EXHIBIT 4

US 51 CORRIDOR

GEOMETRIC ANALYSIS TABLES

Exhibit 4 Table 1
Horizontal Curves, USH 51

PI	Δ, Delta	Radius	Superelevation	Equivalent Design Speed
569+25.36	38°55'47"	**2864.79**	3.0	**45**
595+24.02	3°51'32"	8594.37	2.0	60
603+51.97	**31°30'00"**	**1909.86**	**2.0**	**25**
618+79.16	5°48'23"	11459.16	2.0	70
640+03.60	9°53'00"	11459.16	2.0	70
686+76.20	4°52'00"	11459.16	2.0	70
735+19.17	10°27'53"	**5729.58**	2.0	**50**
796+48.07	16°06'30"	5726.29	2.7	60
833+14.43	**39°13'11"**	**2291.84**	-	**30**
848+57.14	**2°00'16"**	PI	-	40
861+46.70	**2°17'26"**	PI	-	35
868+16.72	**35°04'28"**	PI	-	-
1085+12.96	**3°33'37.7"**	PI	-	**30**
1087+83.77	**3°33'37.7"**	PI	-	**30**
1129+43.99	39°59'51"	1273.24	6.0	55
1143+04.00	43°25'57"	1273.24	8.0	60
1188+55.00	5°56'08"	5729.58	3.2	70
1208+76.00	11°59'13"	5729.58	3.2	70
1226+08.00	0°24'33"	PI	-	70
1255+98.00	1°12'57.8"	22918.31	-	70
1267+02.00	1°07'43.1"	22918.31	-	70
1276+24.00	0°53'50.4"	22918.31	-	70
1309+60.00	02°48'06"	8384.75	2.0	65
1332+84.00	06°41'18"	11459.16	2.0	70
1365+02.00	11°17'02"	7639.44	3.6	70

*16°30' max deflection for intersection at 20 mph

Exhibit 4 Table 2
Horizontal Curves, STH 30 Ramps

Ramp	PI	Δ, Delta	Radius	Superelevation	Equivalent Design Speed
A	11+33.70	4°12'35"	3402.61	3.1	50
A	17+28.95	7°30'28"	2289.45	2.0	30
E	21+39.51	11°16'17"	2265.37	5.1	60
E	27+38.08	12°45'44"	2291.85	-	30
D	22+17.45	5°53'03"	2064.05	5.3	60
C	23+88.04	5°56'37"	2292.27	5.1	60

Exhibit 4 Table 3
Horizontal Curves, STH 19 Ramps

Ramp	PI	Δ, Delta	Radius	Superelevation	Equivalent Design Speed
W	51+41.61	20°28'38"	1432.39	7.9	65
X	50+81.58	12°50'23"	1432.39	7.9	65
Y	70+53.57	13°33'32"	1432.39	7.9	65
Z	69+03.35	12°43'19"	1432.39	7.9	65

Exhibit 4 Table 4

Horizontal Curves, IH 39/90/94 Ramps

Ramp	PI	Δ, Delta	Radius	Superelevation	Equivalent Design Speed
H	4+35.34	54°54'33"	764.50	8.0	50
H	13+84.32	75°44'33"	500.30	8.0	40
H	21+02.86	51°53'41"	467.72	8.0	40
H	23+74.57	11°18'25"	764.50	8.0	45
F	1+31.34	15°15'07"	763.94	6.0	35
F	3+71.87	33°46'47"	459.30	7.9	40
F	6+47.18	63°52'15"	231.00	7.9	30
F	14+35.30	111°30'08"	459.30	7.9	40
F	17+95.68	63°15'11"	229.18	7.9	30
F	1975.12	16°46'15"	458.37	3.2	20
F	20+87.67	6°52'59"	763.94	3.2	20
NW	217+68.16	11°28'27"	1459.00	6.0	60
NW	220+01.77	17°27'58"	572.96	6.0	40
NW	222+86.31	71°21'10"	275.64	6.0	30
NW	225+08.94	19°47'19"	442.91	6.0	35
NW	226+70.54	11°58'46"	818.51	2.0	45
SE	49+49.62	12°25'02"	1145.92	6.0	55
SE	47+32.08	17°21'54"	617.68	6.0	40
SE	44+86.49	79°16'33"	272.42	6.0	30
SE	41+86.78	19°11'28"	446.32	6.0	35
SE	40+43.32	9°32'35"	818.51	6.0	45
K	1+27.46	15°16'17"	763.94	6.0	35
K	3+68.78	33°59'46"	458.37	7.9	40
K	6+53.97	67°34'13"	229.18	7.9	30
K	13+95.66	107°28'00"	458.36	7.9	40
K	17+72.79	63°37'22"	229.18	7.9	30
K	19+47.69	15°32'47"	458.36	2.0	15
K	20+45.84	5°26'52"	763.94	2.0	15
M	4+12.02	47°14'54"	764.5	8.0	50
M	13+43.37	70°22'03"	499.36	8.0	40
M	20+51.48	53°19'39"	467.72	8.0	40
M	23+21.22	10°21'51"	763.94	8.0	50

Exhibit 4 Table 5

Horizontal Curves, USH 12/18 Ramps

Ramp	PI	Δ, Delta	Radius	Superelevation	Equivalent Design Speed
V	169+44.87	17°00'50"	1637.02	6.6	50
W	176+56.74	16°00'00"	1432.39	3.1	30
W	179+42.24	20°36'40"	477.47	3.1	25
X	181+38.29	17°38'38"	1159.79	2.0	25
X	187+51.91	10°23'43"	1637.02	6.6	50
Y	193+13.55	6°18'43"	4297.18	4.0	65

Exhibit 4 Table 6

Horizontal Curves, Cottage Grove Rd. Ramps

Ramp	PI	Δ, Delta	Radius	Superelevation	Equivalent Design Speed
D	10+18.41	160°59'34"	150.00	8.0	25
E	11+78.14	78°36'52"	150.00	8.0	25
E	9+06.77	55°08'33"	192.00	8.0	25
F	12+51.85	22°55'06"	500.00	8.0	40
F	10+76.85	28°38'52"	300.00	8.0	30
F	8+20.44	38°35'25"	150.00	8.0	25
G	8+20.44	38°35'25"	176.00	8.0	25
G	13+02.62	49°53'18"	400.00	8.0	35

Exhibit 4 Table 7

Horizontal Curves, Milwaukee St. Ramps

Ramp	PI	Δ, Delta	Radius	Superelevation	Equivalent Design Speed
K	24+87.43	1°02'34"	27472.19	-	70
FR	12+87.84	10°18'18"	5544.98	-	70
I	15+31.67	11°26'16"	5308.35	-	70

