



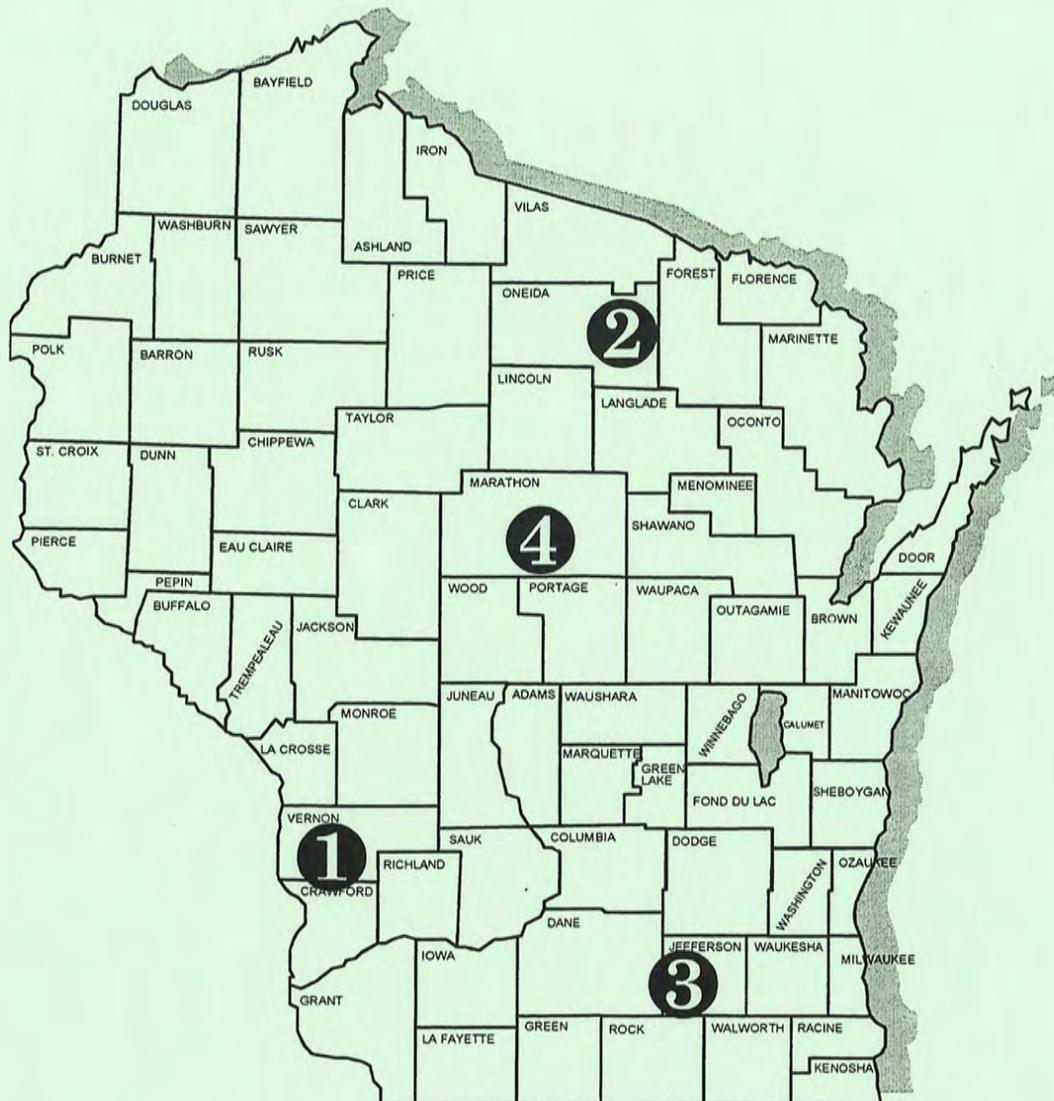
INFORMATION PAPER NUMBER 1

**2000 CANDIDATES
FOR
ENUMERATION**

Bureau of State Highway Programs

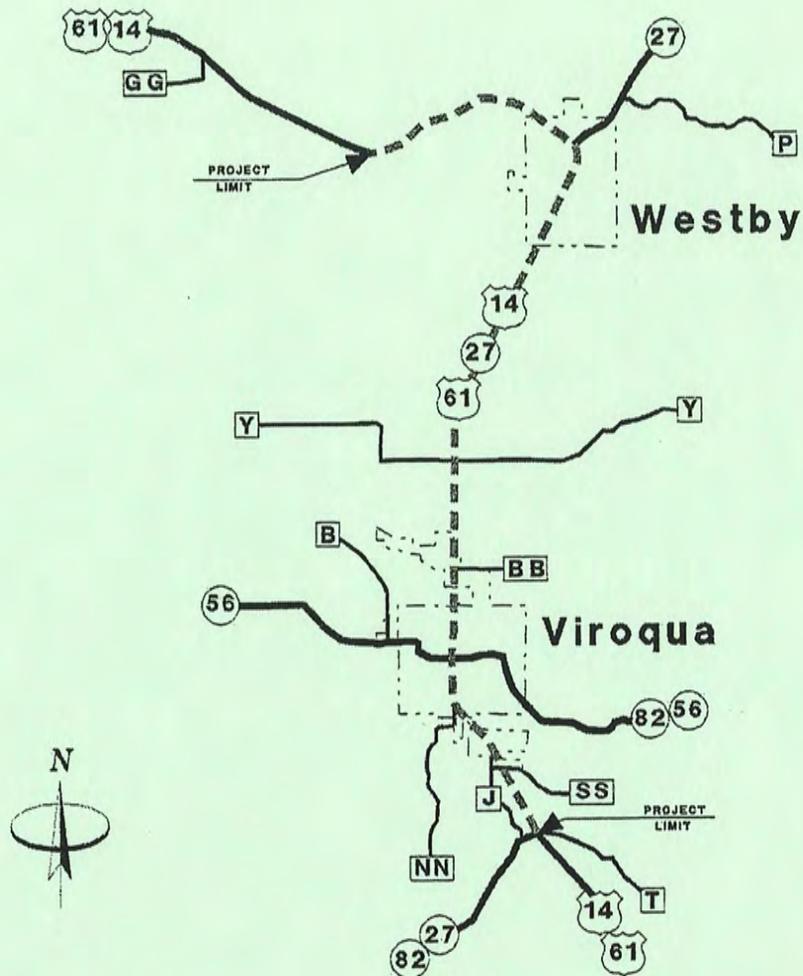
May 2000

2000 Major Highway Projects



- 1** HWY 14/61 Viroqua - Westby
- 2** HWY 17 Rhinelander Relocation
- 3** HWY 26 Janesville - Watertown
- 4** I 39/HWY 51 Wausau Beltline

Hwy 14/61 Westby - Viroqua Bypass Vernon County



Current Average Annual Daily Traffic (AADT): 7,600 (rural) - 13,000 (urban)

