

Wisconsin Rail Plan 2030 - Narrative Spreadsheet Addendum #1 Adopted March 2020
Long Range Rail Investment Program - Freight Rail

	ID	Owner	Operating Railroad	Project Location	Project Description	Public benefits	Private benefits	Estimated Total Project Cost	Federal	State	Local/Other	Correlation between public funding contributions and public benefits	Notes
	FR-1	WRRTC	WSOR	Merrimac	Bridge rehabilitation	This project will increase safety and capacity; meet current engineering standards and/or state of good repair; minimal environmental impacts.	Improved safety, improved efficiency	\$17,500,000		\$14,000,000	\$3,500,000	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	FRPP grant, SFY 2017
	FR-2	WRRTC	WSOR	Prairie Subdivision	Bridge rehabilitation & replacement	This project will increase safety and capacity; meet current engineering standards and/or state of good repair; minimal environmental impacts.	Improved safety, improved efficiency	\$1,158,240		\$926,592	\$231,648	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	FRPP grant, SFY 2017
	FR-3	WRRTC	WSOR	Madison (Reedsburg Subdivision)	Bridge rehabilitation & replacement	This project will increase safety and capacity; meet current engineering standards and/or state of good repair; minimal environmental impacts.	Improved safety, improved efficiency	\$1,610,250		\$1,288,200	\$322,050	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	FRPP grant, SFY 2017

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FR-4	WRRTC & WisDOT	WSOR	Milton Junction to Whitewater	Rail Replacement	This project will increase safety, reliability and efficiency and improve travel times.	Improved safety, improved efficiency, estimated benefits of \$29.3 M	\$6,915,850		\$5,532,680	\$1,383,170	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency.	FRPP grant, SFY 2019
FR-5	WisDOT	WSOR	Ripon to Fisk	Rail Replacement	This project will increase safety, reliability and efficiency and improve travel times.	Improved safety, improved efficiency, estimated benefits of \$43.5 M	\$4,686,900		\$3,749,520	\$937,380	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant, SFY 2019
FR-6	E&LS	E&LS	Green Bay to Crivitz	Replace bridge U-330 and rehabilitate track	This project will increase safety, reliability and efficiency and improve travel times.	Improved safety, improved efficiency	\$3,000,000		\$2,400,000	\$600,000	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency.	FRPP grant, SFY 2013
FR-7	WRRTC	WSOR	Walworth County	Replace bridges A-492 and A-494	This project will increase safety, reliability and efficiency.	Improved safety, improved efficiency	\$924,800		\$739,840	\$184,960	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	FRPP grant, SFY 2019

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Near term (2020 - 2023)	FR-8	WRRTC	WSOR	Crawford County	Replace bridges B-356 & B-368	This project will increase safety, reliability and efficiency.	Improved safety	\$739,250		\$591,400	\$147,850	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	FRPP grant, SFY 2019
	FR-9	WisDOT	WSOR	Milwaukee	Rehabilitate bridge U-6 ½	This project will increase safety, reliability and efficiency.	Improved safety, improved efficiency, estimated benefits of \$11.5 M	\$393,840		\$315,072	\$78,768	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	FRPP grant, SFY 2019
	FR-10	City of Milwaukee	UP & CP	Milwaukee	Rehabilitate and construct track at the Intermodal and West Yards	Project will reduce truck traffic and increase efficiency.	Improved safety, improved efficiency, estimated benefits of \$37.9 M	\$3,742,400		\$2,993,920	\$748,480	FRPP funds used on this project to enable intermodal use, reducing truck traffic and business shipping costs.	FRPP grant, SFY 2019
	FR-11	WisDOT	WGN	Trego, Washburn County	Swap locations of track and trail	Project will improve safety.	Improved safety	\$2,000,000		\$1,600,000	\$400,000	FRPP funds invested in upgrading infrastructure to state of good repair, leading to increased safety and efficiency.	Not yet funded

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FR-12	Rio Creek Feed Mill	CN	Luxemburg, Kewaunee County	Construct one 1.2 million bushel grain bin	Project will reduce truck traffic, increase efficiency, and enhance economic competitiveness.	Improved efficiency, estimated benefits of \$2.8 M.	\$2,378,546		\$1,500,000	\$878,546	FRIPP loan invested in this project will enhance local access to the rail system and increase potential for local economic activity.	FRIPP loan
FR-13	WisDOT	WSOR	Fisk to Oshkosh, Winnebago County	Replace 2.8 miles of rail with 115-lb. CWR and replace one mile of 60-lb. rail with 100-lb. rail.	This project will increase safety, reliability and efficiency.	Improved safety, improved efficiency	\$2,593,100		\$2,074,480	\$518,620	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency.	FRPP grant, SFY 2020
FR-14	WRRTC	WSOR	Whitewater to Eagle, Walworth, Jefferson & Waukesha Counties	Replace 12.5 miles of jointed 90-lb. rail with 115-lb. CWR.	This project will increase safety, reliability and efficiency	Improved safety, improved efficiency	\$5,722,650		\$4,578,120	\$1,144,530	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant, SFY 2020
FR-15	WRRTC	WSOR	Fitchburg to Waunakee & Madison to Cottage Grove	Rehabilitate 25 miles of track.	This project will increase safety, reliability and efficiency.	Improved safety, improved efficiency	\$6,137,400		\$4,909,920	\$1,227,480	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency.	FRPP grant, SFY 2020