Exhibit 4 Table 8
Vertical Curves, USH 51

PVI STA	Curve Type & K-Value	Equivalent Design Speed	
566+40.00	Ksag = 824	70	Design Speed = 50 mph
Terminal Drive Sta. 574+50			
574+61.00	Kcrest = 250	70	
US 12/18 Eastbound ramps Sta. 598+00			
599+50.00	Ksag = 233	65	
US 12/18 Westbound ramps Sta. 602+00			
604+50.00	Kcrest = 250	70	
607+00.00	**Ksag = 147**	**45**	
Broadway Intersection Sta. 608+00			
609+50.00	Ksag = 317	70	
619+50.00	Kcrest = 272	70	Design Speed = 60 mph
621+50.00	Ksag = 227	65	
636+95.00	Ksag = 316	70	
654+97.00	Kcrest = 267	70	
Pflaum Road Intersection Sta. 660+00			
669+30.00	Kcrest = 317	70	
677+33.00	Ksag = 300	70	
686+90.00	Kcrest = 420	70	
694+30.00	Ksag = 317	70	
Buckeye Road Intersection Sta. 700+00			
707+88.00	Kcrest = 340	70	
718+10.00	**Ksag = 155**	**50**	
Cottage Grove Road SB Ramps Sta. 731+00			
733+97.00	Kcrest = 261	70	
Cottage Grove Road NB Ramps Sta. 746+00			
750+79.00	Ksag = 263	70	
771+52.00	Kcrest = 350	70	
Milwaukee Street South Ramps Sta. 781+00 - 785+00			
785+50.00	Ksag = 125	55	
796+04.70	Kcrest = 193	65	
Milwaukee Street North Ramps Sta. 808+00 – 815+00			

Exhibit 4 Table 8
Vertical Curves, USH 51

PVI STA	Curve Type & K-Value	Equivalent Design Speed	
805+00.00	Kcrest = 313	70	Design Speed = 50 mph
812+50.00	Ksag = 268	70	
818+63.50	Ksag = 322	70	
STH 30 South Ramps Sta. 819+00			
STH 30 North Ramps Sta. 825+00			
832+50.00	Kcrest = 244	65	
833+50.00	Ksag = 244	70	
839+00.00	Ksag = 100	50	
Lexington Ave / Commercial Ave Intersection Sta. 841+00			Design Speed = 50 mph
846+25.00	Ksag = 100	50	
852+00.00	Kcrest = 103	50	
860+50.00	Kcrest = 170	60	
865+60.00	Kcrest = 160	50	
East Washington Ave Intersection Sta. 868+16.72			Design Speed = 40 mph
Station Equation 868+16.72 = 1079+64.57			
Anderson Street Intersection Sta. 1105+00			
Kinsman Boulevard Intersection Sta. 1112+00			
1082+15.00	Kcrest = 63	35	
1087+15.00	Ksag = 313	70	
1105+35.00	Ksag = 833	70	
1115+55.00	Ksag = 100	50	
1121+50.00	Kcrest = 121	55	
Pierstorff Street Intersection Sta. 1124+50			
1133+24.00	Kcrest = 460	70	
1149+15.00	Ksag = 344	70	
Rieder Road Intersection Sta. 1150+00			Design Speed = 60 mph
1154+15.00	Kcrest = 889	70	
Amelia Earheart Drive Intersection Sta. 1168+00			
1181+15.00	Ksag = 400	70	
1187+15.00	Kcrest = 400	70	
1203+65.00	Ksag = 188	70	

1212+90.00	Ksag = 214	70	Design Speed = 60 mph
Hanson Road Intersection Sta. 1216+50			
1221+15.00	Kcrest = 435	70	
1232+15.00	Ksag = 197	70	
1252+15.00	Kcrest = 722	70	Design Speed = 50 mph
Hoepker Road Intersection Sta. 1255+50			
1263+15.00	Kcrest = 565	70	
1282+48.00	Kcrest = 400	70	
County CV Sta. 1282+50			
1287+98.00	PI	70	
1297+98.00	Ksag = 396	70	
I 39/90/94 South Interchange Ramps Sta. 1302+50			
1306+98.00	Kcrest = 310	60	
1309+98.00	Ksag = 124	55	
1312+98.00	Kcrest = 236	55	
I 39/90/94 North Interchange Ramps Sta. 1314+50			
1327+13.00	Ksag = 646	70	
Token Creek Park Rd / East Metro Dr Intersection Sta. 1335+00			
WIS 19 South Interchange Ramps Sta. 1355+00			
WIS 19 North Interchange Ramps Sta. 1380+00			

Exhibit 4 Table 8
Vertical Curves, USH 51

PVI STA	Curve Type & K-Value	Equivalent Design Speed	
566+40.00	Ksag = 824	70	Design Speed = 50 mph
Terminal Drive Sta. 574+50			
574+61.00	Kcrest = 250	70	
US 12/18 Eastbound ramps Sta. 598+00			
599+50.00	Ksag = 233	65	
US 12/18 Westbound ramps Sta. 602+00			
604+50.00	Kcrest = 250	70	
607+00.00	**Ksag = 147**	**45**	
Broadway Intersection Sta. 608+00			
609+50.00	Ksag = 317	70	
619+50.00	Kcrest = 272	70	Design Speed = 60 mph
621+50.00	Ksag = 227	65	
636+95.00	Ksag = 316	70	
654+97.00	Kcrest = 267	70	
Pflaum Road Intersection Sta. 660+00			
669+30.00	Kcrest = 317	70	
677+33.00	Ksag = 300	70	
686+90.00	Kcrest = 420	70	
694+30.00	Ksag = 317	70	
Buckeye Road Intersection Sta. 700+00			
707+88.00	Kcrest = 340	70	
718+10.00	**Ksag = 155**	**50**	
Cottage Grove Road SB Ramps Sta. 731+00			
733+97.00	Kcrest = 261	70	
Cottage Grove Road NB Ramps Sta. 746+00			
750+79.00	Ksag = 263	70	
771+52.00	Kcrest = 350	70	
Milwaukee Street South Ramps Sta. 781+00 - 785+00			
785+50.00	Ksag = 125	55	
796+04.70	Kcrest = 193	65	
Milwaukee Street North Ramps Sta. 808+00 – 815+00			

Exhibit 4 Table 8
Vertical Curves, USH 51

PVI STA	Curve Type & K-Value	Equivalent Design Speed	
805+00.00	Kcrest = 313	70	Design Speed = 50 mph
812+50.00	Ksag = 268	70	
818+63.50	Ksag = 322	70	
STH 30 South Ramps Sta. 819+00			
STH 30 North Ramps Sta. 825+00			
832+50.00	Kcrest = 244	65	
833+50.00	Ksag = 244	70	
839+00.00	Ksag = 100	50	
Lexington Ave / Commercial Ave Intersection Sta. 841+00			Design Speed = 50 mph
846+25.00	Ksag = 100	50	
852+00.00	Kcrest = 103	50	
860+50.00	Kcrest = 170	60	
865+60.00	Kcrest = 160	50	
East Washington Ave Intersection Sta. 868+16.72			Design Speed = 40 mph
Station Equation 868+16.72 = 1079+64.57			
Anderson Street Intersection Sta. 1105+00			
Kinsman Boulevard Intersection Sta. 1112+00			
1082+15.00	Kcrest = 63	35	
1087+15.00	Ksag = 313	70	
1105+35.00	Ksag = 833	70	
1115+55.00	Ksag = 100	50	
1121+50.00	Kcrest = 121	55	
Pierstorff Street Intersection Sta. 1124+50			
1133+24.00	Kcrest = 460	70	
1149+15.00	Ksag = 344	70	
Rieder Road Intersection Sta. 1150+00			Design Speed = 60 mph
1154+15.00	Kcrest = 889	70	
Amelia Earheart Drive Intersection Sta. 1168+00			
1181+15.00	Ksag = 400	70	
1187+15.00	Kcrest = 400	70	
1203+65.00	Ksag = 188	70	

