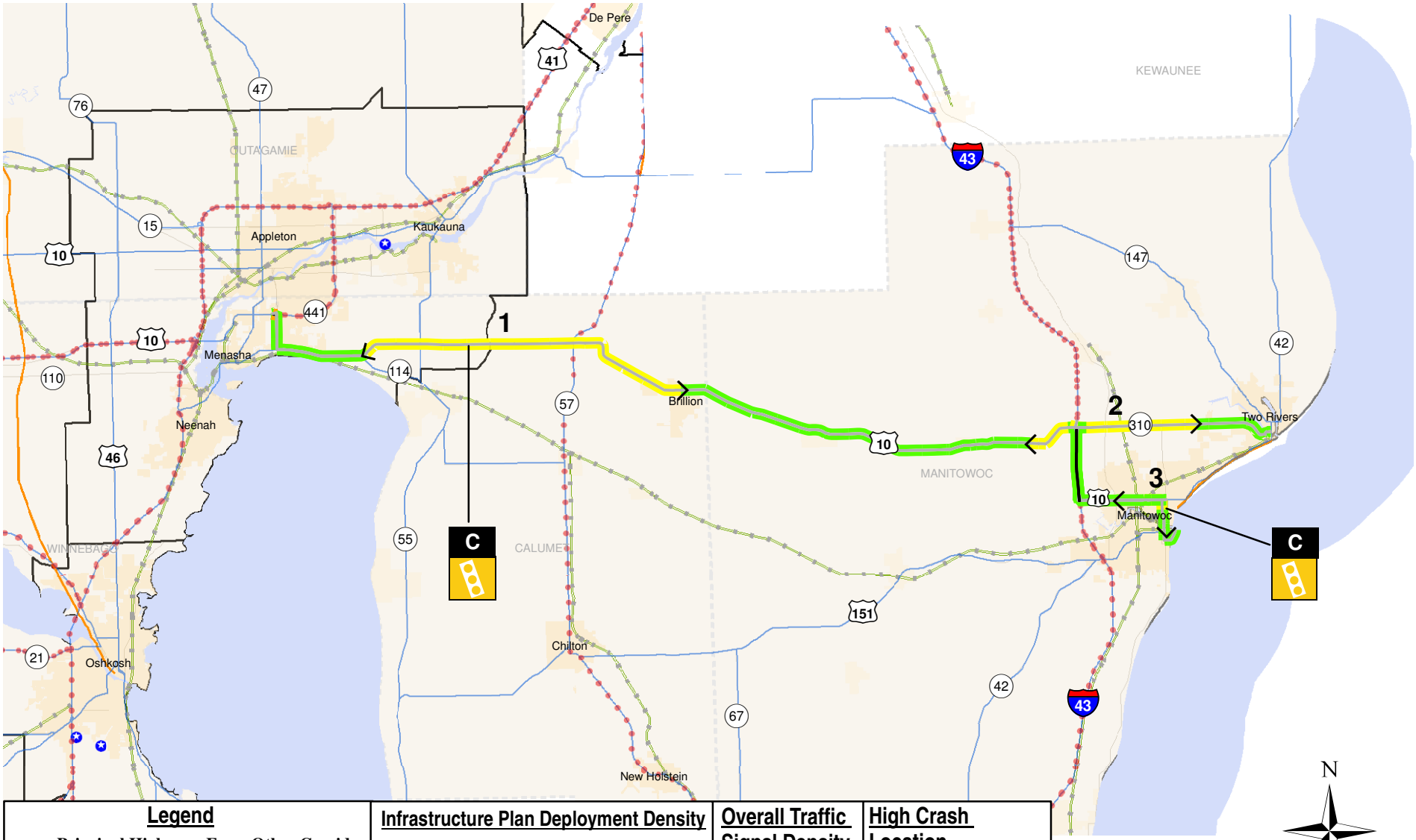
Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$63,000	$1,500	$1,500	$3,150	$0	$0	$0	$0
Corridor Total	**$63,000**	**$1,500**	**$1,500**	**$3,150**	**$0**	**$0**	**$0**	**$0**

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

LAKE TO LAKE CORRIDOR

Fox Cities to Manitowoc/Two Rivers



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Basemap Design by Wisconsin DOT GIS

Note: Letters & numbers correspond to summary table.

Lake to Lake Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 10**	STH 114 to CTH PP	Calumet	0%	High	1	WisDOT	2-lane rural highway with one signal at STH 32/STH 57.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
2	**US 10/ STH 310**	CTH T to CTH B	Manitowoc	0%	High	0		2-lane rural highway with no traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 10.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				95%	Low													
				5%	N.A.													
3	**US 10/ STH 432/ CTH B**	CTH R (Rapids Road) to Madison Street/ Maritime Drive	Manitowoc	0%	High	12	Manitowoc	Urban corridor through city of Manitowoc, including portion as one-way pairs, with 12 signals.	Twelve (12) traffic signal controller upgrades. Interconnected signal operation with actuated movements (five (5) signals from 21st Street east to 8th Street - 0.95 mi.). Interconnected signal operation with actuated movements (7 signals, from Waldo Boulevard south to Madison Street/Maritime Drive (on both 8th Street and 11th Street 1.0 mi. each) - 2.0 mi.).	$597,500	$15,085	$15,085	$29,875	$0	$0	$0	$0	Low
				0%	Med													
				10%	Low													
				90%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$618,500	$15,585	$15,585	$30,925	$0	$0	$0	$0	
									Corridor Total	**$618,500**	**$15,585**	**$15,585**	**$30,925**	**$0**	**$0**	**$0**	**$0**	

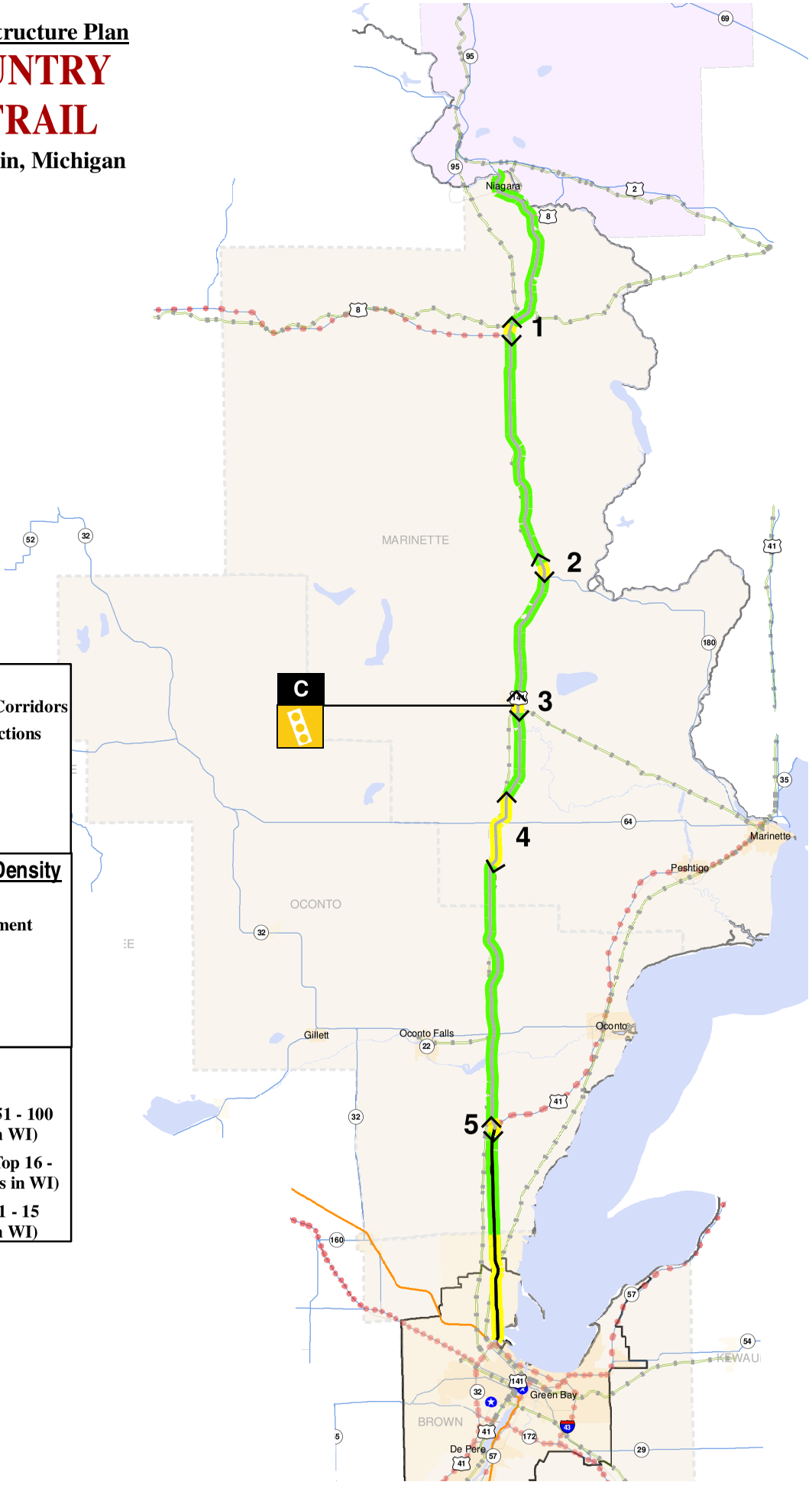
Lake to Lake Corridor
Ramp Termini Summary

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

LUMBER COUNTRY HERITAGE TRAIL

Green Bay - Iron Mountain, Michigan



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

0 3 6 12 18 Miles

Basemap Design by Wisconsin DOT GIS

Lumber Country Heritage Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 8/ US 141**	CTH R south to CTH R	Marinette	0%	High	0		2-lane rural corridor with no signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 141.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				100%	Low													
				0%	N.A.													
2	**US 141**	North Avenue south to STH 180	Marinette	0%	High	0		2-lane rural corridor with no signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 141.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				75%	Low													
				25%	N.A.													
3	**US 141**	Old Highway 41 south to Owl Lane	Marinette	0%	High	1	WisDOT	2-lane rural corridor with one signal at CTH A.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				5%	Med.													
				55%	Low													
				40%	N.A.													
4	**US 141**	CTH P south to CTH M	Marinette	0%	High	1	WisDOT	2-lane rural corridor with one signal in Coleman. Recent bypass constructed around Coleman and Pound.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 141.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				100%	Low													
				0%	N.A.													
5	**US 41/ US 141**	CTH E south to CTH D	Oconto	0%	High	0		4-lane rural expressway and system interchange.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 41/US 141.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				30%	Low													
				70%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$21,000	$500	$500	$1,050	$0	$0	$0	$0
Corridor Total	**$21,000**	**$500**	**$500**	**$1,050**	**$0**	**$0**	**$0**	**$0**

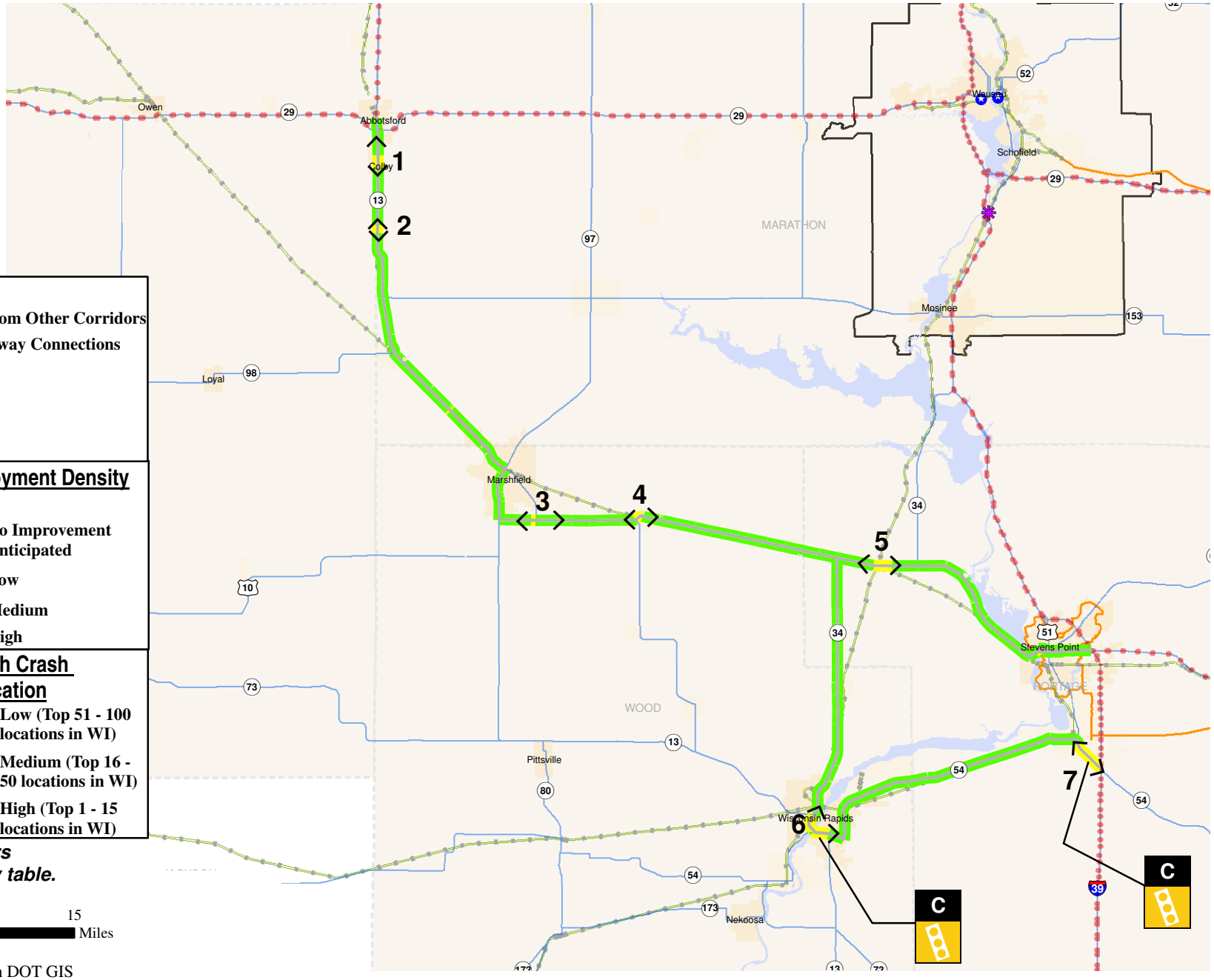
Lumber Country Heritage Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Sketch Plan

MARSHFIELD - RAPIDS CONNECTION

Stevens Point - Abbotsford



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Events
- MPO Boundaries

Raw Sketch Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

0 5 10 15 Miles

Basemap Design by Wisconsin DOT GIS

Marshfield Rapids Connection Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 13**	Adams Street south to Monroe Street	Clark Marathon	0%	High	0		2-lane highway with two-way-center-turn-lane for portion of corridor. Travels through village center with no signals.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 13.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				35%	Low													
				65%	N.A.													
2	**STH 13**	CTH K/CTH P south to East Salter Road	Clark Marathon	0%	High	0		2-lane highway with no signals through Unity.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 13.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				50%	Low													
				50%	N.A.													
3	**US 10**	CTH E east to CTH F	Wood	0%	High	0		2-lane highway with no signals. EA recently completed with proposed four-lane arterial bypass at this location.	Traffic signal technology improvements are not anticipated. *US 10 expansion project between Marshfield and Stevens Point has a completion date of 2012. Proposed interchange at US 10 and STH 13 to be installed in 2010-2011.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				40%	Low													
				60%	N.A.													
4	**US 10**	CTH G east to CTH O	Portage	0%	High	0		2-lane highway through Junction City with no signals. EA recently completed with proposed four lane expressway proposed as a bypass in this area.	Traffic signal technology improvements are not anticipated. *US 10 expansion project between Marshfield and Stevens Point has a completion date of 2012. Segment 4 to be under construction from 2011-2012.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				50%	Low													
				50%	N.A.													
5	**US 10**	Whitney Street east to Rogers Street	Portage	0%	High	1		2-lane highway through Stevens Point urban core. One signal located at Water Street. Part of a one-way pair following Clark Street and Centerpoint Drive.	Traffic signal technology improvements are not anticipated. *US 10 expansion project between Marshfield and Stevens Point has a completion date of 2012. Segment 5 to be under construction from 2009-2011.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				15%	Low													
				85%	N.A.													
6	**STH 13/ STH 54/ STH 73**	STH 13/STH 73/Grand Avenue south to STH 13/8th Street	Wood	0%	High	7		4-lane urban expressway through Wisconsin Rapids with 7 signals.	Seven (7) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$147,000	$3,500	$3,500	$7,350	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													

Marshfield Rapids Connection Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
7	**STH 54**	CTH B south to I-39	Portage	0%	High	1	WisDOT	2-lane highway with one traffic signal at STH 54 and CTH B.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$168,000	$4,000	$4,000	$8,400	$0	$0	$0	$0	
									Corridor Total	**$168,000**	**$4,000**	**$4,000**	**$8,400**	**$0**	**$0**	**$0**	**$0**	

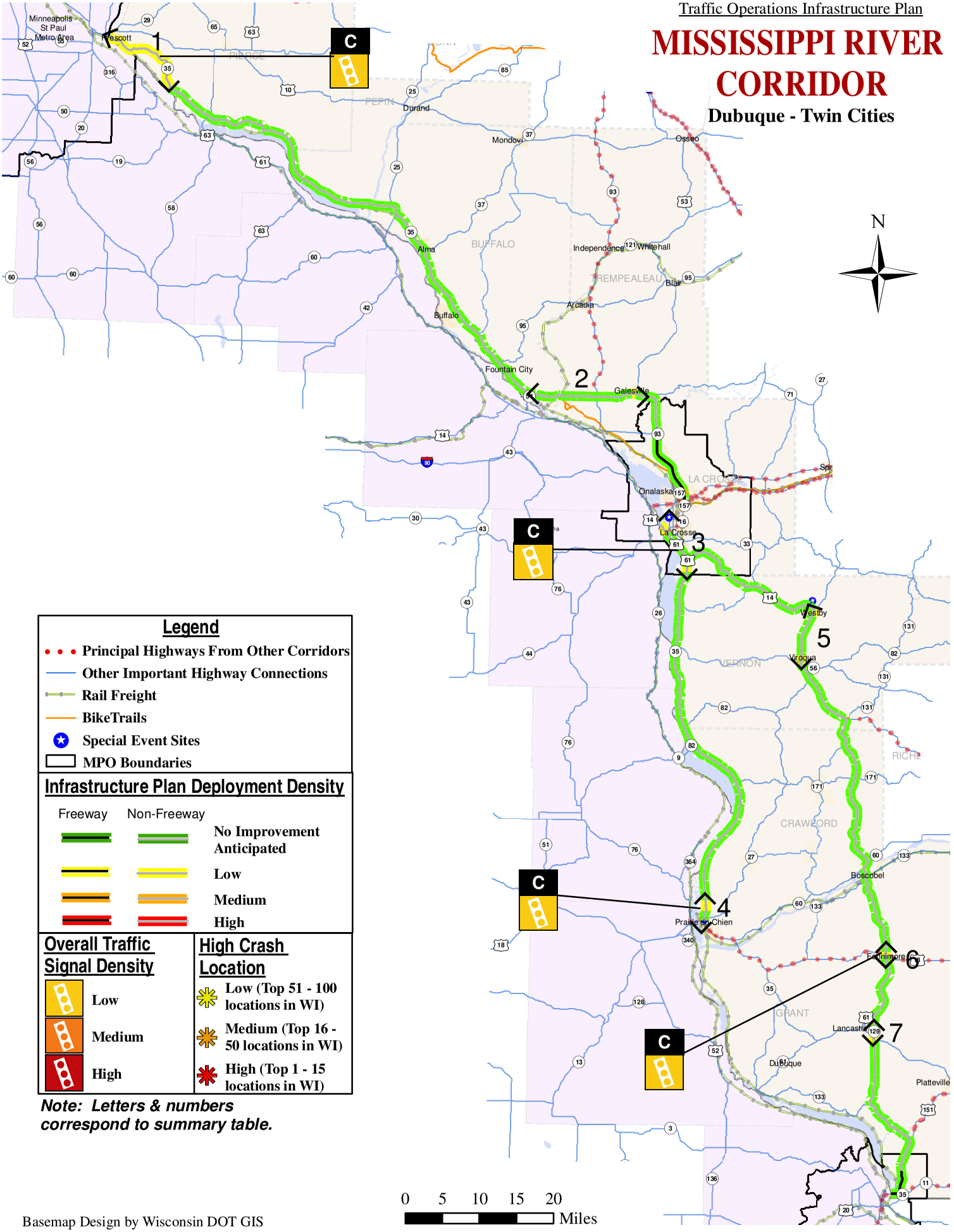
Marshfield Rapids Connection Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

MISSISSIPPI RIVER CORRIDOR

Dubuque - Twin Cities



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Mississippi River Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 35**	MN/WI border south to STH 63	Pierce	0%	High	2	WisDOT	Two (2) signals on STH 35 located at intersection with US 10 and US 63. Only crossings between Wisconsin and Minnesota between Prescott and Hager City.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				0%	Med													
				60%	Low													
				40%	N.A.													
2	**STH 54/ STH 93**	Bridge to Winona east to US 53 (Galesville)	Buffalo Trempealeau	0%	High	2	WisDOT	Two (2) traffic signals.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals. ***Also in Trempealeau River Corridor.***	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				0%	Med													
				5%	Low													
				95%	N.A.													
3	**US 14/ US 61/ STH 35**	Wisconsin State Line south to US 14/STH 35	La Crosse	0%	High	14	WisDOT	4-lane facility through southern La Crosse urban area, with 14 signals. Portion of route is one-way pair (3rd and 4th Streets). Corridor becomes more rural south of Ward Avenue.	Fourteen (14) traffic signal controller upgrades. Interconnected signal operation with actuated movements (three (3) signals from Cass Street south to Jackson Street - 0.5 mi.) on 3rd Street. Interconnected signal operation with actuated signal movements (eleven (11) signals from Cass Street south to STH 35 - 1.6 mi.) on 4th Street and South Avenue. *South La Crosse Transportation Study Conducted in 2005.* ***Also part of the Frank Lloyd Wright Corridor.***	$469,000	$11,830	$11,830	$23,450	$0	$0	$0	$0	Low
				5%	Med		City of La Crosse											
				20%	Low													
				75%	N.A.													
4	**STH 35**	CTH K south to South Town Lane	Crawford	0%	High	6	WisDOT	Four lane urban facility through Prairie du Chien with six (6) signals.	Six (6) traffic signal controller upgrades. Interconnected signal operation with actuated movements (Six (6) signals from Blackhawk Avenue south to La Pointe Street - 1.85 mi.)	$362,500	$9,155	$9,155	$18,125	$0	$0	$0	$0	Low
				0%	Med													
				35%	Low													
				65%	N.A.													
5	**US 14/ US 61/ STH 27**	STH 27 (Westby) to STH 27 (Viroqua)	Vernon	0%	High	3	WisDOT	2-lane highway through Westby, connecting Westby to Viroqua, has no traffic signals. Through Viroqua, corridor widens to a 4/5-lane section with 3 signals.	Routine traffic signal timing optimization until bypass is complete. *Supplemental EIS completed in 2007 for four lane divided section between Westby and Viroqua to be constructed in 2009. Bypasses of both communities currently under study.* ***Also part of the Frank Lloyd Wright Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med		Viroqua											
				20%	Low													
				75%	N.A.													

