

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

TO: All Members of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee)

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: October 31, 2022

SUBJECT: **EVALUATION AND PRIORITIZATION OF CANDIDATE PROJECTS FOR ADDITIONAL FEDERAL FISCAL YEARS (FFY) 2023-2026 FEDERAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM—MILWAUKEE URBANIZED AREA (STP-M) FUNDING MADE AVAILABLE FROM THE BIPARTISAN INFRASTRUCTURE LAW (BIL) AND RECOMMENDATION OF CANDIDATE PROJECTS**

The Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was enacted by the U.S. Congress in early November and signed into law by the President on November 15, 2021. The BIL legislation largely served to fund and reauthorize the Federal core surface transportation programs for another five years (2022 through 2026), increasing funding levels beyond its predecessor—the Fixing America’s Surface Transportation Act (FAST Act). As a result of the BIL legislation, the Wisconsin Department of Transportation (WisDOT) initiated two separate solicitations for new local/county transportation-related projects for the use of the additional funds coming to the State.¹ One solicitation involved seeking candidate local/county projects for additional Federal Fiscal Year (FFY)² 2022 Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STP) and bridge funding, including STP funding allocated to the Milwaukee urbanized area (STP-M).

¹ More information on WisDOT’s two BIL solicitations can be found from the following webpage:
<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/bil-lp.aspx>

² Generally, the years covered for a particular funding cycle under WisDOT’s Local Program are based on the State Fiscal Year, which starts on July 1st on one year and ends on June 30th of the next. However, for the BIL solicitations, WisDOT is programming the additional funding being made available from the new BIL legislation based on the Federal Fiscal Year (FFY), which begins on October 1st of each year and ends on September 30th of the next. For example, the current SFY is 2023, which started on July 1, 2022, and ends on June 30, 2023, and the current FFY is 2023, which started on October 1, 2022, and ends on September 30, 2023. Any year of funding shown throughout this memorandum that is not specifically identified as Federal fiscal year is intended to be based on the State fiscal year.

The second solicitation involved WisDOT seeking candidate local/county projects for the additional FFY 2023-2026 STP, Federal bridge, and Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funds made available from BIL legislation.

For the first solicitation covering additional FFY 2022 BIL funds, WisDOT required that construction only projects be submitted by the April 1, 2022, deadline so that the funds for the projects could be obligated by the end of September 2022 (the end of the Federal Fiscal Year). Given the shortened timeframe to approve projects, the Commission staff utilized a slightly simplified version the STP-M evaluation and prioritization process for the candidate FFY 2022 projects. On April 14, 2022, the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) considered the evaluation of candidate FFY 2022 projects and approved two projects for the additional FFY 2022 STP-M funding—one from the City of St. Francis and one from the City of Milwaukee.

For the second solicitation for the additional FFY 2023-2026 BIL funds, WisDOT indicated that any typically eligible projects for STP funding could be submitted by the June 3, 2022, deadline. Given the increased timeframe and lack of restrictions on project submittal, it was discussed at the March 18, 2022, meeting of the Milwaukee TIP Committee that the STP-M evaluation and prioritization procedures developed for the regular 2026-2027 STP-M funding cycle would be utilized for the candidate FFY 2023-2026 projects. These procedures have been utilized by the Milwaukee TIP Committee and local governments in the Milwaukee urbanized area since 2013 to evaluate, prioritize, and recommend projects for FHWA STP-M funds. The initial revised procedures—replacing the previous long-used procedures—were approved by the Milwaukee TIP Committee on May 7, 2013, and were utilized that year to evaluate and recommend candidate projects for years 2015-2018 STP-M funding. Further adjustments to these procedures were made by the Committee on June 24, 2015, October 3, 2019, and October 11, 2021. These procedures were most recently utilized to evaluate and prioritize candidate projects for 2026-2027 STP-M funding. This memorandum provides a description of these updated procedures and documents the application of the procedures to the candidate projects for the additional FFY 2023-2026 STP-M funding made available from the BIL legislation.³

ELIGIBLE PROJECT TYPES

The Milwaukee TIP Committee has recommended that projects on streets and highways under County and local government jurisdiction identified as arterials in the adopted regional transportation and county jurisdictional highway system plans and transit capital projects should be considered for funding with STP-M funds. Projects on collector streets that are not identified in regional transportation or county jurisdictional highway system plans as planned arterials are not recommended to be eligible to be funded with STP-M funds.

In regard to the eligibility of transit projects, the Milwaukee TIP Committee has historically recommended that STP-M and Federal Transit Administration (FTA) Section 5307 funds allocated to the Milwaukee urbanized area be split between county and municipal arterial streets and highways and public transit based upon the relative proportion of capital needs of each mode as determined in the regional transportation plan. The current regional transportation plan envisions that about 43 percent of the total of

³ WisDOT generally describes each funding cycle based on all of the years that projects would be utilizing funds from the cycle, usually five to six years. For example, WisDOT would describe the previous funding cycle as including the years 2022-2027. However, the Commission staff has generally referred to each STP -M funding cycle based on the years that represent new funding—typically 2 years, but sometimes more. The STP-M funds from the two new years generally fund the construction of the new recommended projects, with the earlier years serving to fund preliminary engineering and right-of-way acquisition.

these capital needs are public transit capital needs and about 57 percent are county and municipal arterial street and highway capital needs. Historically, calculating this relative proportion has often resulted in a “shortfall” of funds for street and highway projects relative to their capital needs as determined by the regional transportation plan. However, the Milwaukee TIP Committee has never recommended that the transfer of FTA Section 5307 funds to highway projects occur, and, since 2012, Federal law no longer allows such a transfer. Further, based on the limited Federal funding for transit capital projects under current Federal transportation law, the Committee agreed at its June 24, 2015, meeting that should no STP-M funding be transferred to transit projects under these historical procedures, 10 percent of the annual available STP-M funding should be made available for transit capital projects, specifically vehicle replacement projects.

The Milwaukee TIP Committee has also recommended that, as transportation enhancement-type projects can be funded through FHWA Transportation Alternative Program (TAP) funds, safety and intersection improvement projects can be funded through FHWA Highway Safety Improvement Program funding, and Congestion Management and Air-Quality Improvement Program (CMAQ) capital projects can be funded through FHWA CMAQ program funding, these types of stand-alone projects should continue to not be eligible for use of STP-M funds. The Committee has also recommended that the rehabilitation and reconstruction of local bridges should not be funded with STP-M funding, as the Wisconsin Department of Transportation (WisDOT) continues to administer the STP and bridge programs separately as specified under State law.

ALLOCATION OF TRANSIT AND HIGHWAY FUNDING

The first step in applying these procedures is the consideration of the allocation of the additional FFY 2023-2026 STP-M funds between highway and transit projects. The Milwaukee TIP Committee had recommended during the development of the procedures that Milwaukee area FHWA STP funds and FTA Section 5307 funds should be combined and allocated between highway and transit needs based upon their relative capital project needs as set forth in VISION 2050—the year 2050 regional land use and transportation plan. In that plan, Milwaukee area county and local arterial highway capital project needs represent an estimated 57 percent of total area capital project needs, and Milwaukee area local public transit capital project needs represent 43 percent of total area capital project needs. While it is unknown at this time how much Federal funding the U.S. Congress will authorize and appropriate in FFY 2023-2026 with respect to FTA Section 5307 and FHWA STP funds allocated to the Milwaukee urbanized area, it is necessary to estimate those authorizations and appropriations, recognizing that the actual appropriations may be more or less than the estimate, and that the quantitative analysis set forth herein may need to be revised. Based on recent annual authorized and appropriated funding levels, the additional Federal funding for the Milwaukee urbanized area for the FFY 2023-2026 is estimated to include \$29,104,680 of FHWA STP funds and \$24,359,008 of FTA Section 5307 funds (based on year 2022 FTA funding), for an annual total of \$53,463,688 of Federal funds over the four-year period.

The Commission is requesting \$400,000 of the additional FFY 2023-2026 STP-M funding to conduct digital orthophotography in the years 2024 and 2026. Similar requests have resulted in \$560,000 in STP funds being used to obtain year 2000 orthophotography, \$600,000 in STP funds being used to obtain year 2005 orthophotography, \$600,000 in STP funds being used to obtain year 2010 orthophotography, \$363,000 in STP funds being used to obtain year 2015 orthophotography, and \$200,000 in STP funds being used to obtain year 2022 orthophotography.

Given the estimated additional funding levels for FFY 2023-2026 (total of 53,463,688) and adjusting those funding levels to account for the Commission’s digital orthophotography needs, about \$53,063,688 in Federal funds is expected to be available annually to the Milwaukee urbanized area for capital highway

and transit projects—\$28,704,680 of FHWA STP funds and \$24,359,008 of FTA Section 5307 funds. Applying the foregoing principles, which would allocate the available funding between transit and highways based upon the funding needs established in the year 2050 regional transportation plan, the following allocation to the two modes results:

Transit: \$53,063,688 x 43 percent = \$22,817,386 in the additional FFY 2023-2026 funding

Highways: \$53,063,688 x 57 percent = \$30,246,302 in the additional FFY 2023-2026 funding

This potential allocation of Federal funds would entail the transfer of \$1,542,622 of the additional FFY 2023-2026 FTA-Section 5307 funds to highway projects. However, the Milwaukee TIP Committee has historically recommended that no transfer of FTA Section 5307 funds be made to streets and highways, and since 2012 Federal law prohibits such transfer. Additionally, the Committee has recommended that, should no transfer of STP-M funding to transit capital projects occur, 10 percent of the available STP-M funding is suggested to be transferred to transit capital projects consistent with previous recommendations of the Committee. Based on this, \$2,870,468 of the additional 2023-2026 STP-M funds would be available for transit projects, and an estimated \$25,834,212 of the additional STP-M funds would be available for highway projects over the four years.

EVALUATION OF CANDIDATE PROJECTS

In June 2022, local communities within the Milwaukee urbanized area submitted candidate arterial street and highway projects for consideration for the additional FFY 2023-2026 Federal funding as part of WisDOT’s second BIL solicitation. The WisDOT Southeast Region staff has reviewed the projects to assure that the schedule and cost estimate for each project is reasonable. A total of 84 candidate projects—including two transit projects—requesting a total of \$383,623,015 in additional FFY 2023-2026 STP-M funds were submitted, as listed in Table 1.

Under the procedures developed by the Milwaukee TIP Committee, candidate resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities) are evaluated separately. Definitions for each type of project are provided in Exhibit A of this memorandum. Table 2 lists the criteria applied in the evaluation of the candidate resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects. Also shown are the maximum points to be allowed for each criterion. Resurfacing/reconditioning projects and reconstruction to the same capacity projects could receive a maximum of 110 points from the designated criteria. Candidate capacity expansion projects—the addition of new travel lanes to an existing arterial roadway and the construction of a new arterial facility—that are included in VISION 2050 could receive up to a maximum of 110 points with up to 10 bonus points received by candidate capacity expansion projects located in a community or communities that have a projected balance of jobs and housing and that have transit available. The methodology used for applying the evaluation criteria and scoring candidate projects is provided in Exhibit B of this memorandum. In addition, Exhibit B provides the process utilized to prioritize projects having the same evaluation score.

Table 3 provides a summary of the application of the project evaluation criteria for each candidate project based on the methodology established for the three project categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion. The table includes two projects that the Milwaukee TIP Committee, at its March 18, 2022, meeting recommended be partially funded with 2026-2027 STP-M funding, and prioritized for the additional FFY 2023-2026 STP-M funding. Even though these projects have been approved for funding, the Committee has previously requested that such projects be scored along with the other candidate STP-M funding for informational purposes. In addition, there

Table 1

Candidate Local Government Projects for Additional Years 2023-2026 STP-M Funding

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Federal Funding Requested				
				Preliminary Engineering	Real Estate Acquisition	Construction	Other	Total
Village of Big Bend	1	Pavement Replacement/w Structure of Big Bend Dr between Skyline Ave and Millbrook Cir	Resurf/Recond	61,328	--	240,734		302,062
Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr	Resurf/Recond	310,080	--	3,074,960	--	3,385,040
	2	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	Resurf/Recond	104,640	--	480,400		585,040
Village of Brown Deer	1	Reconditioning of W County Line Rd between N 52nd St and STH 57	Resurf/Recond	193,406	--	970,387		1,163,793
City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	Reconstruction	329,998	--	1,833,850		2,163,848
Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr	Resurf/Recond	366,421	--	3,339,864		3,706,285
Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	Resurf/Recond	307,138	--	1,535,380		1,842,518
Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive	Reconstruction	--	--	2,734,011		2,734,011
	2/3	Pavement Replacement of N Santa Monica Blvd	Resurf/Recond	390,410	--	4,161,723		4,552,133
City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	Reconstruction	764,080	--	6,945,517	--	7,709,597
	4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	Reconstruction	710,880	--	5,787,607	--	6,498,487
Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	Reconstruction	607,280	--	5,218,394	--	5,825,674
Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st ST	Resurf/Recond	536,640	--	4,678,746		5,215,386
City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	Resurf/Recond	287,944	--	2,458,160	--	2,746,104
	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	Resurf/Recond	149,980	--	1,300,822	--	1,450,802
	5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	Resurf/Recond	241,481	--	2,047,967	--	2,289,448
Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr between STH 83 and Cottonwood Ave	Resurf/Recond	136,519	--	1,046,648		1,183,167
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	Reconstruction	486,080	--	3,087,822		3,573,902
Village of Menomonee Falls	1	Reconstruction of County Line Rd (CTH Q) between Fond du Lac Ave (STH 145) and Boundary Rd (124th St)	Reconstruction	460,960	--	2,607,600		3,068,560
City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	Reconstruction	441,360	80,000	2,795,748		3,317,108
	4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	Reconstruction	341,520	48,000	1,771,794		2,161,314
	7/8/9	Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	Reconstruction	305,840	40,000	1,579,614		1,925,454
Milwaukee County	--	Purchase of 30 replacement buses	Transit	--	--	--	14,400,000	14,400,000

Table 1 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Federal Funding Requested				
				Preliminary Engineering	Real Estate Acquisition	Construction	Other	Total
Milwaukee County (cont.)	1	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	Resurf/Recond	880,000	400,000	5,440,000	--	6,720,000
	2	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	Reconstruction	800,000	400,000	5,640,000	--	6,840,000
	3	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	Resurf/Recond	920,000	400,000	5,680,000	--	7,000,000
	4	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	Reconstruction	878,720	400,000	3,712,000	--	4,990,720
	5	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	Reconstruction	960,000	536,000	7,560,000	--	9,056,000
	6	Reconstruction of S. 76th St (CTH U) between W. County Line Rd and W. Puetz Rd	Reconstruction	1,392,000	1,056,000	9,720,000	--	12,168,000
	7	Reconstruction of S 13th St (CTH V) between W Oakwood Rd and W Puetz Rd	Reconstruction	744,000	548,000	5,064,000	--	6,356,000
	8	Reconstruction of S 13th St (CTH V) between W County Line Rd and W Oakwood Rd	Reconstruction	616,000	440,000	4,104,000	--	5,160,000
	9	Reconstruction of W Hampton Ave (CTH EE) between N 91st St and N 76th St	Reconstruction	800,000	424,000	5,880,000	--	7,104,000
City of Milwaukee	1/2/3	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St	Reconstruction	--	--	2,972,514	--	2,972,514
	4/5	Reconditioning of W. Vliet St between N. 46th St and N. 67/7/8	Resurf/Recond	1,093,132	--	6,952,789	--	8,045,921
	6/7/8	Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	Reconstruction	1,022,725	540,000	7,051,631	--	8,614,356
	9/10	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	Resurf/Recond	731,724	--	3,528,453	--	4,260,177
	11/12	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	Resurf/Recond	517,889	--	2,502,855	--	3,020,744
	13/14	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	Resurf/Recond	358,385	--	1,463,247	--	1,821,632
	15/16	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	Reconstruction	757,652	--	4,804,437	--	5,562,089
	17/18	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	Resurf/Recond	1,008,128	--	6,359,396	--	7,367,524
19/20	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	Reconstruction	848,208	--	5,400,496	--	6,248,704	
City Muskego	1	Reconstruction of Hillendale Dr between Field DR and CTH Y	Reconstruction	229,280	--	1,178,000	--	1,407,280
City of Oak Creek	1	Reconditioning of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	Resurf/Recond	323,644	--	1,682,683	--	2,006,327
City of Oconomowoc	1	Reconstruction of S Concord Rd between Aeppler Way	Reconstruction	409,242	--	2,385,065	--	2,794,307
City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	Reconstruction	624,160	88,000	4,710,655	--	5,422,815
	3/6/4	Reconstruction/w Structure of Glacier Rd between CTH JJ and Somerset Ln	Reconstruction	484,880	44,000	3,203,081	--	3,731,961
City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr	Reconstruction	--	--	1,207,565	--	1,207,565

Table 1 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Federal Funding Requested				
				Preliminary Engineering	Real Estate Acquisition	Construction	Other	Total
City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	Reconstruction	417,200	--	2,364,088		2,781,288
	2	Reconstruction of S Lake Dr between S Packard Ave and Termini	Reconstruction	514,160	40,000	4,047,464		4,601,624
	3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave	Reconstruction	511,120	--	3,991,850		4,502,970
	4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave	Resurf/Recond	--	--	342,212		342,212
	5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave	Reconstruction	432,480	--	2,009,522		2,442,002
	6	Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave	Reconstruction	54,000	--	165,935		219,935
Village of Summit	1/2	Pavement Replacement/w Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B	Resurf/Recond	163,076	--	520,091		683,167
	3/4	Pavement Replacement/w Structure of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd	Resurf/Recond	52,957	--	157,670		210,627
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St	Resurf/Recond	80,230	--	262,214		342,444
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	Resurf/Recond	162,960	--	2,182,048		2,345,008
Waukesha County	1	Reconstruction of CTH M (Watertown Plank Rd/North Ave) between CTH F (Redford Blvd) and CTH SR (Sprinodale Rd)	Reconstruction	541,680	1,000,000	3,396,000	--	4,937,680
	2	Resurfacing of CTH JJ between Oakridge Dr and 670' E of Kossow Rd	Resurf/Recond	386,400	--	3,840,000	--	4,226,400
	3	Pavement Replacement of CTH SR between CTH JJ and Doral Rd	Resurf/Recond	116,000	--	1,150,000	--	1,266,000
	4	Reconditioning of CTH K between Quarry Rd and Duplainville Rd	Resurf/Recond	479,760	--	3,312,000	--	3,791,760
	5	Reconditioning of CTH Y between CTH L and CTH HH	Resurf/Recond			1,503,209	--	1,503,209
City of Waukesha	1	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	Reconstruction	467,600	--	2,967,424	--	3,435,024
	2	Purchase of 8 replacement buses	Transit	--	--	--	3,841,770	3,841,770
	3	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	Resurf/Recond	106,400	--	974,160		1,080,560
	4	Resurfacing of N Moreland Blvd between Summit Ave and Delafield St	Resurf/Recond	119,760	--	859,280		979,040
	5	Reconstruction of N University Dr between Summit Ave and Northview RD	Reconstruction	464,880	43,200	2,887,520		3,395,600
	6	Reconstruction of E Roberta Ave between Tenny Ave and E Racine Ave	Reconstruction	376,160	--	2,347,760		2,723,920
City of Wauwatosa	1/2	Pavement Replacement of W North Ave between N 95th St and N 73rd St	Resurf/Recond	809,573	--	13,649,850		14,459,423
	3/4	Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave	Reconstruction	674,795	--	4,295,550		4,970,345
	5/6	Pavement Replacement of Watertown Plank Rd between N 124th St and N 112th St	Resurf/Recond	505,639	--	8,403,235		8,908,874
	7/8	Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	Reconstruction	1,688,103	--	13,611,951	--	15,300,054

Table 1 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Federal Funding Requested				
				Preliminary Engineering	Real Estate Acquisition	Construction	Other	Total
City of Wauwatosa (cont.)	9/10	Reconstruction with Additional Lanes of N. 124th St between Lisbon Rd and Rubv Ave	Capacity Expansion	671,562	--	4,274,422	--	4,945,984
	11/12	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	Resurf/Recond	482,732	--	6,617,645	--	7,100,377
	13/14	Pavement Replacement of Burleigh Rd between IH 41 and N 124th St	Resurf/Recond	321,413	--	4,935,989	--	5,257,402
	15/16	Pavement Replacement of Wisconsin Ave between N 106th St and N 97th St	Resurf/Recond	266,296	--	4,051,484	--	4,317,780
City of West Allis	1/2	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	Reconstruction	1,542,880	--	10,855,760	--	12,398,640
	3/4	Reconstruction of S 124th St between W Lincoln Ave and W Greenfield Ave	Reconstruction	1,660,000	--	12,504,800	--	14,164,800
	5/6	Reconstruction of W. Beloit Rd between S. 56th St and S. 60th St	Reconstruction	757,680	--	3,085,600	--	3,843,280
	7/8	Reconditioning of 92nd Street between W Greenfield Ave and W Lincoln Ave	Resurf/Recond	444,080	--	2,175,200	--	2,619,280
	9/10	Reconditioning of W Cleveland Avenue between S 124th St and S 117th St	Resurf/Recond	284,000	--	1,797,600	--	2,081,600
Village of West Milwaukee	1/2	Reconstruction of W Greenfield Ave between S 56th St and Miller Park Way	Reconstruction	497,440	--	4,476,526		4,973,966
	3/4	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	Reconstruction	509,360	--	3,179,707		3,689,067
	5/6	Reconditioning of Miller Park Way between W Lincoln Ave and W National Ave	Resurf/Recond	1,237,200	--	12,024,334		13,261,534
Total				41,733,330	6,527,200	317,120,715	18,241,770	383,623,015

Source: Wisconsin Department of Transportation and SEWRPC

Table 2
Evaluation Criteria to Measure Areawide Significance and
Maximum Points Potentially Received For Candidate Highway Projects

Evaluation Criteria	Maximum Points Received	
	Resurfacing/Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
Measure of Pavement Condition	50	20
Measure of Use – Average Weekday Traffic Volume per Lane	20	5
Measure of Connectivity – Length of Route	10	10
Measure of Function – Current Functional Classification	15	10
Measure of Safety – Crash Rate	5	15
Measure of Congestion – Volume-to-Capacity Ratio	- -	40
Proposed Implementation of Transit, Bicycle, and Pedestrian Measures	10	10
Subtotal	110	110
Bonus Points for Projects in Communities Having:		
o Job/Housing Balance	- -	5
o Transit Accessibility	- -	5

were 18 project that were evaluated that were functionally classified as collector facilities and were not located on the planned arterial street and highway system. While such project are eligible for STP funding, they have been considered ineligible for STP-M funding by the Milwaukee TIP Committee based on historically high demand and limited funding availability. An evaluation score was determined for each of these projects since the sponsors of these typically do not apply for STP-M funding. However, none of these projects received an evaluation score above 73, the threshold for areawide significance for reconstruction to same capacity and resurfacing/reconditioning projects.

Initial Distribution of Available Highway Funds to the Project Categories

The Milwaukee TIP Committee has recommended that 10 percent of the STP-M funding available to candidate highway projects be first allocated to a set-aside of funding that is made available to projects from smaller sponsors.⁴ This would result in \$2,583,212, of the \$25,834,212 in additional FFY 2023-2026 STP-M funding available to highway projects being initially distributed to the smaller sponsor set-aside. The Committee further recommended that the remaining available highway STP-M funding would be allocated to the three types of projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities)—based on an average of the historical proportions of STP-M funding approved for projects under each project category (Table 4) and the proportions of STP-M funding being requested for the projects in the current funding cycle identified as having areawide significance under each project category (Table 5). With respect to identifying candidate projects as having areawide significance, candidate resurfacing/reconditioning projects and reconstruction to the same capacity projects that receive a minimum of 73 points would be identified as having areawide significance,⁵ and capacity expansion projects that receive a minimum of 64.5 points would be identified as having areawide significance.⁶ Based on these proportions, the proposed allocation of the remaining available \$23,250,791 in years 2026-2027 STP-M funding to the three project types is as follows:

- 55.0 percent, or \$12,787,935, will be allocated to reconstruction to same capacity projects;
- 38.0 percent, or \$8,825,301, will be allocated to resurfacing/reconditioning projects; and
- 7.1 percent, or \$1,650,806, will be allocated to capacity expansion projects.