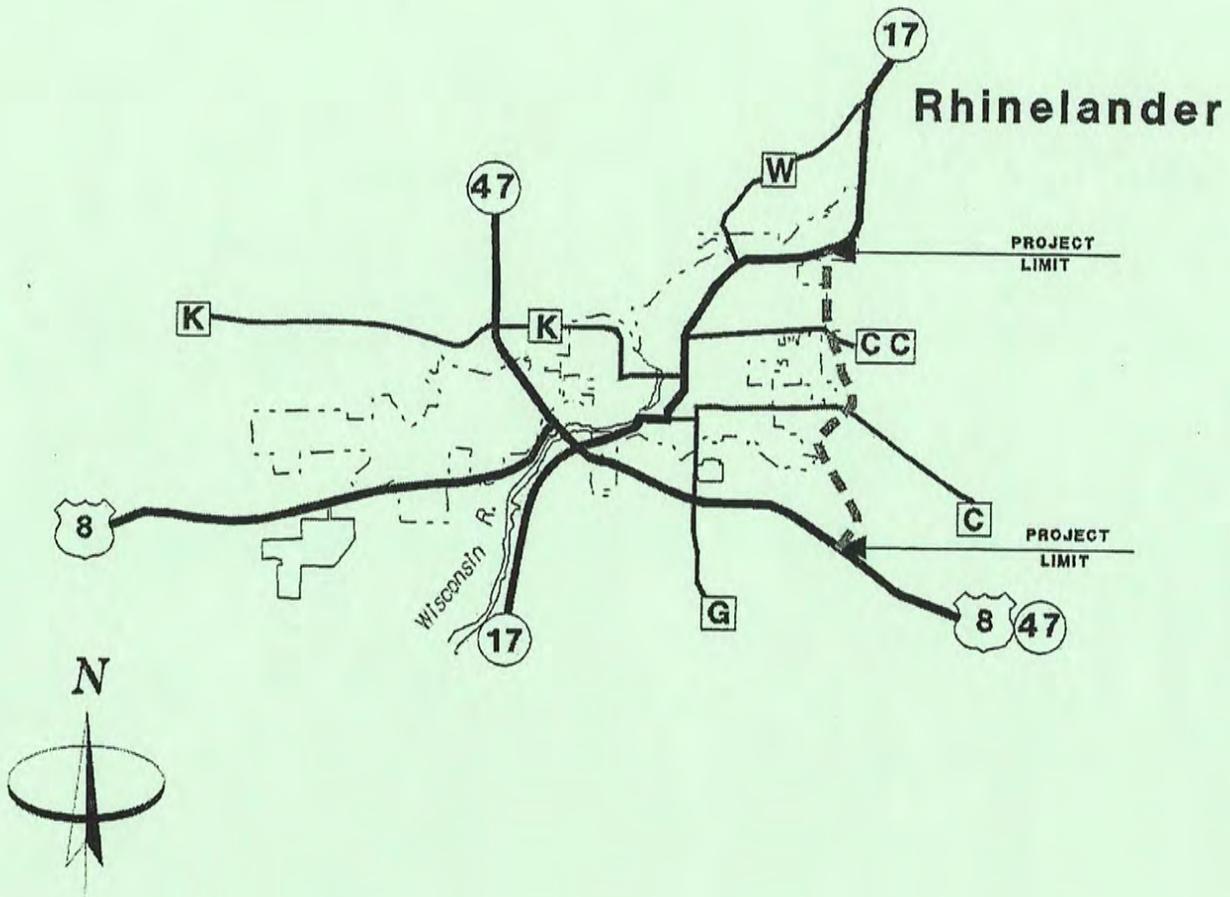
Estimated Cost Range: \$36 - \$42 million

Project Limits: The project begins on Hwy 14/61 2 miles west of Westby and extends to 1.5 miles south of Viroqua, approximately 13 miles.

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 two-lane bypasses of Westby and Viroqua on new alignments and expand the existing alignment between Westby and Viroqua to four lanes.