Mississippi River Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
6	**US 18**	Cemetery Road to CTH Q	Grant	0%	High	0		2-lane highway through Fennimore with no traffic signals.	Install traffic signal (if warranted). Actuated signal operation at isolated signal. ***Also part of the French Fur Trade Corridor.***	$233,000	$5,800	$5,800	$11,650	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
7	**US 61/ STH 35/ STH 81**	STH 129 to STH 81	Grant	0%	High	0		2-lane rural highway with curved geometry and no signals. Short four lane divided highway segment at US 61/STH 81 interchange area.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 35/US 61/STH 81.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$1,148,500	$28,785	$28,785	$57,425	$0	$0	$0	$0	
									Corridor Total	**$1,148,500**	**$28,785**	**$28,785**	**$57,425**	**$0**	**$0**	**$0**	**$0**	

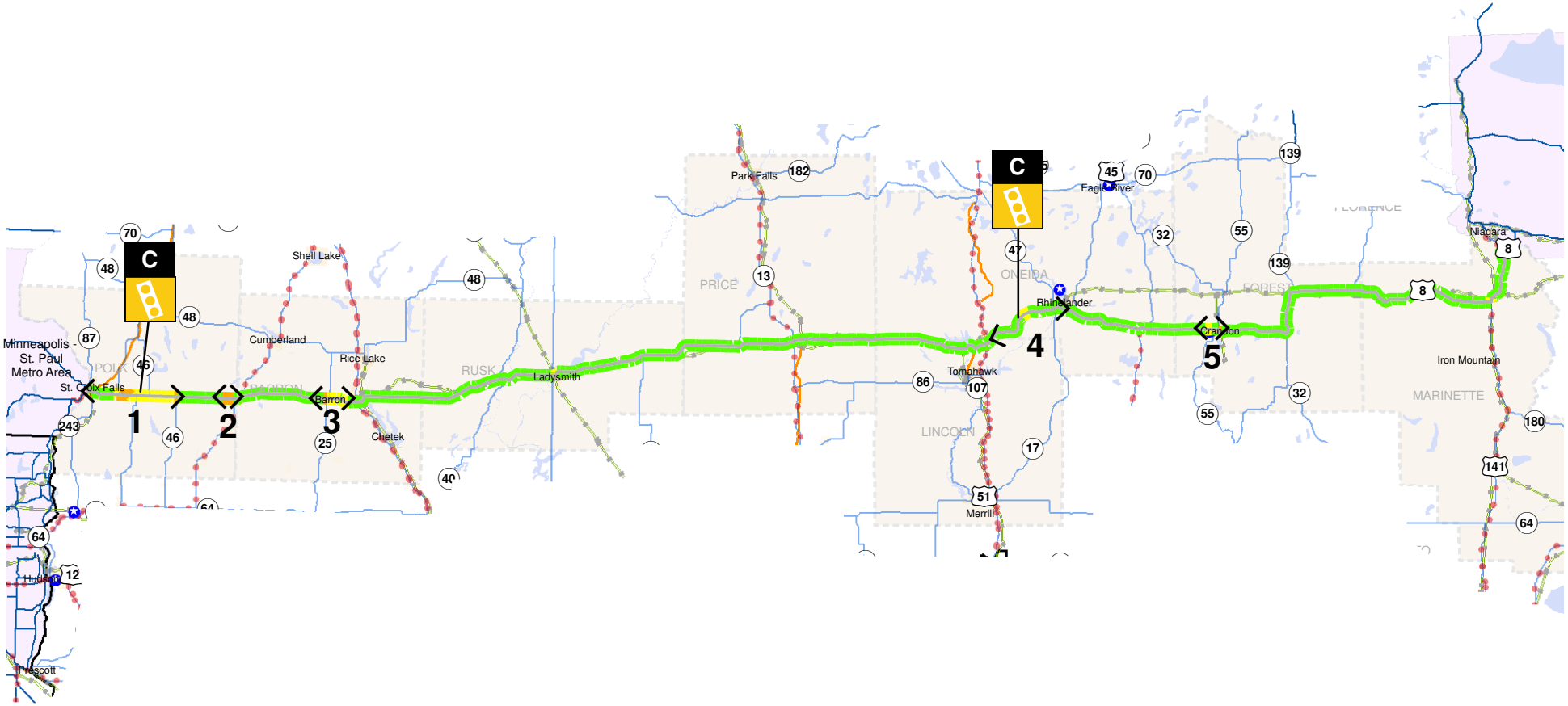
Mississippi River Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

NORTH COUNTY CORRIDOR

Iron Mountain, Michigan - Minneapolis/St. Paul



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

N

0 8 16 24 32 Miles

Basemap Design by Wisconsin DOT GIS

Note: Letters & numbers correspond to summary table.

North Country Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 8**	MN/WI border east to STH 46	Polk	0%	High	1	WisDOT	Four-lane undivided urban arterial and two-lane rural arterial	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				15%	Med													
				70%	Low													
				15%	N.A.													
2	**US 8**	CTH V east to the north approach of US 63	Polk Barron	0%	High	0		Two-lane rural arterial and four-lane urban arterial	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				50%	Med													
				0%	Low													
				50%	N.A.													
3	**US 8**	STH 25 east to US 53	Barron	0%	High	1	WisDOT	Four-lane urban arterial and two-lane rural arterial	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
4	**US 8**	Spring Creek Drive east to STH 47	Oneida	0%	High	1	WisDOT	1 isolated signal at intersection of US 8 and STH 47 using a TCT LC8000 controller.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				30%	Low													
				70%	N.A.													
5	**US 8**	Haney Hill Road east to STH 32/STH 55	Forest	0%	High	0		Two-lane rural arterial and two-lane urban arterial	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				50%	Low													
				50%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$63,000	$1,500	$1,500	$3,150	$0	$0	$0	$0	
									Corridor Total	**$63,000**	**$1,500**	**$1,500**	**$3,150**	**$0**	**$0**	**$0**	**$0**	

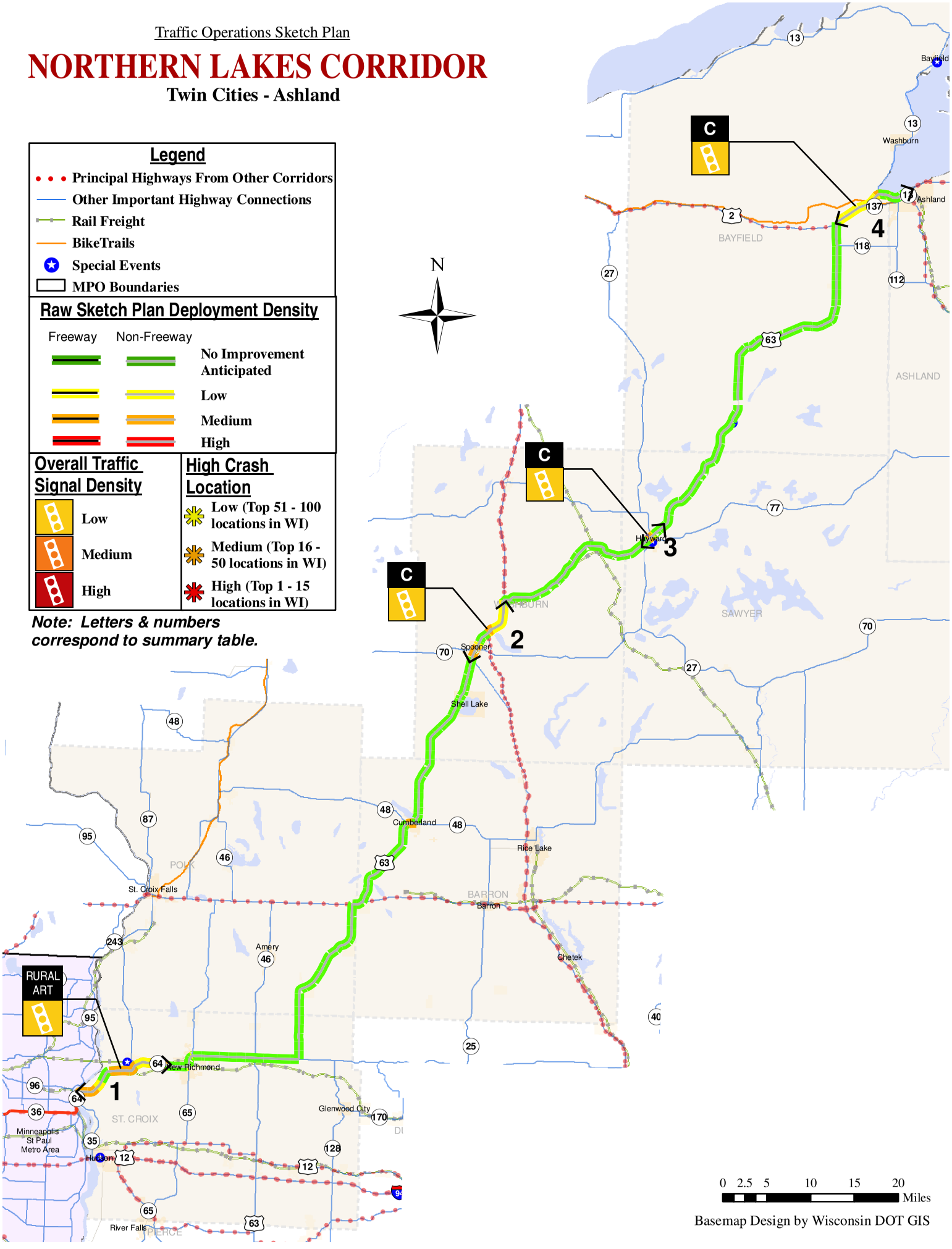
North Country Corridor
Ramp Termini Summary

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Sketch Plan

NORTHERN LAKES CORRIDOR

Twin Cities - Ashland



Northern Lakes Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 64/ STH 35**	Wisconsin/ Minnesota border east to STH 65	St. Croix	0%	High	1	WisDOT	One (1) WisDOT Eagle 2070 controller at the intersection of STH 64 and STH 65	Actuated signal operation at isolated signal.	$13,000	$300	$300	$650	$0	$0	$0	$0	Low
				55%	Med													
				25%	Low													
				20%	N.A.													
2	**US 63**	North approach of US 53 south to STH 70	Washburn	0%	High	2	WisDOT	Two (2) traffic signals.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals. ***Also part of the Peace Memorial Corridor.***	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				20%	Med													
				60%	Low													
				20%	N.A.													
3	**US 63**	Gorski Road southwest to Stress Road	Sawyer	0%	High	3	WisDOT	Four lane urban arterial with three (3) traffic signals. Two lane rural arterial with no traffic signals.	Three (3) traffic signal controller upgrades. Interconnected signal operation with actuated movements (three (3) signals from STH 27/STH 77 southwest to Dakota Avenue - 0.6 mi.).	$126,000	$3,180	$3,180	$6,300	$0	$0	$0	$0	Low
				10%	Med													
				0%	Low													
				90%	N.A.													
4	**US 2**	US 63 east to Ackley Road	Bayfield Ashland	0%	High	2	WisDOT	Two and four lane divided rural arterial with two (2) signals. Four-lane urban arterial.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals. ***Also part of the Lake Superior Corridor.***	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				5%	Med													
				55%	Low													
				45%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$223,000	$5,480	$5,480	$11,150	$0	$0	$0	$0	
									Corridor Total	**$223,000**	**$5,480**	**$5,480**	**$11,150**	**$0**	**$0**	**$0**	**$0**	

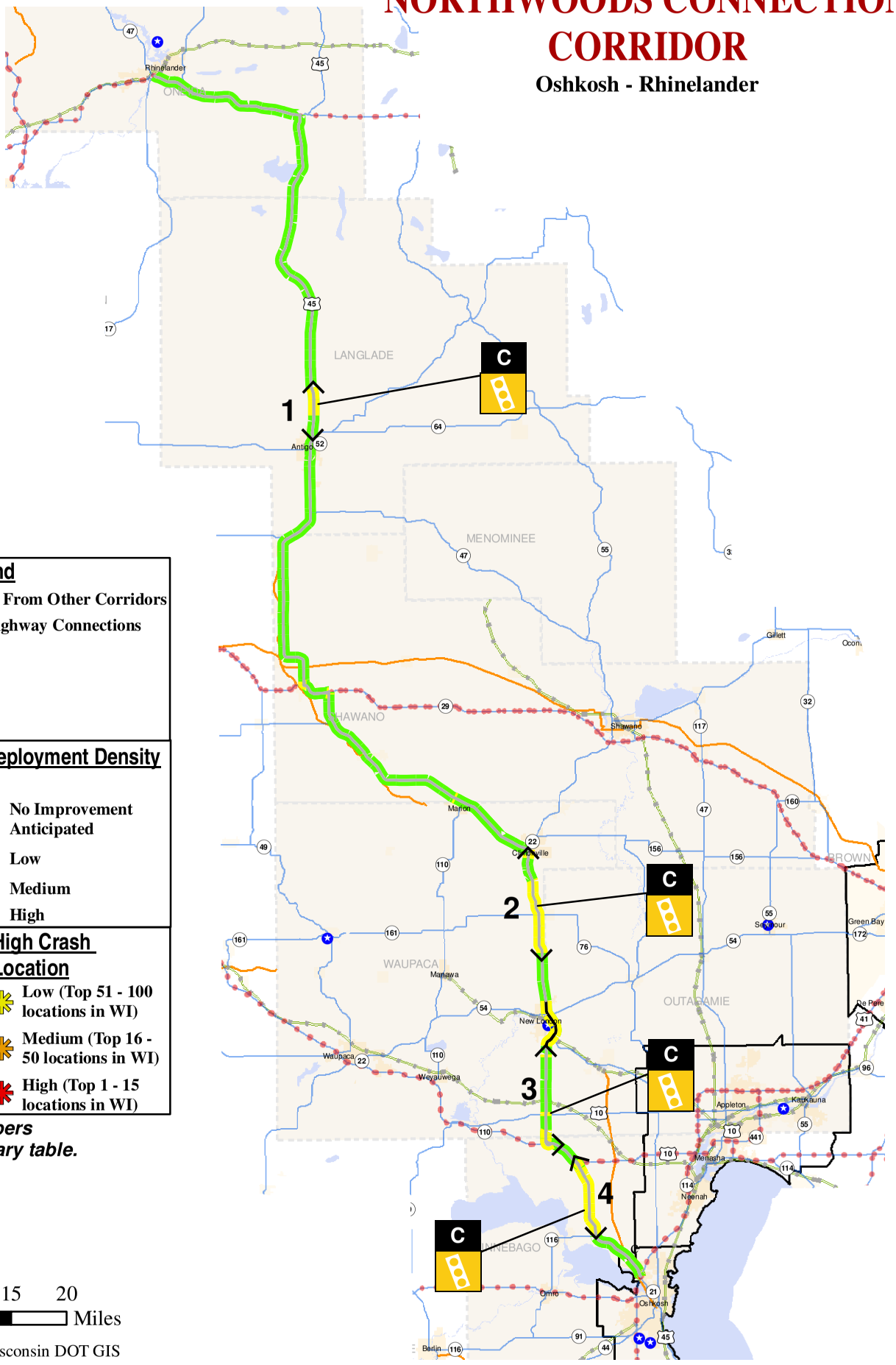
Northern Lakes Corridor
Ramp Termini Summary

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

NORTHWOODS CONNECTION CORRIDOR

Oshkosh - Rhinelander



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

0 5 10 15 20 Miles

Basemap Design by Wisconsin DOT GIS

Northwoods Connection Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 45**	CTH C south to STH 64	Langlade	0%	High	2	WisDOT	Two (2) WisDOT traffic signals.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				0%	Med													
				60%	Low													
				40%	N.A.													
2	**US 45**	STH 22 south to CTH D	Waupaca Outagamie	0%	High	1	WisDOT	One (1) WisDOT signal.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				60%	Low													
				40%	N.A.													
3	**US 45**	STH 15 south to US 10 West JCT	Waupaca Outagamie Winnebago	0%	High	2	WisDOT	Two (2) WisDOT signals.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				0%	Med													
				10%	Low													
				90%	N.A.													
4	**US 45**	US 10 south to STH 116	Winnebago	0%	High	0		No traffic signals.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 45.* ***Also part of the Wolf-Waupaca Rivers Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$105,000	$2,500	$2,500	$5,250	$0	$0	$0	$0	
									Corridor Total	**$105,000**	**$2,500**	**$2,500**	**$5,250**	**$0**	**$0**	**$0**	**$0**	

Northwoods Connection Corridor
Ramp Summary

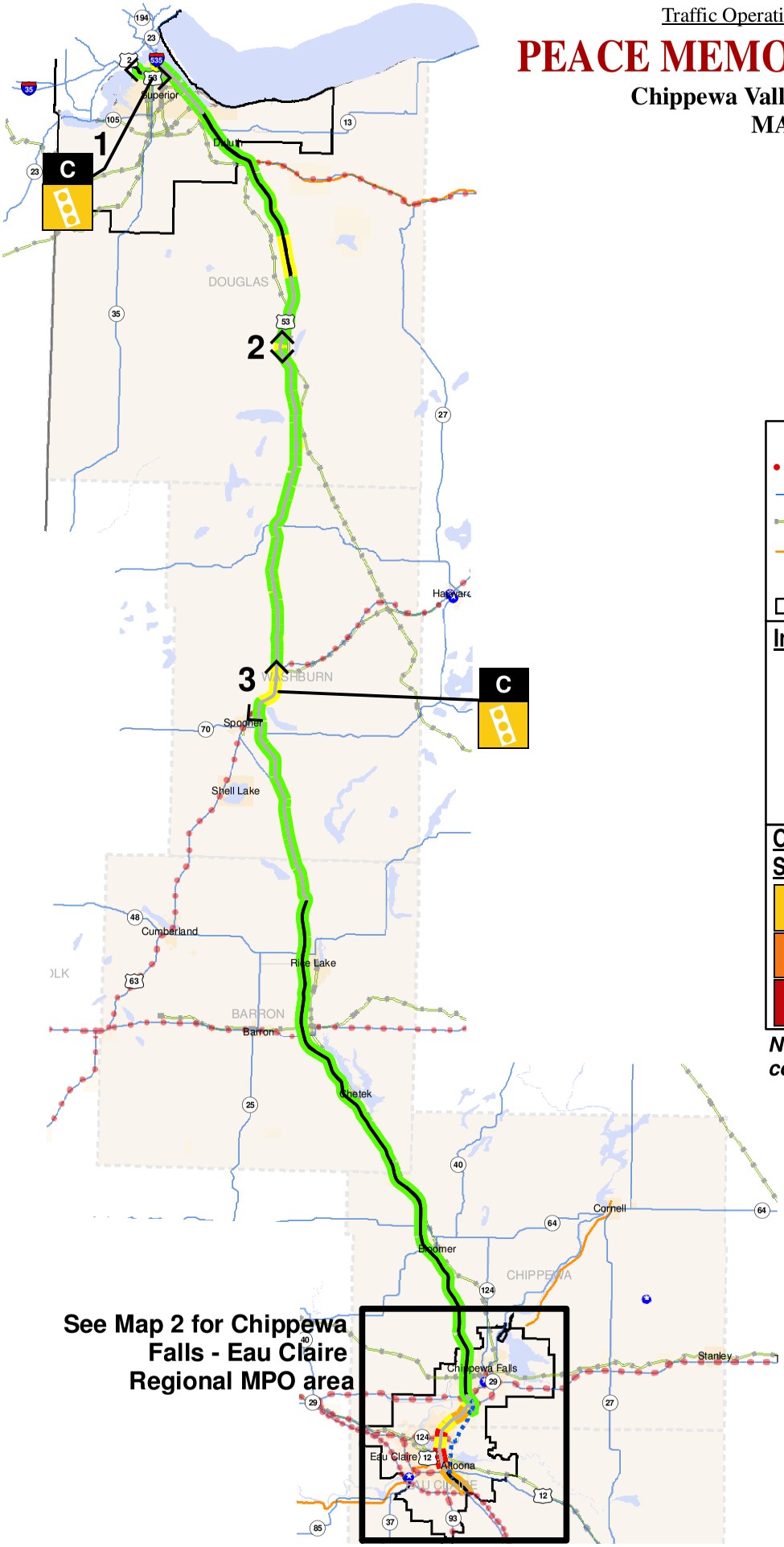
Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

