



A G E N D A

December 17, 2002

2:30 P.M.

Governor's Conference Room
Room 115 East, State Capitol

1. Opening Remarks – Governor McCallum
2. Roll Call
Approval of June 7, 2002 Minutes
3. Briefing of Trans 210 Evaluation
4. Financial Status of Program
5. DOT Recommendations
6. Commission Action
7. Adjourn



Wisconsin Department of Transportation

www.dot.state.wi.us

Scott McCallum
Governor

Thomas E. Carlsen, P.E.
Acting Secretary

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September 10, 2002

The Honorable Scott McCallum
Governor of the State of Wisconsin
Rom 115 East, State Capitol
Madison, WI 53702

Dear Governor McCallum:

Pursuant to s. 13.489(2), Wisc. Stats., I am pleased to convey the Department of Transportation's recommendation relative to the candidate major highway projects currently before the Transportation Projects Commission including:

- USH 14 Viroqua – Westby
- USH 18 Prairie du Chien – STH 60
- USH 41 STH 26 – Breezewood Lane
- USH 41 CTH 'F' – IH 43

An analysis of the projects was carried out in conformance with TRANS 210. The analysis considered five significant policy areas: economic development, traffic flow, safety, environmental impacts and community impacts. A summary of the analysis results is enclosed.

The technical analysis indicates that building all four of the projects can be justified. The department recommends that the Commission consider all four of the projects as candidates for enumeration. However, the department has serious concerns about the ability of the major projects program to begin construction of the projects within six years as required by s.13.489(4)(a)1a, Wisc. Stats.

The next step in the enumeration process will be for the Commission to meet and make their recommendation to the Legislature and the Joint Committee on Finance. At that meeting, the department will provide details of the technical analysis and financial condition of the major highway projects program.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas E. Carlsen".

Thomas E. Carlsen, P.E.
Secretary

cc: Members of the Transportation Projects Commission

Results of 2002 Major Project Numerical Evaluation Process

Project Summary				Minimum Requirement							Total Score
Project	Miles	Construction Costs (millions)	Existing Traffic (AADT)	Available Points	Economy	Traffic Flow	Safety	Environment	Community		
USH 14	Viroqua - Westby	13	\$41.0	8,900 - 14,300	10	20.0	11.3	9.7	9.0	5.5	65.5
USH 18	Prairie du Chien - STH 60	7	\$26.0	6,600 - 18,700	10	21.8	5.0	18.5	7.8	10.0	73.1
USH 41	STH 26 - Breezewood Lane	17	\$225.0	43,500 - 63,000	10	35.5	12.2	20.0	8.7	9.6	96.0
USH 41	CTH F - IH 43	14	\$205.0	41,400 - 71,500	10	39.6	20.0	18.5	9.2	9.8	107.1



INFORMATION PAPER NUMBER 1

**2002 CANDIDATES
FOR
ENUMERATION**

Bureau of State Highway Programs

June 2002

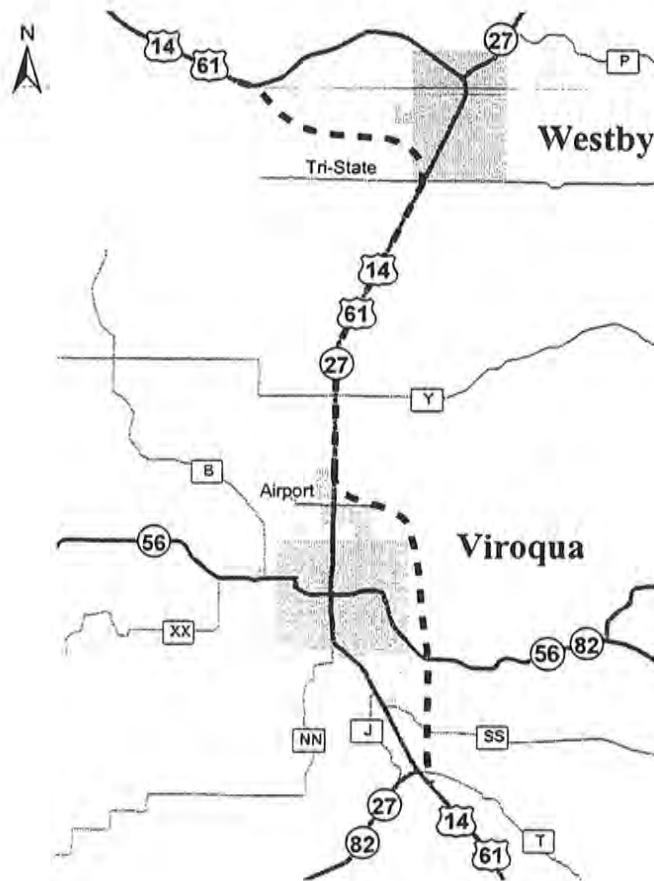
(candidatesforenumeration)