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FR-16	WRRTC	WSOR	Prairie Subdivision	Rehabilitation or replacement of nine bridges	This project will increase safety and capacity; meet current engineering standards and/or state of good repair; minimal environmental impacts.	Improved safety, improved efficiency	\$3,492,660		\$2,794,128	\$698,532	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	FRPP grant, SFY 2020
FR-17	WRRTC	WSOR	Reedsburg Subdivision	Rehabilitation of bridges 226 & 272	This project will increase safety and capacity; meet current engineering standards and/or state of good repair; minimal environmental impacts.	Improved safety, improved efficiency	\$607,620		\$486,096	\$121,524	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair	FRPP grant, SFY 2020
FR-18	WRRTC	WSOR	Eagle to Waukesha	Replace 15 miles of 90-lb jointed rail with 115-lb. CWR.	This project will increase safety, reliability and efficiency.	Improved safety, improved efficiency	\$6,812,869		\$5,450,295	\$1,362,574	Public funds to be invested in upgrading infrastructure to state of good repair, leading to increased safety and efficiency.	Not yet funded
FR-19	WRRTC	WSOR	Crawford to Bridgeport	Replace 7.5 miles of 90-lb jointed rail with 115-lb. CWR.	This project will increase safety, reliability and efficiency	Improved safety, improved efficiency	\$3,913,404		\$3,130,723	\$782,681	Public funds to be invested in upgrading infrastructure to state of good repair, leading to increased safety and efficiency.	Not yet funded

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FR-20	WRRTC	WSOR	Bridgeport to Wauzeka	Replace 7.5 miles of 90-lb jointed rail with 115-lb. CWR.	This project will increase safety, reliability and efficiency	Improved safety, improved efficiency	\$4,000,000		\$3,200,000	\$800,000	Public funds to be invested in upgrading infrastructure to state of good repair, leading to increased safety and efficiency.	Not yet funded
FR-21	WRRTC	WSOR	Waunakee to Reedsburg	Rehabilitate 50 miles of track	This project will increase safety, reliability and efficiency	Improved safety, improved efficiency	\$10,500,000		\$8,400,000	\$2,100,000	Public funds to be invested in upgrading infrastructure to state of good repair, leading to increased safety and efficiency.	Not yet funded
FR-22	WRRTC	WSOR	Reedsburg Subdivision	Rehabilitation or replacement of seven bridges	This project will increase safety and capacity; meet current engineering standards and/or state of good repair; minimal environmental impacts.	Improved safety, improved efficiency	\$5,100,000		\$4,080,000	\$1,020,000	Public funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	Not yet funded
FR-23	WRRTC	WSOR	Janesville	Replace four bridges	This project will increase safety and capacity; meet current engineering standards and/or state of good repair; minimal environmental impacts	Improved safety, improved efficiency	\$7,000,000		\$5,600,000	\$1,400,000	Public funds to be invested in upgrading infrastructure to state of good repair, leading to increased safety and efficiency.	Not yet funded

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Long range: 2030 Plan Horizon	ID	Owner	Operating Railroad	Project Location	Project Description	Public benefits	Private benefits	Estimated Total Project Cost	Federal	State	Local/Other	Correlation between public funding contributions and public benefits	Notes
	FR-24	WRRTC	WSOR	Wauzeka to Madison	Replace 82 miles of 90-lb jointed rail with 115-lb. CWR.	This project will increase safety, reliability and efficiency.	Improved safety, improved efficiency	\$35,000,000		\$ 28,000,000	\$7,000,000	Public funds to be invested in upgrading infrastructure to state of good repair, leading to increased safety and efficiency.	Not yet funded
	FR-25	WisDOT & WRRTC	WSOR	Systemwide	Replace and rehabilitate bridges	This project will increase safety and capacity; meet current engineering standards and/or state of good repair; minimal environmental impacts.	Improved safety, improved efficiency	\$10,000,000		\$8,000,000	\$2,000,000	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	Not yet funded
	FR-26	E&LS	E&LS	Green Bay to State Line	Rehabilitate 89 miles of track and replace rail	This project will increase safety, reliability and efficiency.	Improved safety, improved efficiency	TBD			TBD	Private funds to be invested in upgrading infrastructure to state of good repair, leading to increased safety and efficiency.	
	FR-27	E&LS	E&LS	Green Bay to State Line	Replace and rehabilitate 16 bridges	This project will increase safety and capacity; meet current engineering standards and/or state of good repair; minimal environmental impacts.	Improved safety, improved efficiency	TBD			TBD	Private funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair.	
	FR-28	E&LS	E&LS	Marinette	Rehabilitate 3.2 miles of track and replace rail	This project will increase safety, reliability and efficiency.	Improved safety, improved efficiency	TBD			TBD	Private funds to be invested in upgrading infrastructure to state of good repair, leading to increased safety and efficiency.	

Notes

benefit/cost ratio.
n/a = not available

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Public benefits: marked n/a in places because DOT has not historically quantified public benefits in this way, but rather has accounted for public benefits in application ranking. However, freight rail projects create quantifiable public benefits such as reduced congestion, decreased air emissions and increased transportation safety. RHS is planning to incorporate public benefits calculations into future grant cycles.

SFY = State Fiscal Year

This table provides the status of FRPP and FRIIP funded and programmed projects as of December 2019. Projects subject to change year-to-year due to stakeholder priorities.

Private railroads are not required to provide information for this listing. There may be additional capital investments made by the private sector that are not currently known by WisDOT and therefore not captured in this listing.