⁴ *Smaller sponsor is defined as sponsors that have a share of less than 2.5 percent of the total existing VMT on the county/community arterial street and highway system in the Milwaukee urbanized area, as shown on Figure 1.*

⁵ *The minimum of 73 points used to determine whether a candidate resurfacing/reconditioning/reconstruction to the same capacity is of areawide significance is based on a project having a pavement condition of 6 or less for candidate resurfacing/reconditioning projects and 5 or less for candidate reconstruction to same capacity projects (35 points), an average weekday traffic volume per lane of at least 5,000 vehicles per lane (14 points), a length of route of at least 6 miles (6 points), functional classification as a principal arterial (15 points), and at least 125 percent of the average regional crash rate (3 points). In addition, it is suggested that any bonus points that a resurfacing/reconditioning/reconstruction to the same capacity project receives based on the level of proposed transit, bicycle, and pedestrian accommodations would be included in the score to determine whether it is of areawide significance.*

⁶ *The minimum of 64.5 points is based on a candidate capacity expansion project having a pavement condition of 4 or less (15 points), an average weekday traffic volume per lane of at least 5,000 vehicles per lane (3.5 points), a length of route of at least 6 miles (6 points), functional classification as a principal arterial (10 points), and at least 125 percent of the regional crash rate (10 points), and a volume-to-capacity ratio of at least 1.00 (20 points). In addition, it is suggested that any bonus points that a capacity expansion project receives for being located in a community having a job/housing balance, transit service, and the level of proposed transit, bicycle, and pedestrian accommodations would be included in the score to determine whether it is of areawide significance.*

Table 3
Initial Evaluation of Candidate Projects for Additional Years 2023-2026 STP-M Funding

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Pavement Ratings (PASER Ratings)	Pavement Condition Points	Number of Traffic Lanes	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Length of Route (Miles)	Arterial Connectivity Points	Functional Classification	Weighted Average Functional Classification Points	Weighted Average Crash Rate	Cross-Section Type	Safety Points	Proposed Transit, Bicycle, and Pedestrian Accommodations	Total Transit, Bicycle, and Pedestrian Accommodation Points	Current Volume-to-Capacity Ratio	Current Congestion Points	Forecast Volume-to-Capacity Ratio	Forecast Congestion Points	Job/Housing Balance Points	Transit Accessibility Points	Total Points
Village of Big Bend	1	Pavement Replacement/w Structure of Big Bend Dr between Skyline Ave and Millbrook Cir ¹	Resurf/Recond	3	50.00	2	358	0	0.0	0.0	CO	5.00	0	Rural	0.0	--	0.00	--	--	--	--	--	--	55.00
Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr ²	Resurf/Recond	3	50.00	2	1,339	0	0.0	0.0	CO	5.00	215	Rural	3.0	SBL (partial)	2.40	--	--	--	--	--	--	60.40
	2	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	Resurf/Recond	3	50.00	2	5,724	16	0.9	0.0	MA	10.00	115	Urban	0.0	SWT	1.00	--	--	--	--	--	--	77.00
Village of Brown Deer	1	Reconditioning of W County Line Rd between N 52nd St and STH 57	Resurf/Recond	3	50.00	2	1,712	0	19.2	10.0	MA	10.00	152	Urban	0.0	PS, SW	1.50	--	--	--	--	--	--	71.50
City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	Reconstruction	3	50.00	2	1,070	0	1.5	0.0	MA	10.00	1327	Urban	5.0	--	0.00	--	--	--	--	--	--	65.00
Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr ¹	Resurf/Recond	4	50.00	2	1,152	0	4.3	4.0	CO/MA	7.59	181	Rural	2.0	PS (partial)	0.50	--	--	--	--	--	--	64.09
Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	Resurf/Recond	3	50.00	2	1,445	0	0.0	0.0	MA	10.00	130	Rural	1.0	SBL	3.00	--	--	--	--	--	--	64.00
Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive ¹	Reconstruction	3	50.00	2	1,011	0	0.8	0.0	CO	5.00	220	Rural	3.0	SW (partial)	0.50	--	--	--	--	--	--	58.50
	2/3	Pavement Replacement of N Santa Monica Blvd between N Yates Rd and E Dean Rd ¹	Resurf/Recond	3	50.00	2	588	0	0.0	0.0	CO	5.00	180	Rural	2.0	PS	1.00	--	--	--	--	--	--	58.00
City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	Reconstruction	3	50.00	2	1,445	0	9.3	8.0	MA	10.00	92	Rural	0.5	SBL	3.00	--	--	--	--	--	--	71.50
	4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	Reconstruction	3/4	42.09	2	1,641	0	9.3	8.0	MA	10.00	88	Rural	0.5	SBL	3.00	--	--	--	--	--	--	63.59
Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	Reconstruction	3	50.00	2	2,818	4	2.1	2.0	MA	10.00	125	Rural	1.0	SBL (partial), CBL (partial), SW (partial)	2.80	--	--	--	--	--	--	69.80
Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st St ¹	Resurf/Recond	3	50.00	2/4	2,212	2	0.0	0.0	CO	5.00	115	Urban	0.0	CBL, SW (partial), PBO	2.20	--	--	--	--	--	--	59.20
City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	Resurf/Recond	3	50.00	2	4,976	12	6.8	6.0	PA	15.00	306	Urban	0.5	SW	1.00	--	--	--	--	--	--	84.50
	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	Resurf/Recond	4	50.00	2	4,365	10	6.2	6.0	MA	10.00	114	Urban	0.0	CBL, PBO	2.00	--	--	--	--	--	--	78.00
	5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	Resurf/Recond	3	50.00	2	3,130	6	4.0	4.0	MA	10.00	321	Urban	0.5	--	0.00	--	--	--	--	--	--	70.50
Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr between STH 83 and Cottonwood Ave	Resurf/Recond	5	35.00	2	1,111	0	3.5	2.0	MA	10.00	516	Urban	2.0	--	0.00	--	--	--	--	--	--	49.00
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	Reconstruction	3	50.00	2	1,659	0	16.8	10.0	MA	10.00	21	Urban	0.0	CBL, SW	2.00	--	--	--	--	--	--	72.00
Village of Menomonee Falls	1	Reconstruction of County Line Rd (CTH Q) between Fond du Lac Ave (STH 145) and Boundary Rd (124th St)	Reconstruction	2	50.00	2	2,675	4	19.2	10.0	MA	10.00	12	Rural	0.0	--	0.00	--	--	--	--	--	--	74.00
City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	Reconstruction	3	50.00	2	803	0	1.5	0.0	MA	10.00	244	Rural	4.0	PS	1.00	--	--	--	--	--	--	65.00
	4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	Reconstruction	3	50.00	2	1,284	0	1.1	0.0	MA	10.00	131	Rural	1.0	PS	1.00	--	--	--	--	--	--	62.00
	7/8/9	Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	Reconstruction	3/5	45.07	2	1,492	0	13.7	10.0	MA	10.00	78	Rural	0.0	PS	1.00	--	--	--	--	--	--	66.07
Milwaukee County	1	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	Resurf/Recond	3/4	50.00	4	4,961	12	7.3	6.0	PA	15.00	389	Urban	1.0	CBL, SWT (partial)	1.50	--	--	--	--	--	--	85.50
	2	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	Reconstruction	3	50.00	4/5/6	5,127	14	17.3	10.0	PA	15.00	666	Urban	3.0	CBL	1.00	--	--	--	--	--	--	93.00
	3	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	Resurf/Recond	3	50.00	4	4,000	10	10.1	10.0	PA	15.00	337	Urban	0.5	CBL, SWT (partial)	2.00	--	--	--	--	--	--	87.50
	4	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	Reconstruction	3	50.00	4	3,718	8	21.4	10.0	MA	10.00	124	Rural	1.0	CBL, SWT (partial)	2.80	--	--	--	--	--	--	81.80
	5	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	Reconstruction	3	50.00	4/6	5,826	16	16.5	10.0	PA	15.00	428	Urban	1.0	CBL (partial), SWT (partial)	1.70	--	--	--	--	--	--	93.70
	6	Reconstruction of S. 76th St (CTH U) between W. County Line Rd and W. Puetz Rd	Reconstruction	3	50.00	2	2,154	2	17.3	10.0	MA/PA	11.68	141	Rural	1.0	CBL, SW	2.00	--	--	--	--	--	--	76.68
	7	Reconstruction of S 13th St (CTH V) between W Oakwood Rd and W Puetz Rd	Reconstruction	3	50.00	2	3,317	6	21.2	10.0	MA	10.00	140	Rural	1.0	CBL, SW	2.00	--	--	--	--	--	--	79.00
	8	Reconstruction of S 13th St (CTH V) between W County Line Rd and W Oakwood Rd	Reconstruction	3	50.00	2	2,247	2	21.2	10.0	MA	10.00	39	Rural	0.0	CBL, SW	2.00	--	--	--	--	--	--	74.00
	9	Reconstruction of W Hampton Ave (CTH EE) between N 91st St and N 76th St	Reconstruction	3	50.00	4	3,862	8	19.6	10.0	MA	10.00	1070	Urban	5.0	CBL	1.00	--	--	--	--	--	--	84.00
City of Milwaukee	1/2/3	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St ²	Reconstruction	3	50.00	4	7,650	20	28.9	10.0	PA	15.00	811	Urban	4.0	TBO, SBL, PBO	5.00	--	--	--	--	--	--	104.00
	4/5	Reconditioning of W. Vliet St between N. 46th St and N. 27th St	Resurf/Recond	2/3	50.00	2	5,136	14	5.6	4.0	MA	10.00	785	Urban	4.0	TBO, SBL (partial), PBO	3.00	--	--	--	--	--	--	85.00
	6/7/8	Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	Reconstruction	3	50.00	4	6,289	18	28.9	10.0	PA	15.00	787	Urban	4.0	TBO, SBL, PBO	5.00	--	--	--	--	--	--	102.00
	9/10	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	Resurf/Recond	3	50.00	2	6,487	18	9.7	8.0	MA	10.00	250	Urban	0.5	TBO, SBL (partial), SWT (partial), PBO	3.85	--	--	--	--	--	--	90.35
	11/12	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	Resurf/Recond	3/4	50.00	2/4	4,821	12	8.7	8.0	MA	10.00	938	Urban	5.0	TBO, PBO	2.00	--	--	--	--	--	--	87.00
	13/14	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	Resurf/Recond	3	50.00	2	5,627	16	6.0	6.0	MA	10.00	152	Urban	0.0	--	0.00	--	--	--	--	--	--	82.00
	15/16	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	Reconstruction	3	50.00	2	4,576	12	5.8	4.0	MA	10.00	767	Urban	4.0	SBL (partial), PBO	3.55	--	--	--	--	--	--	83.55
	17/18	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	Resurf/Recond	4	50.00	4	4,809	12	7.5	6.0	MA	10.00	238	Urban	0.0	SWT	1.00	--	--	--	--	--	--	79.00
19/20	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	Reconstruction	3	50.00	2	3,451	6	9.7	8.0	MA	10.00	399	Urban	1.0	PBO	4.00	--	--	--	--	--	--	79.00	
City of Muskego	1	Reconstruction of Hillendale Dr between Field DR and CTH Y ¹	Reconstruction	3	50.00	2	1,284	0	0.0	0.0	CO	5.00	234	Rural	3.0	SBL	3.00	--	--	--	--	--	--	61.00
City of Oak Creek	1	Reconditioning of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	Resurf/Recond	5	35.00	2	6,168	18	8.9	8.0	MA	10.00	88	Urban	0.0	CBL, PBO	2.00	--	--	--	--	--	--	73.00
City of Oconomowoc	1	Reconstruction of S Concord Rd between Aeppler Way and W Lincoln St	Reconstruction	3	50.00	2	2,198	2	6.4	6.0	MA	10.00	128	Rural	1.0	SW	0.50	--	--	--	--	--	--	69.50

Table 3 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Pavement Ratings (PASER Ratings)	Pavement Condition Points	Number of Traffic Lanes	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Length of Route (Miles)	Arterial Connectivity Points	Functional Classification	Weighted Average Functional Classification Points	Weighted Average Crash Rate	Cross-Section Type	Safety Points	Proposed Transit, Bicycle, and Pedestrian Accommodations	Total Transit, Bicycle, and Pedestrian Accommodation Points	Current Volume-to-Capacity Ratio	Current Congestion Points	Forecast Volume-to-Capacity Ratio	Forecast Congestion Points	Job/Housing Balance Points	Transit Accessibility Points	Total Points
City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	Reconstruction	5	35.00	2	3,692	8	5.8	4.0	MA	10.00	22	Urban	0.0	--	0.00	--	--	--	--	--	--	57.00
	3/6/4	Reconstruction/w Structure of Glacier Rd between CTH JJ and Somerset Ln ¹	Reconstruction	3/4	38.28	2	910	0	0.0	0.0	CO	5.00	227	Rural	3.0	PS	1.00	--	--	--	--	--	--	47.28
City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr ¹	Reconstruction	3	50.00	2	1,178	0	0.0	0.0	CO	5.00	133	Urban	0.0	PBO	1.00	--	--	--	--	--	--	56.00
City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	Reconstruction	3	50.00	2	1,940	0	7.4	6.0	MA	10.00	314	Urban	0.5	--	0.00	--	--	--	--	--	--	66.50
	2	Reconstruction of S Lake Dr between S Packard Ave and Termini	Reconstruction	3	50.00	2	2,622	4	7.0	6.0	MA	10.00	49	Rural	0.0	SW	1.00	--	--	--	--	--	--	71.00
	3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave ¹	Reconstruction	3/4	39.66	2	1,498	0	0.0	0.0	CO	5.00	26	Urban	0.0	SBL (partial), SW (partial)	2.30	--	--	--	--	--	--	46.96
	4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave ¹	Resurf/Recond	3	50.00	2	762	0	0.0	0.0	CO	5.00	106	Urban	0.0	--	0.00	--	--	--	--	--	--	55.00
	5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave ¹	Reconstruction	4	35.00	2	2,463	2	0.0	0.0	CO	5.00	204	Urban	0.0	--	0.00	--	--	--	--	--	--	42.00
	6	Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave ¹	Reconstruction	4	35.00	2	2,634	4	0.0	0.0	CO	5.00	66	Urban	0.0	--	0.00	--	--	--	--	--	--	--
Village of Summit	1/2	Pavement Replacement/w Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B ¹	Resurf/Recond	3	50.00	0	824	0	0.0	0.0	CO	5.00	53	Urban	0.0	--	0.00	--	--	--	--	--	--	55.00
	3/4	Pavement Replacement/w Structure of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd ¹	Resurf/Recond	4	50.00	2	91	0	0.0	0.0	CO	5.00	686	Rural	5.0	--	0.00	--	--	--	--	--	--	60.00
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St ¹	Resurf/Recond	4	50.00	2	1,318	0	0.0	0.0	CO	5.00	339	Urban	0.5	--	0.00	--	--	--	--	--	--	55.50
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	Resurf/Recond	4	50.00	4	3,050	6	14.2	10.0	PA	15.00	51	Urban	0.0	--	0.00	--	--	--	--	--	--	81.00
Waukesha County	1	Reconstruction of CTH M (Watertown Plank Rd/North Ave) between CTH F (Redford Blvd) and CTH SR (Srinodale Rd)	Reconstruction	3/4	50.00	2	4,019	10	20.0	10.0	PA	15.00	723	Rural	5.0	PS	1.00	--	--	--	--	--	--	91.00
	2	Resurfacing of CTH JJ between Oakridge Dr and 670' E of Kossow Rd	Resurf/Recond	3	50.00	4	3,778	8	20.9	10.0	MA	10.00	242	Urban	0.0	--	0.00	--	--	--	--	--	--	78.00
	3	Pavement Replacement of CTH SR between CTH JJ and Doral Rd	Resurf/Recond	2	50.00	2	5,762	16	3.7	2.0	MA	10.00	271	Rural	4.0	--	0.00	--	--	--	--	--	--	82.00
	4	Reconditioning of CTH K between Quarry Rd and Duplainville Rd	Resurf/Recond	5	35.00	2	7,416	20	19.6	10.0	PA	15.00	336	Rural	5.0	--	0.00	--	--	--	--	--	--	85.00
	5	Reconditioning of CTH Y between CTH L and CTH HH ²	Resurf/Recond	3	50.00	2	7,661	20	14.2	10.0	PA	15.00	146	Rural/Urban	0.8	--	0.00	--	--	--	--	--	--	--
City of Waukesha	1	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	Reconstruction	3	50.00	2	2,782	4	2.7	2.0	MA	10.00	105	Rural	0.5	PS, SW (partial)	1.50	--	--	--	--	--	--	68.00
	3	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	Resurf/Recond	4/5	40.33	4	2,062	2	17.2	10.0	PA	15.00	112	Urban	0.0	SW (partial)	0.20	--	--	--	--	--	--	67.53
	4	Resurfacing of N Moreland Blvd between Summit Ave and Delafield St	Resurf/Recond	4	50.00	2	3,762	8	16.0	10.0	MA	10.00	298	Urban	0.5	--	0.00	--	--	--	--	--	--	78.50
	5	Reconstruction of N University Dr between Summit Ave and Northview RD ¹	Reconstruction	3	50.00	2	1,712	0	0.0	0.0	CO	5.00	342	Urban	0.5	SW (partial)	0.50	--	--	--	--	--	--	56.00
	6	Reconstruction of E Roberta Ave between Tenny Ave and E Racine Ave ¹	Reconstruction	3	50.00	2	1,605	0	0.0	0.0	CO	5.00	152	Urban	0.0	--	0.00	--	--	--	--	--	--	55.00
	City of Wauwatosa	1/2	Pavement Replacement of W North Ave between N 95th St and N 73rd St	Resurf/Recond	3	50.00	2/4	8,280	20	20.0	10.0	PA	15.00	743	Urban	4.0	CBL (partial), PBO	1.10	--	--	--	--	--	--
3/4		Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave	Reconstruction	3	50.00	2/4	5,860	16	5.3	4.0	MA	10.00	194	Urban	0.0	SBL	3.00	--	--	--	--	--	--	83.00
5/6		Pavement Replacement of Watertown Plank Rd between N 124th St and N 112th St	Resurf/Recond	4	50.00	4	2,594	4	5.3	4.0	MA	10.00	264	Urban	0.5	SBL, SW (partial)	3.10	--	--	--	--	--	--	71.60
7/8		Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	Reconstruction	3	50.00	4	5,360	14	5.0	4.0	MA	10.00	402	Urban	1.0	CBL, SWT (partial)	2.00	--	--	--	--	--	--	81.00
9/10		Reconstruction with Additional Lanes of N. 124th St between Lisbon Rd and Ruby Ave	Capacity Expansion	2	20.00	2	6,260	5	5.0	4.0	MA	7.00	51	Rural	0.0	CBL, SWT	3.00	0.89	5.00	1.14	10.00	2.5	3.5	59.50
11/12		Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	Resurf/Recond	4	50.00	4	4,140	10	5.0	4.0	MA	10.00	171	Urban	0.0	CBL, SW (partial)	1.50	--	--	--	--	--	--	75.50
13/14		Pavement Replacement of Burleigh Rd between IH 41 and N 124th St	Resurf/Recond	3	50.00	4	4,816	12	8.6	8.0	MA	10.00	398	Urban	1.0	SBL	3.00	--	--	--	--	--	--	84.00
15/16		Pavement Replacement of Wisconsin Ave between N 106th St and N 97th St	Resurf/Recond	3	50.00	2	3,478	6	7.5	6.0	MA	10.00	140	Urban	0.0	SBL, SW (partial)	3.20	--	--	--	--	--	--	75.20
City of West Allis	1/2	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	Reconstruction	3	50.00	4	5,649	16	24.8	10.0	MA/PA	11.88	715	Urban	3.0	DTL (partial), TBO (partial), CBL, PBO	4.00	--	--	--	--	--	--	94.88
	3/4	Reconstruction of S 124th St between W Lincoln Ave and W Greenfield Ave	Reconstruction	3	50.00	2	4,869	12	5.0	4.0	MA	10.00	72	Urban	0.0	CBL, SW (partial), PBO	2.80	--	--	--	--	--	--	78.80
	5/6	Reconstruction of W. Beloit Rd between S. 56th St and S. 60th St	Reconstruction	3	50.00	2	4,473	10	10.1	10.0	MA	10.00	536	Urban	2.0	TBO, CBL, PBO	3.00	--	--	--	--	--	--	85.00
	7/8	Reconditioning of 92nd Street between W Greenfield Ave and W Lincoln Ave	Resurf/Recond	4	50.00	2	5,776	16	5.9	4.0	MA	10.00	628	Urban	3.0	TBO, CBL, PBO	3.00	--	--	--	--	--	--	86.00
	9/10	Reconditioning of W Cleveland Avenue between S 124th St and S 117th St	Resurf/Recond	3	50.00	2	2,910	4	10.2	10.0	PA	15.00	363	Urban	0.5	CBL	1.00	--	--	--	--	--	--	80.50
Village of West Milwaukee	1/2	Reconstruction of W Greenfield Ave between S 56th St and Miller Park Way	Reconstruction	3	50.00	2	5,679	16	16.0	10.0	MA	10.00	843	Urban	4.0	CBL, PBO	2.00	--	--	--	--	--	--	92.00
	3/4	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	Reconstruction	3	50.00	2	5,506	16	10.1	10.0	MA	10.00	281	Urban	0.5	CBL, PBO	2.00	--	--	--	--	--	--	88.50
	5/6	Reconditioning of Miller Park Way between W Lincoln Ave and W National Ave	Resurf/Recond	4	50.00	4	10,462	20	6.8	6.0	PA	15.00	624	Urban	3.0	--	0.00	--	--	--	--	--	--	94.00

¹ All or a portion of the project is located on a roadway functionally classified as a collector roadway that is not located on the planned arterial street and highway system

² Project was prioritized for additional FFY 2023-2026 STP-M funding by the Milwaukee TIP Committee at its meeting held on March 18, 2022.

Note: Functional Class: Principal Arterial (PA), Minor Arterial (MA), Collector (CO)

Proposed Transit, Bicycle, and Pedestrian Accommodations: Dedicated Transit Lane (DTL), Transit Signal Priority System (TSP), Transit Bulb-Outs (TBO), New Separated Bike Lane/Path (SBL), New Buffered Bike Lane (BBL), New Conventional Bike Lane (CBL), New 4-foot or wider shoulder (PS), New/Widened 5-foot sidewalk (SW), New/Widened 5-foot Sidewalk at Transit Stop (SWT), Pedestrian Bump-Outs (PBO)

Table 4**Amount of Funding Historically Approved For Years 2019-2027 STP-M Funds by Project Type**

Project Type	Amount of STP-M Funding Approved	Percent of Total
Reconstruction to Same Capacity	\$97,960,759	53.2
Resurfacing/Reconditioning	60,065,754	32.6
Capacity Expansion	25,976,944	14.1
Total	\$184,003,457	100.0

Table 5**Amount of STP-M Funding Requested For Candidate Projects Identified As Projects of Areawide Significance Based On Application of the Evaluation Criteria by Project Type**

Project Type	Amount of STP-M Funding Requested	Percent of Total
Reconstruction to Same Capacity	\$142,418,775	56.8
Resurfacing/Reconditioning	108,233,084	43.2
Capacity Expansion	-	0.0
Total	\$250,651,859	100.0

Candidate projects are recommended for the additional FFY 2023-2026 STP-M funding under each project category up to the limit of these allocations.

Summary of Candidate Project Evaluation under the Three Highway Project Categories

The following tables provide a ranking of the candidate projects under the three highway project categories based on the evaluation criteria:

- Table 6 provides the ranking of the 42 candidate reconstruction to same capacity projects, including one project that was previously recommended for funding by the Milwaukee TIP Committee—the City of Milwaukee’s project to reconstruct N. Sherman Boulevard between W. North Avenue and W Burleigh Street. Of the 42 candidate reconstruction to same capacity projects, two projects—the two N. Sherman Boulevard projects proposed by the City of Milwaukee—requesting a total of \$11,586,870 in additional FFY 2023-2026 STP-M funds would be less than the \$12,787,935 in STP-M funds suggested to be allocated to this project category. The recommendation for funding of these two projects would result in a remainder of \$1,201,065 in additional FFY 2023-2026 STP-M funding under the reconstruction to same capacity project category. The following two projects are recommended to receive additional FFY 2023-2026 STP-M funding under the reconstruction to same capacity project category:
 - City of Milwaukee’s proposed reconstruction of N Sherman Blvd between W North Ave and W Burleigh St (\$2,972,514) and
 - City of Milwaukee’s proposed reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave (\$8,614,356).
- Table 7 provides a ranking of the 39 candidate resurfacing/reconditioning projects, including one project that was previously recommended for funding by the Milwaukee TIP Committee—Waukesha County’s proposed CTH Y project. Of the 39 candidate resurfacing/reconditioning projects, one project—fully funding Waukesha County’s proposed CTH Y project—requesting \$1,503,209, in additional FFY 2023-2026 STP-M funds is less than the \$8,825,801 in STP-M funds suggested to be allocated to this project category. The recommendation of this project would result in a remainder of \$7,332,092. The following project is recommended to receive additional FFY 2023-2026 STP-M funding under the resurfacing/reconditioning project category:
 - Waukesha County's proposed reconditioning of CTH Y between CTH L and CTH HH (\$1,503,209).
- Table 8 provides the score for the one candidate capacity expansion project. This project requesting \$4,945,984 in additional FFY 2023-2026 STP-M funds exceeds the \$1,650,806 in STP-M funds suggested to be allocated to this project category. As such, no project from the capacity expansion project category is initially recommended for the additional FFY 2023-2026 STP-M funding.

Summary of the Evaluation of Projects from Smaller Sponsors

To better ensure that the entire arterial street and highway system in the Milwaukee urbanized area is preserved, the Milwaukee TIP Committee recommended in 2019 that 10 percent of the available highway STP-M funding be set aside for projects from sponsors having lower levels of planned arterial lane-miles and existing arterial VMT. It was further recommended that these funds be available for projects from sponsors that have a share of less than 2.5 percent of the total existing VMT on the local arterial street and highway system in the Milwaukee urbanized area, as shown on Figure 1. In addition, sponsors that

Table 6
Ranking of Candidate Reconstruction to Same Capacity Projects for Additional FFY 2023-2026 STP-M Funding Based on Application of the Evaluation Criteria

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
City of Milwaukee	1/2/3	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St	50.0	20	10	15.0	4.0	5.0	104.0	2,972,514	2,972,514
City of Milwaukee	6/7/8	Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	50.0	18	10	15.0	4.0	5.0	102.0	8,614,356	11,586,870
City of West Allis	1/2	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	50.0	16	10	11.9	3.0	4.0	94.9	12,398,640	23,985,510
Milwaukee County	5	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	50.0	16	10	15.0	1.0	1.7	93.7	9,056,000	33,041,510
Milwaukee County	2	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	50.0	14	10	15.0	3.0	1.0	93.0	6,840,000	39,881,510
Village of West Milwaukee	1/2	Reconstruction of W Greenfield Ave between S 56th St and Miller Park Way	50.0	16	10	10.0	4.0	2.0	92.0	4,973,966	44,855,476
Waukesha County	1	Reconstruction of CTH M (Watertown Plank Rd/North Ave) between CTH F (Redford Blvd) and	50.0	10	10	15.0	5.0	1.0	91.0	4,937,680	49,793,156
Village of West Milwaukee	3/4	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	50.0	16	10	10.0	0.5	2.0	88.5	3,689,067	53,482,223
City of West Allis	5/6	Reconstruction of W. Beloit Rd between S. 56th St and S. 60th St	50.0	10	10	10.0	2.0	3.0	85.0	3,843,280	57,325,503
Milwaukee County	9	Reconstruction of W Hampton Ave (CTH EE) between N 91st St and N 76th St	50.0	8	10	10.0	5.0	1.0	84.0	7,104,000	64,429,503
City of Milwaukee	15/16	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	50.0	12	4	10.0	4.0	3.6	83.6	5,562,089	69,991,592
City of Wauwatosa	3/4	Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave	50.0	16	4	10.0	0.0	3.0	83.0	4,970,345	74,961,937
Milwaukee County	4	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	50.0	8	10	10.0	1.0	2.8	81.8	4,990,720	79,952,657
City of Wauwatosa	7/8	Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	50.0	14	4	10.0	1.0	2.0	81.0	15,300,054	95,252,711

Table 6 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
Milwaukee County	7	Reconstruction of S 13th St (CTH V) between W Oakwood Rd and W Puetz Rd	50.0	6	10	10.0	1.0	2.0	79.0	6,356,000	101,608,711
City of Milwaukee	19/20	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	50.0	6	8	10.0	1.0	4.0	79.0	6,248,704	107,857,415
City of West Allis	3/4	Reconstruction of S 124th St between W Lincoln Ave and W Greenfield Ave	50.0	12	4	10.0	0.0	2.8	78.8	14,164,800	122,022,215
Milwaukee County	6	Reconstruction of S. 76th St (CTH U) between W. County Line Rd and W. Puetz Rd	50.0	2	10	11.7	1.0	2.0	76.7	12,168,000	134,190,215
Village of Menomonee Falls	1	Reconstruction of County Line Rd (CTH Q) between Fond du Lac Ave (STH 145) and Boundary Rd (124th	50.0	4	10	10.0	0.0	0.0	74.0	3,068,560	137,258,775
Milwaukee County	8	Reconstruction of S 13th St (CTH V) between W County Line Rd and W Oakwood Rd	50.0	2	10	10.0	0.0	2.0	74.0	5,160,000	142,418,775
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	50.0	0	10	10.0	0.0	2.0	72.0	3,573,902	145,992,677
City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	50.0	0	8	10.0	0.5	3.0	71.5	7,709,597	153,702,274
City of St. Francis	2	Reconstruction of S Lake Dr between S Packard Ave and Termini	50.0	4	6	10.0	0.0	1.0	71.0	4,601,624	158,303,898
Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	50.0	4	2	10.0	1.0	2.8	69.8	5,825,674	164,129,572
City of Oconomowoc	1	Reconstruction of S Concord Rd between Aeppler Way and W Lincoln St	50.0	2	6	10.0	1.0	0.5	69.5	2,794,307	166,923,879
City of Waukesha	1	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	50.0	4	2	10.0	0.5	1.5	68.0	3,435,024	170,358,903
City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	50.0	0	6	10.0	0.5	0.0	66.5	2,781,288	173,140,191
City of Mequon	7/8/9	Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	45.1	0	10	10.0	0.0	1.0	66.1	1,925,454	175,065,645
City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	50.0	0	0	10.0	5.0	0.0	65.0	2,163,848	177,229,493

Table 6 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	50.0	0	0	10.0	4.0	1.0	65.0	3,317,108	180,546,601
City of Franklin	4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	42.1	0	8	10.0	0.5	3.0	63.6	6,498,487	187,045,088
City of Mequon	4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	50.0	0	0	10.0	1.0	1.0	62.0	2,161,314	189,206,402
City Muskego	1	Reconstruction of Hillendale Dr between Field DR and CTH Y	50.0	0	0	5.0	3.0	3.0	61.0	1,407,280	190,613,682
Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive	50.0	0	0	5.0	3.0	0.5	58.5	2,734,011	193,347,693
City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	35.0	8	4	10.0	0.0	0.0	57.0	5,422,815	198,770,508
City of Waukesha	5	Reconstruction of N University Dr between Summit Ave and Northview RD	50.0	0	0	5.0	0.5	0.5	56.0	3,395,600	202,166,108
City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr	50.0	0	0	5.0	0.0	1.0	56.0	1,207,565	203,373,673
City of Waukesha	6	Reconstruction of E Roberta Ave between Tenny Ave and E Racine Ave	50.0	0	0	5.0	0.0	0.0	55.0	2,723,920	206,097,593
City of Pewaukee	3/6/4	Reconstruction/w Structure of Glacier Rd between CTH JJ and Somerset Ln	38.3	0	0	5.0	3.0	1.0	47.3	3,731,961	209,829,554
City of St. Francis	3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave	39.7	0	0	5.0	0.0	2.3	47.0	4,502,970	214,332,524
City of St. Francis	6	Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave	35.0	4	0	5.0	0.0	0.0	44.0	219,935	214,552,459
City of St. Francis	5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave	35.0	2	0	5.0	0.0	0.0	42.0	2,442,002	216,994,461

Note: Projects above the green line on this table are candidate reconstruction to same capacity projects identified as being of areawide significance based on receiving a score of 73 points or more with application of the evaluation criteria.