PEACE MEMORIAL CORRIDOR

Chippewa Valley - Duluth/Superior

MAP 1 OF 2



N

Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

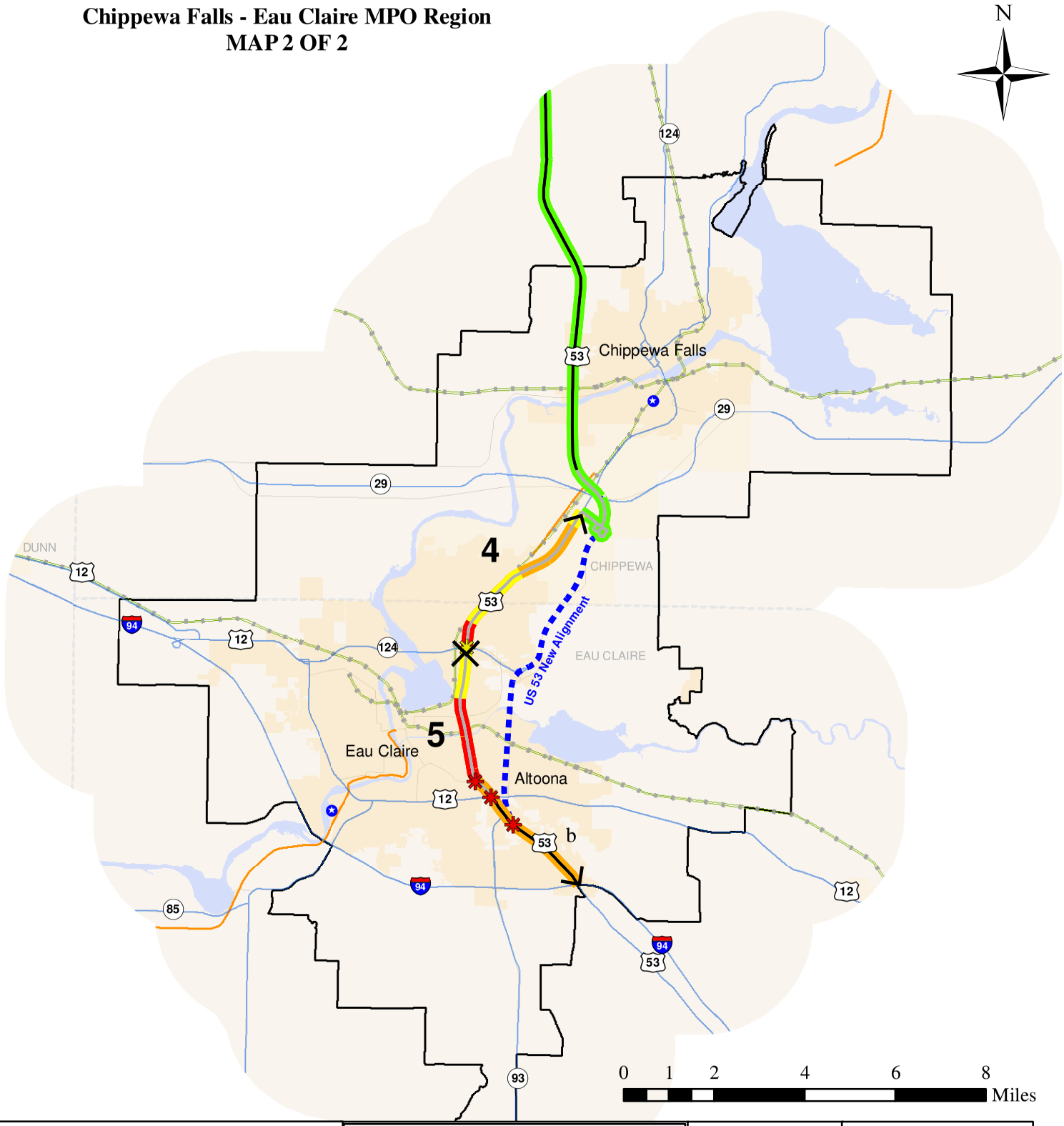
0 5 10 20 Miles

Basemap Design by Wisconsin DOT GIS

Traffic Operations Infrastructure Plan

PEACE MEMORIAL CORRIDOR

Chippewa Falls - Eau Claire MPO Region
MAP 2 OF 2



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Events
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Peace Memorial Corridor
Corridor Summary

Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Desired Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 2 (Belknap Street)**	WI/MN Border east to US 53	Douglas	0%	High	10	WisDOT City of Superior	Two (2) WisDOT signals using KMT 8800 controllers. Eight (8) City of Superior signals	Ten (10) signal controller upgrades. Interconnected signal operation with actuated movements (Ten (10) signals from STH 35/Tower Avenue east to Hill Avenue - 1.3 mi.)	$301,000	$7,590	$7,590	$15,050	$0	$0	$0	$0	Low
				0%	Med.													
				0%	Low													
				100%	N.A.													
2	**US 53**	North approach US 53 Bus south to US 53 Bus south approach	Douglas	0%	High	0		No traffic signals in this segment.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				25%	Low													
				75%	N.A.													
3	**US 53**	North approach of US 63 south to STH 70	Washburn	0%	High	2	WisDOT	Two (2) traffic signals	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals. ***Also part of the Northern Lakes Corridor***	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				20%	Med.													
				60%	Low													
				20%	N.A.													
4	**Bus US 53/ STH 124**	STH 29 south to STH 312	Chippewa Dunn	10%	High	5	WisDOT	Four-lane divided urban arterial with 5 signals; will be turned back to local agency.	Traffic signal technology improvements are not recommended due to the completion of the US 53 bypass in 2006. ***Also part of the Chippewa Valley Corridor***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				40%	Med.													
				40%	Low													
				10%	N.A.													
5	**Bus US 53/ STH 124**	STH 312 south to US 12	Chippewa Dunn	60%	High	6	WisDOT	Four-lane divided urban arterial with 6 signals; will be turned back to local agency.	Traffic signal technology improvements are not recommended due to the completion of the US 53 bypass in 2006. ***Also part of the Chippewa Valley Corridor***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				10%	Med.													
				30%	Low													
				0%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$343,000	$8,590	$8,590	$17,150	$0	$0	$0	$0
Corridor Total	**$343,000**	**$8,590**	**$8,590**	**$17,150**	**$0**	**$0**	**$0**	**$0**

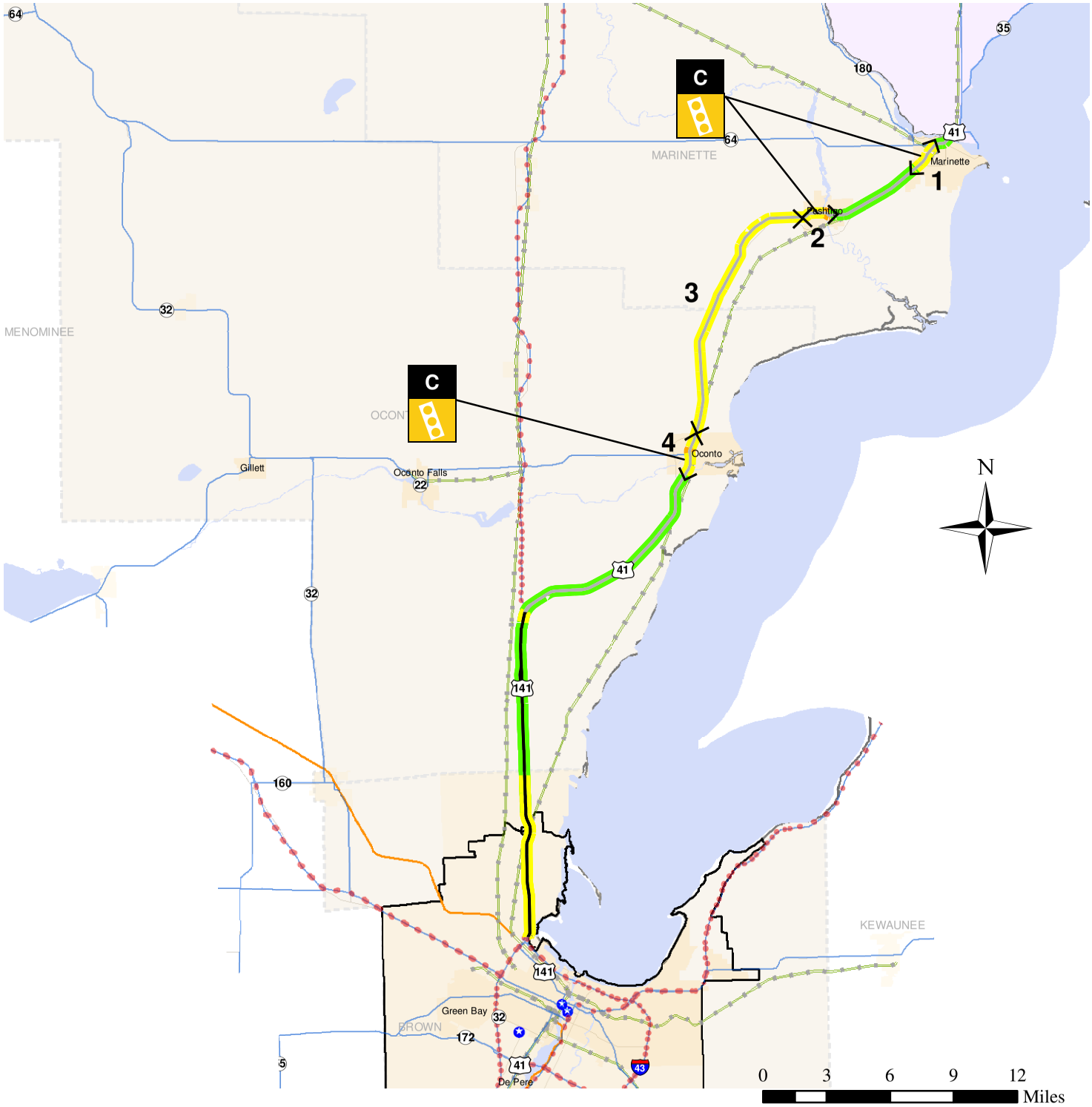
Emerging Priority Corridor

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

PESHTIGO FIRE MEMORIAL CORRIDOR

Green Bay - Menominee County, Michigan



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

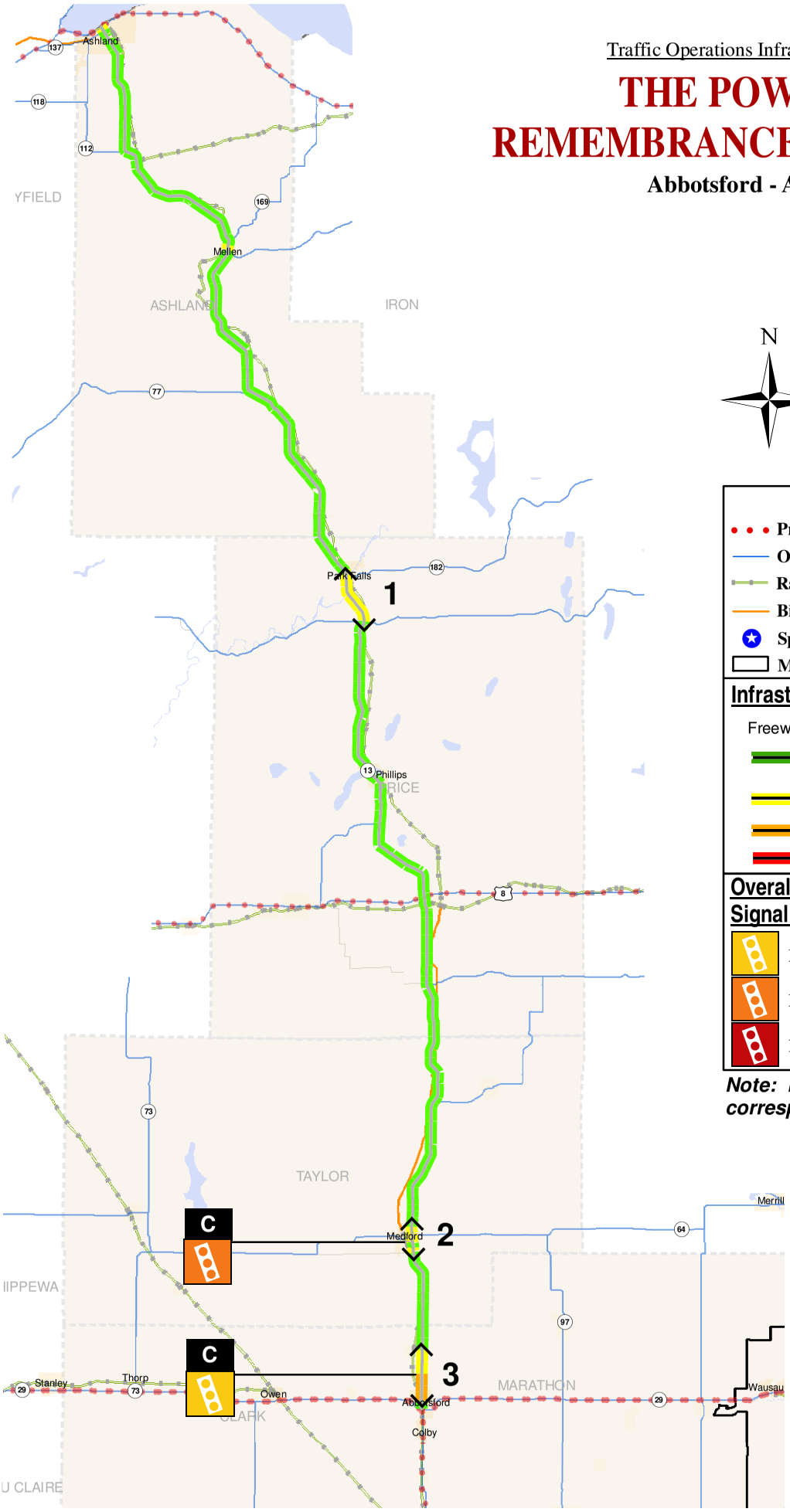
Peshtigo Fire Memorial Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 41/ STH 64**	STH 64 (Hall Avenue) south to CTH T	Marinette	0%	High	1	WisDOT	2-lane highway with 1 signal.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				95%	Low													
				5%	N.A.													
2	**US 41**	Old Peshtigo Road west to Town Line Road	Marinette	0%	High	2		2-lane highway with two signals through Peshtigo.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				25%	Med													
				75%	Low													
				0%	N.A.													
3	**US 41**	Town Line Road south to STH 22/ CTH Y	Oconto Marinette	0%	High	0		2-lane highway connecting Oconto with Peshtigo.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor, the signal should operate as a fully actuated signal favoring US 41.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
4	**US 41/ STH 22**	STH 22/CTH Y south to Doran Street	Oconto	0%	High	1		2/4-lane highway with one signal at STH 22/CTH Y intersection.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				15%	Med													
				85%	Low													
				0%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$84,000	$2,000	$2,000	$4,200	$0	$0	$0	$0
Corridor Total	**$84,000**	**$2,000**	**$2,000**	**$4,200**	**$0**	**$0**	**$0**	**$0**

Peshtigo Fire Memorial Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi



Traffic Operations Infrastructure Plan

THE POW/MIA REMEMBRANCE CORRIDOR

Abbotsford - Ashland

N

Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

0 2.5 5 10 15 20 Miles

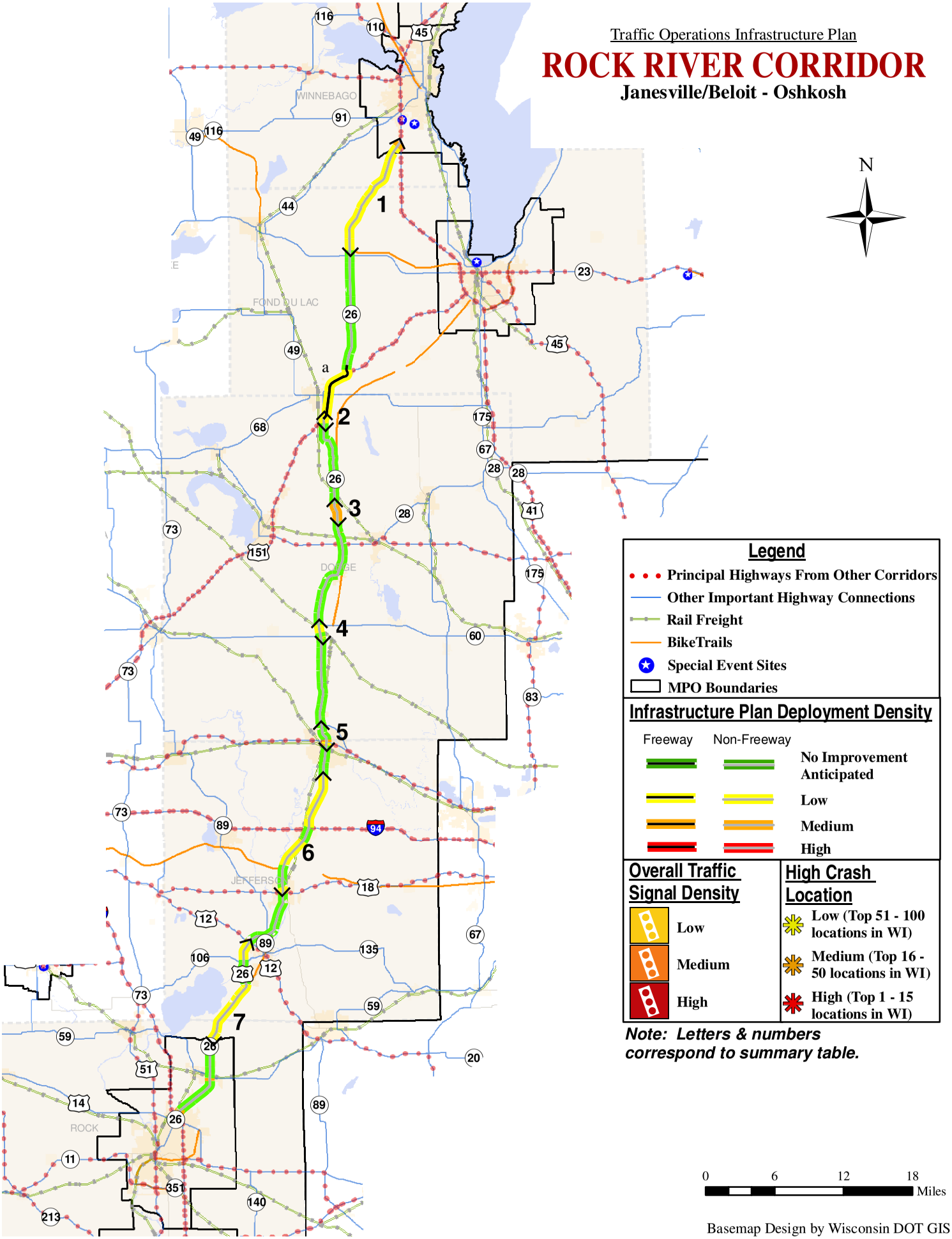
Basemap Design by Wisconsin DOT GIS

POW/MIA Remembrance Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	Operations (per year)	Maintenance (per year)	Replacement (per year)	Deployment (initial cost)	Operations (per year)	Maintenance (per year)	Replacement (per year)	
1	**STH 13**	Price/ Ashland county line south to STH 70	Price	0%	High	0		No traffic signals in this segment.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor, the signal should operate as a fully traffic actuated signal favoring STH 13.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				40%	Low													
				60%	N.A.													
2	**STH 13**	Allman Avenue south to CTH O	Taylor	0%	High	5	WisDOT	Five (5) WisDOT signals using four (4) TCT LC8000 controllers (Allman Street, STH 64, Clark Street, Perkins Street) and one (1) EPAC 300 controller (CTH O). Three (3) controllers located at Clark Street, Perkins Street, and STH 64 interconnected with loops.	Four (4) traffic signal controller upgrades. Closed loop signal system with communications link to operating system (three (3) signals from Clark Street south to Perkins Street - 0.5 mi.). Actuated signal operation at isolated signals.	$58,000	$1,400	$1,400	$2,900	$103,000	$5,150	$2,600	$5,150	Medium
				0%	Med.													
				50%	Low													
				50%	N.A.													
3	**STH 13**	CTH A south to STH 29	Marathon	0%	High	3	WisDOT	Three (3) WisDOT signals using one (1) DP9800 controller (Bus STH 29) and two (2) EPAC 300 controllers (EB & WB STH 29) operating under TBC.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signals.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				55%	Med.													
				40%	Low													
				5%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$58,000	$1,400	$1,400	$2,900	$103,000	$5,150	$2,600	$5,150	
									Total Low Deployment Density	$21,000	$500	$500	$1,050	$0	$0	$0	$0	
									Corridor Total	**$79,000**	**$1,900**	**$1,900**	**$3,950**	**$103,000**	**$5,150**	**$2,600**	**$5,150**	

POW/MIA Remembrance Corridor
Ramp Termini Summary

Traffic signal technology improvements are not recommended at ramp termimi


Traffic Operations Infrastructure Plan
ROCK RIVER CORRIDOR
Janesville/Beloit - Oshkosh
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1
2
3
4
5
6
7
a
WINNEBAGO
FOND DU LAC
DODGE
JEFFERSON
ROCK
Legend
Principal Highways From Other Corridors
Other Important Highway Connections
Rail Freight
BikeTrails
Special Event Sites
MPO Boundaries
Infrastructure Plan Deployment Density
Freeway
Non-Freeway
No Improvement Anticipated
Low
Medium
High
Overall Traffic Signal Density
Low
Medium
High
High Crash Location
Low (Top 51 - 100 locations in WI)
Medium (Top 16 - 50 locations in WI)
High (Top 1 - 15 locations in WI)
Note: Letters & numbers correspond to summary table.
0
6
12
18
Miles
Basemap Design by Wisconsin DOT GIS

Rock River Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 26**	US 41 to Rose-Eld Road	Winnebago Fond du Lac	0%	High	0		Rural highway with no traffic signals. Flagged primarily for future volumes and special events (such as EAA fly-in), although small orange section flagged for high crash rate.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 26.* ***Also part of the Wild Goose Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med													
				95%	Low													
				0%	N.A.													
2	**STH 26**	South Interchange with US 151	Dodge	0%	High	0		Rural interchange with no traffic signals. Flagged for high crash rate.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
3	**STH 26**	CTH B to CTH E	Dodge	0%	High	0		Rural two lane highway with no signals. Flagged for crash severity.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 26.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				100%	Med													
				0%	Low													
				0%	N.A.													
4	**STH 26**	STH 60 (east) to STH 60 (west)	Dodge	0%	High	1 flasher	WisDOT	Northern portion is two-lane undivided with one-way stop (with flasher) at northern junction with STH 60. Southern portion is divided with interchange at southern junction with STH 60. From 2013 - 2015, STH 26 will be reconstructed as four-lane divided highway with full diamond interchange at STH 60, which will be realigned to eliminate northern junction.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 26.* *From 2013 - 2015, STH 26 will be reconstructed as four-lane divided highway with full diamond interchange at STH 60, which will be realigned to eliminate northern junction.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
5	**STH 26**	STH 16 to Milwaukee Street	Dodge Jefferson	0%	High	?	?	2-lane urban arterial. Four-lane divided bypass of Watertown scheduled for construction from 2009 - 2011, after which existing STH 26 will be transferred to local jurisdiction.	Traffic signal technology improvements are not recommended. Routine traffic signal timing optimization. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 26.* *Four-lane divided bypass of Watertown scheduled for construction from 2009 - 2011, after which existing STH 26 will be transferred to local jurisdiction.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				15%	Med													
				10%	Low													
				75%	N.A.													