2002 Major Highway Projects



- 1** USH 14 Viroqua - Westby
- 2** USH 18 Prairie du Chien – STH 60
- 3** USH 41 STH 26 - Breezewood
- 4** USH 41 CTH F - IH 43

USH 14 Viroqua - Westby Vernon County



Existing Average Annual Daily Traffic (AADT): 8,900 (rural) – 14,300 (urban) vehicles per day

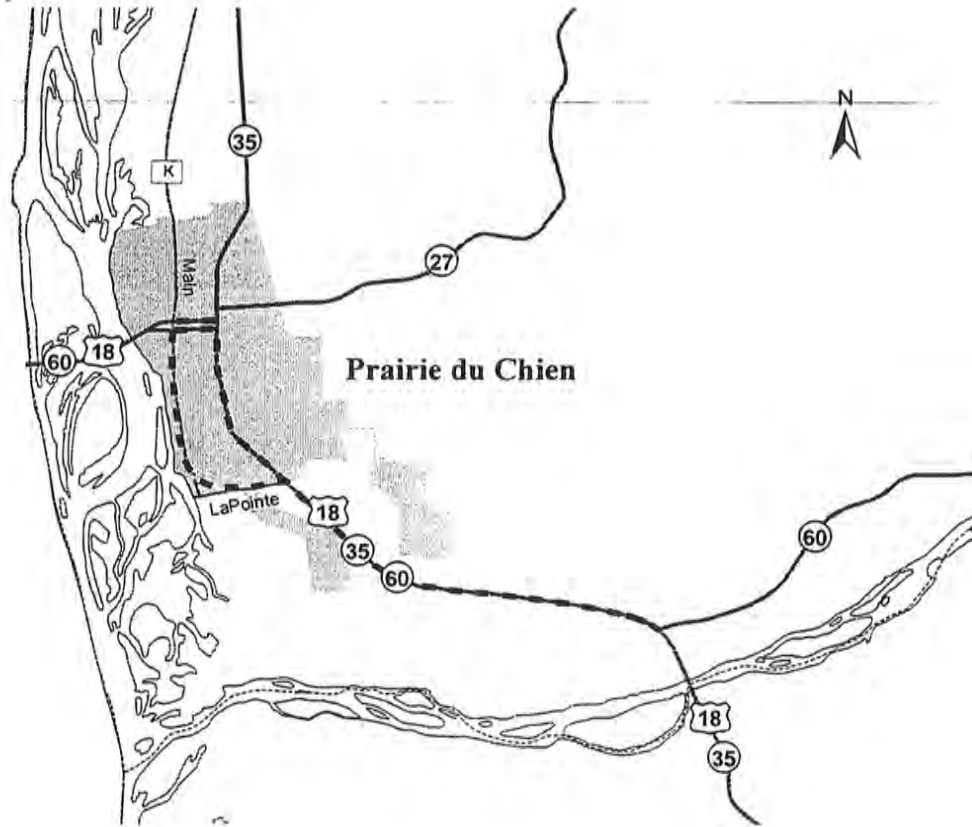
Estimated Cost: \$41 million

Project Limits: This 13 mile project begins approximately two miles west of Westby and extends to approximately 1.5 miles south of Viroqua.

Need: The bypass is intended to improve safety and accommodate the projected increase in traffic, particularly truck traffic, by increasing capacity, reducing congestion, and minimizing conflicts between local and through traffic.

Concept: Construct a two-lane bypass west of Westby and a two-lane bypass east of Viroqua on new alignment. Expand the existing two-lane alignment between Westby and Viroqua to four lanes.

USH 18 STH 60 - Prairie du Chien Crawford County



Existing Average Annual Daily Traffic (AADT): 6,600 (rural) – 18,700 (urban)

Estimated Cost: \$29.2 million

Project Limits: The 6.5-mile project corridor extends from Main Street in the City of Prairie du Chien to STH 60 in the Town of Bridgeport.

Need: Sections of USH 18 carry over 18,000 vehicles per day and are projected to grow to over 32,000 vehicles per day by 2030; about 10 to 12 percent of this traffic is trucks. These high traffic volumes, truck percentage, numerous access points, narrow cross section, and limited turning lanes add to the congestion and safety problems along USH 18.

Concept: Expand the existing roadway from STH 60 to Prairie du Chien to four lanes. Within Prairie du Chien, relocate USH 18 to the Main St./La Pointe St. corridor. Provide safety and operational improvements to the existing roadway with signals and turning lanes.