The red line represents the cut-off line for funding based on the reconstruction to same capacity project category being allocated 55.0 percent, \$12,787,935, of the \$23,250,791 in additional FFY 2023-2026 STP-M funding available to candidate projects under the resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion project categories.

Table 7
Ranking of Candidate Resurfacing/Reconditioning Projects for Additional FFY 2023-2026 STP-M Funding Based on Application of the Evaluation Criteria

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
Waukesha County	5	Reconditioning of CTH Y between CTH L and CTH HH	50.00	20	10.0	15.00	0.8	0.0	95.8	1,503,209	1,503,209
City of Wauwatosa	1/2	Pavement Replacement of W North Ave between N 95th St and N 73rd St	50.00	20	10.0	15.00	4.0	1.1	100.1	14,459,423	15,962,632
Village of West Milwaukee	5/6	Reconditioning of Miller Park Way between W Lincoln Ave and W National Ave	50.00	20	6.0	15.00	3.0	0.0	94.0	13,261,534	29,224,166
City of Milwaukee	9/10	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	50.00	18	8.0	10.00	0.5	3.9	90.4	4,260,177	33,484,343
Milwaukee County	3	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	50.00	10	10.0	15.00	0.5	2.0	87.5	7,000,000	40,484,343
City of Milwaukee	11/12	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	50.00	12	8.0	10.00	5.0	2.0	87.0	3,020,744	43,505,087
City of West Allis	7/8	Reconditioning of 92nd Street between W Greenfield Ave and W Lincoln Ave	50.00	16	4.0	10.00	3.0	3.0	86.0	2,619,280	46,124,367
Milwaukee County	1	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	50.00	12	6.0	15.00	1.0	1.5	85.5	6,720,000	52,844,367
Waukesha County	4	Reconditioning of CTH K between Quarry Rd and Duplainville Rd	35.00	20	10.0	15.00	5.0	0.0	85.0	3,791,760	56,636,127
City of Milwaukee	4/5	Reconditioning of W. Vliet St between N. 46th St and N. 27th St	50.00	14	4.0	10.00	4.0	3.0	85.0	8,045,921	64,682,048
City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	50.00	12	6.0	15.00	0.5	1.0	84.5	2,746,104	67,428,152
City of Wauwatosa	13/14	Pavement Replacement of Burleigh Rd between IH 41 and N 124th St	50.00	12	8.0	10.00	1.0	3.0	84.0	5,257,402	72,685,554
Waukesha County	3	Pavement Replacement of CTH SR between CTH JJ and Doral Rd	50.00	16	2.0	10.00	4.0	0.0	82.0	1,266,000	73,951,554
City of Milwaukee	13/14	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	50.00	16	6.0	10.00	0.0	0.0	82.0	1,821,632	75,773,186

Table 7 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	50.00	6	10.0	15.00	0.0	0.0	81.0	2,345,008	78,118,194
City of West Allis	9/10	Reconditioning of W Cleveland Avenue between S 124th St and S 117th St	50.00	4	10.0	15.00	0.5	1.0	80.5	2,081,600	80,199,794
City of Milwaukee	17/18	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	50.00	12	6.0	10.00	0.0	1.0	79.0	7,367,524	87,567,318
City of Waukesha	4	Resurfacing of N Moreland Blvd between Summit Ave and Delafield St	50.00	8	10.0	10.00	0.5	0.0	78.5	979,040	88,546,358
City of Greenfield	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	50.00	10	6.0	10.00	0.0	2.0	78.0	1,450,802	89,997,160
Waukesha County	2	Resurfacing of CTH JJ between Oakridge Dr and 670' E of Kossow Rd	50.00	8	10.0	10.00	0.0	0.0	78.0	4,226,400	94,223,560
Town of Brookfield	2	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	50.00	16	0.0	10.00	0.0	1.0	77.0	585,040	94,808,600
City of Wauwatosa	11/12	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	50.00	10	4.0	10.00	0.0	1.5	75.5	7,100,377	101,908,977
City of Wauwatosa	15/16	Pavement Replacement of Wisconsin Ave between N 106th St and N 97th St	50.00	6	6.0	10.00	0.0	3.2	75.2	4,317,780	106,226,757
City of Oak Creek	1	Reconditioning of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	35.00	18	8.0	10.00	0.0	2.0	73.0	2,006,327	108,233,084
City of Wauwatosa	5/6	Pavement Replacement of Watertown Plank Rd between N 124th St and N 112th St	50.00	4	4.0	10.00	0.5	3.1	71.6	8,908,874	117,141,958
Village of Brown Deer	1	Reconditioning of W County Line Rd between N 52nd St and STH 57	50.00	0	10.0	10.00	0.0	1.5	71.5	1,163,793	118,305,751
City of Greenfield	5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	50.00	6	4.0	10.00	0.5	0.0	70.5	2,289,448	120,595,199
City of Waukesha	3	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	40.33	2	10.0	15.00	0.0	0.2	67.5	1,080,560	121,675,759
Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr	50.00	0	4.0	7.59	2.0	0.5	64.1	3,706,285	125,382,044

Table 7 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	50.00	0	0.0	10.00	1.0	3.0	64.0	1,842,518	127,224,562
Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr	50.00	0	0.0	5.00	3.0	2.4	60.4	3,385,040	130,609,602
Village of Summit	3/4	Pavement Replacement/w Structure of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd	50.00	0	0.0	5.00	5.0	0.0	60.0	210,627	130,820,229
Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st ST	50.00	2	0.0	5.00	0.0	2.2	59.2	5,215,386	136,035,615
Village of Fox Point	2/3	Pavement Replacement of N Santa Monica Blvd between N Yates Rd and E Dean Rd	50.00	0	0.0	5.00	2.0	1.0	58.0	4,552,133	140,587,748
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St	50.00	0	0.0	5.00	0.5	0.0	55.5	342,444	140,930,192
Village of Big Bend	1	Pavement Replacement/w Structure of Big Bend Dr between Skyline Ave and Millbrook Cir	50.00	0	0.0	5.00	0.0	0.0	55.0	302,062	141,232,254
City of St. Francis	4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave	50.00	0	0.0	5.00	0.0	0.0	55.0	342,212	141,574,466
Village of Summit	1/2	Pavement Replacement/w Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B	50.00	0	0.0	5.00	0.0	0.0	55.0	683,167	142,257,633
Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr between STH 83 and Cottonwood Ave	35.00	0	2.0	10.00	2.0	0.0	49.0	1,183,167	143,440,800

Note: Projects above the green line on this table are candidate reconstruction to same capacity projects identified as being of areawide significance based on receiving a score of 73 points or more with application of the evaluation criteria.

The red line represents the cut-off line for funding based on the resurfacing/reconditioning project category being allocated 38.0 percent, \$8,825,801, of the \$23,250,791 in additional FFY 2023-2026 STP-M funding available to candidate projects under the resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion project categories.

Table 8

Ranking of Candidate Capacity Expansion Projects for Additional FFY 2023-2026 STP-M Funding Based on the Application of the Evaluation Criteria

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Current Congestion Points	Forecast Congestion Points	Job/Housing Balance Points	Transit Accessibility Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
City of Wauwatosa	9/10	Reconstruction with Additional Lanes of N. 124th St between Lisbon Rd and Ruby Ave	20.00	4.5	4.0	7.00	0.0	3.0	5.00	10.00	2.5	3.5	59.50	4,945,984	4,945,984

Note: Projects above the green line on this table are candidate capacity expansion projects identified as being of areawide significance based on receiving a score of 64.5 points or more with application of the evaluation criteria.

The red line represents the cut-off line for funding based on the capacity expansion project category being allocated 7.1 percent, \$1,650,806, of the \$23,250,791 in additional FFY 2023-2026 STP-M funding available candidate projects under the resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion project categories.

already have a project initially recommended for STP-M funding based on the application of the evaluation criteria for the current funding cycle, or that have previously received STP-M funding for a project within the previous two funding cycles, are not eligible. The sponsors that have had projects from the previous two funding cycles are shown in Figure 1. Projects eligible for the set-aside are ranked, regardless of project type, based on their project score, and the estimated project costs of the highest ranked projects that fall within the amount set aside for smaller communities/counties are initially recommended for funding.

Table 9 provides the ranking of the 35 candidate projects eligible for the smaller sponsor set-aside, including the one project previously approved by the Milwaukee TIP Committee. Of these 35 candidate projects, one project requesting \$2,746,104 in years 2026-2027 STP-M funds slightly exceeds the \$2,583,421 in STP-M funds allocated to the smaller-sponsor set-aside—the City of Greenfield’s S. 43rd Street project. Given the Milwaukee TIP Committees emphasis of ensuring smaller sponsors receiving funding for projects, the City of Greenfield’s project is recommended for the full amount of the smaller sponsor set-aside. The following project is recommended to receive additional FFY 2023-2026 STP-M funding from the smaller sponsors set-aside category:

- City of Greenfield’s proposed Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave (\$2,583,421).

Summary of the Evaluation of Transit Projects

Table 10 provides a summary of the two candidate transit projects requesting \$18,241,770 in additional FFY 2023-2026 STP-M funding, which exceeds the \$2,870,468 in STP-M funding allocated to transit projects. The Milwaukee TIP Committee did not recommend a process to score candidate transit projects, like candidate highway projects. However, in determining which candidate transit projects would receive funding, consideration was given to the service life of the existing buses of the transit operators applying for STP-M funding, including their age and mileage (as shown on Table 10) and the characteristics of the existing transit system fleet, including the number, age, the proportion of buses with a service life beyond their useful age, and the proportion of buses beyond their useful mileage (as shown on Table 11). Based on the characteristics of the vehicles proposed to be replaced and the characteristics of the fleet, it is recommended that available funding be awarded to the two candidate transit projects as follows:

- Fund about 4.5 of the 30 40-foot buses proposed by Milwaukee County, based on the vehicles proposed to be replaced having the oldest age and highest mileage of the two candidate transit projects and a higher proportion of fleet vehicles beyond their minimum useful mileage (\$2,630,357); and
- Fund 0.5 of the 8 35-foot buses proposed by the City of Waukesha, based on vehicles proposed to be replaced being beyond their useful life at the time of replacement and the higher proportion of the fleet vehicles beyond their minimum useful age (\$240,111).

This would result in the Milwaukee County Transit System (MCTS) receiving 92 percent of the additional FFY 2023-2016STP-M funding recommended for transit projects, with the City of Waukesha’s transit system receiving 8 percent. The proportion of funding allocated to the MCTS is consistent with it representing about 93 percent of the estimated replacement value of the publicly owned transit fleets within the Milwaukee urbanized area. The purchase of the 6 buses recommended for \$2,870,468 in additional FFY 2023-2026 STP-M funding would utilize all of the STP-M funding allocated to transit projects.

Table 9

Ranking of Candidate Projects Eligible for the Smaller Sponsor Set-Aside of Additional FFY 2023-2026 STP-M Funding Based on Application of the Evaluation Criteria

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	50.00	12	6.0	15.00	0.5	1.0	84.5	2,746,104	2,746,104
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	50.00	6	10.0	15.00	0.0	0.0	81.0	2,345,008	5,091,112
City of Greenfield	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	50.00	10	6.0	10.00	0.0	2.0	78.0	1,450,802	6,541,914
Town of Brookfield	2	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	50.00	16	0.0	10.00	0.0	1.0	77.0	585,040	7,126,954
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	50.00	0	10.0	10.00	0.0	2.0	72.0	3,573,902	10,700,856
Village of Brown Deer	1	Reconditioning of W County Line Rd between N 52nd St and STH 57	50.00	0	10.0	10.00	0.0	1.5	71.5	1,163,793	11,864,649
City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	50.00	0	8.0	10.00	0.5	3.0	71.5	7,709,597	19,574,246
City of St. Francis	2	Reconstruction of S Lake Dr between S Packard Ave and Termini	50.00	4	6.0	10.00	0.0	1.0	71.0	4,601,624	24,175,870
City of Greenfield	5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	50.00	6	4.0	10.00	0.5	0.0	70.5	2,289,448	26,465,318
Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	50.00	4	2.0	10.00	1.0	2.8	69.8	5,825,674	32,290,992
City of Oconomowoc	1	Reconstruction of S Concord Rd between Aeppler Way and W Lincoln St	50.00	2	6.0	10.00	1.0	0.5	69.5	2,794,307	35,085,299
City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	50.00	0	6.0	10.00	0.5	0.0	66.5	2,781,288	37,866,587
City of Mequon	7/8/9	Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	45.07	0	10.0	10.00	0.0	1.0	66.1	1,925,454	39,792,041
City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	50.00	0	0.0	10.00	5.0	0.0	65.0	2,163,848	41,955,889

Table 9 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	50.00	0	0.0	10.00	4.0	1.0	65.0	3,317,108	45,272,997
Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr	50.00	0	4.0	7.59	2.0	0.5	64.1	3,706,285	48,979,282
Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	50.00	0	0.0	10.00	1.0	3.0	64.0	1,842,518	50,821,800
City of Franklin	4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	42.09	0	8.0	10.00	0.5	3.0	63.6	6,498,487	57,320,287
City of Mequon	4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	50.00	0	0.0	10.00	1.0	1.0	62.0	2,161,314	59,481,601
City Muskego	1	Reconstruction of Hillendale Dr between Field DR and CTH Y	50.00	0	0.0	5.00	3.0	3.0	61.0	1,407,280	60,888,881
Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr	50.00	0	0.0	5.00	3.0	2.4	60.4	3,385,040	64,273,921
Village of Summit	3/4	Pavement Replacement/w Structure of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd	50.00	0	0.0	5.00	5.0	0.0	60.0	210,627	64,484,548
Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive	50.00	0	0.0	5.00	3.0	0.5	58.5	2,734,011	67,218,559
Village of Fox Point	2/3	Pavement Replacement of N Santa Monica Blvd between N Yates Rd and E Dean Rd	50.00	0	0.0	5.00	2.0	1.0	58.0	4,552,133	71,770,692
City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	35.00	8	4.0	10.00	0.0	0.0	57.0	5,422,815	77,193,507
City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr	50.00	0	0.0	5.00	0.0	1.0	56.0	1,207,565	78,401,072
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St	50.00	0	0.0	5.00	0.5	0.0	55.5	342,444	78,743,516
Village of Big Bend	1	Pavement Replacement/w Structure of Big Bend Dr between Skyline Ave and Millbrook Cir	50.00	0	0.0	5.00	0.0	0.0	55.0	302,062	79,045,578
City of St. Francis	4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave	50.00	0	0.0	5.00	0.0	0.0	55.0	342,212	79,387,790

Table 9 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
Village of Summit	1/2	Pavement Replacement/w Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B	50.00	0	0.0	5.00	0.0	0.0	55.0	683,167	80,070,957
Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr between STH 83 and Cottonwood Ave	35.00	0	2.0	10.00	2.0	0.0	49.0	1,183,167	81,254,124
City of Pewaukee	3/6/4	Reconstruction/w Structure of Glacier Rd between CTH JJ and Somerset Ln	38.28	0	0.0	5.00	3.0	1.0	47.3	3,731,961	84,986,085
City of St. Francis	3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave	39.66	0	0.0	5.00	0.0	2.3	47.0	4,502,970	89,489,055
City of St. Francis	6	Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave	35.00	4	0.0	5.00	0.0	0.0	44.0	219,935	89,708,990
City of St. Francis	5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave	35.00	2	0.0	5.00	0.0	0.0	42.0	2,442,002	92,150,992

Note: Projects above the green line on this table are candidate reconstruction to same capacity projects identified as being of areawide significance based on receiving a score of 73 points or more with application of the evaluation criteria.

The red line represents the cut-off line for funding based on the small sponsor set-aside of \$2,583,421, or 10 percent of the \$25,834,212 in additional FFY 2023-2026 STP-M funding available to highway projects. The project above the redmine is initially recommended for \$2,583,421 of the \$2,746,104 requested for the project.

Table 10
Comparison of Candidate Transit Capital Projects for Additional FFY 2023-2026 STP-M Funding

Project Sponsor	Project Description	Federal Cost Requested	2021 Characteristics of Vehicle Proposed to be Replaced			Estimated 2027 Characteristics of Vehicles Proposed to be Replace	
			Number of Vehicles	Age of Vehicles Compared to its Minimum Useful Age	Average Mileage of Vehicles Compared to its Minimum Useful Mileage	Age of Vehicles Compared to its Minimum Useful Age	Average Mileage of Vehicles Compared to its Minimum Useful Mileage
Milwaukee County	Purchase of 30 40-Foot Buses	\$14,400,000	30	7-11 of 12 Years	447,900 of 500,000 Miles	13-17 of 12 Years	678,000 of 500,000 Miles
City of Waukesha	Purchase of Eight 35-Foot Buses	\$3,841,770	8	6 of 12 Years	223,600 of 500,000 Miles	12 of 12 Years	460,000 of 500,000 Miles

Note: Minimum useful life of a transit vehicle represents the minimal acceptable period a Federally funded vehicle should be used in service.

Table 11
Comparison of the Year 2021 Fleet Characteristics of the
Transit Systems Seeking for Additional FFY 2023-2026
STP-M Funding

Project Sponsor	Number	Average Age	Proportion of Vehicles Beyond Minimum Useful Age	Proportion of Vehicles Beyond Minimum Useful Mileage
Milwaukee County	352	7.2	0.0	27.8
City of Waukesha	28	4.5	11.0	0.0

Note: Minimum useful life of a transit vehicle represents the minimal acceptable period a Federally funded vehicle should be used in service.

Recommended Projects for Funding

Based on the evaluation of candidate highway and transit projects, six candidate projects would be initially recommended for \$18,543,968 in additional FFY 2023-2026 STP-M funding, which is \$10,160,712 less than the \$28,704,680 in available FFY 2023-2026 STP-M funding. Commission staff suggest that the remaining \$10,160,712 in STP-M funding be allocated by:

- **Fully fund the highest scoring project under the Small Sponsor Set-Aside** – This would involve funding the City of Greenfield project to replace the pavement on S. 43rd Street between W. Cold Spring Road and W. Howard Avenue at \$2,746,104, rather than \$2,583,421 (This represents an addition of \$162,683 in additional FFY 2023-2026 STP-M funding being recommended.)
- **Partially fund the next highest scoring area-wide significant projects under the reconstruction and resurfacing/rehabilitation project categories proportionally with the remaining additional FFY 2023-2026 STP-M funding** – This would result in \$5,382,582 (of the requested \$12,398,640) being allocated to the City of West Allis’ project to reconstruct of W. National Avenue between S. 95th Street and S. 108th Street (STH 100) and \$4,615,447 (of the requested \$14,459,423) being allocated to City of Wauwatosa’s project to replace the pavement on W. North Avenue between N 95th Street and N 73rd Street. (This represents an addition of \$9,998,029 in years 2026-2027 STP-M funding being recommended.)

Additionally, because of the City of Wauwatosa and City of West Allis projects being recommended for partial funding, it is further recommended that they be the first priority in receiving any additional STP-M funding than what was previously made available and/or should projects previously approved for funding be delayed or deferred. Should additional STP-M funding not become available in this manner, it is recommended that the City of Wauwatosa and the City of West Allis projects be first priority for their respective project types (that is, guaranteed) for receiving STP-M funding in the next funding cycle expected to occur next year.

Table 12 identifies the nine projects recommended for \$29,104,680 in additional FFY 2023-2026 STP-M funding. Table 13 identifies the six project sponsors that had candidate projects that received funding, and the total amount of STP-M funding received. An evaluation was conducted of the impact of the evaluation, prioritization, and recommendation of projects for additional FFY 2023-2026 STP-M funding on people of color and low-income populations. This evaluation is provided in Exhibit C to this memorandum. In addition, an evaluation of community/county equity of the projects recommended for additional FFY 2023-2026 STP-M funding is provided in Exhibit D of this memorandum. A listing of the sponsor-provided justification for each candidate project from the application is provided in Exhibit E of this memorandum for consideration by the Committee.

Table 14 shows the 41 candidate projects—seeking a total of \$220,570,891 in STP-M funding—not recommended for funding, including the unfunded portion of the candidate projects that were recommended for partial funding—the City of West Allis’ W. National Avenue project, the City of Wauwatosa’s W. North Avenue project, and the two transit projects. . The amount of Federal funding shown in Table 14 for these four projects is the remaining amount that was not recommended for additional FFY 2023-2026 STP-M funding.

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Table 12**Candidate Projects Initially Recommended for Additional FFY 2023-2026 STP-M Funding**

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Recommended Federal Amount
Highway	City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	2,746,104
	City of Milwaukee	1/2/3	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St	2,972,514
		6/7/8	Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	8,614,356
	Waukesha County	5	Reconditioning of CTH Y between CTH L and CTH HH	1,503,209
	City of Wauwatosa	1/2	Pavement Replacement of W North Ave between N 95th St and N 73rd St ¹	5,382,582
	City of West Allis	1/2	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100) ²	4,615,447
				Subtotal - Highway
Transit	Milwaukee County	--	Purchase of 30 replacement buses ³	2,630,357
	City of Waukesha	2	Purchase of 8 replacement buses ⁴	240,111
				Subtotal - Transit
Other	SEWRPC		2024 and 2026 Orthophotography	400,000
Total				29,104,680

¹ The City of Wauwatosa's proposed project to replace pavement on W. North Avenue between N. 95th Street and N. 73rd Street is recommended to be partially funded with 37 percent of the total requested \$14,459,423 in additional FFY 2023-2026 STP-M funding.

² The City of West Allis' proposed project to reconstruct W. National Avenue between S. 95th Street and S. 108th Street (STH 100) is recommended to be partially funded with 37 percent of the total requested \$12,398,640 in additional FFY 2023-2026 STP-M funding.

³ Milwaukee County's proposed purchase of 30 replacement buses is recommended to be partially funded for \$2,630,357 of the requested \$14,400,000.

⁴ City of Waukesha's proposed purchase of 8 replacement buses is recommended to be partially funded for \$240,111 of the requested \$3,841,770.