Hwy 17 Rhinelander Relocation Oneida County



Current Average Annual Daily Traffic(AADT): 13,500

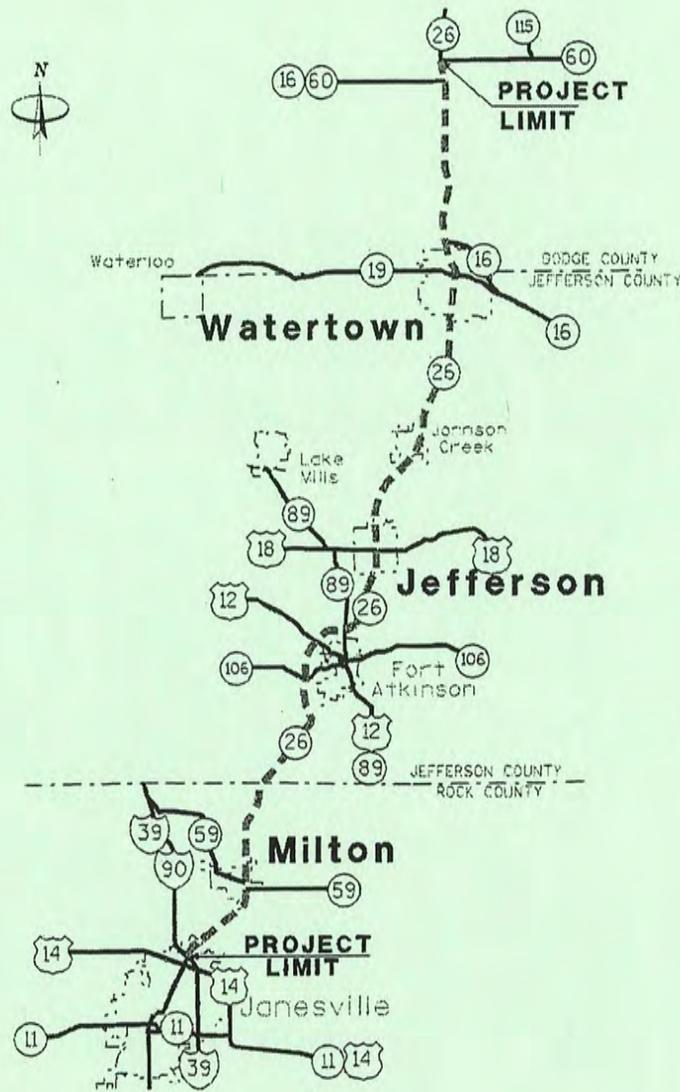
Estimated Cost: \$11.5 million

Project Limits: The project begins on Hwy 8, 0.16 miles east of Germond Road and extends 3.25 miles northward to STH 17 at Birchwood Drive.

Need: Hwy 17 is a Principal Arterial in the Rhinelander area. The development and traffic volumes along this section of Hwy 17 have been increasing steadily. Because of this development and lack of access control the level of service and safety of this connecting highway is decreasing.