Rock River Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
6	**STH 26**	Airport Lane (Watertown) to STH 89	Jefferson	0%	High	5	WisDOT	Mix of urban and rural, undivided and divided highway with traffic signals in Johnson Creek and Jefferson. Bypass of Jefferson and expansion of remaining two-lane sections to four-lane divided to be constructed 2008-2010.	Traffic signal technology improvements are not recommended. Routine traffic signal timing optimization. *If a traffic signal is installed on the corridor the signal should operate as a fully actuated signal favoring STH 26.* *Four-lane divided bypass of Jefferson scheduled for construction from 2008 - 2010.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				60%	Low													
				40%	N.A.													
7	**STH 26**	US 12 to CTH N	Jefferson Rock	0%	High	1	WisDOT	Rural two-lane highway. From 2010-2014, highway will be expanded to four-lane divided as part of new Milton bypass and expanded Fort Atkinson bypass.	Traffic signal technology improvements are not recommended. Routine traffic signal timing optimization. *If a traffic signal is installed on this corridor the signal should operate as a fully actuated signal favoring STH 26.* *From 2010-2014, STH 26 will be expanded to four-lane divided as part of new Milton bypass and expanded Fort Atkinson bypass.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				85%	Low													
				15%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Corridor Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	

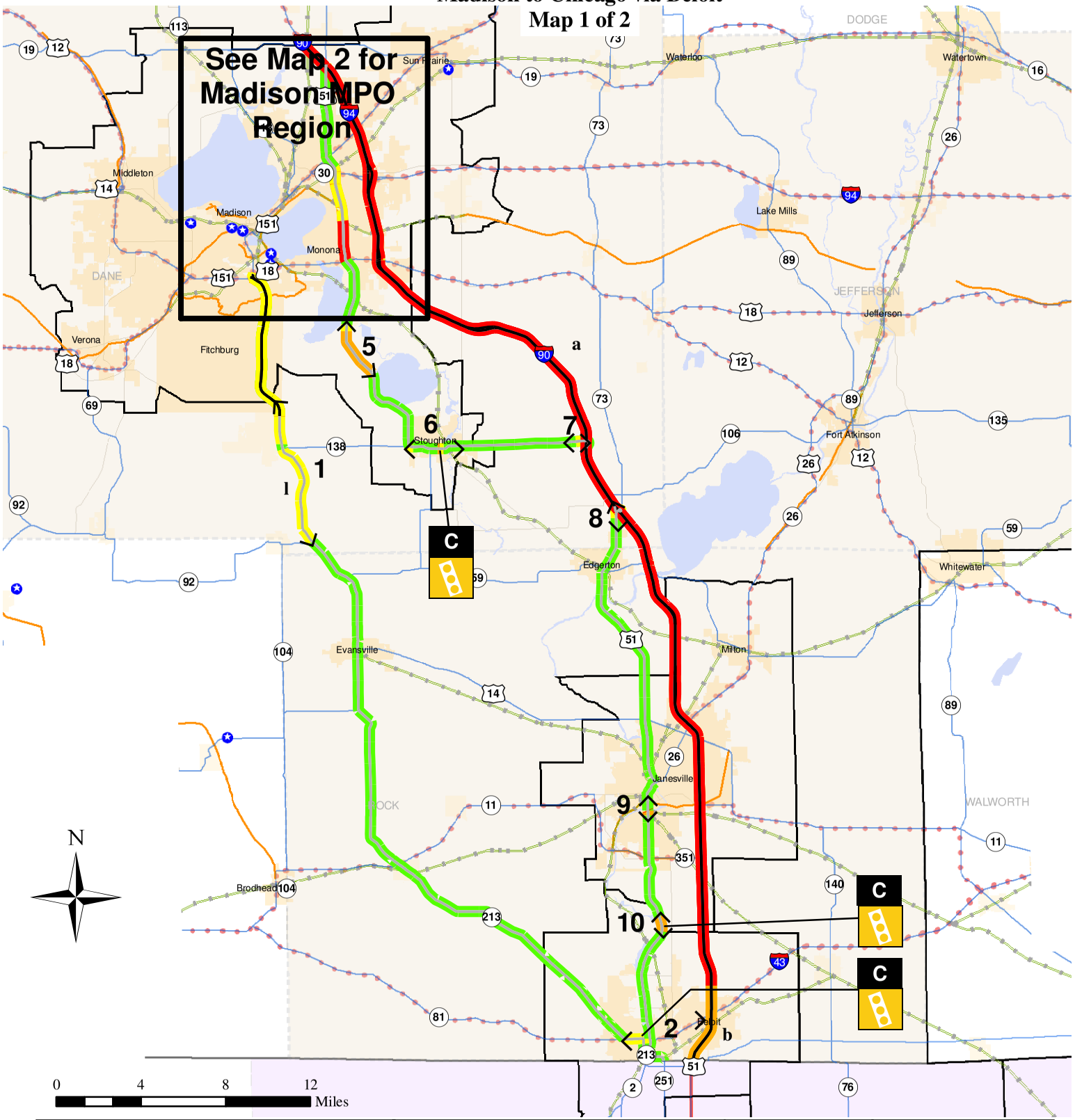
Rock River Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

SOUTH CENTRAL CORRIDOR

Madison to Chicago via Beloit

Map 1 of 2



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

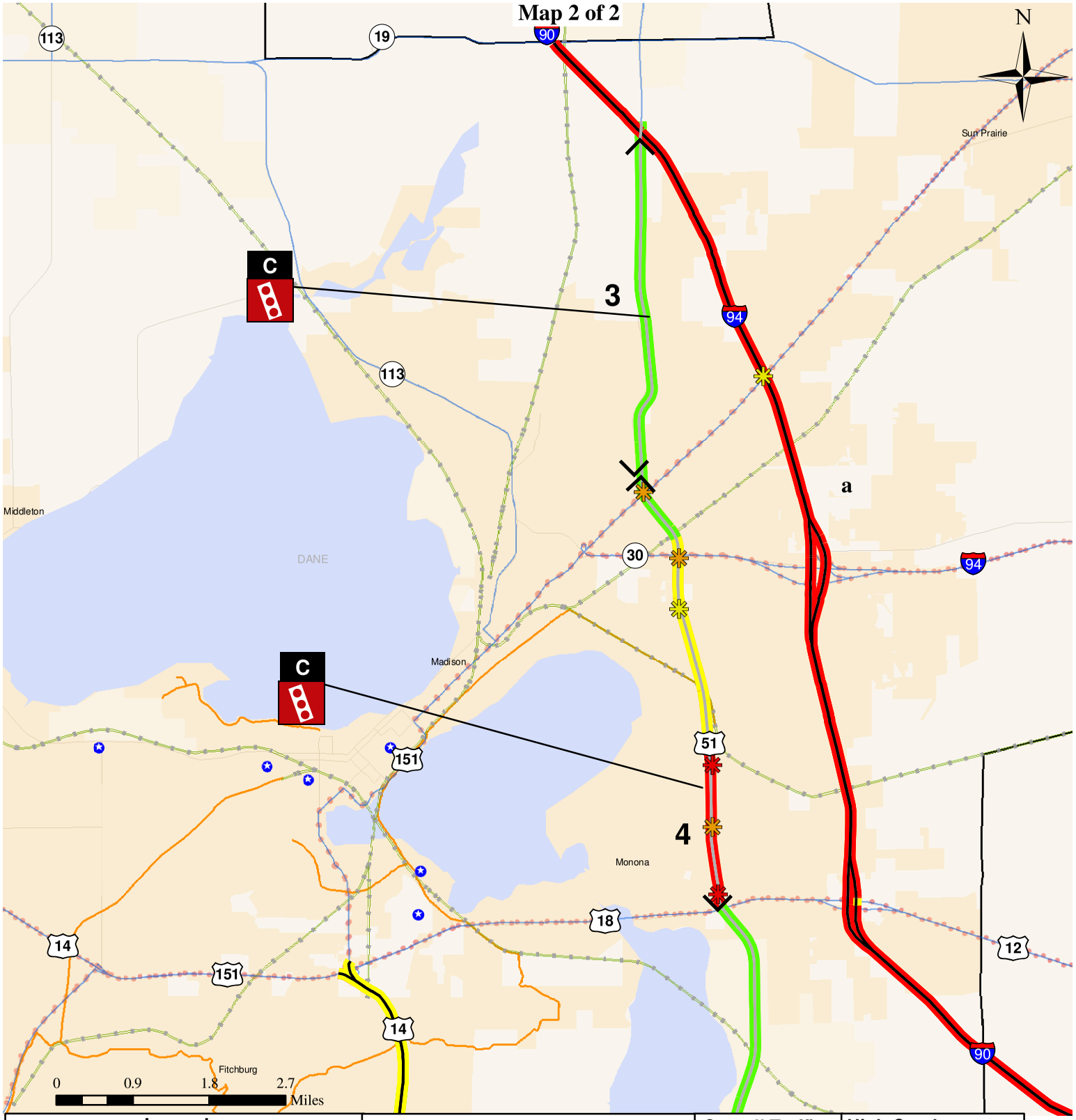
Basemap Design by Wisconsin DOT GIS

Traffic Operations Infrastructure Plan

SOUTH CENTRAL CORRIDOR

Madison MPO Region

Map 2 of 2



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

South Central Connection Corridor
Corridor Summary

PRIORITY CORRIDOR

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 14**	CTH MM to STH 92	Dane	0%	High	0		Current 2-lane highway with no traffic signals. Four-lane expansion of northern segment scheduled for 2010 from STH 138 to CTH MM, and new 2-lane realignment for southern segment scheduled for 2016 from STH 138 to STH 92.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 14.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				10%	Med													
				85%	Low													
				5%	N.A.													
2	**STH 81**	STH 213 to I-39/I-90	Rock	0%	High	12	City of Beloit?	2-lane and 4-lane divided highway through urban core of city of Beloit with twelve (12) signals.	Twelve (12) traffic signal controller upgrades. Interconnected signal operation with actuated movement (four (4) signals from Lee Lane east to I-39/I-90 - 0.65 mi.). Interconnected signal operation with actuated movements (two (2) signals from Liberty Avenue to Portland Avenue - 0.25 mi.). Actuated signal operation at isolated signals. ***Also part of the Cheese Country Corridor.***	$327,000	$8,070	$8,070	$16,350	$0	$0	$0	$0	Low
				5%	Med		WisDOT?											
				25%	Low													
				70%	N.A.													
3	**US 51**	I-90/94 south to STH 151	Dane	0%	High	3	WisDOT	6 lane urban arterial with three (3) signals. Corridor is part of the "Madison Blue Route" and used as an alternate route when I-39/I-90/I-94 has reduced capacity due to an incident.	Two (2) traffic signal controller upgrades. Advanced Traffic Management System (ATMS) and real time communication link to operating agency and State Traffic Operations Center (3.75mi.). ***Also part of the Badger State Corridor.***	$16,000	$400	$400	$800	$836,250	$62,625	$21,000	$41,813	High
				0%	Med													
				0%	Low													
				100%	N.A.													
4	**US 51**	US 151 south to US 12/US 18	Dane	40%	High	9	WisDOT	US 51 consists of nine signalized intersections as well as grade separated interchanges. Segment is part of the "Madison Blue Route" and is used as an alternate route when I-39/I-90/I-94 has reduced capacity due to an incident. A mix of signals are deployed along the corridor: Six (6) signals using TCT LC8000 controllers (Lexington, Milwaukee, STH 151, Buckeye Road, Pflaum Road, CTH BB/Cottage Grove Road) and three (3) signals using a TCT LC40 controller (STH 30 and two (2) at the US 12/US 18 ramps). The signals at STH 30 and STH 151, and the ramps at US 12/US 18 operate under TBC.	Nine (9) traffic signal controller upgrades. Closed loop signal system (US 151 south to US 12/US 18 - 9 signals, 5 mi.) with Advanced Traffic Management System (ATMS) and real time communication link to operating agency and State Traffic Operations Center. *Traffic signal at US 51 and US 151 should be coordinated with either the signals on US 51 (WisDOT signals) or US 151 (City of Madison signals) depending on traffic demand.* ***Also part of the Badger State Corridor.***	$72,000	$1,800	$1,800	$3,600	$1,115,000	$83,500	$28,000	$55,750	High
				0%	Med													
				50%	Low													
				10%	N.A.													
5	**US 51**	Exchange Road to CTH B	Dane	0%	High	0	WisDOT	Current 2-lane highway with no traffic signals. *Segment flagged for high crash rates and V/C ratios.*	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 51.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				90%	Med													
				10%	Low													
				0%	N.A.													
6	**US 51**	West approach of STH 138 to CTH N	Dane	0%	High	6	WisDOT	Current 4-lane undivided highway through urban area. One (1) WisDOT operated signal at CTH N.	Six (6) traffic signal controller upgrades. Four (4) interconnected signal operation with actuated movements (STH 138/CTH A/Van Buren Street east to 4th Street - 0.65 mi.). Two (2) actuated signal operation at isolated signals.	$184,500	$4,595	$4,595	$9,225	$0	$0	$0	$0	Low
				0%	Med													
				15%	Low													
				85%	N.A.													

South Central Connection Corridor
Corridor Summary

PRIORITY CORRIDOR

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
7	**US 51**	CTH W to I-39/I-90	Dane	0%	High	0		Current 2-lane highway with no traffic signals transitions to a 4-lane divided highway between CTH W and CTH A. 4-lane highway terminates at I-39/I-90 interchange ramps.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 51.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				40%	Low													
				60%	N.A.													
8	**US 51**	I-39/90 to Haugen Road/ Albion Road	Dane	0%	High	0		Current 2-lane highway with no traffic signals.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 51.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
9	**US 51**	US 14 to CTH A	Rock	0%	High	2	WisDOT	Current two-lane urban highway with passing lanes at intersections. One (1) WisDOT operated signal at US 14/US 51 intersection.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 51.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				15%	Med													
				0%	Low													
				85%	N.A.													
10	**US 51**	Sunny Lane Road south to Philhower Road	Rock	0%	High	1	WisDOT	Current 4-lane undivided highway with one (1) WisDOT operated traffic signal.	One (1) traffic signal controller upgrade. Actauted signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				100%	Med													
				0%	Low													
				0%	N.A.													

Total High Deployment Density	$88,000	$2,200	$2,200	$4,400	$1,951,250	$146,125	$49,000	$97,563
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$532,500	$13,165	$13,165	$26,625	$0	$0	$0	$0
Corridor Total	**$620,500**	**$15,365**	**$15,365**	**$31,025**	**$1,951,250**	**$146,125**	**$49,000**	**$97,563**

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	I-39/I-90/ I-94	STH 19	Dane	Type B	High	Yes	WisDOT	Signalized diamond interchange with westbound off ramp to be signalized *(not yet installed)* .	Provide communication link between ramp termini signal and operating agency. ***Also part of Badger State and Wisconsin River Corridor.***	$0	$0	$0	$0	$3,000	$100	$100	$150
a-2	I-39/I-90/ I-94	US 51	Dane	Type B	High	No	N/A	Unsignalized six-ramp partial cloverleaf interchange.	Traffic signal technology improvements are not recommended. ***Also part of Badger State and Wisconsin River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
a-3	I-39/I-90/ I-94	US 151 (Washington Boulevard)	Dane	Type A	High	No	N/A	Full clover leaf interchange	Traffic signal technology improvements are not recommended. ***Also part of Capitol, Wild Goose, Wisconsin River, and Badger State Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
a-4	I-39/I-90/ I-94	High Cross Boulevard	Dane	Type A	High	No	N/A	Unsignalized interchange with only eastbound onramp and westbound off ramp	Traffic signal technology improvements are not recommended. ***Also part of Capitol, Wisconsin River, and Badger State Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
a-5	I-39/I-90/ I-94	I-94/STH 30	Dane	Type A	High	No	N/A	All directional four leg interchange	Traffic signal technology improvements are not recommended. ***Also part of Capitol, Wisconsin River, and Badger State Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
a-6	I-39/I-90	US 12/US 18	Dane	Type A	High	No	N/A	Unsignalized partial cloverleaf interchange.	Traffic signal technology improvements are not recommended. *Also part of Capitol and Badger State Corridors.*	$0	$0	$0	$0	$0	$0	$0	$0
a-7	I-39/I-90	CTH N	Dane	Type B	High	No	N/A	Unsignalized diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-8	I-39/I-90	East approach of US 51	Dane	Type B	High	No	N/A	Unsignalized trumpet interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-9	I-39/I-90	US 51/STH 73	Dane	Type B	High	No		Partial cloverleaf interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-10	I-39/I-90	STH 59	Rock	Type B	High	Yes	WisDOT	Partial cloverleaf interchange with loops in SE and SW quadrants using an EPAC 300 controller .	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-11	I-39/I-90	No ramp termini in segment	Rock	Type B	High	N/A	N/A	No ramp termini in segment	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-12	I-39/I-90	STH 26	Rock	Type A	High	No	N/A	Partial cloverleaf interchange with loops in E and W quadrants.	Install traffic signal at ramp termini intersection (if warranted). Provide communications link from ramp termini signal to operating agency.	$325,000	$8,100	$8,100	$16,250	$3,000	$100	$100	$150
a-13	I-39/I-90	US 14 (Humes Rd)	Rock	Type A	High	Yes	WisDOT	Partial cloverleaf interchange with loops in NE and SW quadrants using EPAC 300 controllers.	Provide communications link between ramp termini signal and operating agency.	$0	$0	$0	$0	$3,000	$200	$200	$300
a-14	I-39/I-90	BUS US 14 - Racine St	Rock	Type A	High	No		Cloverleaf interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-15	I-39/I-90	STH 11	Rock	Type B	High	No		Diamond interchange	Install traffic signal at ramp termini intersection (if warranted). Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center.	$325,000	$8,100	$8,100	$16,250	$6,000	$200	$200	$300
a-16	I-39/I-90	CTH S	Rock	Type B	High	No		Diamond interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0

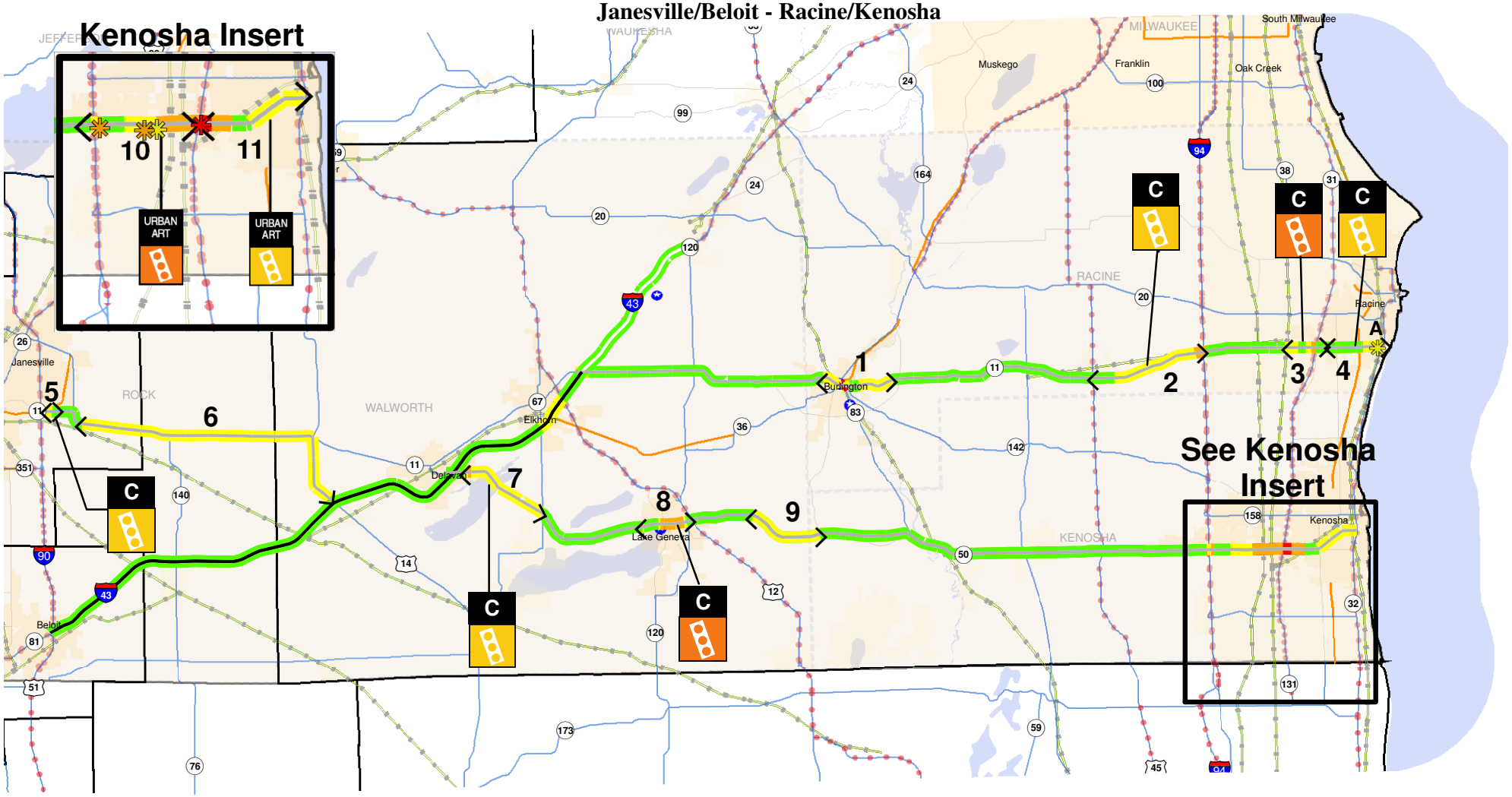
PRIORITY CORRIDOR

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
b-1	I-39/I-90	I-43	Rock	Type B	Medium	No		Cloverleaf interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
									Total High Deployment Density	$650,000	$16,200	$16,200	$32,500	$15,000	$600	$600	$900
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
									Ramp Termini Total	**$650,000**	**$16,200**	**$16,200**	**$32,500**	**$15,000**	**$600**	**$600**	**$900**