Table 13
Cumulative Amount of Additional FFY 2023-2026 STP-M Funding by
Project Sponsor with Projects Recommended for Funding

County	Project Sponsor	Recommended Federal Amount	Percent of Total
Milwaukee	City of Greenfield	2,746,104	9.4
	Milwaukee County	2,630,357	9.0
	City of Milwaukee	11,586,870	39.8
	City of Wauwatosa	5,382,582	18.5
	City of West Allis	4,615,447	15.9
	Subtotal	26,961,360	92.6
Waukesha	Waukesha County	1,503,209	5.3
	City of Waukesha	240,111	0.8
	Subtotal	1,743,320	6.1
Region	SEWRPC	400,000	1.3
Total		29,104,680	100.0

Table 14

Candidate Projects Not Recommended for Additional FFY 2023-2026 STP-M Funding

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Federal Amount Not Recommended
Highway	Village of Big Bend	1	Pavement Replacement/w Structure of Big Bend Dr between Skyline Ave and Millbrook Cir	302,062
	Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr	3,385,040
		2	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	585,040
	Village of Brown Deer	1	Reconditioning of W County Line Rd between N 52nd St and STH 57	1,163,793
	City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	2,163,848
	Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr	3,706,285
	Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	1,842,518
	Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive	2,734,011
		2/3	Pavement Replacement of N Santa Monica Blvd between N Yates Rd and E Dean Rd	4,552,133
	City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	7,709,597
		4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	6,498,487
	Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	5,825,674
	Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st ST	5,215,386
	City of Greenfield	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	1,450,802
		5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	2,289,448
	Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr between STH 83 and Cottonwood Ave	1,183,167
	Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	3,573,902
	Village of Menomonee Falls	1	Reconstruction of County Line Rd (CTH Q) between Fond du Lac Ave (STH 145) and Boundary Rd (124th St)	3,068,560
	City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	3,317,108
		4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	2,161,314
7/8/9		Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	1,925,454	
Milwaukee County	1	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	6,720,000	
	2	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	6,840,000	
	3	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	7,000,000	
	4	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	4,990,720	
	5	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	9,056,000	

Table 14 (continued)

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Federal Amount Not Recommended
Highway (cont.)	Milwaukee County (cont.)	6	Reconstruction of S. 76th St (CTH U) between W. County Line Rd and W. Puetz Rd	12,168,000
		7	Reconstruction of S 13th St (CTH V) between W Oakwood Rd and W Puetz Rd	6,356,000
		8	Reconstruction of S 13th St (CTH V) between W County Line Rd and W Oakwood Rd	5,160,000
		9	Reconstruction of W Hampton Ave (CTH EE) between N 91st St and N 76th St	7,104,000
	City of Milwaukee	4/5	Reconditioning of W. Vliet St between N. 46th St and N. 27th St	8,045,921
		9/10	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	4,260,177
		11/12	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	3,020,744
		13/14	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	1,821,632
		15/16	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	5,562,089
		17/18	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	7,367,524
		19/20	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	6,248,704
	City Muskego	1	Reconstruction of Hillendale Dr between Field DR and CTH Y	1,407,280
	City of Oak Creek	1	Reconditioning of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	2,006,327
	City of Oconomowoc	1	Reconstruction of S Concord Rd between Aeppler Way and W Lincoln St	2,794,307
	City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	5,422,815
		3/6/4	Reconstruction/w Structure of Glacier Rd between CTH JJ and Somerset Ln	3,731,961
	City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr	1,207,565
	City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	2,781,288
		2	Reconstruction of S Lake Dr between S Packard Ave and Termini	4,601,624
		3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave	4,502,970
		4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave	342,212
		5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave	2,442,002
6		Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave	219,935	
Village of Summit	1/2	Pavement Replacement/w Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B	683,167	
	3/4	Pavement Replacement/w Structure of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd	210,627	
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St	342,444	
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	2,345,008	

Table 14 (continued)

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Federal Amount Not Recommended	
Highway (cont.)	Waukesha County	1	Reconstruction of CTH M (Watertown Plank Rd/North Ave) between CTH F (Redford Blvd) and CTH SR (Springdale Rd)	4,937,680	
		2	Resurfacing of CTH JJ between Oakridge Dr and 670' E of Kossow Rd	4,226,400	
		3	Pavement Replacement of CTH SR between CTH JJ and Doral Rd	1,266,000	
		4	Reconditioning of CTH K between Quarry Rd and Duplainville Rd	3,791,760	
	City of Waukesha	1	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	3,435,024	
		3	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	1,080,560	
		4	Resurfacing of N Moreland Blvd between Summit Ave and Delafield St	979,040	
		5	Reconstruction of N University Dr between Summit Ave and Northview RD	3,395,600	
		6	Reconstruction of E Roberta Ave between Tenny Ave and E Racine Ave	2,723,920	
	City of Wauwatosa	1/2	Pavement Replacement of W North Ave between N 95th St and N 73rd St	9,076,841	
		3/4	Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave	4,970,345	
		5/6	Pavement Replacement of Watertown Plank Rd between N 124th St and N 112th St	8,908,874	
		7/8	Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	15,300,054	
		9/10	Reconstruction with Additional Lanes of N. 124th St between Lisbon Rd and Ruby Ave	4,945,984	
		11/12	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	7,100,377	
		13/14	Pavement Replacement of Burleigh Rd between IH 41 and N 124th St	5,257,402	
		15/16	Pavement Replacement of Wisconsin Ave between N 106th St and N 97th St	4,317,780	
	City of West Allis	1/2	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	7,783,193	
		3/4	Reconstruction of S 124th St between W Lincoln Ave and W Greenfield Ave	14,164,800	
		5/6	Reconstruction of W. Beloit Rd between S. 56th St and S. 60th St	3,843,280	
		7/8	Reconditioning of 92nd Street between W Greenfield Ave and W Lincoln Ave	2,619,280	
		9/10	Reconditioning of W Cleveland Avenue between S 124th St and S 117th St	2,081,600	
	Village of West Milwaukee	1/2	Reconstruction of W Greenfield Ave between S 56th St and Miller Park Way	4,973,966	
		3/4	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	3,689,067	
		5/6	Reconditioning of Miller Park Way between W Lincoln Ave and W National Ave	13,261,534	
				Subtotal	339,547,033

Table 14 (continued)

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Federal Amount Not Recommended
Transit	Milwaukee County	--	Purchase of 30 replacement buses	11,769,643
	City of Waukesha	2	Purchase of 8 replacement buses	3,601,659
			Subtotal	15,371,302
Total				354,918,335

¹ The City of Wauwatosa's proposed project to replace pavement on W. North Avenue between N. 95th Street and N. 73rd Street is recommended to be partially funded with 37 percent of the total requested \$14,459,423 in additional FFY 2023-2026 STP-M funding.

² The City of West Allis' proposed project to reconstruct W. National Avenue between S. 95th Street and S. 108th Street (STH 100) is recommended to be partially funded with 37 percent of the total requested \$12,398,640 in additional FFY 2023-2026 STP-M funding.

³ Milwaukee County's proposed purchase of 30 replacement buses is recommended to be partially funded for \$2,630,357 of the requested \$14,400,000.

⁴ City of Waukesha's proposed purchase of 8 replacement buses is recommended to be partially funded for \$240,111 of the requested \$3,841,770.

Exhibit A

Definitions for the Types of Highway Projects

This exhibit provides a definition for the three types of highway projects eligible for STP-M funding—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities). The definitions provided are based on the types of highway projects identified and defined within *Wisconsin State Statutes 84.013* and further defined and described in the Wisconsin Department of Transportation (WisDOT) *Facilities Development Manual* (FDM).

Resurfacing/Reconditioning Projects – This project category would include resurfacing, reconditioning, and pavement replacement projects defined as the following:

Resurfacing Projects – These projects involve providing a new pavement surface on an existing highway, but not replacing the entire depth of existing pavement. Such a project would not provide any significant increase in the capacity of the existing roadway, and could only include minor safety and storm water management system improvements and spot curb and gutter replacement.

Reconditioning Projects – These projects are a resurfacing project that could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the length of a reconditioning project may be reconstructed. In addition, a reconditioning project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment.

Pavement Replacement – These projects involve a structural improvement to the pavement structure or replacement of the entire depth of the existing pavement. Similar to reconditioning projects, these projects could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the project length of a pavement replacement project may be reconstructed. In addition, a pavement replacement project may include the removal of the existing aggregate base or minor changes to the subgrade along up to half the project length to accommodate an increase in pavement structure depth. As well, a pavement replacement project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment. Pavement replacement projects may also include adding or replacing of bicycle and/or pedestrian facilities, and replacement or construction of new storm sewer facilities.

Reconstruction to Same Capacity Projects – These projects involve a complete rebuilding of the existing roadway facility that could also include widening of the roadway facility that would not significantly increase the existing design capacity of the existing roadway, such as by adding pavement width to accommodate bicycles or by adding parking/auxiliary lanes. Under the WisDOT FDM, reconstruction projects would involve such work being conducted over at least half the length of the project.

Capacity Expansion Projects – These projects involve reconstruction projects that include the widening of an existing arterial facility with additional travel lanes and the construction of new arterial facilities. Under the WisDOT FDM, such projects could also include projects where additional travel lanes are constructed along the existing pavement facility of a roadway to increase the vehicle-carrying capacity of the roadway.

Exhibit B

Approved Methodology for Criteria of Areawide Significance Used in the Evaluation Of Candidate Projects Within The Resurfacing/Reconditioning, Reconstruction To Same Capacity, And Capacity Expansion Project Categories

This exhibit describes the methodology approved by the Advisory Committee for the evaluation criteria of areawide significance that would be used to evaluate the candidate projects based on project category—resurfacing/reconditioning projects, reconstruction to same capacity projects and capacity expansion projects. In addition, this exhibit summarizes the process to be utilized to prioritize projects having the same score.

EVALUATION CRITERIA

1. **Measure of Pavement Condition** – The score for this criterion is based on the average pavement condition of the roadway surface associated with the candidate project determined by an evaluation by Commission staff using the WisDOT Pavement Surface Evaluation and Rating (PASER) system. This evaluation criterion is used for all evaluation categories with resurfacing/reconditioning projects and reconstruction to the same capacity projects receiving a maximum of 50 points and capacity expansion projects receiving a maximum of 20 points. Tables B-1 through B-3 lists the points received by a candidate project under this criterion based on its average PASER rating for resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects, respectively.

Table B-1
Scoring For Pavement Condition Evaluation Criteria
For Candidate Resurfacing/Reconditioning Projects

Average PASER Rating	Points
1 to 4	50
5 to 6	35
7 to 8	20
9 to 10	0

Table B-2
Scoring For Pavement Condition Evaluation Criteria
For Candidate Reconstruction To Same Capacity Projects

Average PASER Rating	Points
1 to 3	50
4 to 5	35
6 to 7	20
8 to 10	0

**Table B-3
Scoring For Pavement Condition Evaluation Criteria
For Candidate Capacity Expansion Projects**

Average PASER Rating	Points
1 to 2	20
3 to 4	15
5 to 6	10
7 to 10	0

Under this criterion, capacity expansion projects involving the construction of new facilities receive a score based on the average pavement condition score received by the capacity expansion projects entailing the reconstruction with additional traffic lanes. A project sponsor may request that Commission staff evaluate the condition of the pavement prior to the implementation of a maintenance overlay. The condition of the pavement prior to the maintenance overlay is used in the evaluation of the candidate project.

2. **Measure of Use** – The score for this criterion is based on the existing average weekday traffic (AWDT) volume and transit ridership per travel lane. The average weekday transit ridership per lane would be added to the AWDT per lane in determining the score for this criterion in order to represent the usage along the route of the candidate project. This evaluation criterion would be used for all evaluation categories with resurfacing/reconditioning projects and reconstruction to same capacity projects receiving a maximum of 20 points and capacity expansion projects receiving a maximum of 5 points. The points received by a candidate project under this evaluation criterion are determined by the ranges of average weekday traffic and transit ridership per lane listed in Table B-4.

The traffic volumes for existing facilities are based on the most recent average daily traffic count reported by WisDOT converted to an average weekday traffic volume. In general, average weekday traffic is about seven percent higher than average annual daily traffic. Should WisDOT not report a traffic volume for the segment of roadway associated with a candidate project, Commission staff would collect the traffic data on an average weekday (typically Tuesday through Thursday) along the roadway and adjust the measured traffic volumes based on the time of year it was measured. For projects involving new facilities, an estimate of the average weekday traffic volume under current conditions is developed by Commission staff utilizing the Commission’s travel simulation models that were used in the development and evaluation of the year 2050 regional transportation plan.

Table B-4
Scoring For Average Weekday Traffic Volume And
Transit Ridership Per Travel Lane Criteria

Average Weekday Traffic Volume and Transit Ridership per Lane	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
6,500 or more	20	5
6,000 to 6,499	18	4.5
5,500 to 5,999	16	4
5,000 to 5,499	14	3.5
4,500 to 4,999	12	3
4,000 to 4,499	10	2.5
3,500 to 3,999	8	2
3,000 to 3,499	6	1.5
2,500 to 2,999	4	1
2,000 to 2,499	2	0.5
Less than 2,000	0	0

3. **Measure of Connectivity** – The score for this criterion is based on the length of the route along which the project is located. The length of route is measured by Commission staff based on the continuous length of the arterial facility. This evaluation criterion is used for all evaluation categories with projects receiving a maximum of 10 points. Table B-5 shows how the points is received by a candidate project for the length of route criterion.

Table B-5
Scoring for Length of Route Criterion

Continuous Length	Points
10 or more miles	10
8.0 to 9.9 miles	8
6.0 to 7.9 miles	6
4.0 to 5.9 miles	4
2.0 to 3.9 miles	2
Less than 2.0 miles	0

4. **Measure of Function** – The score for this criterion is based on the current functional classification of the roadway. The current functional classification (principal arterial, minor arterial, and collector) is determined by the functional classification developed by WisDOT, reviewed by SEWRPC, and approved by FHWA. This evaluation criterion is used for all evaluation categories with resurfacing/reconditioning projects and reconstruction to the same capacity projects receiving a maximum of 15 points and capacity expansion projects receiving a maximum of 10 points. Table B-6 shows how the points is received by a candidate project for the functional classification criterion.

Table B-6
Scoring For Current Functional Classification Criterion

Federal Functional Classification	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
Principal Arterial	15	10
Minor Arterial	10	7
Collector	5	3

5. **Measure of Safety** – The points for this criterion is based on the latest five-year average crash rate along the candidate project. This criterion is used for all evaluation categories with resurfacing/reconditioning and reconstruction to same capacity projects receiving a maximum of 5 points and capacity expansion projects receiving a maximum of 15 points. For this criterion, the latest five-year average crash rate for candidate projects is estimated using crash data available for the years 2015 through 2019 from the Wisconsin Traffic Operations and Safety Laboratory (TOPSLAB) and the current average daily traffic volume along the projects. The estimated crash rates for each project includes intersection and non-intersection crashes that have occurred along the roadway within the project limits, excluding crashes involving deer and crashes where the driver condition¹ is a contributing factor. In addition, intersection-related crashes at intersections that are adjacent to, but not within, the project limits are also not included in the crash rates for the project. These candidate projects receive points under this criterion based on the percentage that the average five-year crash rate for the project is of the urbanized area crash rate for arterial roadways with an urban or a rural cross-section, as shown on Table B-7. The five-year crash rates for projects involving new facilities is developed by estimating the five-year crash rates of adjacent existing arterial facilities.

6. **Measure of Congestion** – The points for this criterion are based on the existing and forecast average volume-to-capacity ratio along the candidate project. This criterion is used for only the capacity expansion projects with such projects receiving a maximum of 40 points. For this criterion, the ratio of the existing and forecast average weekday traffic volumes along the candidate roadway project to the estimated surface arterial facility design capacity (provided in Table B-8) is calculated. The forecast average weekday traffic volumes for these projects would be calculated by Commission staff utilizing the travel demand model used to develop the year 2050 regional transportation plan. Tables B-9a and B-9b show how the points are received under this criteria by candidate capacity expansion projects.

¹ A crash resulting from driver condition is defined as crash where there was an observed physical impairment of a driver caused by alcohol or drug use, a medical condition precipitating the crash (such as a seizure, blackout, diabetic reaction, heart attack, or stroke), or some other condition, as recorded on the crash report by the presiding law enforcement officers.

**Table B-7
Scoring for Safety Criterion**

Percentage of Average Rate of Arterial Roadway Crashes in the Milwaukee Urbanized Area	Average 5 year Crash Rate ^a (Crashes per 100,000,000 vehicle-miles travelled)		Points	
	Urban Cross-Section ^b	Rural Cross-Section ^c	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
175 or more	853.3 or more	275.1 or more	5	15
150 to 174	731.4 to 853.2	235.8 to 275.0	4	12.5
125 to 149	609.5 to 731.3	196.5 to 235.7	3	10
100 to 124	487.6 to 609.4	157.2 to 196.4	2	7.5
75 to 99	365.7 to 487.5	117.9 to 157.1	1	5
50 to 74	243.8 to 365.6	78.6 to 117.8	0.5	2.5
Less than 50	Less than 243.8	Less than 78.6	0	0

^a Crash rates exclude crashes involving deer and crashes where the driver condition is a contributing factor in the crash. Driver condition is defined as any observed physical impairment of a driver caused by alcohol or drug use, a medical condition precipitating the crash (such as seizure, black out, diabetic reaction, heart attack, and stroke), or some other condition, as recorded on the crash report by the presiding law enforcement officers.

^b Based on the years 2015-2019 average annual crash rate of 487.6 crashes per 100,000,000 vehicle-miles travelled for the arterial roadways within the Milwaukee urbanized area with an urban cross-section (with curb and gutter).

^c Based on the years 2015-2019 average annual crash rate of 157.2 crashes per 100,000,000 vehicle-miles travelled for the arterial roadways within the Milwaukee urbanized area with a rural cross-section (with shoulders and culverts).

**Table B-8
Estimated Surface Arterial Facility Design Capacity^a**

Surface Arterial Facility Type	Design Capacity (vehicles per 24 hours)
Two-lane.....	14,000
Four-lane Undivided	18,000
Four-lane with Two-way Left Turn Lane	21,000
Four-lane Divided.....	27,000
Six-Lane Divided.....	38,000
Eight-Lane Divided	50,000

^a Design capacity is the maximum level of traffic volume a facility can carry before beginning to experience morning and afternoon peak traffic hour traffic congestion, and is expressed in terms of number of vehicles per average weekday. (Source: SEWRPC Planning Report No. 55, VISION 2050 – A Regional Land Use and Transportation Plan for Southeastern Wisconsin.)

Table B-9a
Scoring For Current Volume-To-Capacity Ratio Criterion^a

Volume-to-Capacity Ratio	Points
1.40 or more	20
1.20 to 1.39	15
1.00 to 1.19	10
0.80 to 0.99	5
Less than 0.80	0

^a The current level of congestion for projects involving existing facilities is developed based on the most recent traffic count reported by WisDOT. For new facilities, the current level of congestion is developed by estimating the level of congestion of adjacent existing arterial facilities under current conditions.

Table B-9b
Scoring For Forecast Volume-To-Capacity Ratio Criterion^a

Volume-to-Capacity Ratio	Points
1.40 or more	20
1.20 to 1.39	15
1.00 to 1.19	10
Less than 1.00	0

^a The forecast level of congestion for both existing and new facilities is developed by Commission staff utilizing the Commission's travel simulation models that were used in the development and evaluation of VISION 2050—the year 2050 regional land use and transportation plan. For new facilities, the forecast level of congestion is developed by estimating the level of congestion of adjacent existing arterial facilities under forecast conditions.

Points under this criterion can be received even if the roadway is not currently experiencing congested conditions (or having a volume-to-capacity ratio of less than one), as the need for additional capacity may be needed under forecast future conditions rather than under current conditions. The current and forecast level of congestion for projects involving new facilities is developed by estimating the level of congestion of adjacent existing arterial facilities under current and forecast conditions.

- 7. Transit, Bicycle, and Pedestrian Accommodations** – All projects receive up to a maximum of 10 points based on the type of new transit, bicycle, and pedestrian accommodations proposed to be implemented as part of the candidate projects. The points that can be received by a project for the various accommodations is provided on Table B-10. While the total possible points received by a project could exceed 10 points, the points received under this criterion would be limited to 10 points.

Table B-10
Points for Proposed Implementation of
Transit, Bicycle, and Pedestrian Accommodations

Implementation Measure	Bonus Points
Transit Measures	
Provide new dedicated transit lane	3
Provide new transit signal priority system	1
Provide new bulb-outs at transit stops	1
Bicycle Measures	
Provide new separated adjacent bike lane/path	3
Provide new buffered bike lane	2
Provide new conventional bike lane	1
Add/widen to at least 4-feet of paved shoulders	1
Pedestrian Measures	
Add/widen to at least a 5-foot sidewalk	1
Add/widen to at least a 5-foot sidewalk that provides access to transit stops	2
Provide new pedestrian bump-outs at intersection and mid-block crosswalks	1

Note: Candidate projects receive a maximum of 10 points for the transit, bicycle, and pedestrian accommodations proposed.

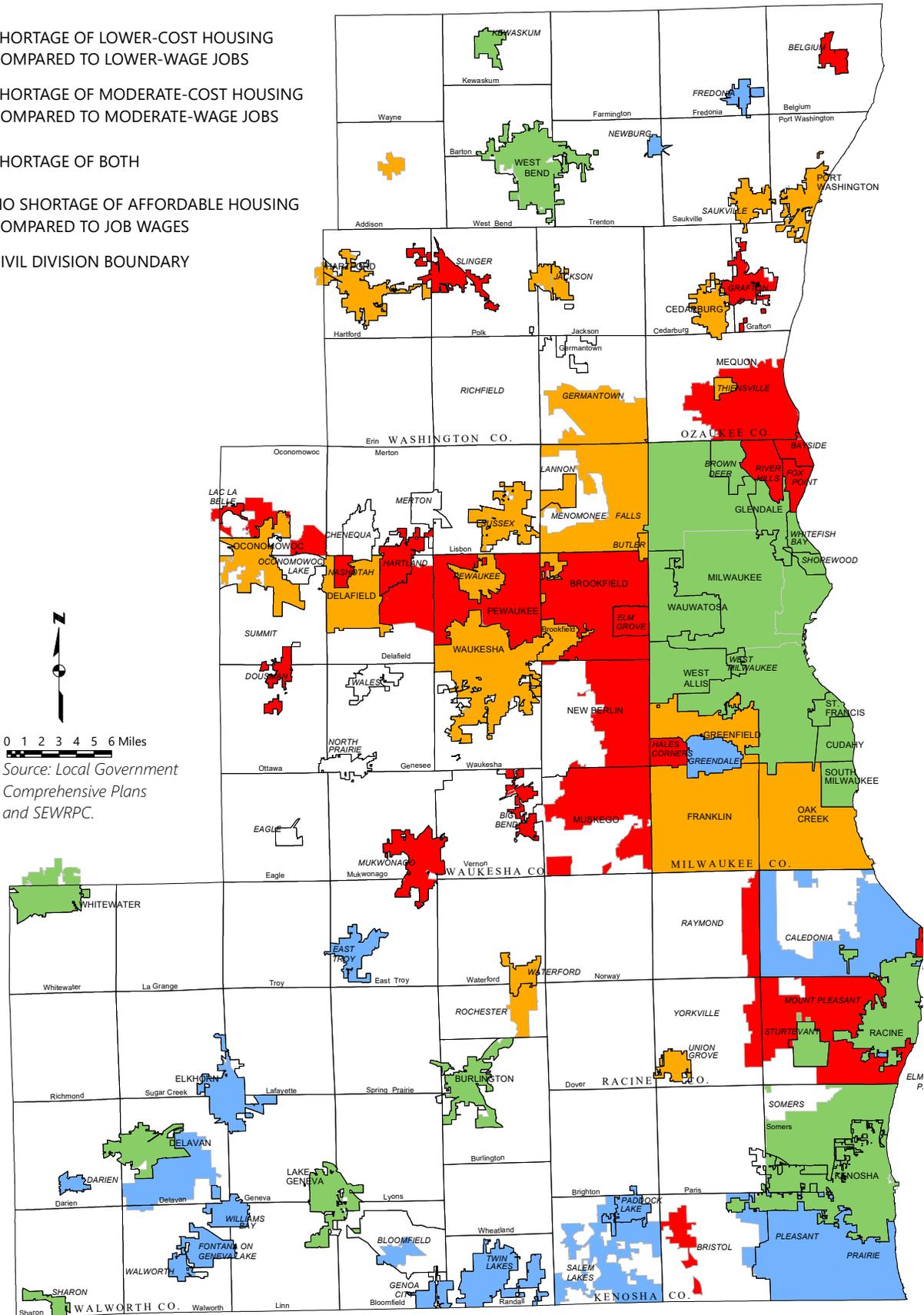
8. **Job/Housing Imbalance**²– Capacity expansion projects receive 5 bonus points if the local community or communities that the project is located within is identified as having neither a projected lower nor moderate job/housing imbalance³. Map B-1 shows the local sewerer communities identified as having a projected job/housing imbalance in the adopted regional housing plan. The job/housing analysis was conducted, as part of the development of the regional housing plan, for only planned sewer service areas because the local communities within these areas, as opposed to within non-sewered areas, would more likely designate extensive areas for commercial and industrial uses and for medium to high density residential

² As part of the development of the regional housing plan, Commission staff analyzed the relationship between anticipated job wages and housing for each planned sewer service area within the region to determine whether, based on existing job and housing conditions and projected job and housing growth determined from adopted county and local comprehensive plans, they would be projected to have a job/housing imbalance. The analysis was conducted only for planned sewer service areas because the local communities within these areas, as opposed to within non-sewered areas, would more likely designate extensive areas for commercial and industrial uses or for medium to high residential land uses, which would accommodate jobs and affordable housing, respectively. More information on the job/housing analysis and the adopted regional housing plan can be found on the Commission’s website (www.sewrpc.org/SEWRPC/housing.htm).

³ A lower-cost job/housing imbalance is an area with a higher percentage of lower-wage employment than lower-cost housing. A moderate-cost job/housing imbalance is an area with higher percentage of moderate-wage employment than moderate-cost housing. An area is considered as having a job/housing imbalance if the housing to job deficit is of 10 or more percentage points.