Concept: Relocate Hwy 17 to the east side of Rhinelander and control access. This project will also expand Hwy 17 to four lanes in areas where development and traffic volumes are highest. This proposal will utilize a portion of the existing Hwy 8 bypass of Rhinelander and contain five at-grade intersections.

Hwy 26 Janesville - Watertown Rock, Jefferson and Dodge Counties



Current Average Annual Daily Traffic (AADT): 8,900 - 21,300

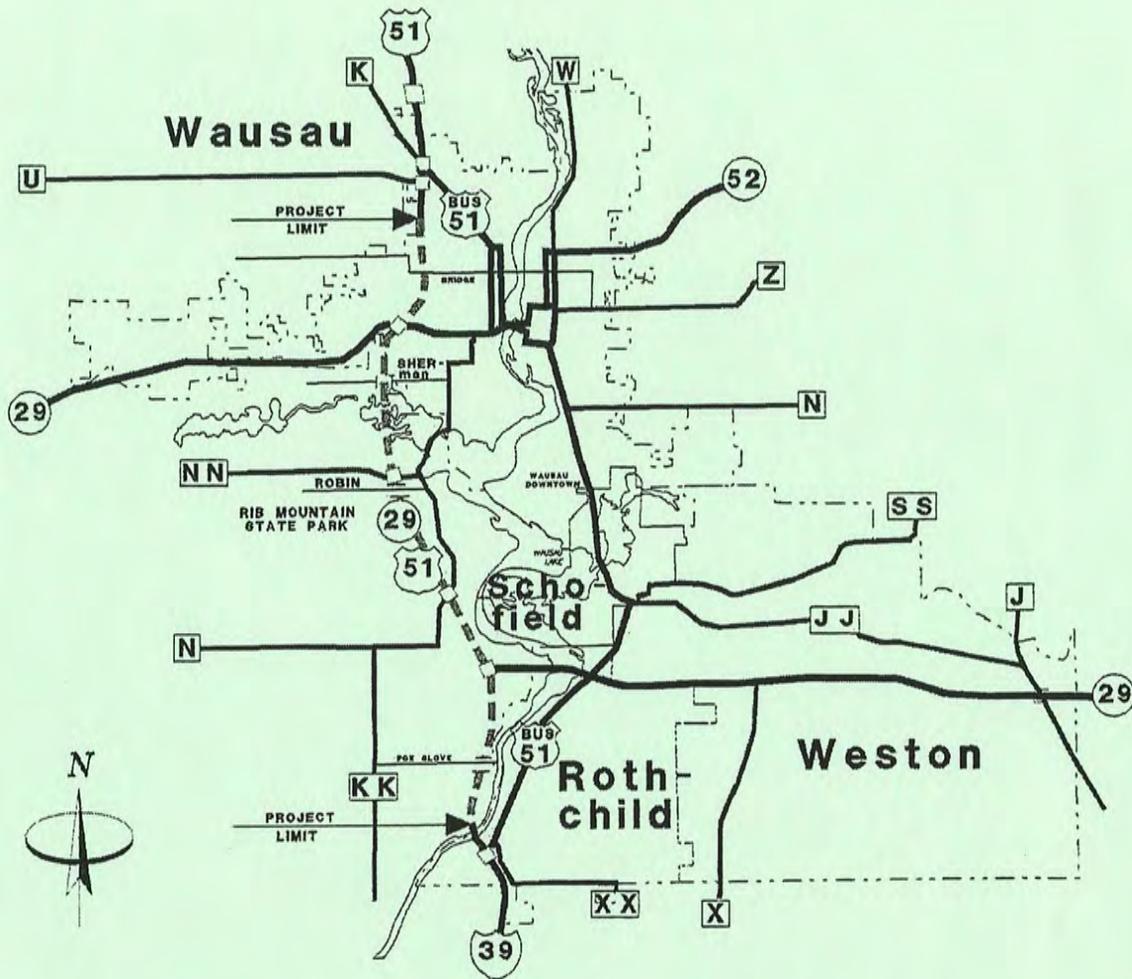
Estimated Cost Range: \$160 - \$187 million