Traffic Operations Infrastructure Plan

SOUTHERN TIER CORRIDOR

Janesville/Beloit - Racine/Kenosha



Legend	Infrastructure Plan Deployment Density	Overall Traffic Signal Density	High Crash Location
Principal Highways From Other Corridors	Freeway / Non-Freeway	Low	Low (Top 51 - 100 locations in WI)
Other Important Highway Connections	No Improvement Anticipated	Medium	Medium (Top 16 - 50 locations in WI)
Rail Freight	Low	High	High (Top 1 - 15 locations in WI)
BikeTrails	Medium		
Special Event Sites	High		
MPO Boundaries			

N

0 2.5 5 7.5 10 Miles

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Desired Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 11**	English Settlement Road to STH DD	Racine	5% 0% 85% 10%	High Med Low N.A.	5	WisDOT City of Burlington	Five (5) isolated intersections using EDI-SSM-12E and EPAC controllers.	Traffic signal technology improvements are not anticipated. *A bypass is being constructed around the south and east sides of the City of Burlington connecting STH 11 and STH 83. The bypass will be completed in 2010 which should greatly reduce traffic congestion in downtown Burlington.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
2	**STH 11**	US 45 east to I-94	Racine	0% 5% 80% 15%	High Med Low N.A.	1	WisDOT	One (1) isolated signal at US 45 and STH 11 in Union Grove using a TCT LC8000 controller.	Install two (2) traffic signals at I-94 ramp termini (if warranted). One (1) traffic signal controller upgrade. Actuated signal operation at isolated signals. *Signal should be able to adapt to changes in travel patterns on both US 45 and STH 11 as well as meet the needs of the town of Union Grove.*	$346,000	$8,600	$8,600	$17,300	$0	$0	$0	$0	Low
3	**STH 11**	Oakes Road east to Ohio Street	Racine	0% 10% 60% 30%	High Med Low N.A.	4	WisDOT City of Racine	4 signals interconnected from Oakes Road east to Ohio Street using two EPAC, one TCT LC8000, and one Eagle DP9800 controllers.	Two (2) traffic signal controller upgrades. Closed loop signal system with communications link to operating agency (four (4) signals from Oakes Road east to Ohio Street - 1.75 mi.). *Combine with Hiawatha Corridor project STH 31: STH 38 (Northwestern Avenue) south to STH 11 (Durand Avenue).* ***Cost to upgrade system on STH 32 is included with Hiawatha Corridor.***	$16,000	$400	$400	$800	$360,500	$18,025	$9,100	$18,025	Medium
4	**STH 11**	Ohio Street east to STH 32	Racine	0% 0% 25% 75%	High Med Low N.A.	5	WisDOT City of Racine	One (1) isolated signal (STH 32), three (3) TBC signals using EPAC (Memorial Drive and Drexel Avenue) and EPIC controllers (Taylor Avenue). One (1) signal with unknown information (Lathrop Avenue)	Three (3) traffic signal controller upgrades. Interconnected signal operation with actuated movements (five (5) signals from Ohio Street east to STH 32 - 2.0 mi.).	$364,000	$9,200	$9,200	$18,200	$0	$0	$0	$0	Low
5	**STH 11**	I-39/I-90 east CTH J/Wright Road	Rock	0% 0% 100% 0%	Red Orange Yellow Green	1	WisDOT	Signalized intersection at STH 11 and CTH J/Wright Road using an Eagle EPAC 300 controller. US 14/STH 11 currently under study by WisDOT	Actuated signal operation at isolated signal. ***Also part of Glacial Plains Corridor***	$13,000	$300	$300	$650	$0	$0	$0	$0	Low

Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Desired Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
6	**US 14/ STH 11**	CTH O east to I-43	Rock Walworth	0%	Red	0	WisDOT	Segments of rural 2 and 4 lane roadways with no traffic signals. US 14/STH 11 currently under study by WisDOT	Traffic signal technology improvements are not recommended. *US 14/STH 11 currently under study by WisDOT.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Orange													
				100%	Yellow													
				0%	Green													
7	**STH 50**	I-43 east to STH 67	Walworth	0%	High	4	WisDOT	Four (4) signals	Four (4) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$84,000	$2,000	$2,000	$4,200	$0	$0	$0	$0	Low
				5%	Med													
				95%	Low													
				0%	N.A.													
8	**STH 50**	Snake Road/ Forest Street east to US 12/ STH 120/ CTH H	Walworth	0%	High	5	City of Lake Geneva	Five (5) isolated signals, two (2) using EPAC Controllers. Through downtown Lake Geneva, STH 50 becomes a urbanized route with angle parking, substandard turning bays and heavy pedestrian volumes. STH 50 still serves a truck route.	Three (3) traffic signal controller upgrades. Closed loop signal system with communications link to operating agency (five (5) signals from Broad Street east to US 12/STH 120/CTH H - 1.3 mi.).	$24,000	$600	$600	$1,200	$267,800	$13,390	$6,760	$13,390	Medium
				50%	Med													
				10%	Low													
				40%	N.A.													
9	**STH 50**	South Road east to CTH P (Dyer Lake Road)	Walworth Kenosha	0%	High	1	WisDOT	1 isolated signal (CTH P) using an EPAC controller.	Traffic signal technology improvements are not recommended. Routine traffic signal timing optimization.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
10	**STH 50**	I-94 east to Cooper Road/52nd Avenue	Kenosha	0%	High	9	WisDOT	Three (3) TBC signals from 118th Street to I-94 Ramps using EPAC controllers. Four (4) TBC signals from 70th Street to Cooper Road using TCT LC8000 controllers. Two (2) isolated signals (CTH H and CTH HH). Four of the Top 100 high crash locations are located within this segment. An additional 3 Top 100 high crash locations are located just north of the corridor on STH 31.	Five (5) traffic signal controller upgrades. Closed loop signal system with communications link to operating agency (five (5) signals from I-94 ramps east to 88th Street - 2.0 mi.). Closed loop signal system with communications link to operating agency (four (4) signals from 70th Avenue east to Cooper Road/52nd Avenue - 1.15 mi.) *Combine with Hiawatha Corridor project STH 31: STH 158 south to STH 50.*	$40,000	$1,000	$1,000	$2,000	$648,900	$32,445	$16,380	$32,445	Medium
				40%	Med													
				30%	Low													
				30%	N.A.													
11	**STH 50**	Pershing Boulevard east to STH 32	Kenosha	10%	High	6	City of Kenosha	Two (2) hardwired interconnected signals using EPAC controllers and three (3) TBC signals using Kentron controllers. Signal at STH 50 and STH 31 is interconnected to signals on STH 32.	Three (3) traffic signal controller upgrades. Interconnected signal operation with actuated signal movements (6 signals from Pershing Boulevard east to STH 32 - 2.2 mi.). *Signal at STH 31 to remain interconnected to signal system on STH 31.*	$398,000	$10,060	$10,060	$19,900	$0	$0	$0	$0	Low
				15%	Med													
				60%	Low													
				15%	N.A.													

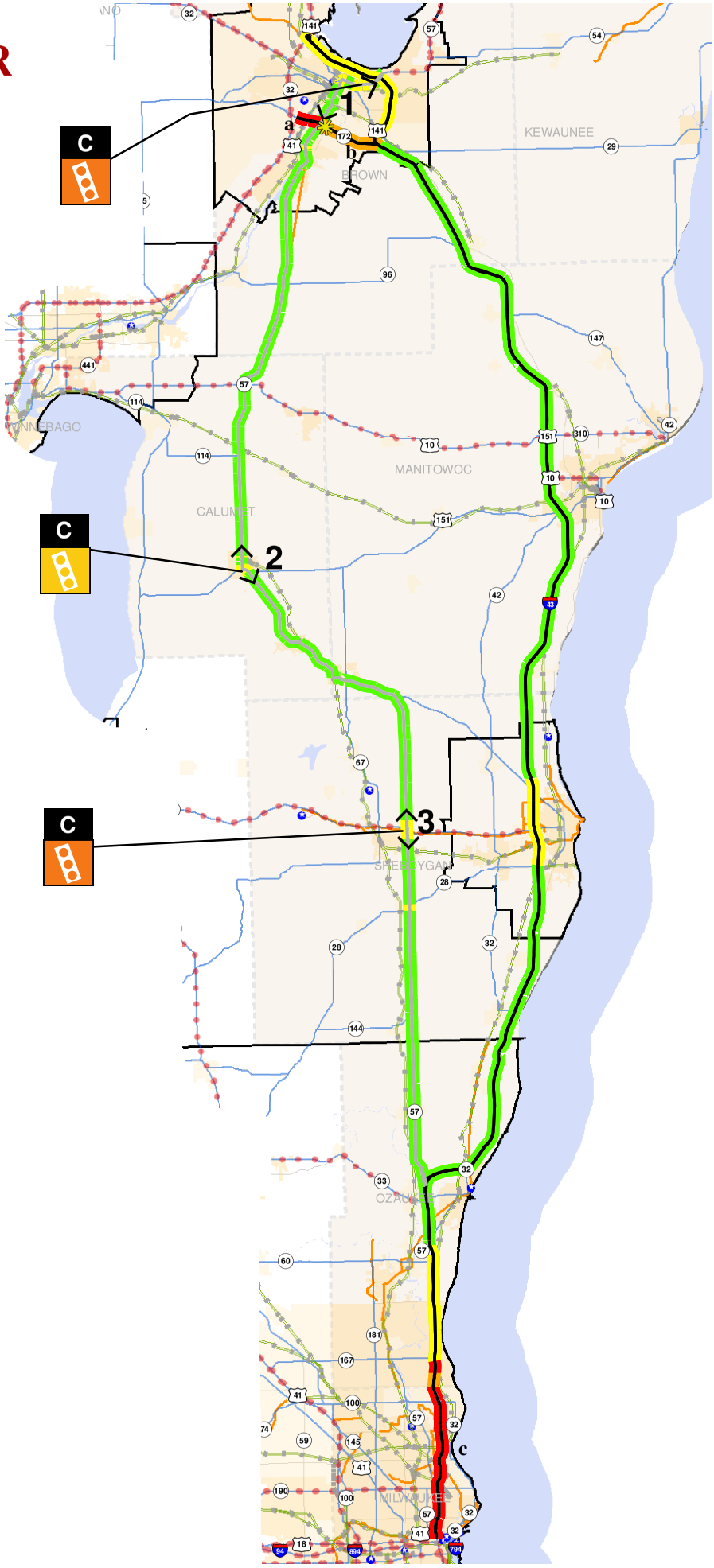
Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$80,000	$2,000	$2,000	$4,000	$1,277,200	$63,860	$32,240	$63,860
Total Low Deployment Density	$1,205,000	$30,160	$30,160	$60,250	$0	$0	$0	$0
Ramp Termini Total	**$1,285,000**	**$32,160**	**$32,160**	**$64,250**	**$1,277,200**	**$63,860**	**$32,240**	**$63,860**

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

TITLETOWN CORRIDOR

Milwaukee - Green Bay



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

0 5 10 15 Miles

Basemap Design by Wisconsin DOT GIS

Titletown Corridor
Corridor Summary

Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 57**	I-43 south to STH 172	Brown	0%	Red	17	WisDOT City of Green Bay	16 local agency signals, 1 WisDOT signal	Seventeen (17) traffic signal controller upgrades. Closed loop signal system with communications link to operating agencies (seventeen (17) signals from CTH N west and south to Porlier Street - 3.6 mi.)	$136,000	$3,400	$3,400	$6,800	$741,600	$40,480	$22,120	$43,880	Medium
				0%	Orange													
				20%	Yellow													
				80%	Green													
2	**STH 57**	Breed Street south to the east approach of STH 151/ Calumet Street	Calumet	0%	Red	2	WisDOT	Two (2) traffic signals	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				0%	Orange													
				90%	Yellow													
				10%	Green													
3	**STH 57**	CTH O south to CTH PP	Sheboygan	0%	Red	3	WisDOT	Three (3) WisDOT signals using two (2) EPAC controllers (STH 23 and Kiley Way) and one (1) TCT LC8000 controller (CTH C)	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signals.	$47,000	$1,100	$1,100	$2,350	$0	$0	$0	$0	Low
				0%	Orange													
				35%	Yellow													
				65%	Green													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$136,000	$3,400	$3,400	$6,800	$741,600	$40,480	$22,120	$43,880	
									Total Low Deployment Density	$89,000	$2,100	$2,100	$4,450	$0	$0	$0	$0	
									Corridor Total	**$225,000**	**$5,500**	**$5,500**	**$11,250**	**$741,600**	**$40,480**	**$22,120**	**$43,880**	

Titletown Corridor
Ramp Termini Summary

Emerging Priority Corridor

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**STH 172**	US 41	Brown	Type A	High	No			Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
a-2	**STH 172**	CTH Yy (Pilgrim Way) & Vanderperren Way	Brown	Type A	High	Yes-partially		Northbound off and on ramps are to/from CTH Yy (Pilgrim Way). Northbound off ramp is signalized. Southbound on and off ramps to/from Vanderperren Way are unsignalized.	Provide communication link from ramp termini signal to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
b-1	**STH 172**	CTH X (S Webster Ave)	Brown	Type A	Medium	Yes		Westbound cloverleaf on ramp and eastbound cloverleaf off ramp only	Provide communication link from ramp termini signal to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
b-2	**STH 172**	CTH GV (Monroe Rd)	Brown	Type A	Medium	Yes		Signalized diamond interchange	Provide communication link from ramp termini signal to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
b-3	**STH 172**	I-43	Brown	Type A	Medium	No		Unsignalized three-legged direction interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-1	**I-43**	County Line Road	Milwaukee Ozaukee	Type B	High	No		Unsignalized metered southbound onramp with one single occupancy vehicle lane and one multiple vehicle occupancy lane.	Install traffic signal at ramp termini intersection (if warranted). Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$325,000	$8,100	$8,100	$16,250	$38,000	$1,000	$1,000	$1,900
c-2	**I-43**	CTH W/Port Washington Road	Milwaukee	Type A	High	No		Northbound off ramp exiting to CTH W/Port Washington Road	Install traffic signal at ramp termini intersection (if warranted). Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$325,000	$8,100	$8,100	$16,250	$38,000	$1,000	$1,000	$1,900

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-3	**I-43**	STH 32/STH 100/Brown Deer Road	Milwaukee	Type A	High	No		Unsignalized full clover leaf interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-4	**I-43**	CTH PP/ Good Hope Road	Milwaukee	Type A	High	Yes		Signalized diamond interchange	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-5	**I-43**	Silver Spring Drive	Milwaukee	Type A	High	Yes		Southbound metered onramp with two single occupancy vehicle lanes and one multiple vehicle occupancy lanes and off ramp at signalized Silver Spring Drive. Northbound onramp from signalized intersection at Port Washington Road. Two southbound off ramps, one at signalized Port Washington Road and one clover leaf at unsignalized Silver Spring Drive.	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-6	**I-43**	Port Washington Road	Milwaukee	Type A	High	No		Northbound clover leaf off ramp approximately 300 feet north of signalized Hampton Avenue.	Provide communication link from ramp termini signal to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
c-7	**I-43**	Hampton Avenue	Milwaukee	Type A	High	North: Yes South: No		Southbound metered onramp with one single occupancy vehicle lane and one multiple occupancy vehicle lane.	Install traffic signal at southbound ramp termini intersection. Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$325,000	$8,100	$8,100	$16,250	$38,000	$1,000	$1,000	$1,900
c-8	**I-43**	Port Washington Road	Milwaukee	Type A	High	Yes		Signalized northbound off ramp only (approximately 750 feet south of signalized Hampton Avenue)	Provide communications link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300

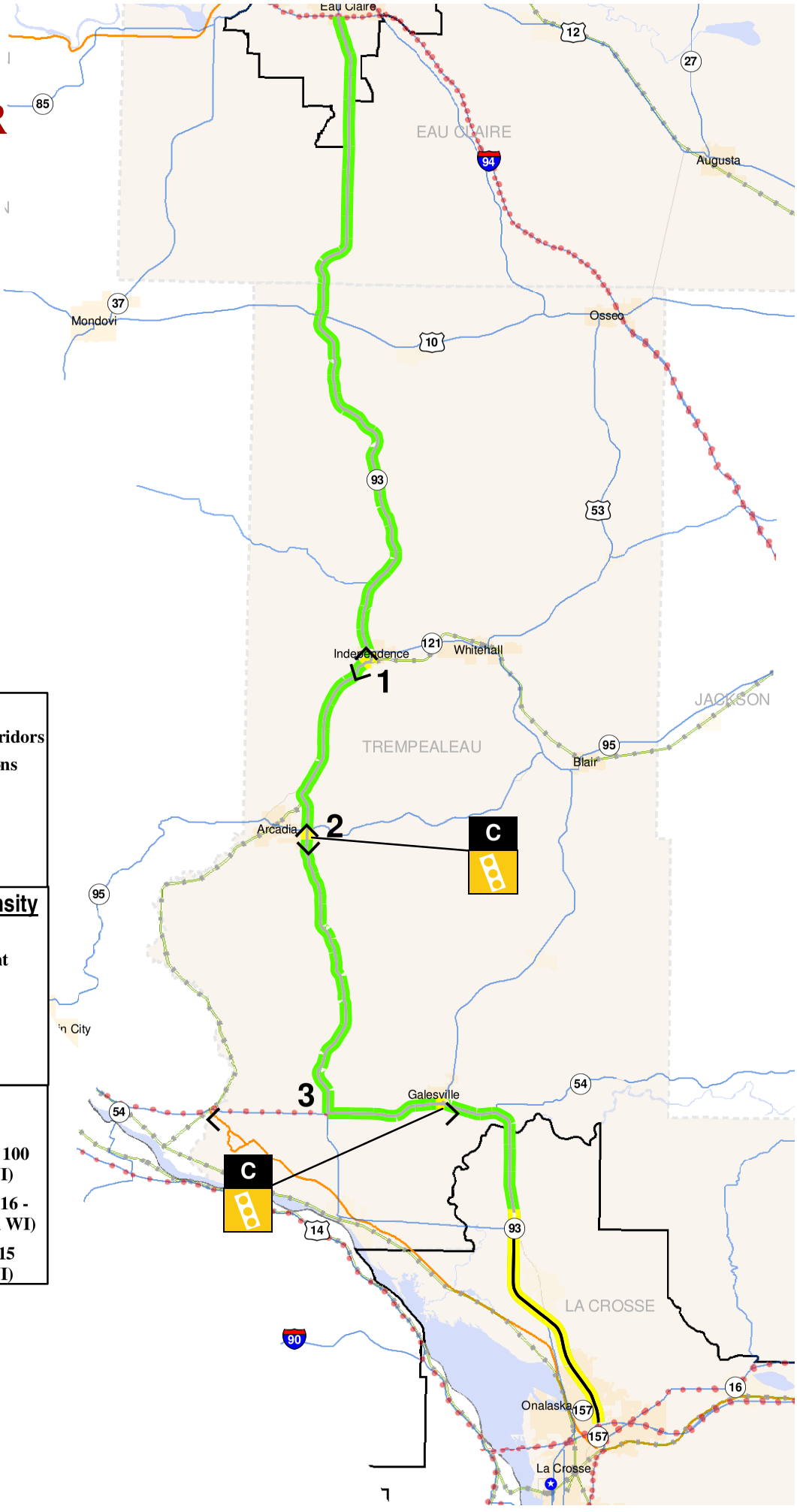
	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-9	**I-43**	Fiebrantz Avenue	Milwaukee	Type A	High	No		Unsignalized northbound onramp only east of STH 57/Green Bay Avenue interchange.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-10	**I-43**	STH 57/ Green Bay Avenue)	Milwaukee	Type A	High	Yes		Northbound and southbound off ramp at signalized STH 57/Green Bay Avenue. Southbound metered onramp with one single occupancy vehicle lane and one multiple occupancy vehicle lane.	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-11	**I-43**	STH 190 (Capitol Drive)	Milwaukee	Type A	High	Yes		Northbound off ramp.	Coordinate traffic signal at ramp termini providing communications link to operating agency and State Traffic Operations Center. *Signal recommendations on Capitol Drive are part of Capitol Corridor segment No. 7.*	$0	$0	$0	$0	$6,000	$200	$200	$300
c-12	**I-43**	Martin Luther King Jr. Drive	Milwaukee	Type A	High	No		Southbound onramp via 9th Street	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-13	**I-43**	Atkinson Avenue	Milwaukee	Type A	High	Yes		Signalized northbound metered onramp.	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-14	**I-43**	Keefe Avenue	Milwaukee	Type A	High	Yes		Signalized northbound off ramp and southbound off ramp. No ramp metering.	Provide communications link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$6,000	$200	$200	$300
c-15	**I-43**	Locust Street	Milwaukee	Type A	High	Yes		Signalized diamond interchange with both onramps metered. Northbound onramp has one single occupancy vehicle lane and one multiple occupancy vehicle lane.	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-16	**I-43**	North Avenue	Milwaukee	Type A	High	Yes	City of Milwaukee	Signalized northbound metered onramp with two single occupancy vehicle lanes and one multiple occupancy vehicle lanes. Signalized southbound off ramp.	Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-17	**I-43**	8th Street/ Halyard Street	Milwaukee	Type A	High	Yes	City of Milwaukee	Signalized northbound off ramp only	Coordinate traffic signal at ramp termini providing communications link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-18	**I-43**	STH 145 (McKinley Avenue/Fond du Lac Avenue)	Milwaukee	Type A	High	No		Unsignalized four leg directional interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
c-19	**I-43**	US 18/ Highland Avenue	Milwaukee	Type A	High	Yes	City of Milwaukee	Signalized southbound off ramp only	Coordinate traffic signal at ramp termini providing communications link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-20	**I-43**	Kilbourn Street	Milwaukee	Type A	High	Yes	City of Milwaukee	Northbound on and off ramps. Signalized intersection with 6th Street.	Coordinate traffic signal at ramp termini providing communications link to operating agency and State Traffic Operations Center.	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
c-21	**I-43**	I-94/I-794	Milwaukee	Type A	High	No		System interchange Marquette Interchange	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
									Total High Deployment Density	$975,000	$24,300	$24,300	$48,750	$486,000	$13,000	$13,000	$24,300
									Total Medium Deployment Density	$0	$0	$0	$0	$12,000	$400	$400	$600
									Ramp Termini Total	**$975,000**	**$24,300**	**$24,300**	**$48,750**	**$498,000**	**$13,400**	**$13,400**	**$24,900**