Map B-1 Projected Job/Housing Imbalances in Sewered Communities in the Southeastern Wisconsin Region: 2035

- SHORTAGE OF LOWER-COST HOUSING COMPARED TO LOWER-WAGE JOBS
- SHORTAGE OF MODERATE-COST HOUSING COMPARED TO MODERATE-WAGE JOBS
- SHORTAGE OF BOTH
- NO SHORTAGE OF AFFORDABLE HOUSING COMPARED TO JOB WAGES
- CIVIL DIVISION BOUNDARY



0 1 2 3 4 5 6 Miles
 Source: Local Government Comprehensive Plans and SEWRPC.

land uses, which would accommodate jobs and affordable housing, respectively. Candidate projects in non-sewered areas are not be eligible for the bonus points under this criterion. The projected job/housing imbalances are reported in the regional housing plan by regional housing analysis areas (sub-areas)—potentially containing more than one sewer community—which is a suitable level of detail for a regional housing plan. However, in order for the projected job/housing imbalances of each community to be used as a criterion in the evaluation of capacity expansion projects, Commission staff have estimated the projected job/housing imbalance for each individual sewer community in the Milwaukee urbanized area. The projected job/housing imbalances estimated as part of the regional housing plan may be refined by a county or local government, which would have access to more detailed information than what was used in the development of the regional housing plan. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

9. **Transit Accessibility** – Capacity expansion projects would receive up to a maximum of 5 bonus points depending on the level of transit service currently provided within the local community that that the project is located in. Map B-2 displays the existing year 2019 local fixed-route and local demand-responsive public transit services in Southeastern Wisconsin. Table B-11 and Map B-3 identify the level of transit service for each local community currently served by transit and the attendant bonus points that would be received. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

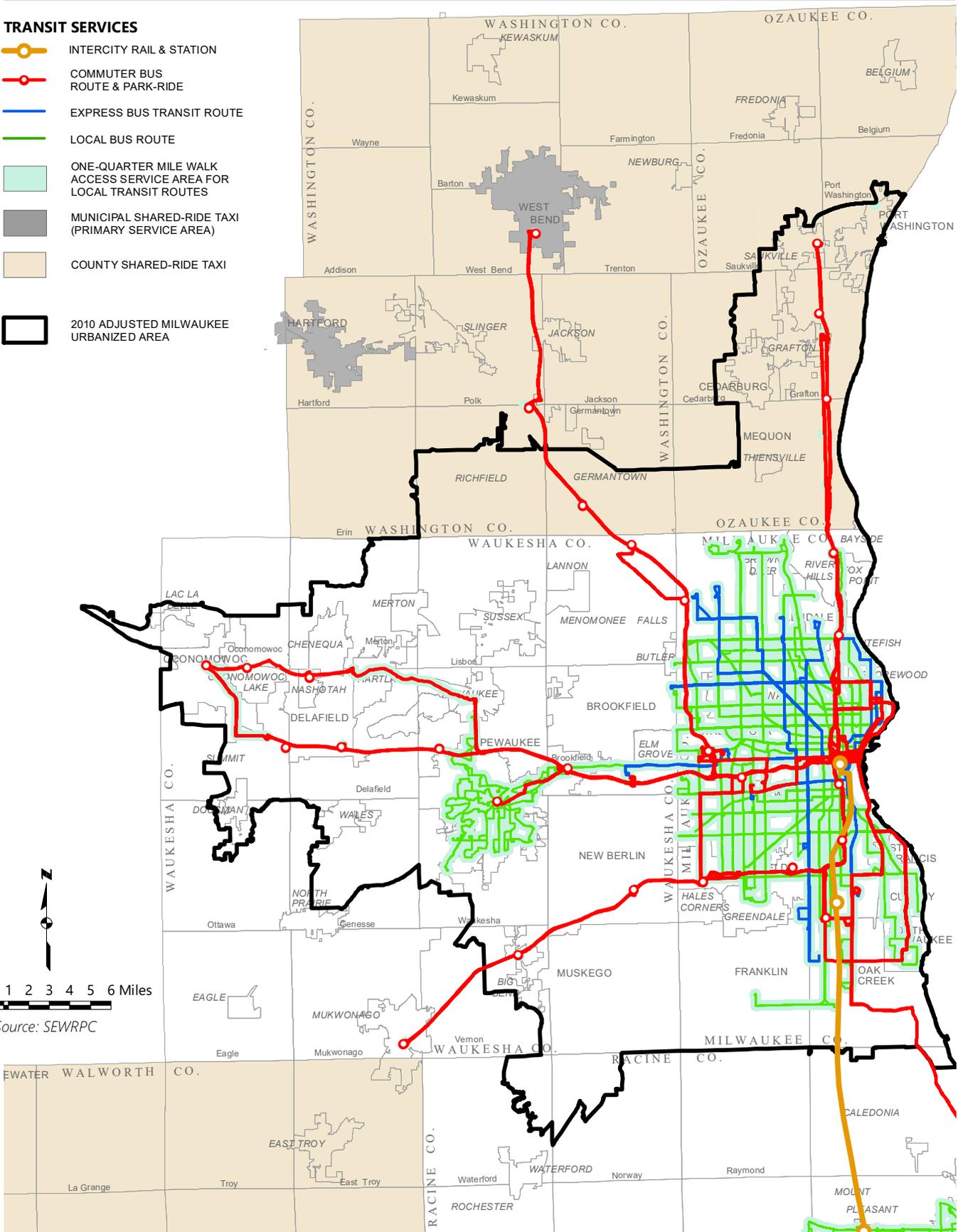
PRIORITIZATION OF PROJECTS HAVING THE SAME PROJECT SCORES

The Milwaukee TIP Committee has recommended a process to prioritize projects having the same project score. For two or more projects having the same score from the same sponsor, the project priorities provided by the sponsor will be utilized to prioritize these projects. The prioritization of two or more projects having the same score from differing project sponsors is based on the proportionate share of planned lane-miles maintained by the sponsors of the projects. Specifically, such projects will be prioritized using a score developed from the ratio of the their sponsors’ share of the available highway STP-M funding as determined by the amount of planned arterial lane-miles under the sponsor’s jurisdiction (minus the amount requested by the project and any of their other projects having a higher project score) to the amount requested for these projects. The candidate project with the highest ratio would be prioritized for funding. If any of these projects are from the same projects sponsor, that subset would be evaluated in the order of the sponsor-provided priorities. In addition, the memorandum documenting the implementation of the evaluation and prioritization process would include a summary of the rationale that was utilized for review by the Committee. Figure B-1 provides an example of the calculation.

Map B-2
Fixed-Route and Demand Responsive Transit Service
Provided in the Milwaukee Urbanized Area: 2020

TRANSIT SERVICES

-  INTERCITY RAIL & STATION
-  COMMUTER BUS ROUTE & PARK-RIDE
-  EXPRESS BUS TRANSIT ROUTE
-  LOCAL BUS ROUTE
-  ONE-QUARTER MILE WALK ACCESS SERVICE AREA FOR LOCAL TRANSIT ROUTES
-  MUNICIPAL SHARED-RIDE TAXI (PRIMARY SERVICE AREA)
-  COUNTY SHARED-RIDE TAXI
-  2010 ADJUSTED MILWAUKEE URBANIZED AREA



Map B-3 Bonus Points for Capacity Expansion Projects Located Within Local Communities Served by Public Transit

- 5 BONUS POINTS FOR LOCAL COMMUNITIES SERVED BY LOCAL-FIXED ROUTE SERVICE SUCH THAT THE ENTIRE COMMUNITY WOULD BE WITHIN THE TRANSIT SERVICE AREA
- 2 BONUS POINTS FOR LOCAL COMMUNITIES SERVED BY LOCAL FIXED-ROUTE SERVICE WHERE ONLY A SMALL PORTION OF THE COMMUNITY IS WITHIN THE TRANSIT SERVICE AREA
- 3 BONUS POINTS FOR LOCAL COMMUNITIES SERVED BY COUNTY AND/OR LOCAL SHARED-RIDE TAXI
- 1 BONUS POINT FOR LOCAL COMMUNITIES SERVED ONLY BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL AND REVERSE COMMUTES
- 0.5 BONUS POINT FOR LOCAL COMMUNITIES SERVED ONLY BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL COMMUTES
- 2010 ADJUSTED MILWAUKEE URBANIZED AREA

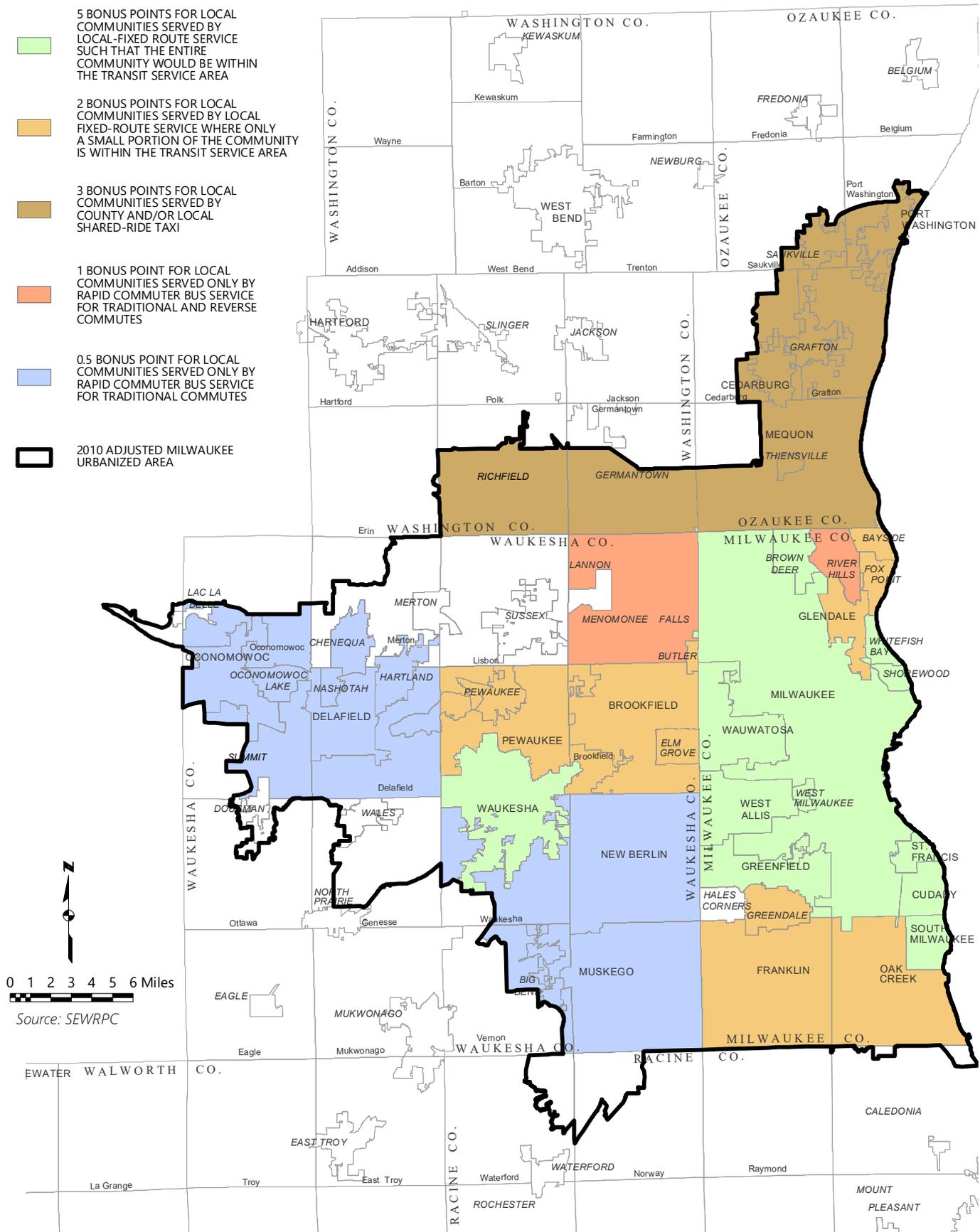


Table B-11
Bonus Points for Capacity Expansion Projects
Located Within Local Communities Served by Public Transit: 2020

5 Bonus Points for Local Communities Served by Local Fixed-Route Transit Such that the Entire Community Would Be Within the Transit Service Area	2 Bonus Points for Local Communities Served by Local Fixed-Route Transit Where Only a Small Portion of the Community is Within the Transit Service Area	3 Bonus Points for Local Communities Served Only by County and/or Local Shared-Ride Taxi	1 Bonus Points for Local Communities Served Only by Commuter Bus Service (Both Traditional and Reverse Commute Service)	0.5 Bonus Point for Local Communities Served Only by Commuter Bus Service (Traditional Commute Service Only)
<i>Milwaukee County</i> V Brown Deer C Cudahy C Greenfield C Milwaukee C St. Francis V Shorewood C South Milwaukee C Wauwatosa C West Allis V West Milwaukee V Whitefish Bay <i>Waukesha County</i> C Waukesha	<i>Milwaukee County</i> V Bayside V Fox Point C Franklin C Glendale V Greendale C Oak Creek <i>Waukesha County</i> C Brookfield T Brookfield V Butler V Elm Grove C Pewaukee V Pewaukee	<i>Ozaukee County</i> C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville <i>Washington County</i> V Germantown V Richfield	<i>Milwaukee County</i> V River Hills <i>Waukesha County</i> V Menomonee Falls	<i>Waukesha County</i> V Big Bend V Chenequa C Delafield T Delafield V Hartland C Muskego V Nashotah C New Berlin C Oconomowoc T Oconomowoc V Oconomowoc Lake V Summit T Vernon T Waukesha

Exhibit C

Assessment of Impact of STP-M Project Evaluation and Selection Procedures on People of Color and Low-Income Populations

An assessment was conducted of the impact for the highway and transit projects recommended for Federal Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funding on people of color and low-income populations—specifically, whether people of color and low-income populations receive the benefits of a proportionate share of the candidate highway and transit projects recommended for funding. Table C-1 lists all of the highway and transit projects recommended for additional FFY 2023-2026 STP-M funding. Highway projects were recommended for \$25.8 million, or about 90 percent of the available \$28.7 million in additional FFY 2023-2026 STP-M available for highway and transit projects, and transit projects were recommended for \$2.9 million, or about 10 percent of the available additional 2023-2026 funding.

As shown in Table C-2, \$24.3 million, or about 94 percent, of the available \$25.8 million in additional FFY 2023-2026 STP-M funding recommended for highway projects was allocated to highway projects within Milwaukee County, the county with the highest proportion of minority persons and low-income persons within the Milwaukee urbanized area. This proportion of additional FFY 2023-2026 funding allocated to Milwaukee County far exceeds the County's proportionate share of 50 percent of the total year 2050 planned county and local arterial lane-miles (the eligible facilities for STP-M funding), 58 percent of the total vehicle-miles travelled (VMT) on the existing county and local arterial streets and highways, and 69 percent of the total year 2010 population within the Milwaukee urbanized area (see Table C-3). As shown in Table C-4, \$187.5 million, or about 65 percent, of the available \$290.1 million in STP-M funding for highway projects over fiscal years 2015 through 2027 was allocated to highway projects within Milwaukee County. This proportion of years 2015-2027 STP-M funding allocated to Milwaukee County is above the County's proportionate share of the total year 2050 planned county and local arterial lane-miles and the total VMT on the existing county and local arterial streets and highways but is below the County proportionate share of the total year 2010 population within the Milwaukee urbanized area.

Additionally, about 45 percent, or \$11.6 million, of additional FFY 2023-2026 STP-M funding recommended for highway projects was allocated to highway projects in the City of Milwaukee (as shown in Table C-2), the city with the largest proportion of minority and low-income persons within the Milwaukee urbanized area. This proportion of additional FFY 2023-2026 STP-M funding allocated to City of Milwaukee projects exceeds the City's proportionate share of the total year 2010 population within the Milwaukee urbanized area, the total year 2050 planned county and local arterial lane-miles, and the total VMT on the existing county and local arterial streets and highways (see Table C-3). As shown in Table C-4, about 40 percent, or \$115.4 million, of the years additional FFY 2023-2026 STP-M funding recommended for highway projects was allocated to City of Milwaukee highway projects. This proportion of additional FFY 2023-2026 STP-M funding allocated to City of Milwaukee projects is above the City's proportionate share of the total year 2050 planned county and local arterial lane-miles and of the total VMT on the existing county and local arterial streets and highways, but below the City's proportionate share of the total year 2010 population within the Milwaukee urbanized area.

Comparing the candidate highway projects recommended for additional FFY 2023-2026 STP-M funding, utilizing the procedures developed by the Milwaukee TIP Committee, to the location of concentrations of people of color within the Milwaukee urbanized area (as shown on Map C-1), approximately 67 percent of the highway projects recommended for additional FFY 2023-2026 STP-M funding are located within, or within the fringe of, locations of minority populations. Specifically, two candidate highway projects

Table C-1**Candidate Projects Initially Recommended for Additional FFY 2023-2026 STP-M Funding**

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Recommended Federal Amount
Highway	City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	2,746,104
	City of Milwaukee	1/2/3	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St	2,972,514
		6/7/8	Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	8,614,356
	Waukesha County	5	Reconditioning of CTH Y between CTH L and CTH HH	1,503,209
	City of Wauwatosa	1/2	Pavement Replacement of W North Ave between N 95th St and N 73rd St ¹	5,382,582
	City of West Allis	1/2	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100) ²	4,615,447
				Subtotal
Transit	Milwaukee County	--	Purchase of 30 replacement buses ³	2,630,357
	City of Waukesha	2	Purchase of 8 replacement buses ⁴	240,111
				Subtotal
Other	SEWRPC		2024 and 2026 Orthophotography	400,000
Total				29,104,680

¹ The City of Wauwatosa's proposed project to replace pavement on W. North Avenue between N. 95th Street and N. 73rd Street is recommended to be partially funded with 37 percent of the total requested \$14,459,423 in additional FFY 2023-2026 STP-M funding.

² The City of West Allis' proposed project to reconstruct W. National Avenue between S. 95th Street and S. 108th Street (STH 100) is recommended to be partially funded with 37 percent of the total requested \$12,398,640 in additional FFY 2023-2026 STP-M funding.

³ Milwaukee County's proposed purchase of 30 replacement buses is recommended to be partially funded for \$2,630,357 of the requested \$14,400,000.

⁴ City of Waukesha's proposed purchase of 8 replacement buses is recommended to be partially funded for \$240,111 of the requested \$3,841,770.

Table C-2
Cumulative Amount of Additional FFY 2023-2026 STP-M Funding by Project Sponsor with
Projects Recommended for Funding by Project Type (Highway and Transit)

Project Type	County	Project Sponsor	Cumulative Federal Amount Recommended	Percent of Total Highway/ Transit Funding
Highway	Milwaukee	City of Greenfield	2,746,104	10.6
		City of Milwaukee	11,586,870	44.9
		City of Wauwatosa	5,382,582	20.8
		City of West Allis	4,615,447	17.9
		Subtotal - Milwaukee County	24,331,003	94.2
	Waukesha	Waukesha County	1,503,209	5.8
		Subtotal - Highway	25,834,212	100.0
Transit	Milwaukee	Milwaukee County	2,630,357	91.6
	Waukesha	City of Waukesha	240,111	8.4
			Subtotal - Transit	2,870,468
Total			28,704,680	- -

**Table C-3
 Proportionate Share of Population and the County/Local Arterial Streets, Highway System Planned Lane-Miles, and Existing Vehicle-Miles Travelled within the Milwaukee Urbanized Area for Milwaukee, Waukesha, Ozaukee, Washington, and Racine Counties, and The City Of Milwaukee**

Category	Milwaukee County	Waukesha County	Ozaukee County	Washington County	Racine County	City of Milwaukee
Population	68.7	24.2	4.7	1.7	0.6	43.2
Planned Lane-miles of County/Local Arterials	49.6	38.5	8.5	2.7	0.5	25.9 ^a
Vehicle-miles Traveled on Existing County/Local Arterials	58.0	34.7	5.1	1.9	0.2	30.5 ^a

^a Includes only roadway facilities currently under the jurisdiction of the City of Milwaukee.

Source: U.S. Census Bureau and SEWRPC.

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Table C-4

Cumulative Amount of Years 2015-2027 STP-M Funding by Project Sponsor with Projects Initially Recommended for Funding by Project Type (Highway And Transit)¹

Project Type	County	Project Sponsor	Cumulative Federal Amount Recommended	Percent of Total Highway/ Transit Funding
Highway	Milwaukee	Milwaukee County	26,588,000	9.2
		Village of Greendale	2,070,165	0.7
		City of Greenfield ²	3,266,371	1.1
		City of Milwaukee	115,415,769	39.8
		City of Oak Creek	1,868,960	0.6
		City of Wauwatosa	12,608,945	4.3
		City of West Allis	25,684,571	8.9
		Village of West Milwaukee	2,989,831	1.0
	Subtotal - Milwaukee County		187,502,780	64.6
	Waukesha	Waukesha County	72,927,911	25.1
		City of Brookfield	13,678,624	4.7
		Village of Menomonee Falls	5,361,996	1.8
		City of Muskego	2,679,778	0.9
		City of Waukesha	7,996,960	2.8
		Subtotal - Waukesha County		102,645,269
Subtotal - Highway		290,148,049	100.0	
Transit	Milwaukee	Milwaukee County	21,702,908	93.3
	Washington	Washington County	103,200	1.3
	Waukesha	City of Waukesha	1,460,111	6.3
	Subtotal - Transit		23,266,219	100.0
Total			313,414,268	- -

¹ The table above reflects the amount of STP-M funding allocated to each community based on application of the evaluation procedures described in this memorandum for years 2015-2027 STP-M funding. Thus it does not reflect the changes to the recommended projects for years 2015-2018 STP-M funding, as approved by the Milwaukee TIP Committee at its August 20, 2014, meeting. Specifically, the Milwaukee County's Layton Avenue project (\$2,780,000), the City of Milwaukee's Humboldt Boulevard project (\$2,521,234), and the City of Milwaukee's Howard Avenue project (\$4,784,000) were voluntarily removed from the listing of recommended projects in favor of funding the City of Milwaukee's 92nd Street project (\$3,588,000), the City of Oak Creek's S. 5th Avenue project (\$2,781,040), and the City of Greenfield's W. Edgerton Avenue project (\$3,456,668).

In addition, it does not include the \$7,276,170 in additional FFY 2022 STP-M funding that was made available to construction-only projects as part of a special solicitation by WisDOT, as the candidate projects for these funds were evaluated based on a simplified version of the recommended STP-M evaluation and prioritization process.

² Includes \$520,267 in STP-M funding received by the City of Greenfield for a joint project with the City of Milwaukee located along a shared municipal border.

Map C-1

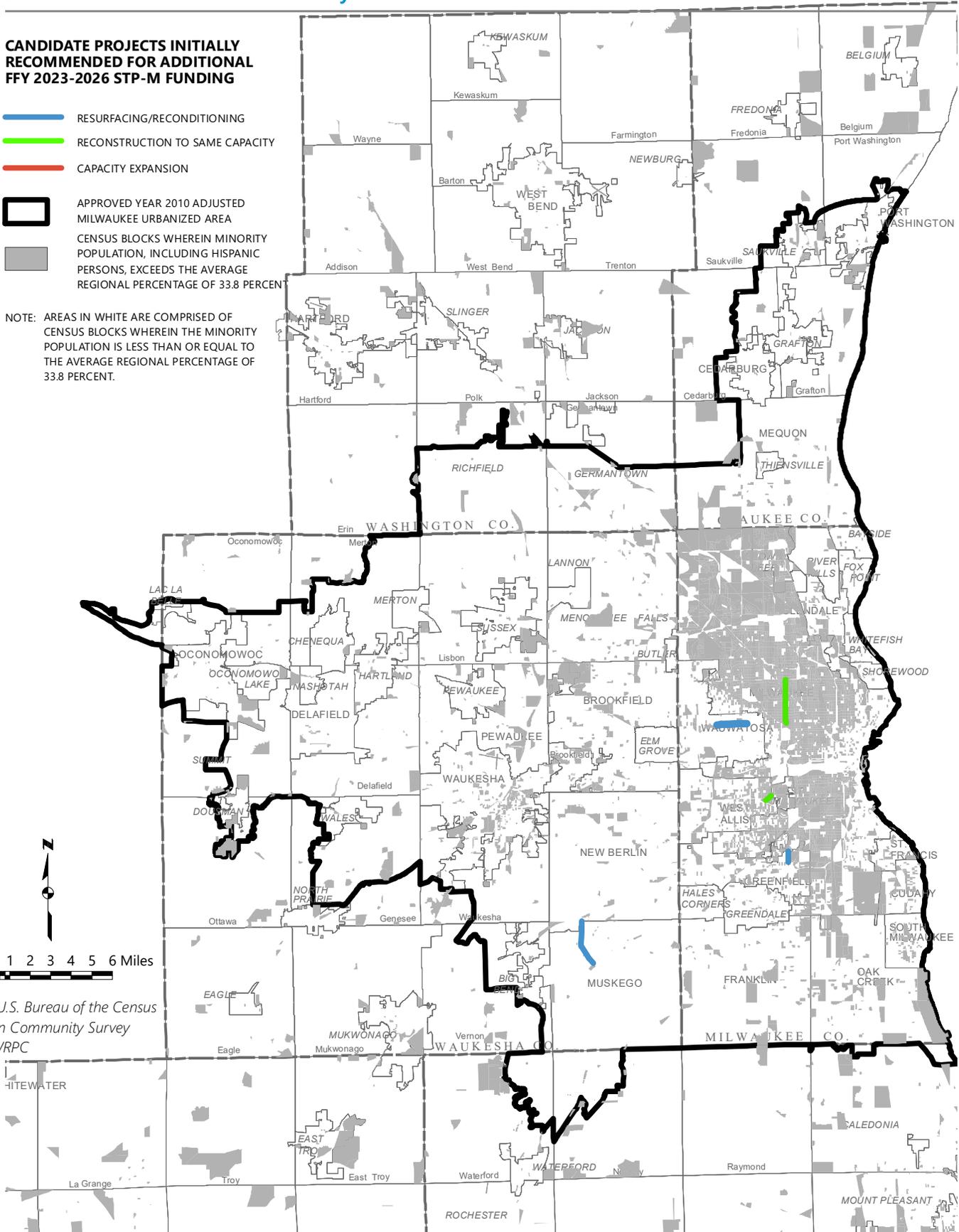
Comparison of Candidate Projects Recommended for Additional FFY 2023-2026 STP-M Funding to Location of Concentrations of Minority Persons within Southeastern Wisconsin in 2020

CANDIDATE PROJECTS INITIALLY RECOMMENDED FOR ADDITIONAL FFY 2023-2026 STP-M FUNDING

- RESURFACING/RECONDITIONING
- RECONSTRUCTION TO SAME CAPACITY
- CAPACITY EXPANSION

- APPROVED YEAR 2010 ADJUSTED MILWAUKEE URBANIZED AREA
- CENSUS BLOCKS WHEREIN MINORITY POPULATION, INCLUDING HISPANIC PERSONS, EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 33.8 PERCENT

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE MINORITY POPULATION IS LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 33.8 PERCENT.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

located in areas of minority populations were recommended for \$11.6 million, or about 45 percent of the additional FFY 2023-2026 STP-M funding, two candidate highway projects located along the fringe of areas of minority populations was recommended for \$7.4 million, or about 29 percent of the available funding, and four candidate highway projects located outside areas of minority populations were recommended for \$23.1 million, or about 61 percent of the available funding, as shown in Tables C-5 and C-6. The highway projects recommended for additional FFY 2023-2026 STP-M funding that are located within, or within the fringe of, minority populations represent 33.4 percent of the projects recommended for funding and about 39 percent of the additional FFY 2023-2026 STP-M funding recommended for highway projects, exceeding the 34 percent of the population of the Region that is minority.

Further, comparing the candidate highway projects recommended for additional FFY 2023-2026 STP-M funding, utilizing the procedures developed by the Milwaukee TIP Committee, to the location of concentrations of low-income persons within the Milwaukee urbanized area (as shown on Map C-2), approximately 50 percent of the highway projects recommended for additional FFY 2023-2026 STP-M funding are located within, or within the fringe of, areas of low-income populations. Specifically, two candidate highway projects located in areas of low-income populations were recommended for \$11.6 million, or about 45 percent of the available additional FFY 2023-2026 STP-M funding, one candidate highway project located along the fringe of areas of low-income populations was recommended for \$4.6 million, or about 18 percent of the available funding, and three candidate highway projects located outside areas of low-income populations were recommended for \$9.6 million, or 37 percent of the available funding, as shown in Tables C-7 and C-8. The highway projects recommended for additional FFY 2023-2026 STP-M funding that are located within or within the fringe of low-income populations represent approximately 50 percent of the projects recommended for funding and about 49 percent of the additional FFY 2023-2026 STP-M funding recommended for highway projects, exceeding the regional average of families in poverty of about 8 percent.

With respect to transit projects, the transit projects recommended for the approximately \$2.9 million of the available \$28.7 million in additional FFY 2023-2026 STP-M funding are shown in Table C-1. As shown in Table C-1, \$2.6 million, or 92 percent, of the FFY 2023-2026 funding recommended for transit projects was allocated to Milwaukee County (the County with the highest minority population and low-income population within the urbanized area). The Milwaukee County Transit System extensively serves the concentrations of minority and low-income populations located in the county.