**USH 41 CTH F - IH 43
Brown County**



Existing Average Annual Daily Traffic (AADT): 41,400 – 71,500 vehicles per day

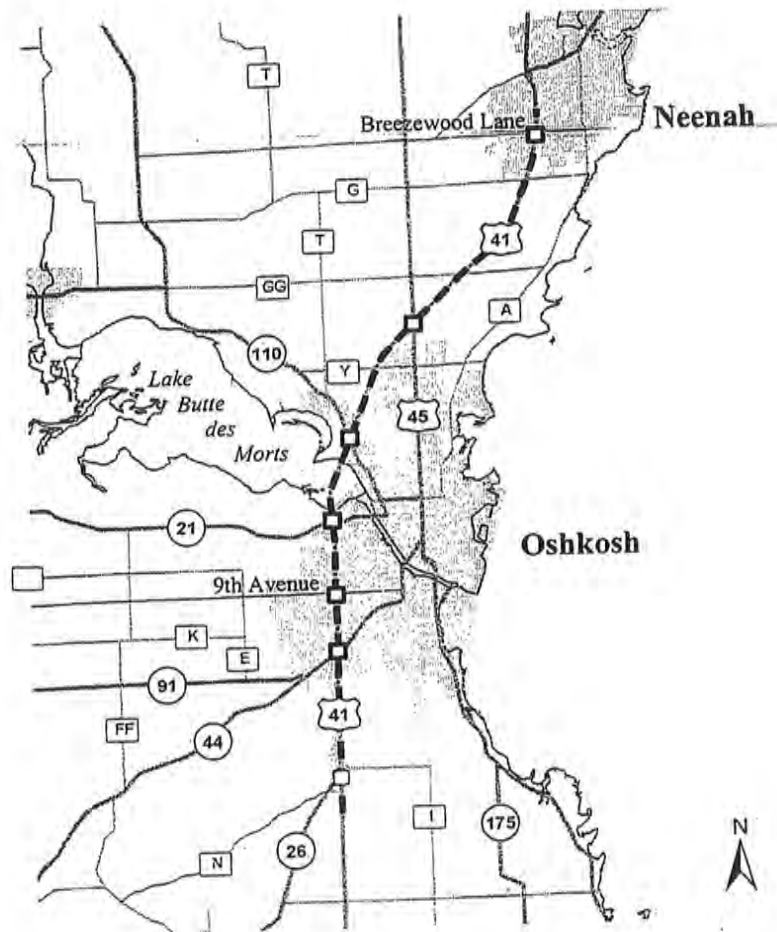
Estimated Cost: \$205 million

Project Limits: The project begins at Orange Lane, approximately one mile south of County Trunk Highway (CTH) F, and extends 14 miles north to CTH M, approximately two miles north of IH 43.

Need: USH 41 is a primary arterial connecting the population centers and recreational areas of northeastern Wisconsin and upper Michigan, and the Green Bay and Fox River Valley industrial area, with the Chicago-Milwaukee metropolitan area. Traffic on this Corridors 2020 backbone route through the Green Bay Metropolitan Area has grown at a rate several times the state average, causing increased traffic congestion and decreased safety. Traffic on the most heavily traveled segment is forecasted to increase to over 117,000 vehicles per day by 2025, an increase of over 60%.

Concept: Expand the capacity of the existing four-lane divided facility by adding a third lane in each direction in the median for the entire length of the project, and an auxiliary lane between the Waube Lane/Oneida Street and IH 43 interchanges. Construct a new system interchange at STH 29 to provide free flow movements. Reconfigure the Waube Lane/Oneida Street interchange and reconstruct interchanges at CTH F, CTH G, Lombardi Avenue, Mason Street (STH 54), and Velp Avenue (USH 141), as well as replace all pavement and bridges. Design on-ramps for future ramp meters.

USH 41 STH 26 - Breezewood Lane Winnebago County



Existing Average Annual Daily Traffic (AADT): 43,500 – 63,000 vehicles per day

Estimated Cost: \$225 million

Project Limits: The project begins one-half mile south of STH 26 and extends to one-half mile north of Breezewood Lane, a distance of approximately 17 miles.

Need: This Corridors 2020 backbone route links Southeast Wisconsin to the Fox River Valley and Northern Wisconsin recreational areas. Increased development, tourism, and trucking have resulted in additional congestion and safety problems. USH 41 is the only high-speed route that crosses the Fox River system and incidents on Lake Butte des Morts causeway cause major disruptions to USH 41. Crash rates along this corridor are higher than the statewide average for similar facilities.

Concept: Expand the capacity of the existing four-lane facility to a six-lane facility by adding a lane in each direction in the existing median. Widen the existing Lake Butte des Morts causeway along its west side to accommodate a new USH 41 southbound roadway. A portion of the old northbound roadway will be left in place for bicycle/pedestrian use. Construct a new system interchange at STH 110 to provide for free flow movements. Reconfigure the STH 21 interchange to cross over USH 41. Reconstruct interchanges at Ninth Avenue and Breezewood Lane and upgrade the STH 44 and USH 45 interchanges to modern design standards. Design on-ramps for future ramp meters. Provide bicycle/pedestrian facilities on cross roads.