1212+90.00	Ksag = 214	70	Design Speed = 60 mph
Hanson Road Intersection Sta. 1216+50			
1221+15.00	Kcrest = 435	70	
1232+15.00	Ksag = 197	70	
1252+15.00	Kcrest = 722	70	Design Speed = 50 mph
Hoepker Road Intersection Sta. 1255+50			
1263+15.00	Kcrest = 565	70	
1282+48.00	Kcrest = 400	70	
County CV Sta. 1282+50			
1287+98.00	PI	70	
1297+98.00	Ksag = 396	70	
I 39/90/94 South Interchange Ramps Sta. 1302+50			
1306+98.00	Kcrest = 310	60	
1309+98.00	Ksag = 124	55	
1312+98.00	Kcrest = 236	55	
I 39/90/94 North Interchange Ramps Sta. 1314+50			
1327+13.00	Ksag = 646	70	
Token Creek Park Rd / East Metro Dr Intersection Sta. 1335+00			
WIS 19 South Interchange Ramps Sta. 1355+00			
WIS 19 North Interchange Ramps Sta. 1380+00			

Exhibit 4 Table 9
Vertical Grades, USH 51

Start Station (PVI)	End Station (PVI)	% Grade
-	566+40.00	-0.35
566+40.00	574+61.00	0.50
574+61.00	599+50.00	-0.49
599+50.00	604+50.00	0.80
604+50.00	607+00.00	-0.80
607+00.00	609+50.00	-0.12
609+50.00	619+50.00	0.51
619+50.00	621+50.00	-0.41
621+50.00	636+95.00	0.25
636+95.00	654+97.00	2.00
654+97.00	669+30.00	0.50
669+30.00	677+33.00	-1.00
677+33.00	686+90.00	0.50
686+90.00	694+30.00	-0.50
694+30.00	707+88.00	1.00
707+88.00	718+10.00	-1.50
718+10.00	733+97.00	1.40
733+97.00	750+79.00	-3.19
750+79.00	771+52.00	1.00
771+52.00	785+50.00	-1.22
785+50.00	796+04.70	3.17
796+04.70	805+00.00	-1.50
805+00.00	812+50.00	-3.10
812+50.00	818+63.50	-1.23
818+63.50	832+50.00	-0.30
832+50.00	833+50.00	-0.71
833+50.00	839+00.00	-0.50
839+00.00	846+25.00	1.00

Exhibit 4 Table 9
Vertical Grades, USH 51

Start Station (PVI)	End Station (PVI)	% Grade
846+25.00	852+00.00	4.50
852+00.00	860+50.00	0.60
860+50.00	865+60.00	-1.75
865+60.00	1082+15.00	-0.72
1082+15.00	1087+15.00	-1.48
1087+15.00	1105+35.00	-0.52
1105+35.00	1115+55.00	0.44
1115+55.00	1121+50.00	2.11
1121+50.00	1133+24.00	-1.87
1133+24.00	1149+15.00	-0.57
1149+15.00	1154+15.00	0.45
1154+15.00	1181+15.00	0.00
1181+15.00	1187+15.00	0.50
1187+15.00	1203+65.00	0.00
1203+65.00	1212+90.00	1.60
1212+90.00	1221+15.00	3.47
1221+15.00	1232+15.00	0.48
1232+15.00	1252+15.00	1.50
1252+15.00	1263+15.00	-1.00
1263+15.00	1282+48.00	-1.68
1282+48.00	1287+98.00	-3.43
1287+98.00	1297+98.00	-3.52
1297+98.00	1306+98.00	0.27
1306+98.00	1309+98.00	0.11
1309+98.00	1312+98.00	0.51
1312+98.00	1327+13.00	0.30
1327+13.00	-	1.23

Exhibit 4 Table 10

Vertical Curves, USH 12/18 Ramps

Ramp	PVI	Curve Type & K	Equivalent
V	169+50.00	Kcrest = 234	65
V	173+50.00	Ksag = 169	60
W	171+00.00	Kcrest = 120	40
X	180+75.00	Ksag = 30	35
X	185+00.00	Kcrest = 157	60
Y	190+50.00	Kcrest = 246	65

Exhibit 4 Table 11

Vertical Curves, Cottage Grove Road Ramps

Ramp	PVI	Curve Type & K	Equivalent
D	10+60.00	Kcrest = 47	40
E	7+00.00	Ksag = 47	40
E	8+20.00	Kcrest = 32	35
E	10+00.00	Kcrest = 50	40
F	5+75.00	Kcrest = 308	70
F	7+00.00	Ksag = 197	65
F	11+00.00	Ksag = 54	40
G	5+75.00	Ksag = 73	45
G	6+95.00	Kcrest = 52	40
G	9+25.00	Kcrest = 71	45
G	11+50.00	Ksag = 80	45

Exhibit 4 Table 14

Vertical Curves, Milwaukee St. Ramps

Ramp	PVI	Curve Type & K	Equivalent
FR	10+00.00	Ksag = 151	60
FR	14+00.00	Kcrest = 199	65
FR	18+00.00	Ksag = 107	50
FR	21+50.00	Kcrest = 241	65
FR	26+00.00	Kcrest = 179	60
FR	28+00.00	Ksag = 262	70
I	10+80.59	**Ksag = 27**	**25**
I	21+00.00	Kcrest = 98	50
I	28+25.29	Ksag = 268	70
J	12+46.57	Ksag = 151	60
J	15+50.00	Kcrest = 61	45
J	19+52.25	**Ksag = 29**	**25**
K	20+82.33	Ksag = 125	55
K	24+52.33	Kcrest = 50	40
K	28+14.30	**Ksag = 35**	**25**

Exhibit 4 Table 15

Vertical Curves, STH 30 Ramps

Ramp	PVI	Curve Type & K	Equivalent
R	1+25.00	Ksag = 89	45
A	16+25.18	Kcrest = 412	70
A	20+66.20	Ksag = 69	40
C	12+00.00	**Ksag = 47**	**30**
C	18+50.00	Kcrest = 3614	70
D	11+50.00	Ksag = 61	35
D	19+50.00	Kcrest = 453	70
E	22+69.09	Kcrest = 423	70
E	27+50.00	Ksag = 91	45

Exhibit 4 Table 16

Vertical Curves, IH 39/90/94 Ramps

Ramp	PVI	Curve Type & K	Equivalent
F	1+09.87	Kcrest = 169	50
F	6+09.87	Ksag = 149	60
F	19+70.00	Ksag = 82	45
H	1+50.00	Kcrest = 211	65
H	13+00.00	Kcrest = 267	70
H	16+00.00	Kcrest = 165	60
H	17+00.00	Ksag = 187	70
H	22+25.00	Ksag = 70	40
H	23+50.00	Ksag = 73	40
SE	42+50.00	Ksag = 65	40
SE	48+50.00	Kcrest = 74	40
NW	219+00.00	Kcrest = 133	55
NW	223+85.00	Ksag = 114	50
K	1+50.00	Kcrest = 84	40
K	9+00.00	Ksag = 187	70
K	15+50.00	Kcrest = 256	70
M	1+50.00	Kcrest = 231	65
M	8+00.00	Ksag = 341	70
M	16+00.00	Kcrest = 225	65
M	19+00.00	Ksag = 149	60
M	21+50.00	Ksag = 151	60