Traffic Operations Infrastructure Plan

TREMPEALEAU RIVER CORRIDOR

La Crosse - Eau Claire



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

0 4 8 12 Miles

Basemap Design by Wisconsin DOT GIS

Trempealeau River Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 93**	Indee Boulevard south to CTH X	Trempealeau	0%	High	0		Two-lane urban arterial with no traffic signals.	Traffic signal technology improvements are not anticipated.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				100%	Low													
				0%	N.A.													
2	**STH 93**	STH 95 south to Blaschko Avenue	Trempealeau	0%	High	0		Two-lane urban arterial with no traffic signals.	Traffic signal technology improvements are not anticipated.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				100%	Low													
				0%	N.A.													
3	**STH 54/ STH 93**	Bridge to Winona east to US 53 (Galesville)	Buffalo Trempealeau	0%	High	2	WisDOT	Two (2) traffic signals.	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals. ***Also part of the Mississippi River Corridor.***	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				0%	Med.													
				5%	Low													
				95%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	
									Corridor Total	**$42,000**	**$1,000**	**$1,000**	**$2,100**	**$0**	**$0**	**$0**	**$0**	

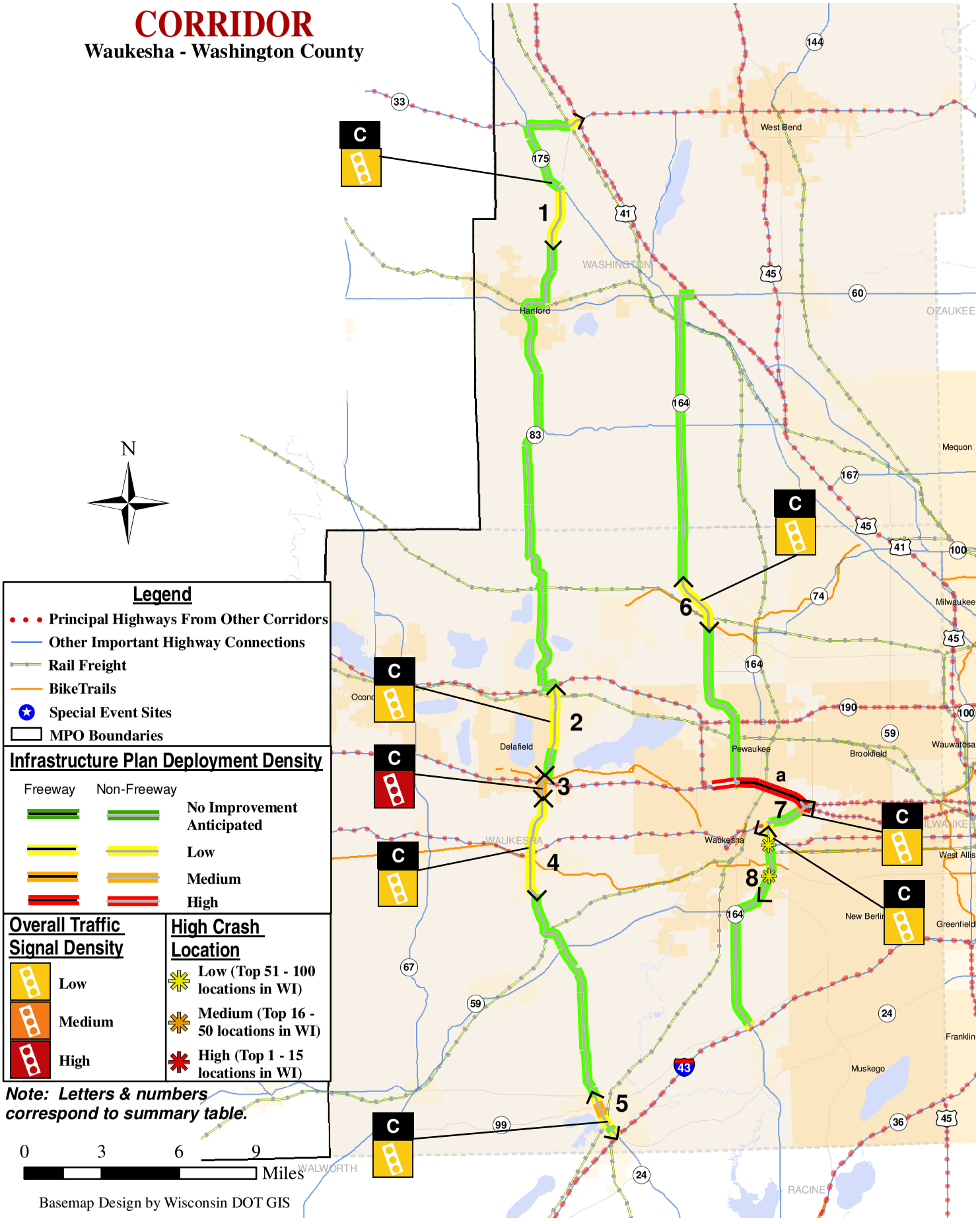
Trempealeau River Corridor
Ramp Termini Summary

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

WAUKESHA CONNECTION CORRIDOR

Waukesha - Washington County



Basemap Design by Wisconsin DOT GIS

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	Operations (per year)	Maintenance (per year)	Replacement (per year)	Deployment (initial cost)	Operations (per year)	Maintenance (per year)	Replacement (per year)	
1	**STH 83**	US 41 south to Arthur Road	Washington	0%	High	1	WisDOT	Signal at STH 83 and STH 175 (No other information provided)	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				40%	Low													
				60%	N.A.													
2	**STH 83**	STH 16 south to Golf Road	Waukesha	0%	High	2	WisDOT	2 isolated signals using EPAC controllers.	Actuated signal operation at isolated signals.	$26,000	$600	$600	$1,300	$0	$0	$0	$0	Low
				0%	Med													
				85%	Low													
				15%	N.A.													
3	**STH 83**	Golf Road south to Hillside Drive	Waukesha	0%	High	5	WisDOT	5 TBC interconnected signals from Golf Road to Hillside Drive using 4 Eagle DP9800 and 1 EPAC controllers.	Four (4) traffic signal controller upgrades. Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center (five (5) signals from Golf Road south to Hillside Drive - 0.5 mi.).	$32,000	$800	$800	$1,600	$111,500	$8,350	$2,800	$5,575	High
				100%	Med													
				0%	Low													
				0%	N.A.													
4	**STH 83**	Hillside Drive south to CTH D	Waukesha	0%	High	3	WisDOT	3 isolated signals using one Eagle DP9800 and two EPAC controllers.	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signals.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
5	**STH 83**	CTH NN south to I-43	Waukesha	0%	High	5	WisDOT	3 TBC interconnected signals from Bayview Road/Holtz Parkway to I-43 Ramps using EPAC controllers. 2 isolated signals using EPAC and TCT LC8000 controllers.	One (1) traffic signal controller upgrade. Interconnected signal operation with actuated movements (5 signals from CTH NN to I-43 - 1.9 mi.).	$331,000	$8,370	$8,370	$16,550	$0	$0	$0	$0	Low
				45%	Med													
				45%	Low													
				10%	N.A.													
6	**STH 164**	Plainview Road south to STH W	Waukesha	0%	High	2	WisDOT	No information provided	Two (2) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$42,000	$1,000	$1,000	$2,100	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
7	**US 18 (Moreland Boulevard)**	North Street east to I-94/ STH 164	Waukesha	20%	High	**7**	WisDOT	Five (5) TBC signals from Kossow Road to Manhattan Drive using TCT LC8000 controllers. Two (2) interconnected signals from White Rock Avenue to North Street using EPAC 300 controllers.	Five (5) traffic signal controller upgrades. Interconnected signal operation with actuated movements (2.5 mi). ***Also part of the Capitol Corridor.***	$465,000	$11,750	$11,750	$23,250	$0	$0	$0	$0	Low
				15%	Med		City of Waukesha											
				5%	Low													
				60%	N.A.													

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	Operations (per year)	Maintenance (per year)	Replacement (per year)	Deployment (initial cost)	Operations (per year)	Maintenance (per year)	Replacement (per year)	
8	**STH 164**	US 18 south to Sunset Drive	Waukesha	0%	High	6	WisDOT	6 TBC signals from Main Street to Sunset Drive using two (2) EPAC and four (4) TCT LC8000 controllers.	Four (4) traffic signal controller upgrades. Actauted signal operation at isolated signals. *Coordinate with Capitol Corridor projects on US 18 and STH 59.*	$84,000	$2,000	$2,000	$4,200	$0	$0	$0	$0	Low
				0%	Med													
				33%	Low													
				66%	N.A.													

Total High Deployment Density	$32,000	$800	$800	$1,600	$111,500	$8,350	$2,800	$5,575
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$990,000	$24,720	$24,720	$49,500	$0	$0	$0	$0
Corridor Total	**$1,022,000**	**$25,520**	**$25,520**	**$51,100**	**$111,500**	**$8,350**	**$2,800**	**$5,575**

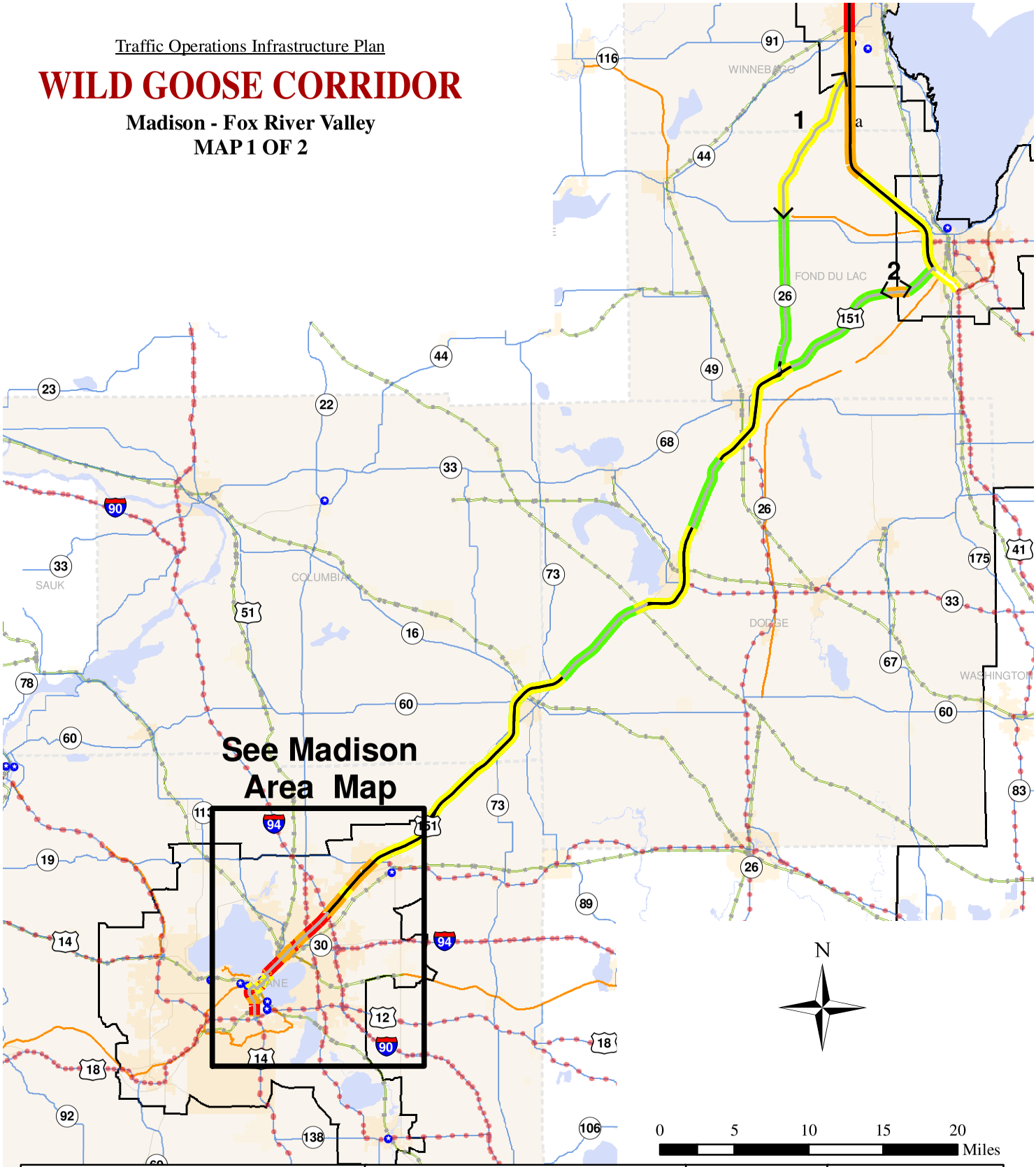
Waukesha Connection Corridor
Ramp Termini Summary

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	Operations (per year)	Maintenance (per year)	Replacement (per year)	Deployment (initial cost)	Operations (per year)	Maintenance (per year)	Replacement (per year)
a-1	**I-94**	North approach of STH 164/CTH J (Pewaukee Road)	Waukesha	Type A	High	Yes	WisDOT	Signalized diamond interchange using EPAC 300 controllers under TBC. Ramp metering only on eastbound onramp.	Traffic signal technology improvements are not recommended. ***Also part of the Capitol Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
a-2	**I-94**	CTH F (Redford Boulevard)	Waukesha	Type A	High	Yes	WisDOT	Signalized diamond interchange using TCT LC8000 controllers. No ramp metering.	One (1) traffic signal controller upgrade. Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from ramp termini controller to operating agency and State Traffic Operations Center. ***Also part of the Capitol Corridor.***	$8,000	$200	$200	$400	$38,000	$1,000	$1,000	$1,900
a-3	**I-94**	US 18/STH 164/CTH JJ (Moreland Boulevard/ Bluemound Road)	Waukesha	Type A	High	No	N/A	Unsignalized eastbound clover off ramp to Bluemound Road. An additional ramp extending from the clover goes to southbound only STH 164 (Moreland Boulevard) Metered eastbound onramp from northbound STH 164 (Moreland Boulevard) only. Westbound clover off ramp extends from Barker Road exit to southbound STH 164 (Moreland Boulevard) only. Westbound clover ramp at STH 164 (Moreland Boulevard) and metered westbound onramp from Bluemound Road.	Coordinate traffic signal at ramp termini to adjacent ramp meter. Provide communications link from both devices to operating agency and State Traffic Operations Center.. *US 18 project extends from Barker Road east to Moorland.* ***Also part of Capitol Corridor.***	$0	$0	$0	$0	$38,000	$1,000	$1,000	$1,900
									Total High Deployment Density	$8,000	$200	$200	$400	$76,000	$2,000	$2,000	$3,800
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
									Ramp Termini Total	**$8,000**	**$200**	**$200**	**$400**	**$76,000**	**$2,000**	**$2,000**	**$3,800**

Traffic Operations Infrastructure Plan

WILD GOOSE CORRIDOR

Madison - Fox River Valley
MAP 1 OF 2



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

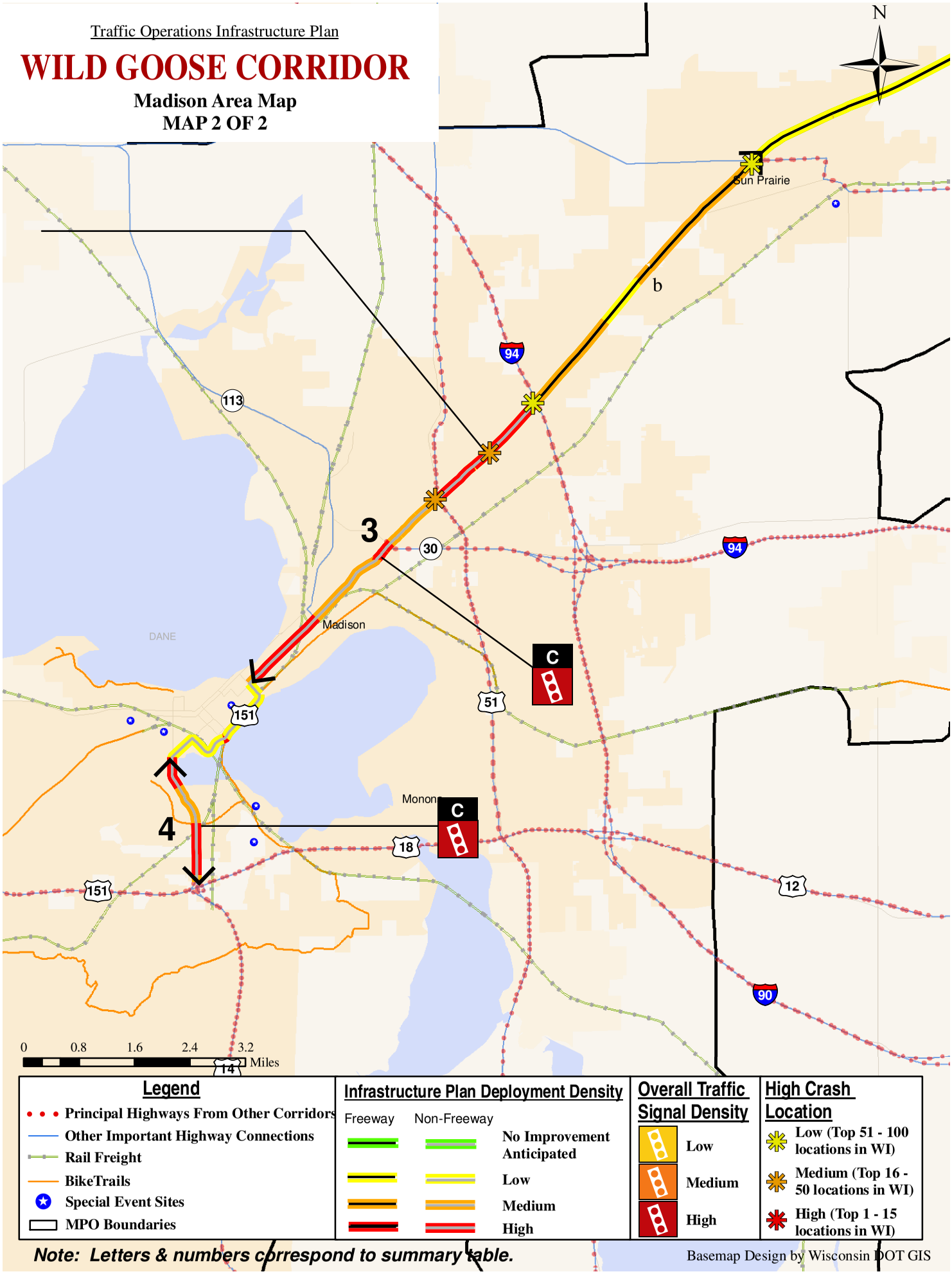
Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Traffic Operations Infrastructure Plan

WILD GOOSE CORRIDOR

Madison Area Map
MAP 2 OF 2



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 26**	US 41 to Rose-Eld Road	Winnebago Fond du Lac	0%	High	0		Rural highway with no traffic signals. Flagged primarily for future volumes and special events (such as EAA fly-in), although small orange section flagged for high crash rate.	Traffic signal technology improvements are not recommended. *If a traffic signal is installed the signal should operate under as a fully actuated signal favoring STH 26.* ***Also part of the Rock River Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				5%	Med.													
				95%	Low													
				0%	N.A.													
2	**US 151**	CTH Y east to CTH D	Fond du Lac	0%	High	0	WisDOT	Four lane divided rural highway with no traffic signals	Traffic signal technology improvements are not anticipated. *US 151 bypass near Fond du Lac to be constructed between 2006 - 2008.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				100%	Med.													
				0%	Low													
				0%	N.A.													
3	**US 151 (Washington Avenue)**	STH 19 (Windsor Street) south to N. Blair Street	Dane	40%	High	**18**	WisDOT	City of Madison signals. Signalized six-lane divided urban corridor connecting I-39/90/94 to downtown Madison. US 151 reconstruction project beginning in 2005 with a completion date in the fall 2006 providing interchanges and six-lane freeway. Project limits are from Main Street south to American Parkway.	Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center (5.5 mi.). *Implement integrated corridor operation in coordination with US 51 and I-39/I-90/I-94.* *US 151 should be included in the "Madison Blue Route" and used as an alternate route when I-39/I-90/I-94 has reduced capacity due to an incident.* ***Also part of Cornish Heritage Corridor and Capitol Corridor.***	$0	$0	$0	$0	$1,226,500	$91,850	$30,800	$61,325	High
				25%	Med.		City of Madison											
				20%	Low													
				15%	N.A.													
4	**US 151 (S. Park Street)**	CTH D (Park Street) south to US 12/ US 18	Dane	55%	High	**8**	WisDOT	City of Madison signals. Signalized four-lane divided urban arterial connecting Madison Beltline to downtown Madison.	Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center (1.5 mi.). *Arterial operations to be coordinated with the operation of the Beltline (US 12/US 18).* ***Also part of Cornish Heritage Corridor and Capitol Corridor.***	$0	$0	$0	$0	$334,500	$25,050	$8,400	$16,725	High
				45%	Med.		City of Madison											
				0%	Low													
				0%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$1,561,000	$116,900	$39,200	$78,050
Total Medium Deployment Density	$0	$0	$0	$0	$334,500	$25,050	$8,400	$16,725
Total Low Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Corridor Total	**$0**	**$0**	**$0**	**$0**	**$1,895,500**	**$141,950**	**$47,600**	**$94,775**