Justice40 Initiative

Through executive order, President Biden on January 27, 2021, created the Justice40 Initiative that seeks to deliver 40 percent of the overall benefits of Federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities.¹ Examples of sustainable transportation activities include transit improvement and expansion projects, bicycle/pedestrian projects, projects that reduce transportation-related emissions (including bus replacements), and electric vehicle charging station projects and purchasing programs. Several of the types of projects eligible for STP funding can be implemented in support of the Justice 40 initiative.

With respect to the projects initially recommended for the additional FFY 2023-2026 STP-M funding, the lower emissions expected for the recommended vehicle replacement projects and any potential

¹ Additional information on the U.S. Department of Transportation's efforts on Justice40 Initiative can be found here: <https://www.transportation.gov/equity-Justice40>.

Table C-5
Comparison of Number of Recommended Highway Projects for
Additional FFY 2023-2026 STP-M Funding with Respect to Areas of
Minority Populations within The Milwaukee Urbanized Area¹

Location	Recommended Projects	
	Number	Percent
Within Minority Population Area	2 ²	33.4
Within Fringe of Minority Population Area	2	33.3
Outside Minority Population Area	2	33.3
Total	6	100.0

¹ Areas of minority population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 33.8 percent (2020 U.S. Census).

² Does not include the funding of the Milwaukee County's proposed bus replacement project. This system serves much of the concentrations of minority and low-income populations located in the County.

Table C-6
Comparison of Recommended Additional FFY 2023-2026 STP-M
Funding for Highway Projects with Respect to Areas of Minority
Population within the Milwaukee Urbanized Area¹

Location	Project Funding Recommended	
	Amount (Millions)	Percent
Within Minority Population Area	\$11.59 ²	44.9
Within Fringe of Minority Population Area	7.36	28.5
Outside Minority Population Area	6.88	26.6
Total	\$25.83	100.0

¹ Areas of minority population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 33.8 percent (2020 U.S. Census).

² Does not include the funding of the Milwaukee County's proposed bus replacement project. This system serves much of the concentrations of minority and low-income populations located in the County.

Map C-2

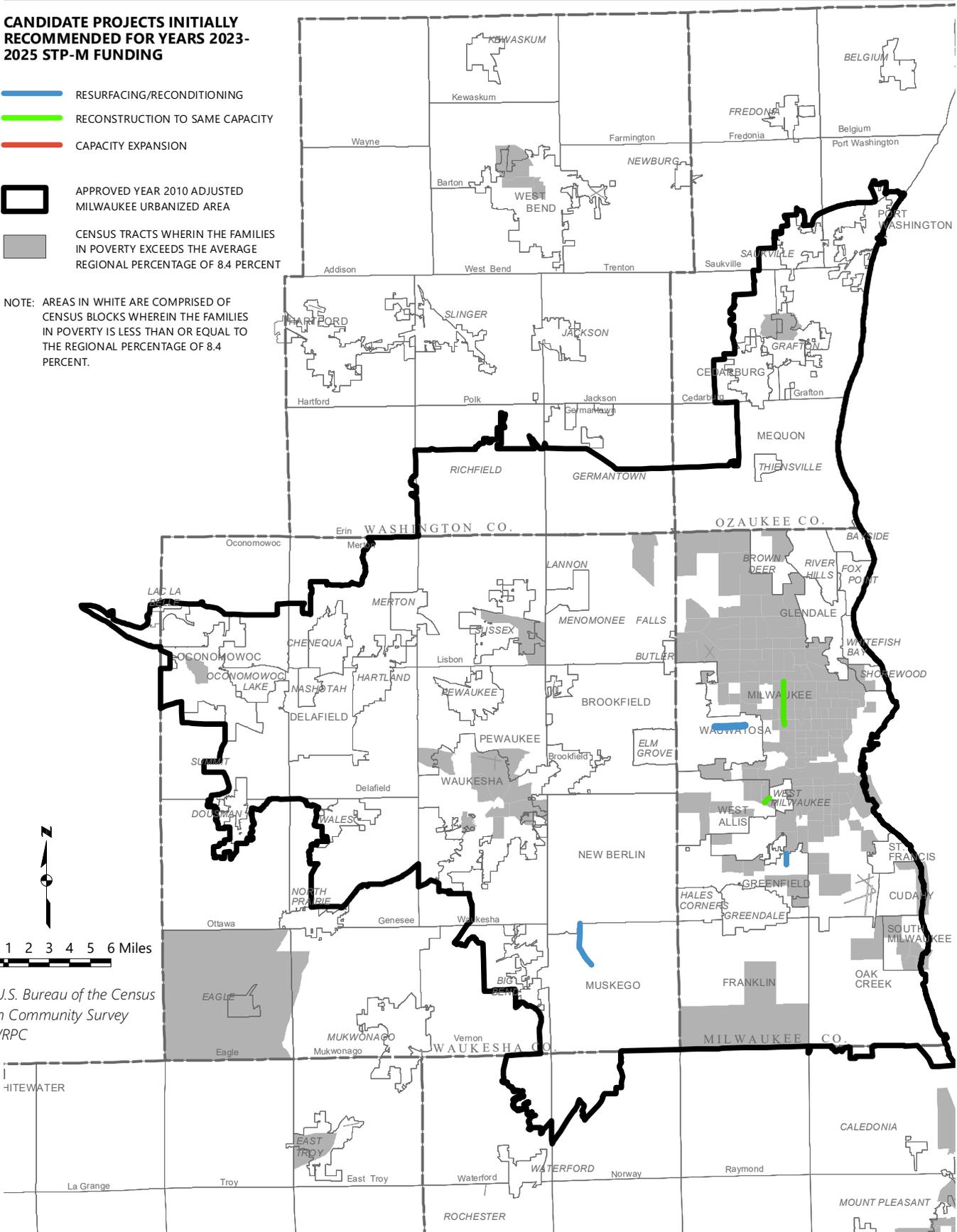
Comparison of Candidate Projects Recommended for Years 2026-2027 STP-M Funding to Location of Concentrations of Families in Poverty within Southeastern Wisconsin (2016-2020)

CANDIDATE PROJECTS INITIALLY RECOMMENDED FOR YEARS 2023-2025 STP-M FUNDING

- RESURFACING/RECONDITIONING
- RECONSTRUCTION TO SAME CAPACITY
- CAPACITY EXPANSION

- APPROVED YEAR 2010 ADJUSTED MILWAUKEE URBANIZED AREA
- CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 8.4 PERCENT

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE FAMILIES IN POVERTY IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 8.4 PERCENT.



0 1 2 3 4 5 6 Miles

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table C-7
Comparison of Number of Recommended Highway Projects for
Additional FFY 2023-2026 STP-M Funding with Respect to Areas of
Low Income Population within the Milwaukee Urbanized Area¹

Location	Recommended Projects	
	Number	Percent
Within Low Income Population Area	2 ²	33.3
Within Fringe of Low Income Population Area	1	16.7
Outside Low Income Population Area	3	50.0
Total	6	100.0

¹ Areas of low-income population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 8.4 percent (2014-2018 American Community Survey).

² Does not include the funding of the Milwaukee County's proposed bus replacement project. This system serves much of the concentrations of minority and low-income populations located in the County.

Table C-8
Comparison of Recommended Additional FFY 2023-2026 STP-M
Funding for Highway Projects with Respect to Areas of Low Income
Population within the Milwaukee Urbanized Area¹

Location	Project Funding Recommended	
	Amount (Millions)	Percent
Within Low Income Population Area	\$11.59 ²	44.8
Within Fringe of Low Income Population Area	4.61	17.9
Outside Low Income Population Area	9.63	37.3
Total	\$25.83	100.0

¹ Areas of low-income population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 8.4 percent (2016-2020 American Community Survey).

² Does not include the funding of the Milwaukee County's proposed bus replacement project. This system serves much of the concentrations of minority and low-income populations located in the County.

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implementation of transit/bicycle/pedestrian accommodations as part of the recommended highway projects would be expected to support the Justive40 Initiative. As previously indicated, about 92 percent of the transit funding recommended for the additional FFY 2023-2026 STP-M funding was allocated to a bus replacement project in Milwaukee County (the County with the highest minority population and low-income population within the Milwaukee urbanized area). With respect to the highway projects, all of the projects located within or along the fringe of either areas of concentrations of minority populations or low-income populations are proposing some level of new transit, bicycle, or pedestrian accommodation, as recommended in VISION 2050. These projects represent 50 to 67 percent in terms of number of projects and 63 to 73 percent in terms of the amount of funding recommended.

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Exhibit D

Community/County Equity of Candidate Projects Recommended for Years 2026-2027 Federal Highway Administration Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) Funding

In 2013, the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) and local governments in the Milwaukee urbanized area revised the long-used procedures to evaluate, prioritize, and recommend projects for Federal Highway Administration (FHWA) Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funds. Prior to 2013, the Milwaukee TIP Committee, together with the Commission and local governments in the Milwaukee urbanized area, had recommended that the evaluation and selection of projects for STP-M funds be related to a system whereby each governmental unit having current jurisdictional responsibility for eligible arterial facilities was credited STP-M funds annually based on their relative need represented by the proportion of total eligible existing and planned arterial facility lane-miles identified in the adopted regional transportation plan. These need-based credits were accumulated from year-to-year with debits occurring from each governmental unit's account as projects were selected for implementation. Each candidate project was rated and prioritized under the evaluation and selection process based on each governmental unit's credit balance and the estimated Federal share of the project cost. Prior to the solicitation of candidate projects for years 2015-2018 STP-M funding, the FHWA informed Commission staff that this process of project selection could no longer be used, as it may be considered a sub-allocation of funds. FHWA staff recommended that evaluation criteria be developed for consideration in the evaluation and selection of projects for STP-M funding, with those evaluation criteria reflecting the performance desired from the transportation system in Southeastern Wisconsin.

The procedures developed by the Milwaukee TIP Committee, and guided by FHWA staff, to evaluate, prioritize, and recommend projects for 2015-2018 STP-M funding included a community/county equity criterion based on the long-used process. This criterion was only used as a secondary criterion to evaluate candidate resurfacing/reconditioning projects and reconstruction to same capacity projects following an initial evaluation with the performance-based criteria. The Milwaukee TIP Committee at its June 24, 2015, meeting considered and approved changes to the procedures, including no longer using the community/county equity criterion in the evaluation of candidate projects for STP-M funding. However, it was suggested by members of the Milwaukee TIP Committee that Commission staff provide the Committee with information on the community/county equity as it considers the recommendation of projects for STP-M funding. The remainder of this exhibit provides information related to community/county equity.

Based on the historical process to evaluate projects for STP-M funding, each municipal and county government was allocated an annual amount of the STP-M funds through the year 2027 determined to be available for highways based on its proportionate share of the planned lane-miles of eligible arterial facilities on the adopted regional transportation plan under its current jurisdiction within the adjusted Census-defined Milwaukee urbanized area. Table D-1 shows the estimated eligible planned arterial lane-miles by municipality and county based on the adopted year 2050 regional transportation plan for the year 2010 adjusted Census defined Milwaukee urbanized area and the proportionate share of the Milwaukee urbanized area planned lane-miles of eligible arterial facilities by municipality and county. Table D-2 provides the funding target balances through 2027 for the counties/communities within the Milwaukee urbanized area. These balances are based on the county/community equity balances that were used in the evaluation of candidate projects for years 2015-2018 STP-M funding. The balances have been

Table D-1
Estimated Total Length and Proportion of Planned Lane-
Miles for Local Municipalities and Counties Eligible for
STP-M Funding

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2050 Planned Lane- Miles	Proportionate Share
MILWAUKEE COUNTY		
Milwaukee County	337.06	0.10373
Village of Bayside	0.12	0.00004
Village of Brown Deer	11.60	0.00357
City of Cudahy	23.90	0.00735
Village of Fox Point	2.36	0.00073
City of Franklin	30.10	0.00926
City of Glendale	25.32	0.00779
Village of Greendale	18.18	0.00559
City of Greenfield	39.06	0.01202
Village of Hales Corners	6.18	0.00190
City of Milwaukee	842.63	0.25931
City of Oak Creek	52.20	0.01606
Village of River Hills	7.96	0.00245
City of Saint Francis	7.18	0.00221
Village of Shorewood	22.30	0.00686
City of South Milwaukee	12.62	0.00388
City of Wauwatosa	66.76	0.02054
City of West Allis	84.24	0.02592
Village of West Milwaukee	12.96	0.00399
Village of Whitefish Bay	9.00	0.00277
Subtotal	1,611.73	0.49599
WAUKESHA COUNTY		
Waukesha County	794.71	0.24456
Village of Big Bend	1.58	0.00049
City of Brookfield	58.96	0.01814
Town of Brookfield	5.32	0.00164
Village of Butler	1.68	0.00052
Village of Chenequa	0.40	0.00012
City of Delafield	13.52	0.00416
Town of Delafield	0.34	0.00010
Village of Elm Grove	12.84	0.00395
Village of Hartland	9.24	0.00284
Village of Lannon	1.68	0.00052
Village of Lisbon	17.00	0.00523
Village of Menomonee Falls	66.73	0.02054
Town of Merton	0.80	0.00025
Village of Merton	0.12	0.00004
City of Muskego	27.06	0.00833
Village of Nashotah	0.54	0.00017
City of New Berlin	49.14	0.01512
City of Oconomowoc	28.86	0.00888
Town of Oconomowoc	9.88	0.00304
Village of Oconomowoc Lake	0.12	0.00004
City of Pewaukee	3.20	0.00098
Village of Pewaukee	7.64	0.00235

Table D-1 (continued)

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2050 Planned Lane- Miles	Proportionate Share
WAUKESHA COUNTY (cont.)		
Village of Summit	0.00	0.00000
Village of Sussex	12.64	0.00389
Town of Vernon	4.34	0.00134
City of Waukesha	118.63	0.03651
Village of Waukesha	3.96	0.00122
Subtotal	1,250.93	0.38496
OZAUKEE COUNTY		
Ozaukee County	127.72	0.03930
City of Cedarburg	19.14	0.00589
Town of Cedarburg	5.64	0.00174
Town of Grafton	6.22	0.00191
Village of Grafton	12.10	0.00372
City of Mequon	90.36	0.02781
City of Port Washington	4.36	0.00134
Town of Port Washington	2.10	0.00065
Town of Saukville	0.48	0.00015
Village of Saukville	1.58	0.00049
Village of Thiensville	7.74	0.00238
Subtotal	277.44	0.08538
RACINE COUNTY		
Racine County	6.78	0.00209
Village of Caledonia	0.94	0.00029
Town of Norway	5.68	0.00175
Town of Waterford	4.58	0.00141
Subtotal	17.98	0.00553
WASHINGTON COUNTY		
Washington County	31.45	0.00968
Village of Germantown	56.81	0.01748
Village of Richfield	0.42	0.00013
Subtotal	88.68	0.02729
JEFFERSON COUNTY		
Jefferson County	0.80	0.00024
Town of Ixonia	1.94	0.00060
Subtotal	2.74	0.00084
Total	3,249.50	1.00000

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Table D-2

Estimated Current Year 2027 Community/County Equity Balances in the Milwaukee Urbanized Area and Estimated Year 2027 Balances Based On Recommended Allocation Of Additional FFY 2023-2026 STP-M Funding To Candidate Projects

Implementing Agency	Current Estimated County/Community Balance Through 2027	Funding Allocation Based on Proportionate Share of Lane-Miles Additional FFY 2023-2026 STP-M Funding	Estimated County/Community Balance Through 2027 Prior to Allocation of Additional FFY 2023-2026 STP-M Funding To Projects	Total Additional FFY 2023-2026 STP-M Funding Recommended To Projects Sponsored by a Community/County	Estimated County/Community Balance Through 2027 With Recommended Allocation of Additional FFY 2023-2026 STP-M Funding To Projects
MILWAUKEE COUNTY					
Milwaukee County	(\$747,724)	\$2,679,700	\$1,931,976	\$0	\$1,931,976
Village of Bayside	\$17,456	\$954	\$18,410	\$0	\$18,410
Village of Brown Deer	\$1,228,097	\$92,223	\$1,320,320	\$0	\$1,320,320
City of Cudahy	\$3,805,402	\$190,010	\$3,995,412	\$0	\$3,995,412
Village of Fox Point	\$466,624	\$18,763	\$485,386	\$0	\$485,386
City of Franklin	\$3,266,787	\$239,302	\$3,506,088	\$0	\$3,506,088
City of Glendale	\$1,836,293	\$201,299	\$2,037,593	\$0	\$2,037,593
Village of Greendale	(\$2,168,065)	\$144,535	(\$2,023,531)	\$0	(\$2,023,531)
City of Greenfield	(\$599,256)	\$310,535	(\$288,720)	\$2,746,104	(\$3,034,824)
Village of Hales Corners	(\$124,792)	\$49,132	(\$75,659)	\$0	(\$75,659)
City of Milwaukee	(\$25,113,472)	\$6,699,091	(\$18,414,381)	\$11,586,870	(\$30,001,251)
City of Oak Creek	\$1,422,549	\$415,001	\$1,837,550	\$0	\$1,837,550
Village of River Hills	\$1,350,070	\$63,284	\$1,413,353	\$0	\$1,413,353
City of Saint Francis	\$931,242	\$57,083	\$988,324	\$0	\$988,324
Village of Shorewood	\$1,846,352	\$177,290	\$2,023,641	\$0	\$2,023,641
City of South Milwaukee	\$1,247,210	\$100,332	\$1,347,542	\$0	\$1,347,542
City of Wauwatosa	(\$1,737,012)	\$530,756	(\$1,206,256)	\$5,382,582	(\$6,588,838)
City of West Allis	(\$14,279,298)	\$669,726	(\$13,609,572)	\$4,615,447	(\$18,225,019)
Village of West Milwaukee	(\$2,091,247)	\$103,035	(\$1,988,212)	\$0	(\$1,988,212)
Village of Whitefish Bay	\$2,285,279	\$71,552	\$2,356,830	\$0	\$2,356,830
Subtotal	(\$27,157,506)	\$12,813,603	(\$14,343,904)	\$24,331,003	(\$38,674,907)
WAUKESHA COUNTY					
Waukesha County	(\$3,249,214)	\$6,318,117	\$3,068,903	\$1,503,209	\$1,565,694
Village of Big Bend	\$318,419	\$12,561	\$330,980	\$0	\$330,980
City of Brookfield	(\$10,978,269)	\$468,745	(\$10,509,524)	\$0	(\$10,509,524)
Town of Brookfield	\$139,054	\$42,295	\$181,350	\$0	\$181,350
Village of Butler	\$69,951	\$13,356	\$83,307	\$0	\$83,307
Village of Chenequa	\$64,588	\$3,180	\$67,768	\$0	\$67,768
City of Delafield	\$799,138	\$107,487	\$906,625	\$0	\$906,625
Town of Delafield	\$16,441	\$2,703	\$19,144	\$0	\$19,144
Village of Elm Grove	\$731,313	\$102,081	\$833,394	\$0	\$833,394
Village of Hartland	\$671,806	\$73,460	\$745,266	\$0	\$745,266
Village of Lannon	\$76,435	\$13,356	\$89,791	\$0	\$89,791
Town of Lisbon	\$2,511,121	\$135,154	\$2,646,275	\$0	\$2,646,275
Village of Menomonee Falls	(\$1,921,444)	\$530,518	(\$1,390,927)	\$0	(\$1,390,927)
Town of Merton	\$104,654	\$6,360	\$111,014	\$0	\$111,014
Village of Merton	\$16,329	\$954	\$17,283	\$0	\$17,283
City of Muskego	\$433,138	\$215,133	\$648,271	\$0	\$648,271
Village of Nashotah	\$84,893	\$4,293	\$89,186	\$0	\$89,186
City of New Berlin	\$3,572,993	\$390,674	\$3,963,667	\$0	\$3,963,667
City of Oconomowoc	\$2,427,201	\$229,443	\$2,656,644	\$0	\$2,656,644
Town of Oconomowoc	\$1,015,687	\$78,548	\$1,094,235	\$0	\$1,094,235
Village of Oconomowoc Lak	\$105,599	\$954	\$106,553	\$0	\$106,553
City of Pewaukee	\$921,442	\$25,441	\$946,883	\$0	\$946,883
Village of Pewaukee	\$1,167,795	\$60,740	\$1,228,534	\$0	\$1,228,534
Village of Summit	\$228,894	\$0	\$228,894	\$0	\$228,894
Village of Sussex	\$1,215,533	\$100,491	\$1,316,024	\$0	\$1,316,024
Town of Vernon	\$513,877	\$34,504	\$548,381	\$0	\$548,381
City of Waukesha	\$231,043	\$943,134	\$1,174,177	\$0	\$1,174,177
Village of Waukesha	\$86,012	\$31,483	\$117,495	\$0	\$117,495
Subtotal	\$1,374,429	\$9,945,164	\$11,319,593	\$1,503,209	\$9,816,384

Table D-2 (continued)

Implementing Agency	Current Estimated County/Community Balance Through 2027	Funding Allocation Based on Proportionate Share of Lane-Miles Additional FFY 2023-2026 STP-M Funding	County/Community Balance Through 2027 Prior to Allocation of Additional FFY 2023-2026 STP-M Funding To Projects	Additional FFY 2023-2026 STP-M Funding Recommended To Projects Sponsored by a Community/County	County/Community Balance Through 2027 With Recommended Allocation of Additional FFY 2023-2026 STP-M Funding To Projects
OZAUKEE COUNTY					
Ozaukee County	\$12,823,661	\$1,015,402	\$13,839,063	\$0	\$13,839,063
City of Cedarburg	\$1,221,565	\$152,167	\$1,373,732	\$0	\$1,373,732
Town of Cedarburg	\$909,710	\$44,839	\$954,549	\$0	\$954,549
Town of Grafton	\$922,836	\$49,450	\$972,286	\$0	\$972,286
Village of Grafton	\$1,335,394	\$96,198	\$1,431,592	\$0	\$1,431,592
City of Mequon	\$7,886,593	\$718,382	\$8,604,974	\$0	\$8,604,974
City of Port Washington	\$349,150	\$34,663	\$383,813	\$0	\$383,813
Town of Port Washington	\$174,471	\$16,695	\$191,167	\$0	\$191,167
Town of Saukville	\$65,365	\$3,816	\$69,182	\$0	\$69,182
Village of Saukville	\$209,013	\$12,561	\$221,574	\$0	\$221,574
Village of Thiensville	\$733,391	\$61,535	\$794,926	\$0	\$794,926
Subtotal	\$26,631,149	\$2,205,708	\$28,836,857	\$0	\$28,836,857
RACINE COUNTY					
Racine County	\$649,628	\$53,902	\$703,530	\$0	\$703,530
Village of Caledonia	\$783,434	\$7,473	\$790,907	\$0	\$790,907
Town of Norway	\$992,050	\$45,157	\$1,037,207	\$0	\$1,037,207
Town of Raymond	\$195,002	\$0	\$195,002	\$0	\$195,002
Town of Waterford	\$382,192	\$36,412	\$418,604	\$0	\$418,604
Subtotal	\$3,002,306	\$142,945	\$3,145,251	\$0	\$3,145,251
WASHINGTON COUNTY					
Washington County	\$3,283,102	\$250,034	\$3,533,136	\$0	\$3,533,136
Town of Germantown	\$1,512,149	\$0	\$1,512,149	\$0	\$1,512,149
Village of Germantown	\$6,929,411	\$451,652	\$7,381,063	\$0	\$7,381,063
Village of Richfield	\$45,618	\$3,339	\$48,957	\$0	\$48,957
Subtotal	\$11,770,280	\$705,025	\$12,475,305	\$0	\$12,475,305
JEFFERSON COUNTY					
Jefferson County	\$65,999	\$6,328	\$72,326	\$0	\$72,326
Town of Ixonia	\$160,205	\$15,439	\$175,645	\$0	\$175,645
Subtotal	\$176,857	\$21,767	\$198,624	\$0	\$198,624
MILWAUKEE URBANIZED AREA					
Transit Capital Funding	(\$883,288)	\$2,870,468	\$1,987,180	\$2,870,468	(\$883,288)
Total	\$14,914,226	\$28,704,680	\$43,618,906	\$28,704,680	\$14,914,226

Source: Wisconsin Department of Transportation and SEWRPC

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debited for municipalities and counties in the amount of years 2015-2025 STP-M funding that was allocated to their projects by the Committee beginning in 2013.

As described in this memorandum, about \$25.8 million of the potential \$29.1 million in additional FFY 2023-2026 STP-M funding is allocated to highway projects within the Milwaukee urbanized area and about \$2.9 million in FFY 2023-2026 funding is allocated to transit projects. The balances for each municipality and county were credited a portion of the \$25.8 million in additional FFY 2023-2026 STP-M funding allocated to highway projects within the Milwaukee urbanized area based on their proportionate share of planned lane miles to estimate the year 2027 community/county balance for each municipality and county, as shown in Table D-2. Table D-2 also shows the municipalities and counties that had candidate highway projects recommended for additional FFY 2023-2026 STP-M funding and the amount of additional FFY 2023-2026 STP-M funding recommended for their highway projects in this memorandum. The resulting year 2027 community/county balances were then estimated based on the balances for these municipalities and counties being debited the amount of additional FFY 2023-2026 STP-M funding recommended for their highway projects.

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Exhibit E

Sponsor Project Justifications for Receiving Additional FFY 2023-2026 STP-M Funding

Project Sponsor	Priority	Project Description	Project Justifications
Village of Big Bend	1	Pavement Replacement w/ Structure of Big Bend Dr between Skyline Ave and Millbrook Cir	<p>The Village of Big Bend plans to rehabilitate Big Bend Drive from Skyline Avenue, 576-ft south to the limits of the shared Right-of-Way with the Village of Vernon. The continuing deterioration of the asphalt surface and the need for replacement of existing corrugated metal culvert crossings over Mill Brook, requires the improvements to be completed in 2023/2024. Big Bend Drive is in the northern residential area of the Village of Big Bend with an average daily traffic count of 670 (2021). While the public right-of-way of Big Bend Drive is shared, in stretches, with the Village of Vernon the entire 576-ft of the proposed project is within the Village of Big Bend.</p> <p>The Village proposes to improve the capacity of the Mill Brook crossing under Big Bend Drive by replacing the deteriorating corrugated metal culverts with 42-inch and 2x36-inch reinforced concrete structures. This improvement along with re-establishing the crown and improved shoulders will facilitate stormwater drainage away from the asphalt surface. Additionally, the proposed project will increase safety at the Mill Brook crossing by installing steel plate beam guard along the shoulders adjacent to the existing stream.</p> <p>The current PASER pavement rating is poor (3). The Village will pulverize the existing asphalt pavement and replace failing base with 6-inches of 1 1/2-inch crushed concrete or traffic bond (T.B.) limestone and 6-inches of 3/4-inch crushed concrete or T.B. limestone. Four (4) inches of HMA asphalt will be placed on the surface and the existing 3-ft shoulders will be widened to 6-ft where possible per Trans 405. The project will be timed in coordination with the Village of Vernon to complete roughly 6000-ft of roadway rehabilitation.</p>
Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr	<p>Davidson Road has a 2021 PASER rating of 5 out of 10 and there are a multitude of longitudinal and transverse cracks throughout the road as well as rutting. The project would extend from the western Town limits (just east of Springdale Drive) to the eastern Town limits (just east of E. Ravenswood Hills Circle) and gap Barker Road. The project would entail pulverization of the existing roadway with a 4-inch overlay of hot mix asphalt (HMA). A portion of the project from the western limits to Barker Road would convert the existing rural section to an urban section by adding 30-inch curb and gutter on both sides of the road and new storm sewer. Additionally, an 8-foot wide multi-use path would be included on the south side of the road to provide a safe pedestrian connection from the western limits to Barker Road. A stormwater best management practice(s) (BMPs) would be needed to meet NR 151 stormwater requirements based on the conversion from rural to urban roadway section. Driveway aprons would be cut back 12-feet and replaced in-kind. Driveway culvert replacement will be done on an as-needed basis based on the current condition. Turf restoration of the shoulders and terrace areas will be completed. Additional work may include miscellaneous ditch grading. Town funded work may include relining of a few sanitary sewer manholes due to hydrogen sulfide corrosion.</p>

Table continued on next page.