Exhibit 4 Table 17

Vertical Curves, STH 19 Ramps

Ramp	PVI	Curve Type & K	Equivalent
X	54+00.00	Kcrest = 147	55
X	58+00.00	Ksag = 118	55
W	51+00.00	Kcrest = 155	60
W	58+36.00	Ksag = 97	50
Y	62+00.00	**Ksag = 36**	**30**
Y	69+90.00	Kcrest = 150	60
Y	72+75.00	PI	70
Y	73+25.00	PI	60
Z	59+78.80	PI	50
Z	61+00.00	**Ksag = 42**	**30**
Z	66+85.00	Kcrest = 136	55
Z	70+92.60	PI	70

Exhibit 4 Table 19
Minor Access Control, Sideroads

Station	Location	Access Type	USH 51 O/S	Distance (ft)	Meets Min Requirements to Thru Lane?	Notes
574+00	Voges	Street	RT	195	No	-
574+00	Voges	Street	LT	341	No	-
660+00	Pflaum	Street	RT	113	No	-
660+00	Pflaum	Street	LT	117	No	Within Turn Lane Area
700+00	Buckeye	Street	RT	226	No	-
700+00	Buckeye	Street	LT	129	No	Within Turn Lane Area
841+00	Lexington	Street	LT	259	No	206' between turn lanes
868+00	E. Washington	Driveway	LT	123	No	-
868+00	E. Washington	Street	LT	258	No	-
868+00	E. Washington	Driveway	RT	258	No	Within Turn Lane
868+00	E. Washington	Driveway	RT	244	No	-
1095+00	Anderson	Driveway	RT	162	No	-
1112+00	Kinsman	Driveway	RT	220	No	-
1112+00	Kinsman	Driveway	LT	101	No	-
1123+00	Pierstorff	Street	RT	131	No	-
1255+00	Hoepker	Driveway	LT	211	No	-
1255+00	Hoepker	Driveway	RT	334	No	-
1335+00	Token Creek Rd	Driveway	RT	211	No	-

Exhibit 4 Table 20
Major Access Control along USH 51

Station	Location 1	Location 2	O/S	Distance (ft)	Meets Rec. Requirements?	Notes
-	Voges	USH 12/18	-	2260	No	-
-	USH 12/18	Broadway	-	430	No	-
-	Broadway	Pflaum	-	1330	No	-
-	Pflaum	Buckeye	-	1340	No	-
-	Buckeye	Cottage Grove	-	2880	No	-
-	Cottage Grove	Milwaukee	-	3710	No	-
-	Milwaukee	STH 30	RT	1220	No	-
-	Milwaukee	STH 30	LT	530	No	-
-	STH 30	Lexington	-	1270	No	-
-	Lexington	E. Washington	-	2420	No	-
1083+00	E. Washington	Driveway	RT	240	No	-
1086+00	E. Washington	Driveway	RT	480	No	-
1085+00	E. Washington	Driveway	LT	460	No	-
-	E. Washington	Anderson	-	1310	No	-
1092+00	Anderson	Driveway	RT	220	No	-
-	Anderson	Kinsman	-	1590	No	-
1117+00	Kinsman	Driveway	RT	470	No	-
-	Kinsman	Pierstorff	-	1080	No	-
-	Pierstorff	Rieder	-	2380	Yes	-
-	Rieder	Amelia Earhart	-	1600	No	-
1206+00	Amelia Earhart	Driveway	-	3820	Yes	-
-	Amelia Earhart	Hanson	-	4820	Yes	-
1206+00	Driveway	Hanson	-	975	No	-
-	Hanson	Hoepker	-	3815	Yes	-
-	Hoepker	Acker	-	820	No	-
-	Acker	CTH CV	-	1690	No	-
1294+00	CTH CV	Driveway	LT	920	No	-
1294+00	Driveway	IH 90/94/39	LT	280	No	-
-	CTH CV	IH 90/94/39	-	1440	No	-
1323+00	IH 90/94/39	Driveway	LT	360	No	-
1330+00	IH 90/94/39	Driveway	RT	975	No	-
-	IH 90/94/39	Token Creek	-	1480	No	-
1330+00	Driveway	Token Creek	RT	460	No	-
-	Token Creek Rd	STH 19	-	1930	No	-

Exhibit 4 Table 21
Frontage Road Offset, USH 51

Station	USH 51 O/S	Distance (ft)	Meets Min/Des Requirements to Thru Lane?	Notes
580+00	RT	65	Yes/No	-
612+00	RT	69	Yes/No	-
650+00	RT	80	Yes/No	-
673+00	LT	51	Yes/No	-
673+00	RT	60	Yes/No	-
710+00	RT	50	Yes/No	-
778+00	RT	55	Yes/No	-
788+00	LT	50	Yes/No	Below Ramp
788+00	RT	67	Yes/No	19' from Ramp
831+00	LT	36	No/No	20' from RTL
850+00	LT	35	No/No	-
1100+00	RT	29	No/No	-
1126+00	RT	39	No/No	-
1129+00	RT	25	No/No	-
1184+00	LT	66	Yes/No	-
1202+00	LT	161	Yes/Yes	-
1211+00	LT	72	Yes/No	-

Exhibit 4 Table 22
USH 51 Typical Sections

From	To	Design Class	Traveled Way Width (# of Lanes @ Total Width)	Shoulder Width (Paved)	Roadway Width
Voges	US 12/18	A3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (8') RT	40'
US 12/18	Broadway	UA3 (6 Lane Divided)	3 @ 36'	2' (2') LT 6' (6') RT	44'
Broadway	1/2 Mile N. Broadway	UA3 (6 Lane Divided)	3 @ 36'	2' (2') LT 8' (6') RT	46'
1/2 Mile N. Broadway	Pflaum Rd.	A3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (8') RT	40'
Pflaum Rd.	Buckeye Rd.	A3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (8') RT	40'
Buckeye Rd.	Cottage Grove Rd.	A3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (8') RT	40'
Cottage Grove Rd.	Milwaukee St.	A3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (8') RT	40'
Milwaukee St.	STH 30	UA3 (6 Lane Divided)	3 @ 38'	10.5' (10.5') LT 8' (8') RT	56.5'
STH 30	Lexington Ave.	UA3 (6 Lane Divided)	3 @ 38'	**2' (2') LT** 10' (6') RT	50'
Lexington Ave.	East Washington Ave.	UA3 (6 Lane Divided)	3 @ 38'	**2' (2') LT** 10' (6') RT	50'
East Washington Ave.	Anderson St.	U4 (4 Lane Divided)	2 @ 24'	2' (2') LT & RT	28'
Anderson St.	Kinsman Blvd.	UA3 (4 Lane Divided)	2 @ 24'	2' (2') LT 10' (8') RT	36'
Kinsman Blvd.	Pierstorff St.	UA3 (4 Lane Divided)	2 @ 24'	**2' (2') LT** 10' (6') RT	36'
Pierstorff St.	Rieder Rd.	A3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (6') RT	40'
Rieder Rd.	Hanson Rd.	A3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (6') RT	40'
Hanson Rd.	Hoepker Rd.	A3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (6') RT	40'
Hoepker Rd.	Acker Rd.	UA3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (6') RT	40'
Acker Rd.	CTH CV	UA3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (6') RT	40'
CTH CV	IH 39/90/94	UA3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (6') RT	40'
IH 39/90/94	Token Creek Ln.	UA3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (6') RT	40'
Token Creek Ln.	STH 19	A3 (4 Lane Divided)	2 @ 24'	6' (3') LT 10' (6') RT	40'