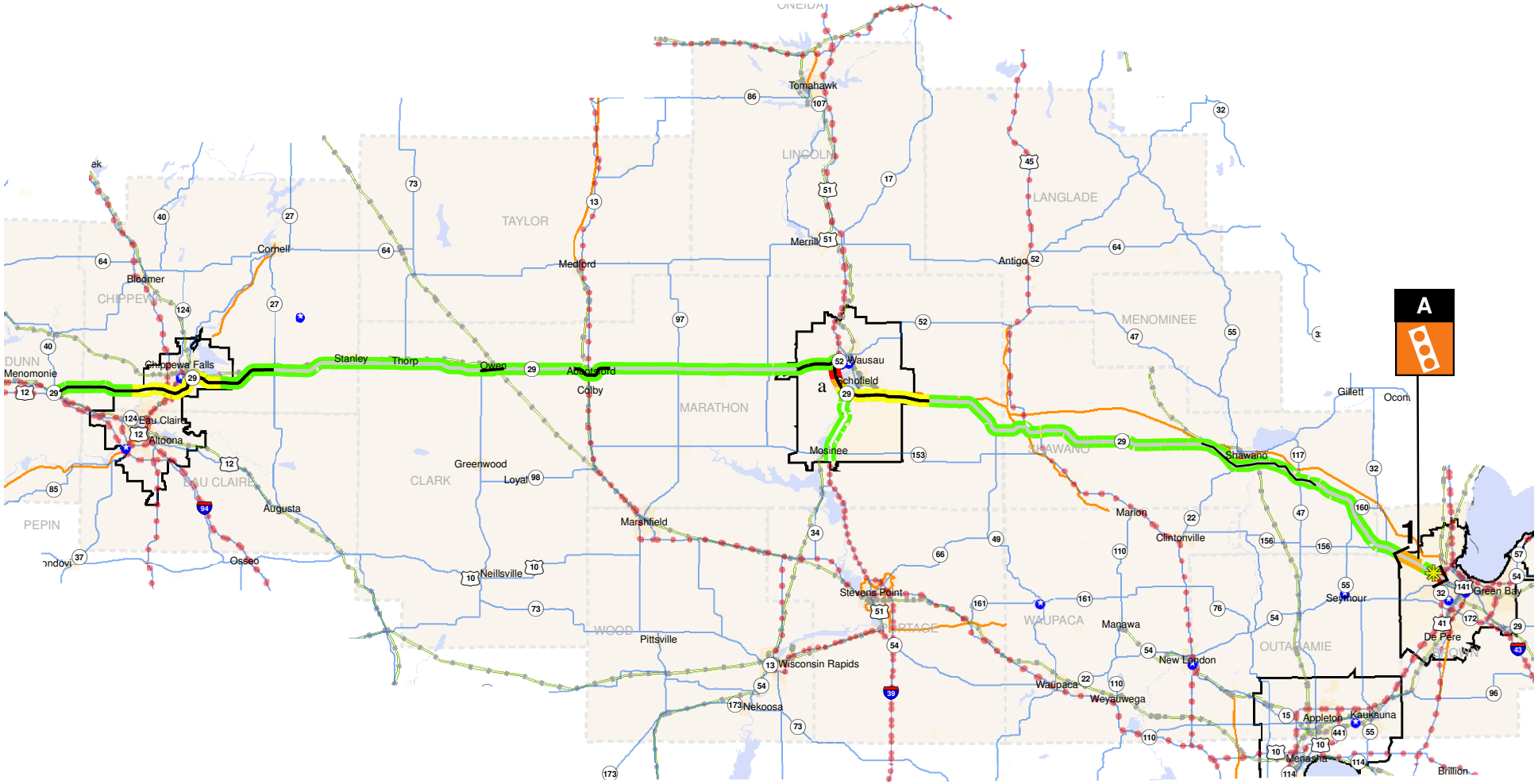
Emerging Priority Corridor

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**US 41**	STH 26	Winnebago	Type B	Medium	No		Unsignalized diamond interchange	Install traffic signal at ramp termini intersection (if warranted).	$325,000	$8,100	$8,100	$16,250	$0	$0	$0	$0
a-2	**US 41**	CTH N	Fond du Lac	Type B	Medium	No		Unsignalized interchange. Southbound on and off ramps. Northbound off ramp and clover leaf onramp.	Traffic signal technology improvements are not recommended.	$0	$0	$0	$0	$0	$0	$0	$0
b-1	**US 151**	CTH N/Main Street	Dane	Type B	Medium	No	N/A	Unsignalized diamond interchange	Traffic signal technology improvements are not recommended. ***Also part of the Capitol Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-2	**US 151**	CTH C/Reiner Road	Dane	Type A	Medium			Aerials show interchange under construction	Traffic signal technology improvements are not recommended. ***Also part of the Capitol Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-3	**US 151**	American Parkway	Dane	Type A	Medium	No		Unsignalized full interchange	Traffic signal technology improvements are not recommended. ***Also part of the Capitol Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
b-4	**I-39/I-90/I-94**	US 151 (Washington Boulevard)	Dane	Type A	Medium	No	N/A	Unsignalized full clover leaf interchange	Traffic signal technology improvements are not recommended. ***Also part of Badger State, Blackhawk, Wisconsin River, and Capitol Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
									Total Medium Deployment Density	$325,000	$8,100	$8,100	$16,250	$0	$0	$0	$0
									Ramp Termini Total	**$325,000**	**$8,100**	**$8,100**	**$16,250**	**$0**	**$0**	**$0**	**$0**

Traffic Operations Infrastructure Plan

WISCONSIN HEARTLAND CORRIDOR

Green Bay - Twin Cities



Legend	Infrastructure Plan Deployment Density	Overall Traffic Signal Density	High Crash Location
• • • Principal Highways From Other Corridor	Freeway / Non-Freeway	Low	Low (Top 51 - 100 locations in WI)
Other Important Highway Connections	No Improvement Anticipated	Medium	Medium (Top 16 - 50 locations in WI)
Rail Freight	Low	High	High (Top 1 - 15 locations in WI)
BikeTrails	Medium		
Special Event Sites	High		
MPO Boundaries			

N

0 10 20 30 Miles

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Wisconsin Heartland Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 29**	STH 32 east to Military Ave	Brown Outagamie	20%	High	7	WisDOT	Three (3) WisDOT TBC signals using 2070 controllers. One (1) WisDOT signal at CTH Eb/Packerland Drive/Cardinal Lane using an EPAC 300 controller operating under TBC. Three (3) local agency signals.	Closed loop signal system with communications link to operating agency (six (6) signals from west US-41 ramp termini intersection east to Military Avenue - 1.15 mi.). Actuated signal operation at isolated signal. Communications link between isolated signal and operating agency.	$13,000	$300	$300	$650	$242,900	$12,045	$6,180	$12,145	Medium
				60%	Med.		City of Green Bay											
				0%	Low													
				20%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$13,000	$300	$300	$650	$242,900	$12,045	$6,180	$12,145	
									Total Low Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Corridor Total	**$13,000**	**$300**	**$300**	**$650**	**$242,900**	**$12,045**	**$6,180**	**$12,145**	

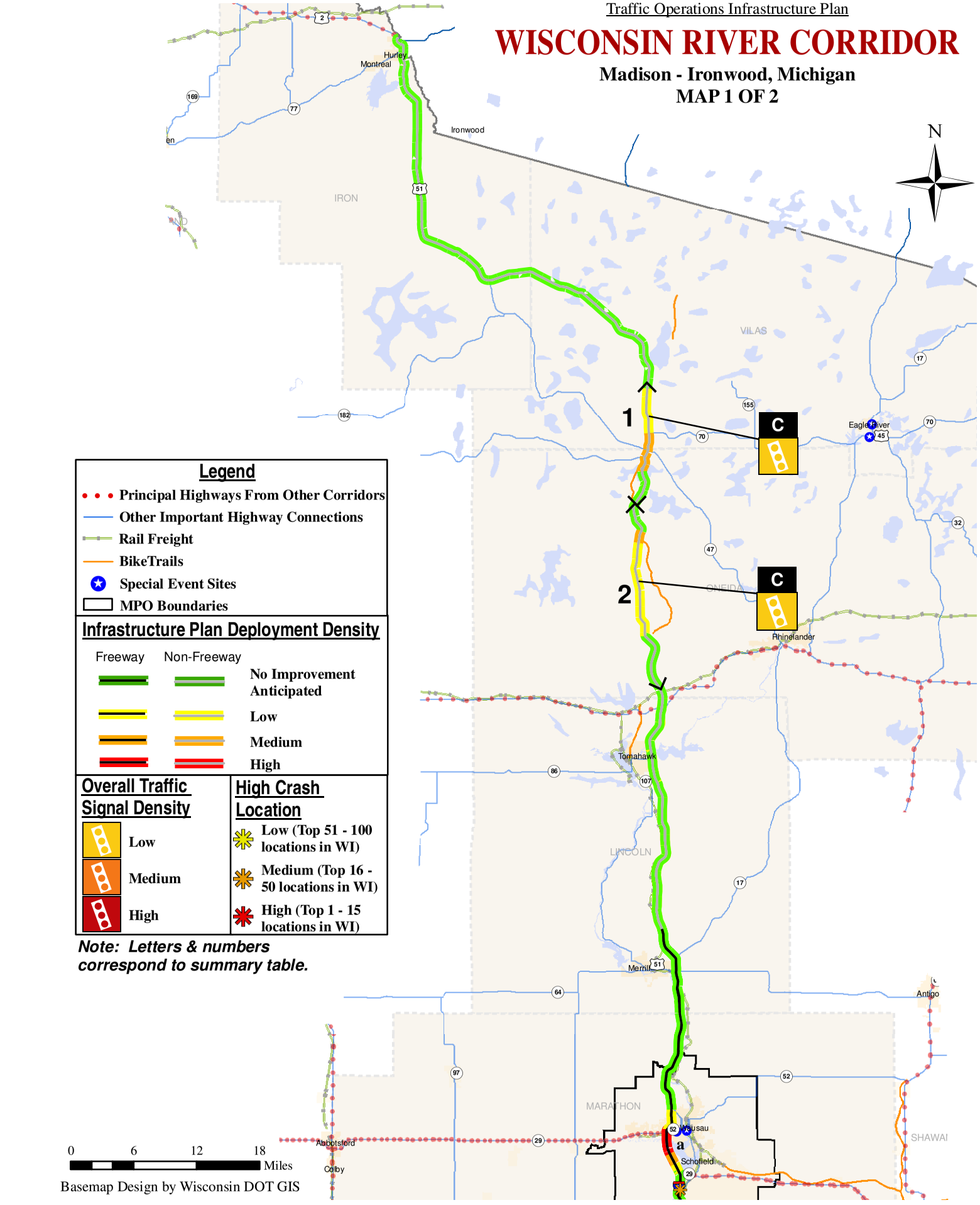
Wisconsin Heartland Corridor
Ramp Termini

	Route	Junction	County	Sketch Plan Density	Signalized (Yes/No)	Agency	Alternative Route (Yes/No)	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**US 51**	CTH K (Badger Avenue)	Marathon	High	No			Unsignalized diamond interchange	Install traffic signal at ramp termini intersection (if warranted). Provide communications link between ramp termini signal and operating agency. *Also part of the Wisconsin River Corridor.*	$325,000	$8,100	$8,100	$16,250	$6,000	$200	$200	$300
a-2	**US 51**	CTH U (Merrill Avenue)	Marathon	High	Yes			Signalized diamond interchange, northbound ramp only.	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. *Also part of the Wisconsin River Corridor.*	$0	$0	$0	$0	$6,000	$200	$200	$300
a-3	**US 51**	Bridge Street	Marathon	High	Yes			Signalized diamond interchange	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. *Also part of the Wisconsin River Corridor.*	$0	$0	$0	$0	$6,000	$200	$200	$300
a-4	**US 51**	STH 29 (North JCT)	Marathon	High	Yes			Signalized diamond interchange	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. *Also part of the Wisconsin River Corridor.*	$0	$0	$0	$0	$6,000	$200	$200	$300
a-5	**US 51/ STH 29**	Sherman Street	Marathon	High	Yes			Signalized northbound off ramp. Unsignalized southbound on ramp.	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. *Also part of the Wisconsin River Corridor.*	$0	$0	$0	$0	$6,000	$200	$200	$300
a-6	**US 51/ STH 29**	CTH NN (Mountain Drive)	Marathon	High	Yes			Signalized diamond interchange	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. *Also part of the Wisconsin River Corridor.*	$0	$0	$0	$0	$6,000	$200	$200	$300
a-7	**US 51/ STH 29**	CTH N (Rib Mountain Drive)	Marathon	High	Yes			Signalized diamond interchange	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. *Also part of the Wisconsin River Corridor.*	$0	$0	$0	$0	$6,000	$200	$200	$300
a-8	**I-39/US 51**	STH 29 (South JCT)	Marathon	High	No			Unsignalized three-legged directional interchange.	Traffic signal technology improvements are not recommended. *Also part of the Wisconsin River Corridor.*	$0	$0	$0	$0	$0	$0	$0	$0
									Total High Deployment Density	$325,000	$8,100	$8,100	$16,250	$42,000	$1,400	$1,400	$2,100
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
									Ramp Termini Total	**$325,000**	**$8,100**	**$8,100**	**$16,250**	**$42,000**	**$1,400**	**$1,400**	**$2,100**

Traffic Operations Infrastructure Plan

WISCONSIN RIVER CORRIDOR

Madison - Ironwood, Michigan
MAP 1 OF 2



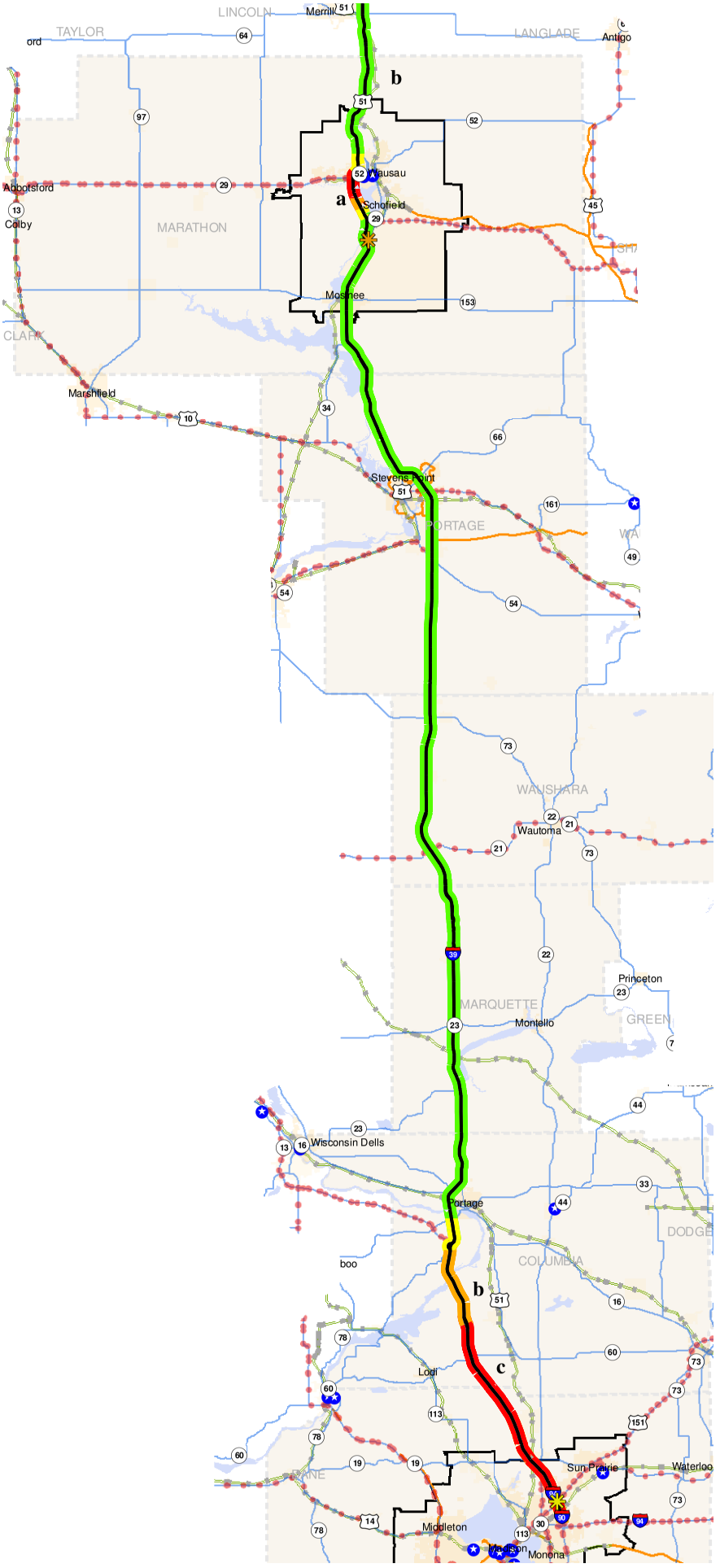
Basemap Design by Wisconsin DOT GIS

Traffic Operations Infrastructure Plan

WISCONSIN RIVER CORRIDOR

Madison - Ironwood, Michigan
MAP 2 OF 2

N



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

0 2.5 5 10 15 20 Miles

Basemap Design by Wisconsin DOT GIS

Wisconsin River Corridor
Corridor Summary

Emerging Priority Corridor

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 51**	CTH N (Vilas Co.) south to Sylvan Shore Road	Vilas Oneida	0%	High	6	WisDOT	Five (5) WisDOT signals at STH 47, 3rd Avenue, CTH J, west approach of STH 70, and Front Street using TCT LC8000 controllers all operating under TBC except for Front Street signal.	Five (5) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$105,000	$2,500	$2,500	$5,250	$0	$0	$0	$0	Low
				60%	Med.													
				20%	Low													
				20%	N.A.													
2	**US 51**	Sylvan Shore Road south to CTH N	Oneida	0%	High	*1*	WisDOT	One (1) isolated WisDOT signal	One (1) traffic signal controller upgrade. Actuated signal operation at isolated signal.	$21,000	$500	$500	$1,050	$0	$0	$0	$0	Low
				15%	Med.													
				30%	Low													
				55%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$126,000	$3,000	$3,000	$6,300	$0	$0	$0	$0	
									Corridor Total	**$126,000**	**$3,000**	**$3,000**	**$6,300**	**$0**	**$0**	**$0**	**$0**	

Emerging Priority Corridor

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
a-1	**US 51**	CTH K (Badger Avenue)	Marathon	Type A	High	No		Unsignalized diamond interchange	Install traffic signal at ramp termini intersection (if warranted). Provide communications link between ramp termini signal and operating agency. ***Also part of the Wisconsin Heartland Corridor.***	$325,000	$8,100	$8,100	$16,250	$6,000	$200	$200	$300
a-2	**US 51**	CTH U (Merrill Avenue)	Marathon	Type A	High	Yes		Signalized diamond interchange, northbound ramp only.	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. ***Also part of the Wisconsin Heartland Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300
a-3	**US 51**	Bridge Street	Marathon	Type A	High	Yes		Signalized diamond interchange	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. ***Also part of the Wisconsin Heartland Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300
a-4	**US 51**	STH 29 (North JCT)	Marathon	Type A	High	Yes		Signalized diamond interchange	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. ***Also part of the Wisconsin Heartland Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300
a-5	**US 51**	Sherman Street	Marathon	Type A	High	Yes		Signalized northbound off ramp. Unsignalized southbound on ramp.	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. ***Also part of the Wisconsin Heartland Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300
a-6	**US 51**	CTH NN (Mountain Drive)	Marathon	Type A	High	Yes		Signalized diamond interchange	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. ***Also part of the Wisconsin Heartland Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300
a-7	**US 51**	CTH N (Rib Mountain Drive)	Marathon	Type A	High	Yes		Signalized diamond interchange	Provide communications link from ramp termini signal to operating agency and State Traffic Operations Center. ***Also part of the Wisconsin Heartland Corridor.***	$0	$0	$0	$0	$6,000	$200	$200	$300

Emerging Priority Corridor

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
b-1	**I-39/I-90/I-94**	CTH J/CTH CS	Columbia	Type B	Medium	No	N/A	Unsignalized partial cloverleaf interchange.	Traffic signal technology improvements are not recommended. ***Also part of the Badger State Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
c-1	**I-39/I-90/I-94**	STH 60	Columbia	Type B	High	No	N/A	Unsignalized partial cloverleaf interchange.	Traffic signal technology improvements are not recommended. ***Also part of the Badger State Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
c-2	**I-39/I-90/I-94**	CTH V	Dane	Type B	High	Yes	WisDOT	Signalized diamond interchange using Eagle EPAC 300 controller.	Traffic signal technology improvements are not recommended. ***Also part of the Badger State Corridor.***	$0	$0	$0	$0	$0	$0	$0	$0
c-3	**I-39/I-90/I-94**	STH 19	Dane	Type B	High	Yes	WisDOT	Signalized diamond interchange with westbound off ramp to be signalized (not yet installed).	Provide communication link between ramp termini signal and operating agency. ***Also part of the South Central Connection and Badger State Corridors.***	$0	$0	$0	$0	$3,000	$100	$100	$150
c-4	**I-39/I-90/I-94**	US 51	Dane	Type B	High	No	N/A	Unsignalized six-ramp partial cloverleaf interchange.	Traffic signal technology improvements are not anticipated. ***Also part of the South Central Connection and Badger State Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
c-5	**I-39/I-90/I-94**	US 151 (Washington Boulevard)	Dane	Type A	High	No	N/A	Full clover leaf interchange	Traffic signal technology improvements are not anticipated. ***Also part of Capitol, Badger State, Wild Goose, and South Central Connection Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
c-6	**I-39/I-90/I-94**	High Cross Boulevard	Dane	Type A	High	No	N/A	Unsignalized interchange with only eastbound onramp and westbound off ramp	Traffic signal technology improvements are not anticipated. ***Also part of Capitol, South Central Connection, and Badger State Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0