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Town of Brookfield (continued)	1	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	<p>The Town of Brookfield is seeking funding assistance from the Wisconsin Department of Transportation (WisDOT) Bipartisan Infrastructure Law Program (BIL) for the pavement replacement of Swenson Drive from the intersection of Crossroads Circle (west) to CTH Y/Barker Road (east). Swenson Road is classified as a minor arterial road based on the WisDOT Milwaukee Area functional classification map and carries traffic from USH 18 (principal arterial) and CTH Y (principal arterial). A short duration traffic count was conducted in June 2018 on Swenson Drive West of CTH Y which resulted in an annual average daily traffic (AADT) of 10,500.</p> <p>Swenson Drive is currently listed on the Wisconsin Information System for Local Roads (WISLR) as a two-way urban section road with two 18-foot wide lanes for a total width of 36 feet. The road has seen heavy vehicle traffic that utilize the road to access USH 18 and CTH Y. In addition to safety and traffic issues, the 2021 PASER rating of 6 and the last surface improvements were done in 1999. The current roadway has numerous longitudinal, transverse, and block cracking. Some sections have alligator cracking as well. There currently is no access for pedestrians within the road right-of-way. Numerous commercial businesses line this corridor along with four Waukesha Metro bus stops within the project limits. There are two bus stops with concrete pads and shelters, but no ADA accessible curb ramps. The other two bus stops have no amenities (no ADA accessible curb ramps, shelters, or concrete pads).</p> <p>The proposed improvements of Swenson Drive would include pulverization of the existing road and overlaying with 4 inches of asphalt with curb and gutter spot repairs. Additional work would include driveway apron replacement and pavement markings as well as sidewalk with ADA accessible curb ramps where needed. The proposed improvements would be a Town project but will have a multi-jurisdictional impact with the City of Waukesha and WisDOT as the project connects to USH-18 and County-owned CTH-Y. Also, the proposed sidewalk will provide connectivity to the area businesses and provide a safer access route for pedestrians. The Town will work with the City of Waukesha and Waukesha County on possible bus stop amenity upgrades and providing ADA accessibility to these locations.</p>

Table continued on next page

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Brown Deer	1	Reconditioning of W. County Line Rd between N 52nd St and STH 57	<p>The Village of Brown Deer is planning to recondition W. County Line Road from STH "57" to the railroad tracks owned by Wisconsin and Southern Railroad (WSOR). The Village has previously completed a similar project and improvements to the west of the railroad tracks to N. 60th Street. The improvements on this section of W. County Line Road will be similar to those already completed west of the tracks. The planned improvements are the last puzzle piece to revitalizing a significant corridor along the Milwaukee/Ozaukee County border. W. County Line Road directly connects STH "57" and STH "181" on the east and west sides of the Village, respectively.</p> <p>W. County Line road is heavily used by business, commercial and commuter traffic to get to and from STH "57" on the far north side of the Village. Specifically, Milwaukee County Transit System runs north along STH "57" to W. County Line Road. There is a bus stop at this intersection where several workers debus and walk to the various businesses/factories located along W. County Line Road near the railroad tracks. There is currently no safe pedestrian facilities within this project corridor and pedestrians are left walking on the shoulder.</p> <p>With continued commercial and commuter traffic along W. County Line Road, the roadway has significantly deteriorated over the course of the last several years. Significant alligator cracking is present throughout which is indicative of base failure within the roadway. Isolated block cracking and longitudinal and transverse cracking is present throughout. With poor drainage due to a settled cross section, the failures within the roadway continue to get worse.</p> <p>The proposed project improvements include pulverizing and repaving the existing asphalt. The subgrade will be widened to facilitate two 12-foot travel lanes with a 4-FT paved shoulder on both sides of the roadway. Gravel shoulders will be installed beyond the paved shoulder. Base repair work will be needed to rehabilitate failed or soft base throughout the roadway. Work will also consist of ditch grading alongside the roadway due to cross section widening. Minor driveway culvert replacement will be needed. A 6-ft wide sidewalk will be added that will connect to a recently installed trail as a result of the STH "57" reconstruction work. The sidewalk will connect to the existing sidewalk west of the tracks as well as the interurban trail that parallels the railroad tracks through the Village.</p> <p>Railroad improvements and coordination will be required as part of this project as the proposed improvements extend through the existing at-grade crossing. Improvements related to the existing interurban trail crossing adjacent to the railroad will also be required. Costs are incorporated into construction costs as well as construction and design engineering costs to reflect these improvements and coordination.</p> <p>The project has no known environmental or cultural concerns. The Village is open to a flexible timeframe for funding in the event that unforeseen circumstances present themselves or if WisDOT needs to push the project to a year that fits best with the available funding awards.</p>

Table continued on next page

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	<p>The City of Cudahy is planning a reconstruction of E. Ramsey Avenue from the Union Pacific Railroad tracks, east to Lake Drive. The roadway is a primary east-west corridor on the south side of the City. Ramsey Avenue is a vital corridor for the City's southeast side as it is central to two schools and Aurora St. Luke's South Shore Campus. Reconstruction of the roadway will result in upgrading a critical arterial roadway that connects community, business, and emergency services traffic from Pennsylvania Avenue to S Lake Drive. The City of Cudahy plans to centralize its fire department with an expansion of the Cudahy Fire Training Center at E. Ramsey Avenue and S. Barland Avenue. When completed, E. Ramsey Avenue will serve as a central route for fire and emergency vehicles.</p> <p>The City striped dedicated bike lanes in both direction through the project corridor in 2020. Bicycle facilities will remain a fixture of the revitalized roadway to connect directly to the Oak Leaf Trail which connects all parts of Milwaukee County including the bustling East Side of Milwaukee.</p> <p>The existing concrete roadway is extremely deteriorated and repeated maintenance attempts on the roadway continue to fail. This is evidence of joint spalling and polished aggregate throughout the entire corridor. Additionally, there are areas of punch out and linear cracking. Various slabs in the corridor have corner breaks and are need of replacement.</p> <p>The proposed improvement involves condensing the existing cross section by slightly widening the median and providing adequate designated bike lane, travel lane and parking lane on the roadway. The existing concrete pavement will be completely removed and replaced with new asphalt pavement with base course modification, subject to final pavement design report findings. If pavement design report yields that concrete pavement should be installed, the costs within the project estimate are adequate to support that change. The crossover at Packard Avenue will be milled and overlaid for new asphalt pavement. Curb and gutter will be removed and replaced. Miscellaneous sidewalk and driveway apron repair work will occur. Miscellaneous utility structure adjustments will be needed but overall, all utilities have been upgraded or will be upgraded separate from this project.</p> <p>Overall, the project will reduce the impervious paved area through the project corridor by approximately 1/3-Acre due to median widening and lessening the overall pavement area. This will be a significant improvement to water quality in the area; an area that ultimately drains to Lake Michigan.</p> <p>Railroad facilities are within project area and will require coordination. Existing crossing is in good shape and the limits of the project are the eastern edge of the at-grade crossing. No known cultural or environmental concerns are present within the project area. The City is open to a flexible timeframe for funding in the event that unforeseen circumstances present themselves or if WisDOT needs to push the project to a year that fits best with the available funding awards.</p>

Table continued on next page

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr	<p>Maple Avenue is the only roadway that extends from the southerly limits of the Town to the northerly limits of the Town in a north/south direction. The southerly 2.5 miles is a 24-foot wide pavement, rural cross section and was last overlaid with Hot Mix asphalt in 1999. The pavement is experiencing raveling, longitudinal cracks and numerous transverse cracks. There are areas where guardrail is warranted to assist in making the roadway safer; however, there have been minimal accidents along this section over the last 25 years. The Town has performed selective milling and patching of small, failed areas over the past 5 years. The proposed improvement would be to clear close trees and brush, pulverize and pave the roadway, stripe and install guardrail where appropriate. The northerly 2.9 acres was reconstructed in 2000 and includes curb and gutter on one side of the street in select sections to accommodate drainage where rural ditches could not be constructed. The present striping on the road provides two-twelve foot-wide lanes and 3 foot wide paved shoulders on both sides. The pavement in this section consists of substantial longitudinal cracking at the center line and in some of the driving lanes. There are numerous transverse cracks that have been sealed over the years but are getting to the point where alligator cracking is starting to form. The Town has performed selective milling and patching of small, failed areas over the past 5 years. The Town identified this road to be rehabilitated in 2025 and 2026 (mill and pave) since the surface is nearing its life expectancy. The Town's desire is to re-stripe the lane widths to 11 feet and accommodate 4-foot wide bike lanes for multi-modal use. Without the assistance of proposed funding, the Town will not be able to provide the desired safety improvements for the southerly portion of the roadway and provide safe bike lanes through the northerly section.</p>

Table continued on next page

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	<p>The Village of Elm Grove is planning to recondition Gebhardt Road and a small portion of Highland Drive in the northwest side of the Village. Gebhardt Road serves as a main thoroughfare for traffic from the City of Brookfield headed south into Village center. Additionally, Gebhardt Road is the primary route for traffic from adjacent subdivisions to travel north to North Avenue. Pilgrim Park Middle School is located just south of the project area. Gebhardt Road serves as the primary route for school bus traffic between the school and neighborhoods to the north and east of the school. The existing narrow cross section does not allow for any safe pedestrian and bicycle mobility. The two existing 11-foot lanes are undersized for the type of traffic traveling on the roadway. Additionally, there is poor roadside drainage at various locations throughout the corridor.</p> <p>At the intersection of Gebhardt and Highland, queuing often occurs in the eastbound direction of Gebhardt road. A dedicated left turn lane is planned to be installed on Gebhardt at Highland to alleviate these issues. Additionally, the intersection sight distance has already been analyzed for traffic stopped on Gebhardt looking south on Highland. The crest vertical curve immediately south of the intersection needs to be cut down by approximately one to two feet. This has also been a largely voiced concern by residents in the area.</p> <p>There is a path system that runs along Gebhardt Road and Pilgrim Parkway in the City of Brookfield. There is no safe, connected route for pedestrians and bicyclists from this path system into the Village of Elm Grove. A path along Gebhardt Road will provide this connection and will also provide a safe route for kids to get to and from Pilgrim Park Middle School. The Village has a dedicated pathway ad-hoc committee with a master plan to install a multi-use trail on Gebhardt Road, Highland Drive and other roads throughout the Village. Only the pathway along Gebhardt road is planned for this project. The pathway along Highland Drive is planned to be installed in the next three years.</p> <p>An at-grade railroad crossing exists approximately 650-FT north of the intersection at Gebhardt and Highland but there are no known safety issues or concerns with the crossing that would affect this project.</p> <p>Gebhardt and Highland have deteriorated quickly over the last several years. Both sections of roadway planned for improvements are rated a 4 or 5 on the PASER rating scale. The primary improvement for both roadways will be a pulverize and overlay. In addition to the pulverize and overlay on Gebhardt and Highland, the subgrade, base, and pavement will be slightly widened to accommodate a 12-FT lane in both directions. A new granular shoulder will be added. The roadway widening will require minor ditch grading and driveway culvert replacement, which will also significantly improve roadside drainage. At the intersection with Highland Drive, Gebhardt Road is planned to be shifted 5-FT to allow room for drainage improvements on the north side of the road within the existing right-of way and a dedicated left turn lane will be added to alleviate congestion.</p> <p>The Village has already completed significant conceptual and technical analysis of the project corridor including analysis of intersection sight distance, crest vertical curve improvements on Highland Drive and taper and deflection angles for shifting Gebhardt Road to accommodate drainage improvements at the intersection. Gebhardt Road is situated within the northerly part of the existing right-of-way. There is significant right-of-way available on the south side of Gebhardt Road to comfortably shift the roadway, improve roadside drainage, and install an 8-FT wide multi-use trail that meanders comfortably and safely around existing drainage and landscape features.</p> <p>No known cultural or environmental concerns are present within the project area. The Village is open to a flexible timeframe for funding in the event that unforeseen circumstances present themselves or if WisDOT needs to push the project to a year that fits best with the available funding awards.</p>

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive	<p>Bradley Road is one of the primary east-west roadways for the Village, providing connections between Port Washington Road (CTH W) [principal arterial], Santa Monica Boulevard [collector], and Lake Drive (STH 32) [minor arterial].</p> <p>The roadway shows significantly deteriorated asphalt surface and signs of base failures. Based on feedback from Village staff and residents, there is an expressed concern with traffic speeding and conflicts between vehicular traffic with bicycles and pedestrians.</p> <p>The existing 24'-wide pavement section will be replaced with a 22'-wide pavement section (10 foot lanes and 1 foot shoulders). Based on public involvement and comprehensive plan considerations, it was determined to add a 6' HMA path on the north side of the street to provide a separate facility for pedestrians. A new storm drainage system will be added in place of the steep sloped existing ditches. The Village will install a new water-main system 100% locally funded.</p>
Village of Fox Point	2/3	Pavement Replacement of N Santa Monica Blvd	<p>Aside from Lake Drive (STH 32) and Port Washington Road, Santa Monica is a primary north-south roadway in the Village providing a connection between Whitefish Bay on the south (at School Road) and Bayside on the north (near Regent and Brown Deer Road).</p> <p>The current PASER rating for Santa Monica depends on the point of reference; an approximate 1/2 mile section between Yates and Green Tree is rated a 3 and is in need of reconstruction while the remaining portion (approximately 1.7 miles) is rated either a 5 or a 6 and is more appropriately reflected as a pavement replacement. The proposed improvement (identified below) has been selected as pavement replacement due to the fact that roughly three-quarters of the road falls into that category.</p> <p>Nonetheless, full reconstruction of the roadway in the area noted is needed to correct deterioration of the pavement structure. Existing pavement surface shows transverse cracking and alligator cracking, rutting, heaving, areas of settlement or failure of the pavement base. Reconstruction will include drainage improvements that prevent ponding experienced in heavier rainstorms. Drainage improvements will consist of minor ditch grading, driveway culvert replacements, addition of storm sewer inlets and lateral pipes.</p> <p>At present, the lane widths (separated by a boulevard) are 18 feet but will be separated into 12-foot lane widths with a 6-foot paved shoulder. The paved shoulder will serve as a pedestrian path/bike lane and will be added as part of the pavement marking plan for the entire length of the project.</p>

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	<p>Puetz Road in the City of Franklin is a Minor Arterial roadway. Land within the proposed project limits that fronts Puetz Road is currently zoned predominantly single-family residential land use and has a section of wetlands/open space and associated Legend Creek drainage way near the west section of the project.</p> <p>As stated previously under the Existing Facility description, the pavement is in poor condition and has a PASER rating of approximately 3. The existing rural cross section contains 2 - 12' driving lanes with an approximate 1'-3' shoulder that is predominantly turf surface with a gravel shoulder underlayment. Additional issues that are impacting safety and needing improvements for the roadway are as follows:</p> <ol style="list-style-type: none"> 1. Improve/promote safety issues and eradicate road narrowness/visibility constraints with reconstructing the roadway with a proper cross section suitable to handle a minor arterial transportation system. 2. Modifying vertical curves at two hills to improve site/stopping distance issues. 3. Improve local street intersections within the project limits. 4. Construct a proper uniform road section, similar to the roadway improvement performed from Hunting Park Drive to South 76th Street, that includes applicable ROW acquisition, drainage improvements, overhead power/telephone relocation, and associated incidental roadway improvements, etc. 5. Construct a complete pavement reconstruction of the roadway suitable to support the anticipated vehicle loadings. 6. Construct a separated 10' wide, two-way asphalt bicycle/pedestrian path along the north side of the roadway throughout the entire limits of the project. 7. Drainage system upgrades for rural ditch system both roadway edges and at all navigable stream crossings. 8. Properly assess and design wetland/environmental improvements associated with the Legend Creek drainage way. 9. City will be acquiring necessary uniform 80' ROW throughout project limits as part of project. <p>In summary, the project intent is to align the proposed improvements between project limits of S. 76th Street (CTH U) and St. Martins Drive (STH 100) with those previously constructed between Hunting Park Drive and S. 76th St immediately east of this project.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Franklin (continued)	4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	<p>Puetz Road in the City of Franklin is a Minor Arterial roadway. Land within the proposed project limits that fronts Puetz Road is currently zoned predominantly single family residential land use and has a section of wetlands/open space and associated Legend Creek drainage way near the west section of the project.</p> <p>As stated previously under the Existing Facility description, the pavement is in poor condition and has a PASER rating of approximately 3. The existing rural cross section contains 2 - 12' driving lanes with an approximate 1'-3' shoulder that is predominantly turf surface with a gravel shoulder underlayment. Additional issues that are impacting safety and needing improvements for the roadway are as follows:</p> <ol style="list-style-type: none"> 1. Improve/promote safety issues and eradicate road narrowness/visibility constraints with reconstructing the roadway with a proper cross section suitable to handle a minor arterial transportation system. 2. Modifying vertical curve at a hill to improve site/stopping distance issues. 3. Improve local street intersections within the project limits. 4. Construct a proper uniform road section, similar to the roadway improvement performed from Hunting Park Drive to South 76th Street, that includes applicable ROW acquisition, drainage improvements, overhead power/telephone relocation, and associated incidental roadway improvements, etc. 5. Construct a complete pavement reconstruction of the roadway suitable to support the anticipated vehicle loadings. 6. Construct a separated 10' wide, two-way asphalt bicycle/pedestrian path along the south side of the roadway throughout the entire limits of the project and includes a HAWK Pedestrian Crossing at Hunting Park Drive. 7. Drainage system upgrades for rural ditch system both roadway edges and at all navigable stream crossings. 8. Properly assess and design wetland/environmental improvements. 9. City will be acquiring necessary uniform 80' ROW throughout project limits as part of project. <p>In summary, the project intent is to align the proposed improvements between project limits of 27th Street (STH 241) and Hunting Park Drive (42nd Street Extended) with those previously constructed between Hunting Park Drive and S. 76th St immediately west of this project.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	<p>The Village of Germantown is looking to create a dramatic improvement to a vital thoroughfare of S. Division Road. This corridor is a key entryway into both the Village of Germantown and Washington County as it is the main north-south arterial right off of I-41/45. Visitors and residents utilize this corridor to commute to neighborhoods, schools, parks, local shopping along Mequon Road and connectivity to the downtown Main Street corridor.</p> <p>Currently S. Division Road pavement is nearing the end of its useful life and is in need of a full reconstruction due to the large amount of deterioration. The 2021 PASER rating for S. Division Road varies between 3 to 4 indicating that the pavement is approaching a poor condition. This roadway has also been a topic at multiple Village board meetings due to the poor rideability and the considerable importance of revitalization, providing new life to this main entrance into the Village. The pavement condition has been deteriorating since the last improvement of resurfacing in 2001, where transverse, longitudinal and alligator cracking and high frequency have now led to base failure.</p> <p>In addition to the pavement condition, bicycle accommodations are non-existent along the corridor and pedestrian facilities lack practicality. An asphalt path that is less than desirable in width, currently meanders throughout the corridor predominately on one side of the roadway. The lack of accommodations forces pedestrians to share the substandard path with bicyclists. According to the Village's Comprehensive Plan and Washington County's Bikeway and Trail Network Plan, both identify S. Division Road as a future bikeway for connectivity. Whether an on-street bike lane or multi-use path is implemented, the Village wishes to convert S. Division Road into an arterial that is safely utilized by all users.</p> <p>S. Division Road was designed with a rural cross section which was appropriate given the number of residential lots along the initial construction of the roadway. As neighborhood developments slowly surrounded S. Division Road, sections of curb & gutter became integrated and scabbed-on to the original roadway. With the neighborhood traffic now funneling to this corridor, intersection geometrics may be substandard or are need of upgrades to today's designs. The recreational uses in the surrounding area rely on S. Division Road as the primary connector for multiple types of users. Street lighting will also assist with the safe usage for bicyclists and pedestrians during all times of the day.</p> <p>In addition to the residential uses along the corridor, the roadway profile drains into Jefferson Ditch, an environmentally sensitive land use that eventually empties into the Menomonee River to the west of the roadway. This portion of S. Division Road brings concerns of water quality and quantity that is emptying into this waterway. Since S. Division Road has not been reconstructed prior to the development of the surrounding neighborhoods, the Village wishes to evaluate the conditions of the roadway runoff and its impacts to the environmentally sensitive areas.</p> <p>The vision of the Village of Germantown and its constituents is to develop a memorable and safe gateway with S. Division Road. By improving the ride quality for motorists, finding a seamless blend of pedestrian and bicycle accommodations, and integrating a hybrid of urban and rural sections to benefit the stormwater concerns, the Village hopes to revitalize this corridor with a new and uplifting connection for both visitors and residents.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Greendale	1	Reconditioning of Southway/W Ramsey Ave between Broad St and S 51st St	The existing roadway pavement is deteriorating with significant cracking. The proposed project would be to recondition this section of roadway by means of removing the existing pavement & base course, repair failed base areas and replace the pavement with 15" of base course and 6" of bituminous concrete pavement.
City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	<p>The roadway condition, ride quality and lack of pedestrian accommodations contribute to the need for improvement. Extensive joint and corner cracking is occurring, and poor subgrade drainage is causing joint faulting. S. 43rd St is a major north-south corridor connecting Interstate Highway 894 on the south with Alverno College and American Family Field in the City of Milwaukee on the north.</p> <p>The project scope is to replace the concrete pavement and curb and gutter, reinforce the subgrade and improve drainage, add sidewalk and replace the outdated We Energies spotlights with a Greenfield-owned LED light system. Bicycles will be accommodated in a shared parking lane that will be 1-foot wider than existing. No changes to horizontal or vertical alignment/curves is anticipated. The City of Greenfield Bicycle & Pedestrian Plan 2020 indicates future sidewalk on this section of road to connect to existing sidewalk on both W. Cold Spring Rd and W. Howard Ave as well as connect to a future multi-use shared path planned to cross S. 43rd St within the proposed project limits.</p>
	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	<p>The roadway condition and ride quality contribute to the need for improvement. Extensive joint and corner cracking is occurring, and poor subgrade drainage is causing extensive joint faulting. S. 84th St connects to Interstate Highway 894 on the south end of the project limits. Existing sidewalk curb ramps are in poor condition and do not meet current design standards.</p> <p>The project scope is to replace the concrete pavement and curb and gutter, reinforce the subgrade and improve drainage and upgrade sidewalk curb ramps. Bicycles will be accommodated in a shared parking lane. No changes to horizontal or vertical alignment/curves is anticipated. The City of Greenfield Bicycle & Pedestrian Plan 2020 indicates S. 84th St to accommodate bicycles and pedestrians to connect to adjacent commercial destinations and a future multi-use path that will be constructed in 2022 and cross S. 84th St just north of the proposed project limits.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Greenfield (continued)	5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	<p>The roadway condition and ride quality contribute to the need for improvement. Extensive joint and corner cracking is occurring, and poor subgrade drainage is causing joint faulting. S. 68th St connects a County Trunk Highway to a State Trunk Highway, intersects a roadway classified as Collector and has an elementary school located with the proposed project limits. An overpass bridge over Interstate Highway 894 is within this segment of S. 68th St and was recently replaced by the Wisconsin Department of Transportation. A length of S. 68th St on both sides of the overpass bridge was improved as part of that project and is omitted from this proposed improvement. Existing sidewalk curb ramps are in poor condition and do not meet current design standards.</p> <p>The project scope is to replace the concrete pavement, reinforce the subgrade and improve drainage, spot replace curb and gutter and upgrade sidewalk curb ramps. Bicycles will be accommodated in a shared parking lane. No changes to horizontal or vertical alignment/curves is anticipated. The City of Greenfield Bicycle & Pedestrian Plan 2020 indicates S. 68th St to accommodate bicycles and pedestrians to connect to adjacent accommodations as well as connect to a future multi-use shared path that will be constructed in 2022 and cross S. 68th St within the proposed project limits.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr Between STH 83 and Cottonwood Ave	<p>The Village of Hartland is planning to rehabilitate/replace the pavement on W. Capitol Drive from STH "83" to Cottonwood Avenue. W Capitol Drive is an extremely important arterial into and out of the Village as it directly connects STH "83" to the downtown business district. The westernmost terminus of W. Capitol Drive is also adjacent to Vettelson Road and the STH"83" and STH "16" interchange for access to Delafield and municipalities further west. W. Capitol is a great alternative route to North Avenue which also directly connects to STH "16", since North Avenue can often become congested during downtown events. This primary thoroughfare is vital to downtown businesses as it is a route that business and commercial traffic coming from the south and the I-94 corridor often use because it bypasses any at-grade crossings of the Canadian Pacific railroad that bisects the heart of the Village.</p> <p>W. Capitol Drive was paved 10 years ago from Vettelson to STH "83", and the rest of the roadway from Vettelson to Cottonwood is about 17 years old. With increased truck and commercial traffic on the roadway, both stretches of W. Capitol Drive have seen significant deterioration over the last several years. Overall, on the PASER scale, both roads are rated in fair-good condition, but that are several areas of poor roadway and base that are very evident. Several sections of roadway have alligator cracking and evidence of poor cross slope drainage.</p> <p>There is the possibility of future development towards the western end of the project that will increase ADT to and from the Village. While the exact extents and timeframes for development in the area are not known, the roadway needs to be revitalized to compliment potential future development on the west side of the Village.</p> <p>The planned improvement for the roadway is a partial depth mill and overlay from STH "83" to Vettelson Road. A full depth mill and repave will occur from Vettelson to Cottonwood Avenue. There will be limited base work as the majority of the road base is in relatively good condition. Spot curb and gutter removal and replacement will occur to assist with positive drainage throughout the corridor. Additionally, miscellaneous sidewalk repairs will be made to match the new curb and gutter and curb ramps will be replaced to be ADA compliant.</p> <p>The railroad that bisects the Village will have no effect on this project. Minor environmental concerns will have slight construction timeline requirements but otherwise no major impacts from cultural or environmental issues. The Village is open to a flexible timeframe for funding in the event that unforeseen circumstances present themselves or if WisDOT needs to push the project to a year that fits best with the available funding awards.</p>
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	<p>This segment of Good Hope Road is a locally owned by the Village of Lannon, a community of approximately 2,000 residents and an annual roadway budget of a mere \$18,000. Roads were last rehabilitated in 1997 when Village-wide sanitary was installed. The roadway is part of a 10-mile long route that is functionally classified as a principal arterial (Good Hope Rd./CTH W) immediately east of the project extents. This segment ties into principal arterials on the west (CTH V) and on the East (both CTH W and CTH F). This roadway is a designated truck route that serves the major local and regional quarry industry that supports infrastructure projects throughout SE Wisconsin. Other heavy truck traffic comes from many regional contractors located in the area. The Village has lobbied unsuccessfully in the past for the jurisdiction of this segment to be taken over by the County as it serves a regional purpose. The roadway surface is deteriorating and can no longer be economically maintained (PASER rating of 3). The Village has pending mixed use and residential developments along the route and has been experiencing industrial in-fill redevelopment on the route. The Village is seeking aid for the reconstruction of the road and expects that pending and ongoing land development will increase the tax base to a point that the Village can properly maintain the improved roadway.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue between Town Hall Road and Appleton Avenue (STH 175)	<p>This section of Menomonee Avenue is a combination single family to the north with medical office, elderly housing and YMCA to the south. This is also the ambulance/hospital route to Community Memorial Hospital located just south of Menomonee Ave on Town Hall Road.</p> <p>As stated above, in 2014 the Village undertook a process to hold the pavement together until we could get a project. We hired a company to perform hot in place asphalt recycling and then overlay with pea gravel. In the five years since the process was performed the oils are bleeding through the pea gravel and there are a large number of cracks and potholes appearing in the pavement. I have attached pictures showing the current condition of the road that does not represent a WISLR rating of a 5 but is a new rating of 4 will be submitted this fall.</p> <p>Along with the deteriorating pavement the storm sewer is under sized or mainly the lack of storm sewer along this section of Menomonee Ave. In heavy rain events approximately 18 inches of water stands on the road just east of Shady Lane Parkway where a drainage ditch enters the Tamarack Swamp. This area of the road needs to be raised and properly sized culverts installed. This is a concern since it is a route to the hospital. I have attached pictures and one of the pictures the High Water signs that were placed out for the rain event on June 28, 2017.</p> <p>The Village will be acquiring any necessary right of way as part of the project and will be replacing sections of the existing water main as part of or prior to the project.</p>
City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	Lake Shore Drive is in need of a pulverize and relay project as the crown is settling, there is rutting, the base is failing in areas, and the asphalt has degraded significantly. Additionally, there is a need to install paved shoulders for pedestrian access and re-align ditches. Mequon's bicycle-pedestrian plan indicates the need for 4 to 5 foot paved shoulders to accommodate nonmotorists. This project would include driveway culvert and crossroad culvert replacements.
	4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	Zedler Lane is in need of a pulverize and relay project as the crown is settling, there is rutting, the base is failing in areas, and the asphalt has degraded significantly. Additionally, there is a need to install paved shoulders for pedestrian access and re-align ditches. Mequon's bicycle-pedestrian plan indicates the need for 4 to 5 foot paved shoulders to accommodate nonmotorists. This project would include driveway culvert and crossroad culvert replacements.
	7/8/9	Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	Mequon Road is in need of a pulverize and relay project as the crown is settling, there is rutting, the base is failing in areas, and the asphalt has degraded significantly. Additionally, there is a need to install paved shoulders for pedestrian access and re-align ditches. This project would include driveway culvert and crossroad culvert replacements.