Exhibit 4 Table 23
Entrance/Exit Ramp Geometry

Ramp	Location	Ramp Type	Gore Length	Acceleration Length	Lane Width	Taper	Grade
V	USH 12/18	Double Parallel Entrance	180'	Auxiliary Lane	12'	50:1	0.9% MAX
W	USH 12/18	Double Parallel Exit	240'	Auxiliary Lane	12'	50:1	1.3% MAX
X	USH 12/18	Single Lane Exit	460'	600'	16'	50:1	1.4% MAX
Y	USH 12/18	**Single Lane Entrance**	675'	1300'	16'	50:1	0.7% MAX
D	Cottage Grove	**Single Lane Exit**	**90'**	150'	16'	20:1	5.0% MAX
E	Cottage Grove	Single Lane Entrance	220'	Auxiliary Lane	16'	20:1	**7.0% MAX**
F	Cottage Grove	**Single Lane Exit**	**100'**	250'	16'	20:1	2.9% MAX
G	Cottage Grove	**Single Lane Entrance**	**130'**	225'	16'	20:1	2.9% MAX
J	Milwaukee st.	**Single Lane Exit**	**186'**	944'	18'	12.5:1	2% MAX
I	Milwaukee st.	Parallel Entrance	516'	1598'	22'	-	3% MAX
FR	Milwaukee st.	Parallel Exit	200'	690'	**11'**	-	1.4% MAX
K	Milwaukee st.	**Single Lane Entrance**	514'	1050'	15'	**40:1**	3.8% MAX
A	STH 30	Parallel Exit	164'	Auxiliary Lane	15'	12.5:1	1.9% MAX
C	STH 30	Parallel Entrance	129'	Auxiliary Lane	**12'**	50:1	3.3% MAX
D	STH 30	Parallel Exit	115'	Auxiliary Lane	15'	50:1	3.9% MAX
E	STH 30	Double Parallel Entrance	306'	Auxiliary Lane	**12'**	35:1	2.3% MAX
SE	IH 39/90/94	**Single Lane Exit**	**107'**	**511'**	16'	50:1	4.2% MAX
K	IH 39/90/94	**Single Lane Exit**	**61'**	**202'**	17'	20:1	2.0% MAX
M	IH 39/90/94	Parallel Entrance	137'	Auxiliary Lane	16'	50:1	2.7% MAX
NW	IH 39/90/94	Parallel Exit	107'	Auxiliary Lane	16'	50:1	2.5% MAX
F	IH 39/90/94	**Single Lane Exit**	**90'**	**167'**	17'	20:1	2.0% MAX
H	IH 39/90/94	Parallel Entrance	86'	Auxiliary Lane	16'	50:1	2.7% MAX
W	STH 19	**Single Lane Exit**	**124'**	**518'**	15'	50:1	1.7% MAX
X	STH 19	**Single Lane Entrance**	137'	**963'**	15'	50:1	2.5% MAX
Y	STH 19	**Single Lane Entrance**	233'	**965'**	15'	50:1	4.5% MAX
Z	STH 19	**Single Lane Exit**	148'	**500'**	15'	50:1	4.6% MAX

Exhibit 4 Table 24
Structure Information

Structure Number	Structure Location	Sufficiency Rating	Inventory / Operating Load	Vertical Clearance in Feet	Roadway Width
B-13-320	WB US 12/18 over US 51	96.0	HS 20.9/HS 31.7	16.3'	56'
B-13-321	EB US 12/18 over US 51	96.0	HS 23/HS 34	16.8'	56'
B-13-61	US 51 over Yahara River	84.2	HS 20/HS 30	N/A	72'
B-13-267	US 51 over Yahara River	85.0	HS 20/HS 30	N/A	44'
B-13-8	NB US 51 over Cottage Grove Rd	81.1	HS 18/HS 26	15.3'	30'
B-13-210	SB US 51 over Cottage Grove Rd	90.5	HS 17/HS 19	17.1'	33'
B-13-341	Pedestrian Bridge over US 51	N/A	Ped	17.2'	10'
B-13-98	IH 39/90/94 over US 51	79.5	HS 17 / HS 28	15.3'	42.9'
B-13-99	IH 39/90/94 over US 51	77.0	HS 17 / HS 28	15.3'	43.1'
B-13-291	US 51 over STH 19	99.7	HS 25 / HS 42	15.3'	71.0'
B-13-292	US 51 over STH 19	99.7	HS 25 / HS 42	15.3'	71.0'
B-13-322	STH 30 over US 51	97.6	HS 23 / HS 45	16.8'	60.0'
B-13-323	STH 30 over US 51	97.6	HS 23 / HS 45	16.8'	50.0'
B-13-324	US 51 over Milwaukee St.	96.0	HS 24 / HS 47	17.5'	114.0'
B-13-325	US 51 over Milwaukee St.	96.0	HS 24 / HS 47	16.0'	114.0'

Exhibit 4 Table 25
Pavement Information, USH 51 NB

US 51 Northbound		Distance (Miles)	Pavement Type	Current Surface Age	PCI (2012)	PCI (2016)	IRI (2012)	IRI (2016)
From	To							
Voges	Broadway	0.63	Concrete	25	54	41	3.56	3.62
Broadway	Pflaum	0.99	Conc./HMA	15	67	27	2.73	3.09
Pflaum	Cottage Grove	1.40	HMA	15	74	58	2.75	3.13
Cottage Grove	Milwaukee	1.04	HMA	15	61	45	2.49	2.86
Milwaukee	Lexington	0.88	Concrete	15	90	81	1.89	1.95
Lexington	East Washington	0.64	Concrete	19	76	67	2.82	2.88
East Washington	Pierstorff	0.81	Concrete	19	31	22	2.30	2.36
Pierstorff	Hanson	1.57	Concrete	21	90	83	2.00	2.06
Hanson	CTH CV	1.47	Concrete	21	93	86	1.95	2.01
CTH CV	STH 19	1.57	Concrete	7	100	98	1.75	1.81