Project Limits: The south project terminus is at I 90 in Janesville. The north project terminus is at Hwy 60 north of Watertown. The overall project length is approximately 48 miles.

Need: This Corridors 2020 Connector route has high projected traffic volumes, high crash rates, and substandard capacity and level of service. The highway is also an important truck route with truck volumes ranging between 11 and 19% of ADT.

Concept: Expand the existing two-lane roadway to a four-lane divided rural highway with access management. The existing Hwy 26 corridor is used to the extent practical, with bypasses at Milton, Jefferson and Watertown to maintain constant highway speed and to avoid impacts to historic sites and excessive relocations.

I 39 / Hwy 51 Wausau Beltline Marathon County



Current Average Annual Daily Traffic (AADT): 40,000 - 56,000

Estimated Cost: \$120.5 million

Project Limits: The project begins south of Fox Glove Road and extends to north of Bridge Street, approximately 7.8 miles.

Need: Traffic on this Corridors 2020 Backbone route through the Wausau Metropolitan Area (WMA) has grown at a rate several times the state average causing increased traffic congestion and decreased safety. Rapid urban growth within the WMA and completion of Highway 29 are expected to make these problems increasingly acute.

Concept: Construct additional lanes on the existing four-lane divided corridor. This project includes new system interchanges at Highway 29 east and Highway 29 west, updating and replacement of all pavements and bridges, and reconstructing and reconfiguring existing interchange overpass and underpass locations.