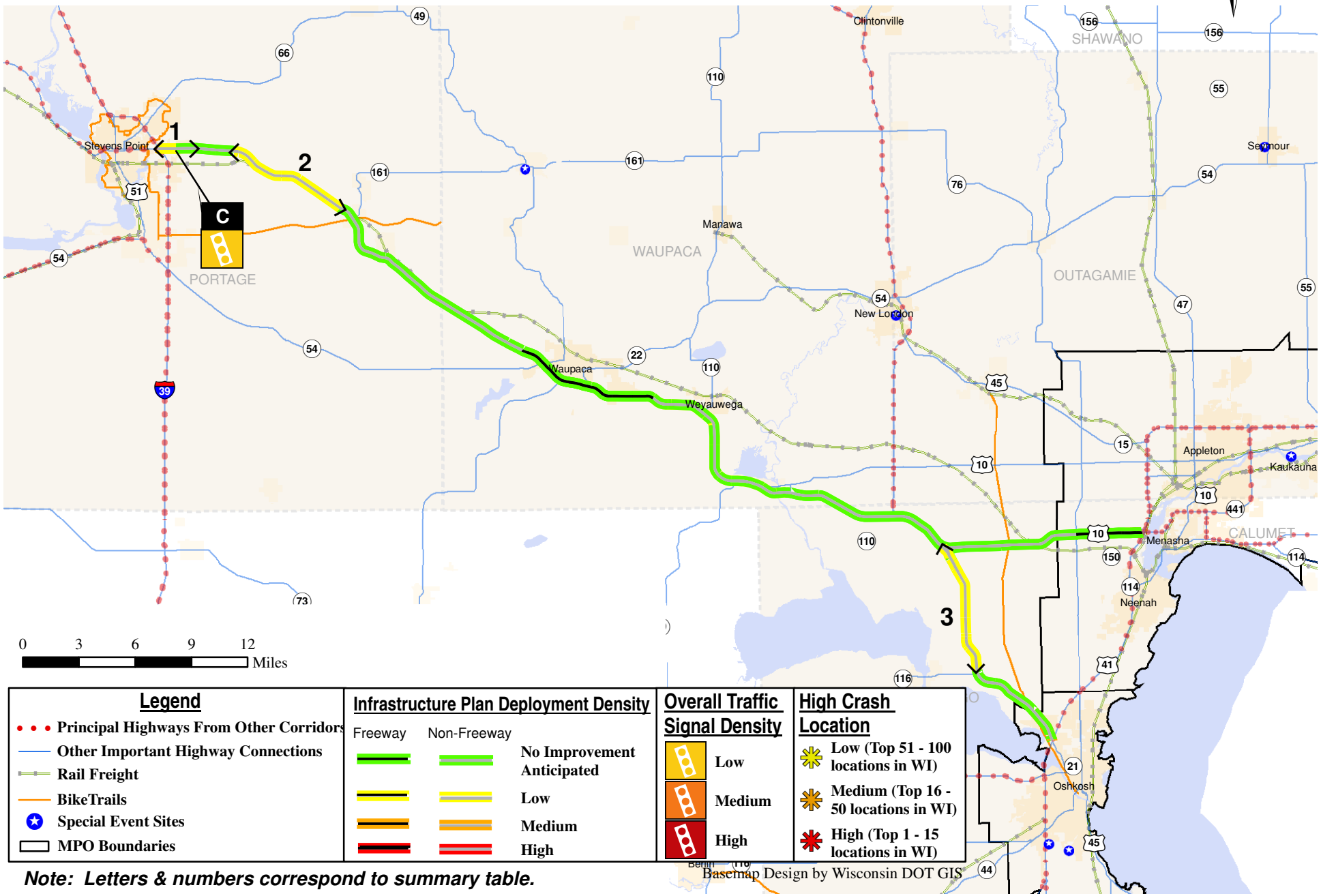
Emerging Priority Corridor

	Route	Junction	County	Roadway Classification	Sketch Plan Density	Signalized (Yes/No)	Agency	Existing Infrastructure	Recommended Infrastructure	Cost							
										Standard Operation				ITS Traffic Signal Infrastructure			
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)
c-7	**I-39/I-90/I-94**	I-94/STH 30	Dane	Type A	High	No	N/A	All directional four leg interchange	Traffic signal technology improvements are not anticipated. ***Also part of Capitol, South Central Connection, and Badger State Corridors.***	$0	$0	$0	$0	$0	$0	$0	$0
									Total High Deployment Density	$325,000	$8,100	$8,100	$16,250	$45,000	$1,500	$1,500	$2,250
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
									Ramp Termini Total	**$325,000**	**$8,100**	**$8,100**	**$16,250**	**$45,000**	**$1,500**	**$1,500**	**$2,250**

Traffic Operations Infrastructure Plan

WOLF/WAUPACA RIVERS CORRIDOR

Stevens Point - Fox Cities



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

Wolf/Waupaca Rivers Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Standard Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**US 10**	I-39/US 51 east to Amber Avenue	Portage	0%	High	4	WisDOT	Multi-lane divided urban arterial with traffic signals.	Four (4) traffic signal controller upgrades. Interconnect signal operation with actuated movements (four (4) signals from I-39/US 51 east to Amber Avenue - 1.15 mi.).	$227,500	$5,745	$5,745	$11,375	$0	$0	$0	$0	Low
				0%	Med													
				100%	Low													
				0%	N.A.													
2	**US 10**	CTH J to Five Corner Road	Portage	0%	High	0		Two-lane rural highway with no traffic signals. Segment located between rural, divided expressway to east and urban & rural, divided arterial to west.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 10.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
3	**US 45**	US 10 south to STH 116	Winnebago	0%	High	0		No traffic signals.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring US 45. Also part of the Potato Country Corridor.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med													
				100%	Low													
				0%	N.A.													
									Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0	
									Total Low Deployment Density	$227,500	$5,745	$5,745	$11,375	$0	$0	$0	$0	
									Corridor Total	**$227,500**	**$5,745**	**$5,745**	**$11,375**	**$0**	**$0**	**$0**	**$0**	

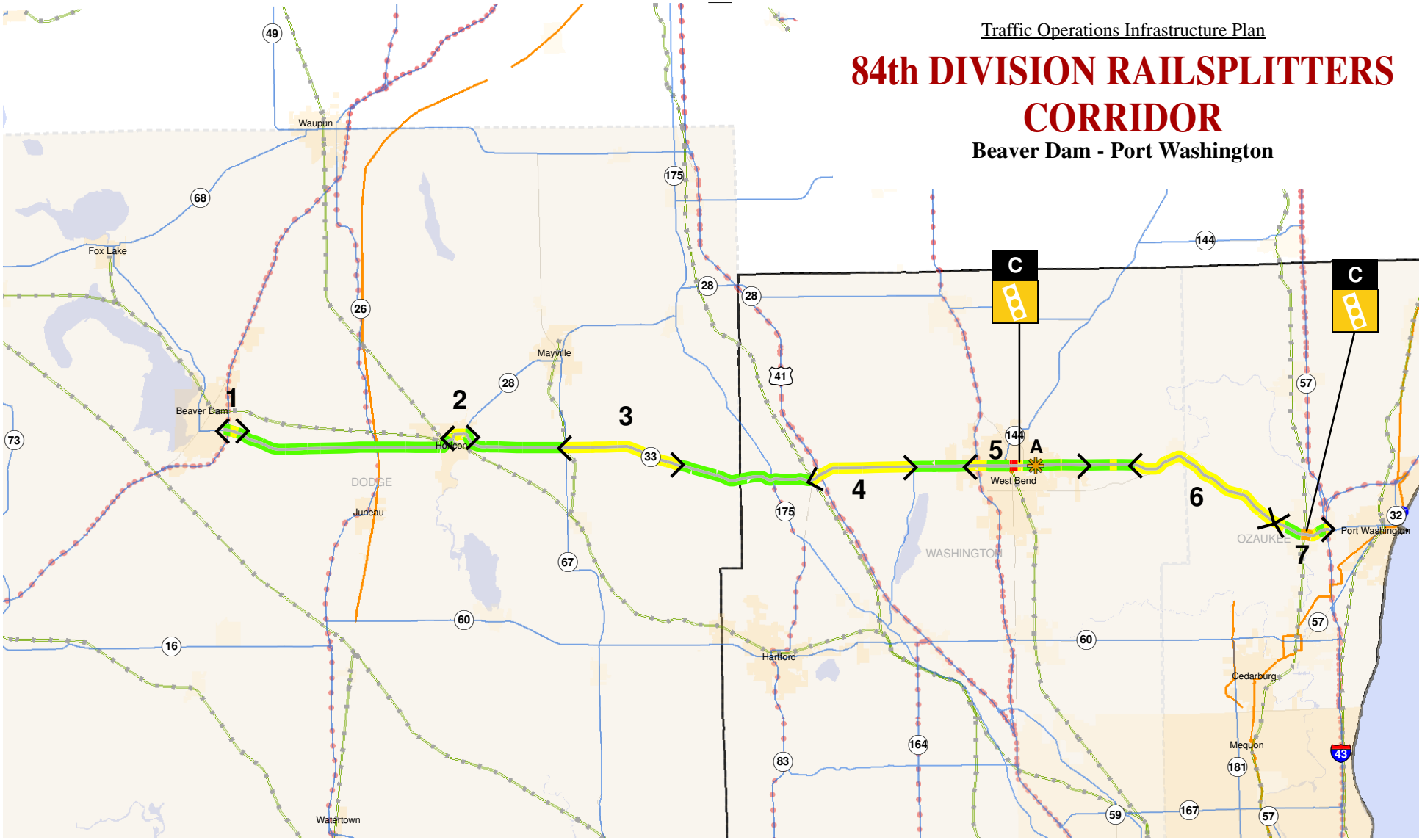
Wolf/Waupaca Rivers Corridor
Ramp Termini

Traffic signal technology improvements are not recommended at ramp termimi

Traffic Operations Infrastructure Plan

84th DIVISION RAILSPLITTERS CORRIDOR

Beaver Dam - Port Washington



Legend

- Principal Highways From Other Corridors
- Other Important Highway Connections
- Rail Freight
- BikeTrails
- Special Event Sites
- MPO Boundaries

Infrastructure Plan Deployment Density

Freeway	Non-Freeway	
		No Improvement Anticipated
		Low
		Medium
		High

Overall Traffic Signal Density

- Low
- Medium
- High

High Crash Location

- Low (Top 51 - 100 locations in WI)
- Medium (Top 16 - 50 locations in WI)
- High (Top 1 - 15 locations in WI)

N

0 4 8 12 Miles

Note: Letters & numbers correspond to summary table.

Basemap Design by Wisconsin DOT GIS

84th Division Railsplitters Corridor
Corridor Summary

No.	Route	Limits	County	Sketch Plan Priority		# of Signals	Agency(ies) Operating Signals	Existing Infrastructure	Recommended Infrastructure	Cost								Overall Deployment Density
										Desired Operation				ITS Traffic Signal Infrastructure				
										Deployment (initial cost)	O (per year)	M (per year)	R (per year)	Deployment (initial cost)	O (per year)	M (per year)	R (per year)	
1	**STH 33**	Roosevelt Drive to Raceway Road	Dodge	0%	High	2		4-lane divided urban corridor interchange area with US 151 with two (2) signals. *US 151 interchange area included in freeway conversion study.*	Traffic signal technology improvements are not anticipated.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				50%	Low													
				50%	N.A.													
2	**STH 33**	Caroline Street to STH 28	Dodge	0%	High	2		2-lane urban corridor through Horicon urban core area with 2 signals at Vine Street and STH 28/STH 33.	Traffic signal technology improvements are not anticipated.	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				50%	Low													
				50%	N.A.													
3	**STH 33**	STH 67 to CTH P	Dodge	0%	High	0		2-lane rural highway with no traffic signals.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 33.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				100%	Low													
				0%	N.A.													
4	**STH 33**	US 41 east to STH 144	Washington	0%	High	0		2-lane rural highway with no traffic signals.	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 33.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				100%	Low													
				0%	N.A.													
5	**STH 33/ STH 144**	CTH Z east to Trenton Road	Washington	5%	High	12		2-lane and 4-lane urban arterial through West Bend urban core area with 12 signals	Twelve (12) traffic signal controller upgrades. Interconnect signal operation with actuated movements (12 signals from Villa Park Drive east to River Road - 3.25 mi.).	$648,500	$16,375	$16,375	$32,425	$0	$0	$0	$0	Low
				0%	Med.													
				20%	Low													
				75%	N.A.													
6	**STH 33**	Trenton Road to CTH I	Washington Ozaukee	0%	High	0		2-lane highway with no traffic signals	Traffic signal technology improvements are not anticipated. *If a traffic signal is installed on this corridor the signal should operate under as a fully actuated signal favoring STH 33.*	$0	$0	$0	$0	$0	$0	$0	$0	Not Anticipated
				0%	Med.													
				70%	Low													
				30%	N.A.													
7	**STH 33**	CTH I to I-43/STH 57	Ozaukee	0%	High	5	WisDOT	2-lane and 4-lane urban arterial through Saukville with 5 traffic signals.	Five (5) traffic signal controller upgrades. Actuated signal operation at isolated signals.	$105,000	$2,500	$2,500	$5,250	$0	$0	$0	$0	Low
				15%	Med.													
				40%	Low													
				45%	N.A.													

Total High Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Medium Deployment Density	$0	$0	$0	$0	$0	$0	$0	$0
Total Low Deployment Density	$753,500	$18,875	$18,875	$37,675	$0	$0	$0	$0
Corridor Total	**$753,500**	**$18,875**	**$18,875**	**$37,675**	**$0**	**$0**	**$0**	**$0**

84th Division Railsplitters Corridor

Ramp Summary

Traffic signal technology improvements are not recommended at ramp termimi

V.

UNIT COSTS

LABOR - TRADE (Average)	$75.00 hour
LABOR COST - ENGINEERING (WEIGHTED)	$100.00 hour

LINE ITEM	COMPONENTS	COMPONENT COSTS	LABOR COST (PER HR)	LABOR HOURS	TOTAL LABOR COST	TOTAL INSTALL COSTS[1]	O COSTS (2.5% of TOTAL except as noted)	M COSTS (2.5% of TOTAL except as noted)	R COSTS (TOTAL INSTALL COSTS / 20 years)
Coordinate traffic signal at ramp termini to adjacent ramp meter, provide communications link for both devices to operating agency and STOC	Trench and Backfill ($15/ft)	$20,000.00		included					
	Conduit (3" PVC) and installation (assumed $10/foot)	$16,000.00		included					
	Communication Link to TOC (narrowband)	$1,000.00	$75	16	$1,200.00				
	Assumption 1300' total between ramp and signal.								
SUB-TOTALS		$36,000.00			$1,200.00	$37,200.00			
TOTALS (ROUNDED)						**$38,000.00**	**$1,000.00**	**$1,000.00**	**$1,900.00**
						per location			
Install Traffic Signal	Poles (4) detection (16), controller and cabinet, conduit.	$200,000.00							
	ENGINEERING - DESIGN		$75.00	80	$6,000.00				
	(incl. survey, utility cord., design, specifications, construction support)		$100.00	100	$10,000.00				
	ENGINEERING - TIMING		$75.00	30	$2,250.00				
			$100.00	8	$800.00				
SUB-TOTALS		$200,000.00			$19,050.00	$219,050.00			
TOTALS (ROUNDED)						**$220,000.00**	**$5,500.00**	**$5,500.00**	**$11,000.00**
						per intersection			
Install Traffic Signal (Diamond Interchange-2 intersections)	Poles (6), controller and cabinet (1), conduit and cable.	$300,000.00							
	ENGINEERING - DESIGN		$75.00	100	$7,500.00				
	(incl. survey, utility cord., design, specifications, construction support)		$100.00	120	$12,000.00				
	ENGINEERING - TIMING		$75.00	45	$3,375.00				
			$100.00	12	$1,200.00				
SUB-TOTALS		$300,000.00			$24,075.00	$324,075.00			
TOTALS (ROUNDED)						**$325,000.00**	**$8,100.00**	**$8,100.00**	**$16,250.00**
						per intersection			
Traffic Signal Controller Upgrade	Controller Upgrade	$2,700.00	$75.00	4	$300.00				
	NEMA TS2 controller; 2070/ATC adds 70% to unit cost (20% to total cost)								
	ENGINEERING - DESIGN		$100.00	16	$1,600.00				
	ENGINEERING - TIMING		$75.00	30	$2,250.00				
			$100.00	8	$800.00				
SUB-TOTALS	*incl. counts, modeling and development of proposed timing plan*	$2,700.00			$4,950.00	$7,650.00			
TOTALS (ROUNDED)						**$8,000.00**	**$200.00**	**$200.00**	**$400.00**
						per intersection			

LABOR - TRADE (Average)	$75.00 hour
LABOR COST - ENGINEERING (WEIGHTED)	$100.00 hour

LINE ITEM	COMPONENTS	COMPONENT COSTS	LABOR COST (PER HR)	LABOR HOURS	TOTAL LABOR COST	TOTAL INSTALL COSTS[1]	O COSTS (2.5% of TOTAL except as noted)	M COSTS (2.5% of TOTAL except as noted)	R COSTS (TOTAL INSTALL COSTS / 20 years)
Actuated signal operation at isolated signal(s)	Loop Detection (16 @ $100 + labor)	$1,600.00	$75.00	32	$2,400.00				
	Pull Boxes (4 @$600)	$2,400.00	$75.00	16	$1,200.00				
	ENGINEERING - DESIGN		$100.00	16	$1,600.00				
	ENGINEERING - TIMING		$75.00	30	$2,250.00				
			$100.00	8	$800.00				
	Does not include traffic signal controller upgrade								
SUB-TOTALS		$4,000.00			$8,250.00	$12,250.00			
TOTALS (ROUNDED)						**$13,000.00**	**$300.00**	**$300.00**	**$650.00**
						per intersection			
Interconnected signal operation with actuated movements	Trench and Backfill ($15/ft)	$79,000.00							
	Conduit (3" PVC) and installation (assumed $10/foot)	$53,000.00							
	Fiber optic cable hybrid 18 SM/MM, incl. electronics ($2.50/ft)	$13,200.00							
	Pull Boxes (1 box @ $600 every 500')	$6,000.00							
	Restoration (driveways, sidewalks, parkway)	$10,000.00							
	ENGINEERING - DESIGN		$100.00	40	$4,000.00				
	ENGINEERING - TIMING		$75.00	45	$3,375.00				
			$100.00	12	$1,200.00				
	Does not include traffic signal controller upgrade								
SUB-TOTALS		$161,200.00			$8,575.00	$169,775.00			
TOTALS (ROUNDED)						**$170,000.00**	**$4,300.00**	**$4,300.00**	**$8,500.00**
						per mile			
Communications link between isolated signal(s) and operating agency	Communication Link to TOC (narrowband)	$1,000.00	$75.00	16	$1,200.00				
SUB-TOTALS		$1,000.00			$1,200.00	$2,200.00			
TOTALS (ROUNDED)						**$3,000.00**	**$100.00**	**$100.00**	**$150.00**
						per intersection			

LABOR - TRADE (Average)	$75.00 hour
LABOR COST - ENGINEERING (WEIGHTED)	$100.00 hour

LINE ITEM	COMPONENTS	COMPONENT COSTS	LABOR COST (PER HR)	LABOR HOURS	TOTAL LABOR COST	TOTAL INSTALL COSTS[1]	O COSTS (2.5% of TOTAL except as noted)	M COSTS (2.5% of TOTAL except as noted)	R COSTS (TOTAL INSTALL COSTS / 20 years)
Closed loop signal system with communications link to operating agency	Trench and Backfill ($15/ft)	$79,000.00		included					
	Conduit (4" PVC Multiduct) and installation ($15/foot)	$79,000.00		included					
	Fiber optic cable hybrid 36 SM/MM, incl. electronics ($2.75/ft)	$14,520.00		included					
	Pull Boxes (1 box @ $600 every 500')	$6,000.00		included					
	System detection station	$6,000.00		included					
	Restore driveways, sidewalks, parkway	$10,000.00		included					
	Communication Link to TOC (narrowband)	$1,000.00	$75.00	16	$1,200.00				
	ENGINEERING - DESIGN		$100.00	40	$4,000.00				
	ENGINEERING - TIMING		$75.00	45	$3,375.00				
			$100.00	12	$1,200.00				
	Does not include traffic signal controller upgrades								
	Does not include system software								
SUB-TOTALS		$195,520.00			$9,775.00	$205,295.00	5.0% of total	2.5% of total	
TOTALS (ROUNDED)						**$206,000.00**	**$10,300.00**	**$5,200.00**	**$10,300.00**
						per mile			
Advanced Traffic Management System (ATMS) with real time communications link to operating agency and State Traffic Operations Center	Trench and Backfill ($15/ft)	$79,000.00		included					
	Conduit (4" PVC Multiduct) and installation ($15/foot)	$79,000.00		included					
	Fiber optic cable hybrid 36 SM/MM, incl. electronics ($3.00/ft)	$15,840.00		included					
	6-Fiber optic cable single mode($2/ft)	$5,280.00		included					
	Pull Boxes (1 box @ $600 every 500')	$6,000.00		included					
	System detection station	$6,000.00		included					
	Restore driveways, sidewalks, parkway	$10,000.00		included					
	Fiber optic 10/100 ethernet transceiver	$4,000.00	$75.00	8	$600.00				
	Fiber optic splicing and splicing closure	$2,500.00	$75.00	8	$600.00				
	Fiber optic termination panel - 24 Fiber	$600.00	$75.00	8	$600.00				
	ENGINEERING - DESIGN		$100.00	80	$8,000.00				
	ENGINEERING - TIMING		$75.00	45	$3,375.00				
			$100.00	12	$1,200.00				
	Does not include traffic signal controller upgrades								
	Does not include system software								
SUB-TOTALS		$208,220.00			$14,375.00	$222,595.00	7.5% of total	2.5% of total	
TOTALS (ROUNDED)						**$223,000.00**	**$16,700.00**	**$5,600.00**	**$11,150.00**
						per mile			
Routine Traffic Signal Timinng Optimization	Data collection		$60.00	25	$1,500.00				
	ENGINEERING - DESIGN		$75.00	6	$450.00				
	ENGINEERING - TIMING		$100.00	12	$1,200.00				
SUB-TOTALS					$3,150.00	**$3,150.00**			
TOTALS (ROUNDED)						**$4,000.00**	**$100.00**	**$100.00**	**$200.00**
						per controller			