Exhibit 4 Table 26
Pavement Information, USH 51 SB

US 51 Southbound		Distance (Miles)	Pavement Type	Current Surface Age	PCI (2012)	PCI (2016)	IRI (2012)	IRI (2016)
From	To							
STH 19	CTH CV	1.54	Concrete	7	100	98	1.35	1.41
CTH CV	Hanson	1.47	Concrete	21	85	78	1.52	1.59
Hanson	Pierstorff	1.57	Concrete	21	89	82	1.76	1.82
Pierstorff	East Washington	0.81	Concrete	1	100	100	3.77	3.83
East Washington	STH 30	0.81	Concrete	15	88	79	2.49	2.55
STH 30	Milwaukee	0.54	Concrete	15	89	80	1.84	1.90
Milwaukee	Cottage Grove	1.18	Concrete	44	50	36	1.87	1.93
Cottage Grove	Pflaum	1.43	Concrete	44	64	50	1.89	1.95
Pflaum	Broadway	0.99	Concrete	25	56	43	1.98	2.04
Broadway	Voges	0.64	Concrete	19	70	61	2.59	2.65

EXHIBIT 5

US 51 CORRIDOR

CONSTRUCTION COST ESTIMATE TABLES

Stoughton Road - Alternative A
CONSTRUCTION COST ESTIMATE

Terminal Drive/Voges Road - Milwaukee Street

Major Construction Items	Unit	Unit Cost	Total Quantity	Total Cost
Freeway Mainline Construction	lane-mile	$600,000	32	$19,200,000
Freeway Ramp Construction	lane-mile	$575,000	2	$1,150,000
Bridges	sf of deck	$100	100,000	$10,000,000
Local Road Reconstruction	lane-mile	$475,000	7.5	$3,562,500
Intersection Reconstruction	intersection	$150,000	18	$2,700,000
Signalization	intersection	$100,000	7	$700,000
Retaining Walls	sf of face	$50	11,500	$575,000
Other (Adjacent Local Road)	lane-mile	$475,000	4.5	$2,137,500
Subtotal				**$40,025,000**
Miscellaneous			0.15	$6,000,000
Contingency			0.25	$11,500,000
Total Construction				**$57,525,000**

Milwaukee Street - Kinsman

Major Construction Items	Unit	Unit Cost	Total Quantity	Total Cost
Freeway Mainline Construction	lane-mile	$600,000	5.0	$3,000,000
Freeway Ramp Construction	lane-mile	$575,000	1.5	$862,500
Bridges	sf of deck	$100	0	$0
Local Road Reconstruction	lane-mile	$475,000	7.0	$3,325,000
Intersection Reconstruction	intersection	$150,000	6	$900,000
Signalization	intersection	$100,000	5	$500,000
Retaining Walls	sf of face	$50	0	$0
Other (Adjacent Local Road)	lane-mile	$475,000	0	$0
Subtotal				**$8,587,500**
Miscellaneous			0.15	$1,300,000
Contingency			0.25	$2,500,000
Total Construction				**$12,387,500**

Kinsman - STH 19 Segment

Major Construction Items	Unit	Unit Cost	Total Quantity	Total Cost
Freeway Mainline Construction	lane-mile	$600,000	1.0	$600,000
Freeway Ramp Construction	lane-mile	$575,000	0.0	$0
Bridges	sf of deck	$100	13000	$1,300,000
Local Road Reconstruction	lane-mile	$475,000	1.1	$522,500
Intersection Reconstruction	intersection	$150,000	1	$150,000
Signalization	intersection	$100,000	0	$0
Retaining Walls	sf of face	$50	0	$0
Bike Path	lane-mile	$150,000	3	$450,000
Other (Adjacent Local Road)	lane-mile	$475,000	0	$0
Subtotal				**$3,022,500**
Miscellaneous			0.15	$500,000
Contingency			0.25	$900,000
Total Construction				**$4,422,500**

TOTAL $74,335,000

Stoughton Road - Alternative B
CONSTRUCTION COST ESTIMATE

Terminal Drive/Voges Road - Milwaukee Street

Major Construction Items	Unit	Unit Cost	Total Quantity	Total Cost
Freeway Mainline Construction	lane-mile	$600,000	24.0	$14,400,000
Freeway Ramp Construction	lane-mile	$575,000	6.0	$3,450,000
Bridges	sf of deck	$100	500,000	$50,000,000
Local Road Reconstruction	lane-mile	$475,000	12.0	$5,700,000
Intersection Reconstruction	intersection	$150,000	13	$1,950,000
Signalization	intersection	$100,000	9	$900,000
Retaining Walls	sf of face	$50	200,000	$10,000,000
Other (Adjacent Local Road)	lane-mile	$475,000	0.50	$237,500
Subtotal				**$86,637,500**
Miscellaneous			0.15	$13,000,000
Contingency			0.25	$24,900,000
Total Construction				**$124,537,500**

Milwaukee Street - Kinsman

Major Construction Items	Unit	Unit Cost	Total Quantity	Total Cost
Freeway Mainline Construction	lane-mile	$600,000	8.5	$5,100,000
Freeway Ramp Construction	lane-mile	$575,000	5.0	$2,875,000
Bridges	sf of deck	$100	71,000	$7,100,000
Local Road Reconstruction	lane-mile	$475,000	6.0	$2,850,000
Intersection Reconstruction	intersection	$150,000	5	$750,000
Signalization	intersection	$100,000	3	$300,000
Retaining Walls	sf of face	$50	140,000	$7,000,000
Other (Adjacent Local Road)	lane-mile	$475,000	2.5	$1,187,500
Subtotal				**$27,162,500**
Miscellaneous			0.15	$4,100,000
Contingency			0.25	$7,800,000
Total Construction				**$39,062,500**

Kinsman - STH 19 Segment

Major Construction Items	Unit	Unit Cost	Total Quantity	Total Cost
Freeway Mainline Construction	lane-mile	$600,000	11.9	$7,140,000
Freeway Ramp Construction	lane-mile	$575,000	0.96	$552,000
Bridges	sf of deck	$100	19,500	$1,950,000
Local Road Reconstruction	lane-mile	$475,000	4.58	$2,175,500
Intersection Reconstruction	intersection	$150,000	5	$750,000
Signalization	intersection	$100,000	2	$200,000
Retaining Walls	sf of face	$50	0	$0
Bike Path	lane-mile	$150,000	3	$450,000
Other (Adjacent Local Road)	lane-mile	$475,000	2.7	$1,282,500
Subtotal				**$13,217,500**
Miscellaneous			0.15	$2,000,000
Contingency			0.25	$3,800,000
Total Construction				**$19,017,500**

TOTAL $182,617,500

Stoughton Road - Alternative C
CONSTRUCTION COST ESTIMATE

Terminal Drive/Voges Road - Milwaukee Street

Major Construction Items	Unit	Unit Cost	Total Quantity	Total Cost
Freeway Mainline Construction	lane-mile	$600,000	24.5	$14,700,000
Freeway Ramp Construction	lane-mile	$575,000	6.0	$3,450,000
Bridges	sf of deck	$100	835,000	$83,500,000
Local Road Reconstruction	lane-mile	$475,000	14.0	$6,650,000
Intersection Reconstruction	intersection	$150,000	16	$2,400,000
Signalization	intersection	$100,000	10	$1,000,000
Retaining Walls	sf of face	$50	235,000	$11,750,000
Other (Adjacent Local Road)	lane-mile	$475,000	1.5	$712,500
Subtotal				**$124,162,500**
Miscellaneous			0.15	$18,600,000
Contingency			0.25	$35,700,000
Total Construction				**$178,462,500**