PROJECTS

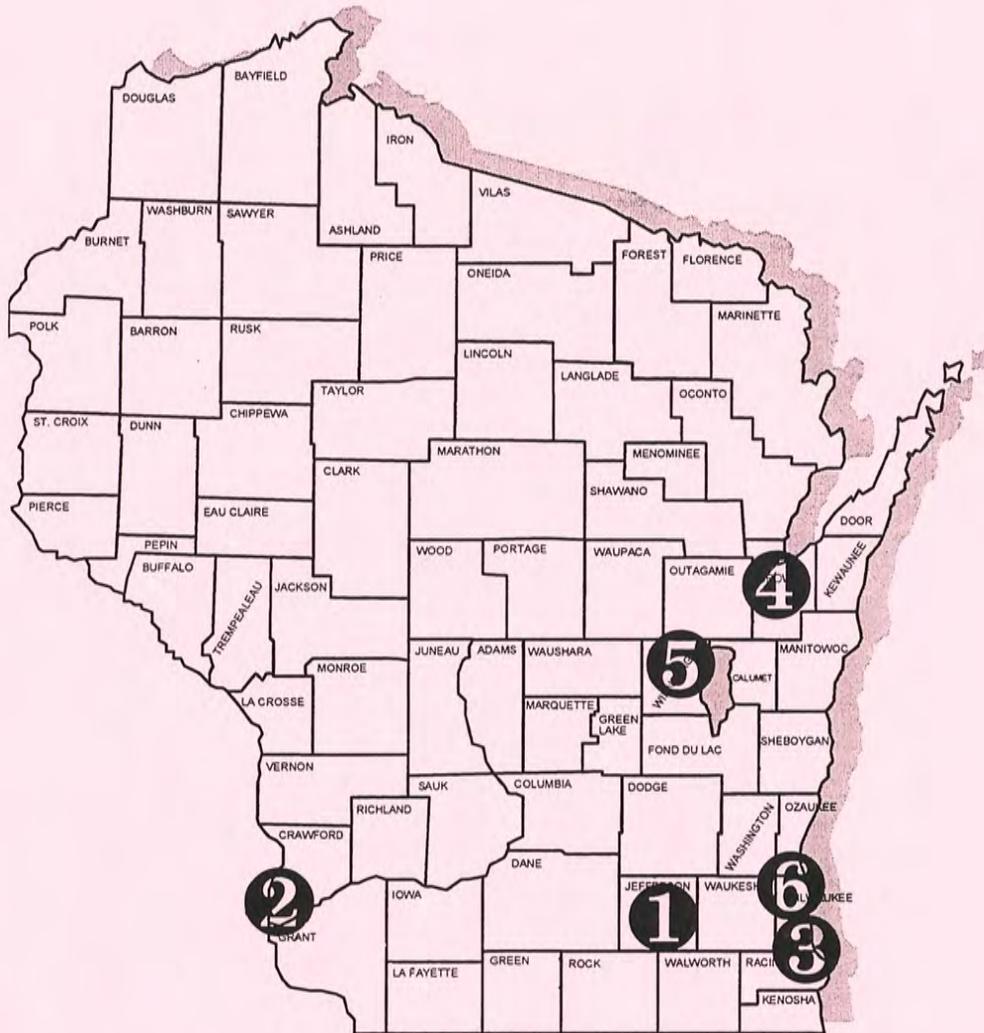
UNDER

STUDY

Bureau of State Highway Programs

May 2000

Projects Under Study



- 1** HWY 12 Fort Atkinson Bypass
- 2** HWY 18 Prairie du Chien - HWY 60
- 3** HWY 38 CTH K - Howard Avenue
- 4** HWY 41 CTH F - I 43
- 5** HWY 41 HWY 26 - Breezewood Lane
- 6** HWY 100 HWY 41 - I 43

Hwy 12 Fort Atkinson Bypass

Length: 5.5 miles in Jefferson County

Current AADT: 4,700 (rural) - 15,500 (urban)

C2020/NHS Status: Corridors 2020 Connector and NHS route

Crash Rates and Severity Proportions:

Highway Type	Percent of Project	Project Avg. Crash Rate	Statewide Avg. Crash Rate	Project Avg. Severity Proportion	Statewide Avg. Severity Proportion
Rural STN, ADT > 3500	100%	392	168	.046	.075

Need for Study: Currently all Hwy 12/89 through traffic passes directly through the City of Ft. Atkinson and contributes to congestion on urban streets. Completion of this project will fill the gap between Hwy 26 and the bypass around Whitewater.

Possible Concept: Provide a new two-lane highway on four-lane right of way, partially on a new alignment and partially on the existing alignment.

Hwy 18 Prairie du Chien - Hwy 60

Length: 7 miles in Crawford County

Current AADT: 7,600 (rural) - 21,200 (urban)

C2020/NHS Status: Corridors 2020 Connector and NHS route

Crash Rates and Severity Proportions:

Highway Type	Percent of Project	Project Avg. Crash Rate	Statewide Avg. Crash Rate	Project Avg. Severity Proportion	Statewide Avg. Severity Proportion
Rural STN, ADT > 3500	100%	312	168	.043	.075

Need for Study: Traffic projections through this urban corridor indicate capacity problems and a safety concern for the future of the Prairie du Chien area.