Milwaukee Street - Kinsman

Major Construction Items	Unit	Unit Cost	Total Quantity	Total Cost
Freeway Mainline Construction	lane-mile	$600,000	3.39	$2,034,000
Freeway Ramp Construction	lane-mile	$575,000	3.07	$1,765,250
Bridges	sf of deck	$100	450,000	$45,000,000
Local Road Reconstruction	lane-mile	$475,000	6.47	$3,073,250
Intersection Reconstruction	intersection	$150,000	5	$750,000
Signalization	intersection	$100,000	6	$600,000
Retaining Walls	sf of face	$50	200,000	$10,000,000
Other (Adjacent Local Road)	lane-mile	$475,000	2.2	$1,045,000
Subtotal				**$64,267,500**
Miscellaneous			0.15	$9,600,000
Contingency			0.25	$18,500,000
Total Construction				**$92,367,500**

Kinsman - STH 19 Segment

Major Construction Items	Unit	Unit Cost	Total Quantity	Total Cost
Freeway Mainline Construction	lane-mile	$600,000	5.4	$3,240,000
Freeway Ramp Construction	lane-mile	$575,000	3.4	$1,955,000
Bridges	sf of deck	$100	65,000.00	$6,500,000
Local Road Reconstruction	lane-mile	$475,000	5.1	$2,422,500
Intersection Reconstruction	intersection	$150,000	4	$600,000
Signalization	intersection	$100,000	2	$200,000
Retaining Walls	sf of face	$50	127,400.00	$6,370,000
Bike Path	lane-mile	$150,000	2.9	$435,000
Other (Adjacent Local Road)	lane-mile	$475,000	2.7	$1,282,500
Subtotal				**$21,722,500**
Miscellaneous			0.15	$3,300,000
Contingency			0.25	$6,300,000
Total Construction				**$31,322,500**

TOTAL $302,152,500

EXHIBIT 6

US 51 CORRIDOR

ARCHAELOGICAL AND HISTORICAL SITES

Previously Recorded Archaeological and Cemetery/Burial Sites Within or Immediately Adjacent to the Study Area

Smithsonian Number	Site Name	Site Type	Cultural Affiliation	Summary
47 DA-0826	Isolated Find	Isolated Find	Unknown	Not NRHP eligible, proposed reconstruction would have no effect on historic property
47 DA-0030/ BDA-0312	Burial Site	Burial Mound	Unknown	Uncataloged burial site, proposed reconstruction could adversely effect historic property and burials which are protected under Wisc. Stats. 157.70
47 DA-0032/ BDA-0271	Phlaum-McWilliams Mound Group	Effigy and Linear Mound Group	Unknown	NRHP eligible and cataloged (see description of cataloged boundary attached), cannot work within cataloged boundary of site without permission to disturb. Proposed reconstruction could adversely effect historic property and burials which are protected under Wisc. Stats. 157.70
47 DA-0702	Filbert I	Campsite/Village	Unknown	Not NRHP eligible, proposed reconstruction would have no effect on historic property
47 DA-0058/ BDA-0327	Burial Site	Effigy Mound	Late Woodland	Uncataloged burial site, proposed reconstruction could adversely effect historic property and burials which are protected under Wisc. Stats. 157.70
47 DA-0873	Nut Cracker	Cabin/Homestead	Historic Euro-American	Not NRHP eligible, proposed reconstruction would have no effect on historic property
47 DA-1304/ BDA-0019	Burial Site	Cemetery	Historic Euro-American	Uncataloged burial site, proposed reconstruction could adversely effect historic property and burials which are protected under Wisc. Stats. 157.70
47 DA-1333	Unknown	No Site Form		Not NRHP eligible, proposed reconstruction would have no effect on historic property
47 DA-1334	Unknown	No Site Form		Not NRHP eligible, proposed reconstruction would have no effect on historic property

EXHIBIT 7

US 51 CORRIDOR COORDINATION SUMMARY

Date	Meeting	Remarks
3/9/04	Town of Blooming Grove Town Board	Provided project summary and status
3/30/04	City of Madison Department of Neighborhood Planning	Discussed neighborhood plans and environmental justice
4/22/04	Technical Advisory Committee	Outlined roles and responsibilities of the Committee; the scope of Phase 2– Alternatives Analysis and Environmental Assessment; short term improvements; and future public outreach efforts
4/26/04	Town of Blooming Grove Town Board	Provided project summary and status
5/3/04	Alternative Solutions Workshop	Conducted workshop to get general public input on purpose and need and possible alternatives
6/16/04	Technical Advisory Committee	Conducted a mini-workshop to brainstorm potential solutions to the traffic problems identified in the Needs Analysis
6/22/04	Policy Advisory Committee	Initiated coordination with the Committee on the status of the study and outlined their responsibilities for the duration of the study
8/09/04	Technical Advisory Committee	Evaluated preliminary alternatives
9/16/04	Technical Advisory Committee	Reviewed needs identified in Phase 1; discussed preliminary alternatives/alternative that have been eliminated; determined potential corridor scenarios; reviewed schedule for public involvement
9/28/04	Policy Advisory Committee	Clarified funding schedule and process for WisDOT funded future projects; presented summary of needs identified in Phase 1; discussed preliminary alternatives and public involvement schedule
11/18/04	Technical Advisory Committee	Presented updates on corridor alternatives; traffic modeling and operations; bicycle accommodations; and public involvement schedule
12/13/04	Policy Advisory Committee	Discussed refining alternatives for presentation at neighborhood and business focus groups; established that the options presented address the needs of the project area; discussed a planned Value Engineering review of the alternatives
12/29/04	Dane County Regional Airport	Discussed alternatives for the Rieder Road through Hoepker Road section of the study.
1/27/05	Technical Advisory Committee	Finalized alternatives and discussed environmental document type; presented traffic modeling assumptions and initial results; updated planned short term improvements; updated public involvement efforts
1/28/05	WisDOT Bureau of Aeronautics	Discussed WisDOT's options regarding Hanson Road
2/1/05	Madison Metropolitan Planning Organization (MPO) Staff	Discussed integrating transit options into the alternatives and how to model
2/17/05	City of Madison Long Range Transportation Planning Commission (LRTPC)	Made presentation to LRTPC on project status and alternatives
3/2/05	Madison Area MPO Board	Provided project update, summarized alternatives