Possible Concept: The Department along with an advisory group of local citizens and officials will be looking at the possibility of alternate routes, expansion of the existing route or a combination of the two.

Hwy 38

CTH K - Howard Avenue

Length: 17 miles in Racine and Milwaukee Counties

Current AADT: 3,600 - 29,500

C2020/NHS Status: Non-Corridors 2020

Crash Rates and Severity Proportions:

Highway Type	Percent of Project	Project Avg. Crash Rate	Statewide Avg. Crash Rate	Project Avg. Severity Proportion	Statewide Avg. Severity Proportion
Rural STN, ADT > 3500	44%	282	168	.142	.075
Urban Undivided Street	5%	65	547	.286	.040
Urban Divided Street	51%	295	416	.060	.039

Need for Study: This section is identified as a future congestion problem due to the projected increase in traffic. Improvement of this facility is a substitute for the Lake Arterial Extension concept that has been removed from the RTP.

Possible Concept: Provide improved access control on the segment from Howard Avenue to the Milwaukee-Racine county line. The Department will work with the City of Milwaukee in managing access control for the connecting highway portion of this segment (northern most 2 miles). Provide additional lanes where traffic volumes are high and capacity expansion is determined to be necessary. Remove or restrict all parking on this route.

Hwy 41

CTH F - I 43

Length: 10.24 miles in Brown County

Current AADT: 46,200 - 68,300

C2020/NHS Status: Corridors 2020 Backbone and NHS route

Crash Rates and Severity Proportions:

Highway Type	Percent of Project	Project Avg. Crash Rate	Statewide Avg. Crash Rate	Project Avg. Severity Proportion	Statewide Avg. Severity Proportion
Rural Freeway	18%	130	61	.060	.059
Urban Freeway	82%	187	133	.034	.027

Need for Study: This section is part of the C2020 Backbone System. In order to accommodate the increasing volumes of traffic on Hwy 41, it is necessary to expand the existing roadway to six lanes.

Possible Concept: Provide for capacity expansion by adding a third lane in each direction. The existing interchanges will be upgraded where needed. The existing structures will be widened, extended, or replaced as needed. Bridges with substandard vertical clearance will be raised to present standards.

Hwy 41

Hwy 26 - Breezewood Lane

Length: 16 miles in Winnebago County

Current AADT: 41,000 - 57,000

C2020/NHS Status: Corridors 2020 Backbone and NHS route

Crash Rates and Severity Proportions:

Highway Type	Percent of Project	Project Avg. Crash Rate	Statewide Avg. Crash Rate	Project Avg. Severity Proportion	Statewide Avg. Severity Proportion
Urban Freeway	40%	98	133	.043	.027
Rural Freeway	60%	99	61	.030	.059

Need for Study: This section is part of the C2020 Backbone System. In order to accommodate the increasing volumes of traffic on Hwy 41, it is necessary to expand the existing roadway to six lanes.

Possible Concept: Provide for capacity expansion by adding a third lane in each direction. The existing interchanges will be upgraded where needed. The existing structures will be widened, extended, or replaced as needed. Consideration will be given to providing additional interchanges where warranted. The median will be widened to accommodate present standards where the width is substandard.

Hwy 100

Hwy 41 - I 43

Length: 9 miles in Waukesha and Milwaukee Counties

Current AADT: 21,500 - 36,500

C2020/NHS Status: NHS route

Crash Rates and Severity Proportions:

Highway Type	Percent of Project	Project Avg. Crash Rate	Statewide Avg. Crash Rate	Project Avg. Severity Proportion	Statewide Avg. Severity Proportion
Urban Divided Street	100%	243	416	.048	.039

Need for Study: This route is part of the National Highway System network. This segment was identified as a future congestion problem due to the projected increase in traffic. A north-side link between these two freeways has been a long identified need.

Possible Concept: Provide a continuous frontage road system to eliminate private access to the highway. Limit public access to a few well spaced locations and continue to prohibit parking on this route.