3/10/05	Madison Metropolitan Planning Organization (MPO) Staff	Continued discussion on integrating transit options into the alternatives and how to model
3/17/05	Technical Advisory Committee	Discussed final alternatives and agency coordination for environmental document; updated results of traffic modeling; discussed bike/ped facilities; discussed incremental implementation of alternatives; updated short term improvements and public involvement
3/18/05	Dane County Regional Airport	Discussed alternatives for the Rieder Road through Hoepker Road section of the study.
3/18/05	MATC, Dane County Airport East Washington/Anderson Street Alternatives	Discussed access to MATC and the airport, via Anderson Road, discussed proposed alternatives
3/30/05	Project Advisory Committee	Updated the status of the project, discussed refinements to the Alternatives, and presented the schedule for upcoming Public Involvement
4/5/05	Agency Scoping Meeting	Presented Purpose and Need and Alternatives, completed field review of corridor. Discussion of modeling transit alternatives. MPO to incorporate
4/15/05	MPO Technical Coordinating Committee (TCC) Presentation	Presentation of alternatives
6/1/05	City of Monona Board of Public Works	Presentation of alternatives to the Public Works Committee. Discussed the Stoughton Road Study and City Monona's comments and concerns.
6/15/05	Madison Mayor	Presentation of alternatives of Madison Mayor
7/20/05	Madison Metropolitan Planning Organization (MPO) Staff	Discussed integrating transit options into the alternatives and how to model
7/21/05	Technical Advisory Committee	Updated traffic modeling, alternatives, public involvement, and the environmental document
9/15/05	Technical Advisory Committee	Updated results of the Demand and Operations traffic modeling; presented revisions to Alternative C; and determined a schedule for future public involvement
10/10/05	MPO, City of Madison Engineering	Discussed alternatives for East Washington Avenue in Alternative B. Determined that CFI wouldn't be feasible.
10/12/05	Policy Advisory Committee	Presented preliminary results of traffic modeling, presented refinements to Alternatives A and C, discussed potential options for Alternative B, and presented the schedule for upcoming Public Involvement
11/17/05	Technical Advisory Committee	Updated results of the Demand and Operations traffic modeling; presented the revisions to Alternative B; updated the status of the short term improvements; and discussed a schedule for future public involvement
11/29/05	Dane County Regional Airport	Discussed alternatives for the Rieder Road through Hoepker Road section of the study.
1/19/06	Technical Advisory Committee	Updated results of the Demand and Operations traffic modeling; discussed Alternative B to provide concurrence so the modeling of the alternative can begin; updated the status of the short term improvements; and discussed a schedule for future public involvement

2/7/06	MPO, Madison Metro Transit Alternatives	Discussed the MPO's plans for transit in the Long Range Transportation Plan, Madison Metro's proposed expansions, integration with Transport 2020 transit planning
2/16/06	Technical Advisory Committee	Updated results of the Demand and Operations traffic modeling of Alternative B; discussed the upcoming Public Information Meeting; and provided concurrence of the Beltline / Stoughton Road interchange alternatives
2/17/06	Backbone Interchange Study Team	Informational meeting about integrating the backbone study at the Beltline/Stoughton Road interchange with this study. They will use our alternatives in their study.
2/21/06	Bicycle Facilities City of Madison Bicycle Coordinator WisDOT Bicycle Facilities Coordinator	Discussed current bicycle accommodations map and proposed accommodations.
3/9/06	Policy Advisory Committee	Provided preliminary results of the traffic modeling, presented Alternatives A, B, and C, and presented the schedule for upcoming Public Involvement
3/29-3/30/06	Public Information Meetings	Presentation of Alternatives A, B, and C to the public for comments.
4/21/06	MPO Technical Coordinating Committee (TCC)	Presentation of alternatives
5/9/06	Far East Business Association	Presented project status and alternatives to members of the business association. Solicited help in distributing the information to other businesses, asked for suggestions for open house format, hours, locations.
5/18/06	Technical Advisory Committee	Reviewed comments from public information meetings; discussed revisions to alternatives; reviewed traffic modeling summary; discussed format and impact areas for environmental document
5/22/06	Stoughton Road Revitalization Project	Presented alternatives from Beltline to STH 30, discusses differences between alternatives and possible land use implications.
7/20/06	Technical Advisory Committee	Discussed the format of the Environmental Impact Statement (EIS), determined if parts of the current alternatives could be discarded before EIS analysis or if they needed to be refined to better address Purpose and Need
8/17/06	City of Madison Long Range Transportation Planning Commission (LRTPC)	Made presentation to LRTPC on project status and alternatives
8/17/06	City of Madison LRTPC Pedestrian, Bike, Motor Vehicle (PBMVC), Transit & Parking, MPO	Presented the project alternatives and discussed the committees' concerns.
8/21/06	City of Monona Board of Public Works	Presentation of alternatives to the Public Works Committee. Discussed the Stoughton Road Study and City Monona's comments and concerns.
9/11/06	Inter-agency coordination meeting	Discuss potential wetland impacts; in particular, the possibility of affecting a previously established wetland mitigation site at the south end of the Stoughton Road corridor (US 12/18 Beltline Highway).

9/21/06	Technical Advisory Committee	Discussed revisions to Alternatives including access to Hanson Rd and Broadway, and alternatives to be eliminated from further study. Updated public involvement and environmental document progress.
10/11/06	Policy Advisory Committee	Provided an update on the project, comments on the revised alternatives, and notice of the upcoming Business Information Meetings
10/13/06	Wetland Field Meeting DNR	Site review of wetlands within the corridor
11/9/2006 11/10/06	Business Information Meetings	Presentation of Alternatives A, B, and C to the area businesses for comments.
12/1/06	PDQ Representatives	Discussion regarding impacts of Alternatives to PDQ properties
1/17/07	Technical Advisory Committee	Reviewed VE Study, Hanson/Hoepker Rd alternatives, and Traffic/Operations modeling revisions; updated public involvement and environmental document progress
3/13/07	Dane County Regional Airport	Discussed alternatives for the Rieder Road through Hoepker Road section of the study.
5/17/07	Technical Advisory Committee	Discussed traffic modeling issues at Broadway, Lien/E. Wash intersection, and Hanson Rd; discussed EIS issues including SAFETEA LU compliance, Indirect and Cumulative Effects (ICE) methodology, Stoughton Road Revitalization Project (SRRP), and the updated schedule
7/19/07	Technical Advisory Committee	Discussed results of demand modeling; updated operations modeling; discussed EIS issues including the impacts matrix, SAFETEA-LU compliance, and ICE; discussed coordination of study with SRRP
8/29/2007	Policy Advisory Committee	Public involvement updates, value engineering study, revisions to final alternatives, traffic modeling, and short term improvement projects
9/20/07	Technical Advisory Committee	Discussed EIS issues including the coordination plan, invitation letters, the methodology statement, American Indian coordination, and ICE; updated public involvement and traffic demand and operations modeling
10/16/07 10/18/07	Public Information Meetings	Presentation of Alternatives A, B, and C to the public for comments.
1/17/08	Technical Advisory Committee	Presented EIS alternatives, discussed ICE, discussed impacts to Lien Rd and Reindahl Park; updated short term improvement schedule; reviewed short and long term scheduling goals
10/16/08	Technical Advisory Committee	Discussed Coordination Plan and Impact Analysis Methodologies, ICE, Possible 4(f) Impacts; Short-term Improvements to Hoekper Road, Dutch Mill Park & Ride, Buckeye Road – Cottage Grove Road, and Stoughton Road/Beltine Ramp Improvements
4/30/2009	Policy Advisory Committee	Discussed final alternatives, safety projects planned/completed, Environmental Document status, park impacts/4(f) evaluation, and the Stoughton Road Revitalization Project
5/08/2009	WDNR Meeting	Update project alternatives and request WDNR comment
5/13/2009	Madison Area Transportation Planning Board	Presentation to update the Board on project timeline and status