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications					
Milwaukee County	--	Purchase of 60 replacement buses	<p>The Milwaukee County Transit System (MCTS) has an active fleet of 359 buses that operate on a network of 58 fixed-routes. Fixed-route service is provided weekdays from 4:30 a.m. to 1:30 a.m., Saturdays from 5 a.m. to 1 a.m., and Sundays from 5:30 a.m. to 1 a.m. The service area is Milwaukee County with limited extensions into neighboring Ozaukee and Waukesha Counties. MCTS provides approximately 34 million fixed-route rides annually. Milwaukee County's population is just under 1 million, and approximately 90 percent of the County's residents are served by fixed-route transit.</p> <p>Milwaukee County is applying for FY 2023 and 2024 STP funds to purchase thirty (30) new clean diesel buses each year to replace buses from 2010 and 2011 which will be at the end of their useful life. The 30 buses will be part of an anticipated 60-bus order in both 2023 and 2024, based on MCTS' current fleet replacement schedule. In 2010, Milwaukee County purchased 90 buses and those buses will reach the end of their useful lives in both years and mileage by 2023-2024. The current MCTS fleet roster is depicted below.</p>					
			Year Purchased	Make	Bus Number	Vehicle Count	Length/ Seats	
			2010	New Flyer	5100-5189	65	40' / 39	
			2011	New Flyer	5200-5234	27	40' / 39	
			2012	New Flyer	5300-5354	53	40' / 39	
			2013	New Flyer	5400-5454	55	40' / 39	
			2014	New Flyer	5500-5534	35	40' / 39	
			2015	New Flyer	5600-5627	28	40' / 35	
			2016	New Flyer	5700-5729	30	40' / 36	
			2017	New Flyer	5800-5814	15	40' / 36	
			2019	GILLIG	5900-5927	28	40' / 36	
			2020	GILLIG	6000-6022	23	40' / 36	
						359		

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County (continued)	1	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	<p>The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians.</p> <p>W. College Ave. (CTH ZZ) is an urban 4-lane divided principal arterial with a parking lane and existing sidewalk, but no bicycle accommodations. It is on the National Highway System (NHS), is a local freight oversize/overweight (OSOW) truck route and has Milwaukee County Transit (MCTS) Bus Routes. As part of MCTS Next system redesign, there were two (2) new/modified bus routes created within the project area. Route 20 (S. 20th Street) is a new Daytime route that replaces Route 19's S. 20th Street branch between National Avenue and College Ave. (CTH ZZ), allowing better connections to jobs, shopping and simplifies service. Route 80 (6th Street) will be modified to provide more high frequency service to jobs as well as easier to understand routing. The MCTS NEXT system redesign aligns with Milwaukee County's mission to advance racial equity and enhance the quality of life through great public service. Route 40/40U still remains for access to Milwaukee Area Technical College (MATC) south campus.</p> <p>W. College Ave. (CTH ZZ) was first constructed in 1964 with concrete pavement. The 55-year old roadway had minimal base patching, mill and overlay between S. 26th St. and S. 20th St. and a diamond grind operation completed in 2010 between S. 13th St. and S. Howell Ave., but needs a pavement replacement (S. 26th St. to S. 13th St.) and reconditioning (S. 13th St. to S. Howell Ave.) to extend its structural life. Milwaukee County has rated the pavement on W. College Ave. (CTH ZZ) in 2021 a 2 between S. 26th St. 13th St. (excluding the I-94 Interchange) and a 3 between S. 13th St. to S. Howell Ave.</p> <p>The proposed action of the project is a pavement replacement of approximately 0.5 miles of W. College Ave. (CTH ZZ) roadway from S. 26th St. to S. 13th St. (excluding the I-94 Interchange) and reconditioning approximately 1.0 mile of the W. College Ave. (CTH ZZ) roadway from S. 13th St. to S. Howell Ave., in the Cities of Milwaukee and Oak Creek, Milwaukee County. The existing sidewalk on both sides of W. College Ave. (CTH ZZ) from S. 26th St. to S. 20th St. and from S. 13th St. to S. 6th St. will be evaluated for removal and replacement based on conditions and meeting ADA requirements. Consideration will be given to continue the sidewalk on W. College Ave. (CTH ZZ) from approximately S. 6th St. to S. Howell Ave. and on-street bicycle accommodations as long as there is available Federal funding in the project. A traffic study will be conducted to determine safety improvements at the intersections along W. College Ave. (CTH ZZ), excluding the intersection of S. 20th St. as it is part of the Highway Safety Improvement (HSIP) project. The traffic study will also determine if additional or extension of turn lanes along the project corridor. It would be most economical and reduce impacts to the area to tie the STP and the HSIP project together as one letting. The WisDOT ID for the HSIP is 2355-08-00/70. In addition, estimated costs for removing and replacing street lighting that is impacted in the segment will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the costs will become non-participating costs instead of participating costs.</p> <p>W. College Ave. (CTH ZZ) has been used heavily as a major alternative/detour route for the construction projects for the I-94 corridor over the past 10 years which has accelerated the deterioration of the roadway. W. College Ave. (CTH ZZ) continues to be heavily used by trucks from I-94 to access commercial and industrial areas in the Cities of Milwaukee and Oak Creek. Also, a couple of the major traffic generators that have access to W. College Ave. (CTH ZZ) are Milwaukee Area Technical College (MATC) south campus and the 128th National Guard Air Refueling Wing.</p>

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County (continued)	2	Reconstruction of S 76th St between S Layton and Howard Ave	<p>The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians.</p> <p>S. 76th St. (CTH U) is an urban 4-lane divided principal arterial with a parking lane, existing sidewalk on both sides and no on-street bicycle accommodations. It is on the National Highway System (NHS), is not a local freight oversize/overweight (OSOW) truck route and has Milwaukee County Transit (MCTS) Bus Routes.</p> <p>S. 76th St. (CTH U) was first constructed between 1962 and 1964 with concrete pavement. The 58 year old roadway last was milled and rubblized with an asphalt overlay back in 2004, however is now in need of a full reconstruction to extend its structural life. Milwaukee County and SEWRPC have rated the pavement on S. 76th St. (CTH U) a 3.</p> <p>The proposed action of the project is a reconstruction of approximately 1.0 miles of S. 76th St. (CTH U) roadway from W. Layton Ave. to W. Howard Ave. in the City of Greenfield, Milwaukee County. The existing sidewalk on S. 76th St. (CTH U) will be evaluated for removal and replacement based on conditions and meeting ADA requirements. On-street bicycle accommodations will be considered as well. Traffic signal improvements as needed will be included at the intersections of W. Forest Home Ave., W. Cold Spring Rd. and W. Howard Ave. A traffic study will be conducted to determine safety improvements at the intersections along S. 76th St. (CTH U). The traffic study will also determine if additional or extension of turn lanes along the project corridor. In addition, estimated costs for removing and replacing street lighting that is impacted within the project limits will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the exceeded costs will become non-participating costs instead of participating costs upon City of Greenfield approval.</p> <p>S. 76th St. (CTH U) has been used heavily as a major alternative/detour north-west route from the far south side to the far north side of Milwaukee County which has accelerated the deterioration of the roadway of past rehabilitation/improvements.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County (continued)	3	<p>Reconditioning of W Beloit Rd (CTH T) between W Wollmer Rd and W Oklahoma Ave (CTH NN)</p>	<p>The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians.</p> <p>W. Beloit Rd. (CTH T) is an urban 4-lane divided principal arterial with a parking lane and existing sidewalk with no bicycle accommodations. It is on the National Highway System (NHS) and has Milwaukee County Transit (MCTS) Bus Routes. As part of MCTS Next system redesign, there were two (2) new/modified bus routes within the project area. Route 92 (at the intersection of W. Beloit Rd. (CTH T) and N. 92nd St. (CTH N)) is a new route that will establish one route along this corridor (instead of three routes). It will also provide another way to travel to the Milwaukee Regional Medical Center. Route 51 (at the intersection of W. Beloit Rd. (CTH T) and W. Oklahoma Ave. (CTH NN)) will become a high frequency route, providing more high frequency service to jobs as well as easier to understand routing. The MCTS NEXT system redesign aligns with Milwaukee County's mission to advance racial equity and enhance the quality of life through great public service.</p> <p>W. Beloit Rd. (CTH T) was first constructed in 1953 with concrete pavement. The 68-year old roadway had a short term mill and overlay between W. Wollmer Ave. and W. Morgan Ave., excluding the I-41 Interchange. No improvements were completed between W. Morgan Ave. and W. Oklahoma Ave. (CTH N). W. Beloit Rd. (CTH T) needs a pavement replacement (W. Wollmer Rd. to W. Morgan Ave., excluding the I-41 Interchange) and reconditioning (W. Morgan Ave. to W. Oklahoma Ave. (CTH NN)) to extend its structural life. Milwaukee County has rated the pavement on W. Beloit Rd. (CTH T) in 2021 a 2 between W. Wollmer Rd. and W. Morgan Ave. (excluding the I-41 Interchange) and a 3 between W. Morgan Ave. to W. Oklahoma Ave. (CTH NN).</p> <p>The proposed action of the project is a pavement replacement of approximately 0.5 miles of W. Beloit Rd. (CTH T) roadway from W. Wollmer Rd. (excluding the I-41 Interchange) and reconditioning approximately 0.8 miles of the W. Beloit Rd. (CTH T) roadway from W. Morgan Ave. to W. Oklahoma Ave. (CTH NN), in the City of Greenfield, Milwaukee County. The existing sidewalk on both sides of W. Beloit Rd. (CTH T) from W. Morgan Ave. to W. Oklahoma Ave. (CTH NN) will be evaluated for removal and replacement based on conditions and meeting ADA requirements. Consideration will be given to continue the sidewalk on W. Beloit Rd. (CTH T) from approximately W. Wollmer Rd. to I-41 Interchange and on-street bicycle accommodations as long as there is available Federal funding in the project. A traffic study will be conducted to determine safety improvements at the intersections along W. Beloit Rd. (CTH T), including additional or extension of turn lanes. There will be traffic signal upgrades to the intersections of N. 92nd St. (CTH N) and W. Oklahoma Ave. (CTH NN). At W. Morgan Ave. intersection, participating costs are limited to address impacted traffic signal structures and associated equipment. In addition, estimated costs for removing and replacing street lighting that is impacted in the segment will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the costs will become non-participating costs instead of participating costs.</p> <p>W. Beloit Rd. (CTH T) is a major connector from I-41 corridor to S. 108th St.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County (continued)	4	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	<p>The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians.</p> <p>W. Forest Home Ave. (CTH OO) is a rural 4-lane divided minor arterial with a gravel/asphalt/concrete shoulder with no sidewalk or bicycle accommodations. As part of MCTS Next system redesign, there was one modified bus route within the project area. Route 28 (S. 108th St.) was modified to expand access to multiple unserved and underserved job areas at both ends of the route. Buses will travel from N. Lovers Ln. & W. Silver Spring Dr. to Speedway Dr. & S. Lovers Ln. (S. 108th) primarily via S. 108th St. and S. 124th St. Service on the south end will be extended past the Hales Corners park-ride lot and past W. Forest Home Ave. (CTH OO) to W. Speedway Dr. and provide new access to numerous businesses along S. 108th St. The MCTS NEXT system redesign aligns with Milwaukee County's mission to advance racial equity and enhance the quality of life through great public service.</p> <p>W. Forest Home Ave. (CTH OO) was first constructed in 1957 with concrete pavement and the 64-year old roadway and has had no improvements completed between W. Speedway Dr. to S. 108th St. since inception. W. Forest Home Ave. (CTH OO) needs a reconstruction to extend its structural life. Milwaukee County has rated the pavement on W. Forest Home Ave. (CTH OO) in 2021 a 3 between W. Speedway Dr. to S. 108th St.</p> <p>The proposed action of the project is a reconstruction of approximately 0.70 miles of W. Forest Home Ave. (CTH OO) roadway from W. Speedway Dr. to S. 108th St., in the City of Franklin and Village of Hales Corners, Milwaukee County. The rural cross section will be reconstructed to an urban construction. Consideration will be given to both pedestrian and bicycle accommodations as long as there is available Federal funding in the project. A traffic study will be conducted to determine safety improvements at the intersections along W. Forest Home Ave. (CTH OO), including additional or extension of turn lanes. As part of a separate HSIP, there will be safety improvements to the intersection of W. Forest Home Ave. (CTH OO) and W. Speedway Dr. that is scheduled to occur in 2024. In addition, estimated costs for removing and replacing street lighting that is impacted in the segment will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the costs will become non-participating costs instead of participating costs.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County (continued)	5	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	<p>The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians.</p> <p>W. Silver Spring Dr. (CTH E) is an urban 4-lane divided principal arterial with a parking lane, existing sidewalk/path in segments and on-street bicycle accommodations. It is on the National Highway System (NHS), is not a local freight oversize/overweight (OSOW) truck route and has Milwaukee County Transit (MCTS) Bus Routes.</p> <p>W. Silver Spring Dr. (CTH E) was first constructed between 1962 and 1964 with concrete pavement. The 58 year old roadway last was milled and rubblized with an asphalt overlay back in 2010, however is now in need of a full reconstruction to extend its structural life. Milwaukee County and SEWRPC have rated the pavement on W. Silver Spring Dr. (CTH E) a 3.</p> <p>The proposed action of the project is a reconstruction of approximately 1.3 miles of W. Silver Spring Dr. (CTH E) roadway from N. 124th St. to W. Appleton Ave, excluding the I-41 interchange, in the City of Milwaukee, Milwaukee County. The existing sidewalk on W. Silver Spring Dr. (CTH E) will be evaluated for removal and replacement based on conditions and meeting ADA requirements. Due consideration will be given to fill the gaps and continue the sidewalk/path on W. Silver Spring Dr. (CTH E) where no sidewalk/path exists as long as there is available Federal funding in the project. Similarly, on-street bicycle accommodations will continue to be provided as well. Traffic signal improvements as needed will be included at the intersections of N. 124th St., N. Rae Ave., N. 107th St. and N. 10rd St. A traffic study will be conducted to determine safety improvements at the intersections along W. Silver Spring Dr. (CTH E). The traffic study will also determine if additional or extension of turn lanes along the project corridor. In addition, estimated costs for removing and replacing street lighting that is impacted in the segment will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the exceeded costs will become non-participating costs instead of participating costs upon City of Milwaukee approval.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County (continued)	6	Reconstruction of CTH U (S. 76th St) between W. County Line Rd and W. Puetz Rd	<p>The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians. S. 76th St. (CTH U) from W. County Line Rd. to 0.30 miles south of W. Puetz Rd. was first constructed in 1957 with concrete pavement. The 62-year old roadway has had a number of patches and overlays and has reached its structural life.</p> <p>The proposed action of the project is to reconstruct approximately 2.70 miles of the S. 76th St. (CTH U) roadway from W. County Line Rd. to 0.30 miles south of W. Puetz Rd., in the City of Franklin, Milwaukee County. The roadway would remain the same capacity and roadway cross section with on-street bicycle accommodations. Sidewalk will be given due consideration along S. 76th St. (CTH U), specifically to continue the sidewalk on the east side from W. Puetz Rd. to the south. For clarification, there is no reconstruction required from 0.3 miles south of W. Puetz Rd. to W. Puetz Rd. only the consideration of continuing sidewalk to the south in this segment. In addition, this project would include any necessary box culvert rehabilitation on structure B-40-0680.</p> <p>This project was submitted during the 2015-2020 and 2017-2022 STP Urban Program cycles and was not selected for approval. Due to the failing pavement and costly maintenance required, Milwaukee County Department of Transportation (MCDOT) performed a short-term maintenance in 2016 of a 2-inch mill and hot-mix asphalt overlay in the segment of S. 76th St. (CTH U) from 500 feet south of W. Ryan Rd. to 0.3 miles south of W. Puetz Rd., providing limited preservation and safety until Federal or State funding becomes available to complete a longer term significant improvement project. The remaining S. 76th St. (CTH U) from W. County Line Rd. to 500 feet south of W. Ryan Rd. has received numerous complaints from year to year from County and City elected officials and the traveling public of the poor condition of the roadway.</p>

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County (continued)	7	Reconstruction of S 13th St (CTH V) between W Oakwood Rd and W Puetz Rd	<p>The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.</p> <p>S. 13th St. (CTH V) between W. Oakwood Rd. and W. Puetz Rd. was first constructed in 1928 with concrete pavement. The original pavement constructed in 1928 was an 18-foot wide concrete pavement. The roadway was widened in 1960 to its present 22-foot width. The 89-year old roadway has had a number of patches and overlays and has reached its structural life.</p> <p>With the S. 13th St. (CTH V) corridor being less than 1/4 mile from I-94 North-South Freeway, it has been heavily used as an alternative route for the I-94 especially during construction and accidents that may occur on I-94. S. 13th St. (CTH V) is a minor arterial that has a new MCTS bus Route 81 (Amazon-Oak Creek) that will connect residents with jobs at the Amazon new fulfillment center in Oak Creek. Route 81 also connects with 16 existing MCTS bus routes.</p> <p>The proposed action of the project is to reconstruct approximately 1.30 mile of the S. 13th St. (CTH V) roadway between W. Oakwood Rd. and W. Puetz Rd. in the City of Oak Creek, Milwaukee County. The roadway would remain the same capacity and roadway cross section with on-street bicycle accommodations. Sidewalks will be given due consideration along S. 13th St. (CTH V). This project includes minor bridge rehabilitation work on structure B-40-0607 over Oak Creek.</p> <p>Due to the failing pavement and increased maintenance required, Milwaukee County Department of Transportation (MCDOT) is planning short term maintenance with a 2-inch mill and hot-mix asphalt overlay in 2017, providing limited preservation and safety until Federal or State funding becomes available to complete a longer-term significant improvement project. The 2021 pavement rating that should be utilized for selection purposes is 2 which would be the pavement condition prior to the 2017 short term maintenance overlay.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County (continued)	8	Reconstruction of S 13th St (CTH V) between W County Line Rd and W Oakwood Rd	<p>The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.</p> <p>S. 13th St. (CTH V) between W. County Line Rd. to W. Oakwood Rd. was first constructed in 1928 with concrete pavement. The original pavement constructed in 1928 was an 18-foot wide concrete pavement. The roadway was widened in 1960 to its present 22-foot width. The 89-year old roadway has had a number of patches and overlays and has reached its structural life.</p> <p>With the S. 13th St. (CTH V) corridor being less than 1/4 miles from I-94 North-South Freeway, it has been heavily used as an alternative route for the I-94 especially during construction and accidents that may occur on I-94.</p> <p>The proposed action of the project is to reconstruct approximately 1.0 mile of the S. 13th St. (CTH V) roadway between W. County Line Rd. and W. Oakwood Rd. in the City of Oak Creek, Milwaukee County. The roadway would remain the same capacity and roadway cross section with on-street bicycle accommodations. Sidewalks will be given due consideration along S. 13th St. (CTH V). This project includes minor bridge rehabilitation work on structure B-40-0569 over Root River.</p> <p>Due to the failing pavement and increased maintenance required, Milwaukee County Department of Transportation (MCDOT) is planning short term maintenance with a 2-inch mill and hot-mix asphalt overlay in 2017, providing limited preservation and safety until Federal or State funding becomes available to complete a longer-term significant improvement project. The 2021 pavement rating that should be utilized for selection purposes is 2 which would be the pavement condition prior to the 2017 short term maintenance overlay.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County (continued)	9	Reconstruction of W Hampton Ave between N 91st St and N 76th St	<p>The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians.</p> <p>W. Hampton Ave. (CTH EE) is an urban 4-lane divided minor arterial with a parking lane, existing sidewalk on both sides and no on-street bicycle accommodations. It is not on the National Highway System (NHS), is a local freight oversize/overweight (OSOW-TR) truck route and has Milwaukee County Transit (MCTS) Bus Routes.</p> <p>W. Hampton Ave. (CTH EE) was first constructed between 1963 with concrete pavement. The 59 year old roadway last was milled and rubblized with an asphalt overlay back in 1998, however is now in need of a full reconstruction to extend its structural life. Milwaukee County and SEWRPC have rated the pavement on W. Hampton Ave. (CTH EE) a 3.</p> <p>The proposed action of the project is a reconstruction of approximately 1.0 miles of W. Hampton Ave. (CTH EE) roadway from N. 91st St. to N. 76th St. in the City of Milwaukee, Milwaukee County. The existing sidewalk on W. Hampton Ave. (CTH EE) will be evaluated for removal and replacement based on conditions and meeting ADA requirements. On-street bicycle accommodations will be considered as well. Traffic signal improvements as needed will be included at the intersections of N. 91st St., W. Grantosa Dr., W. Appleton Ave., and N. 76th St. A traffic study will be conducted to determine safety improvements at the intersections along W. Hampton Ave. (CTH EE). The traffic study will also determine if additional or extension of turn lanes along the project corridor. In addition, estimated costs for removing and replacing street lighting that is impacted within the project limits will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the exceeded costs will become non-participating costs instead of participating costs upon City of Milwaukee approval.</p>
City of Milwaukee	1	Reconstruction of W. Lisbon Ave between W. Burleigh St and N. 100th St	<p>The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive reflective cracking, failed patches, surface deformations and raveling. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb, gutter, sidewalk and driveway approaches.</p> <p>Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.</p>
	2/3/4	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St	<p>The existing pavement is in poor condition having a rough riding quality and numerous irregularities including joint failure, utility cuts, widespread spalling, potholes, and asphalt patching. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb, gutter, sidewalk, and bicycle accommodations.</p> <p>Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Milwaukee (continued)	5/6	Reconditioning of W. Vliet St between N. 46th St and N. 27th St	<p>The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive reflective cracking, failed patches, utility cuts, surface deformations, surface raveling, and moderate rutting. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb, gutter, sidewalk, and driveway approaches.</p> <p>Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.</p>
	7/8/9	Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	<p>The existing pavement is in poor condition having a rough riding quality and numerous irregularities including joint failure, utility cuts, widespread spalling, potholes and asphalt patching. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb, gutter, sidewalk, and bicycle accommodations.</p> <p>Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.</p>
	10/11	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	<p>The existing pavement is in fair to poor condition having a rough riding quality and numerous irregularities including reflective cracking, failed patches, block cracking, utility cuts and surface raveling. Resurfacing of the roadway will restore the riding surface and extend the useful life of the pavement structure. Curb and gutter, sidewalks and driveway approaches will be replaced, as necessary, due to condition and/or grade.</p> <p>Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.</p>
	12/13	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	<p>The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive transverse and longitudinal cracking and utility cuts. Resurfacing of the roadway will restore the riding surface and extend the useful life of the pavement structure. Curb and gutter, sidewalks and driveway approaches will be replaced, as necessary, due to condition and/or grade.</p> <p>Items to be 100% locally funded could include but may not be limited to adjustment of water gate valves, service boxes and water manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole covers and internal sanitary manhole seals, and the installation of any non-participating street lighting, traffic signal and communications conduit.</p>
	14/15	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	<p>The existing pavement was in poor condition having a rough riding quality and numerous irregularities including severely spalled joint and mid-slab cracks with missing pieces and patching. The City recently (2017) placed a 2-inch overlay to provide an improved riding surface until the pavement could be addressed. Rehabilitating the roadway will improve the underlying concrete, restore the riding surface, and extend the useful life of the pavement structure. Curb and gutter, sidewalks and driveway approaches will be replaced, as necessary, due to condition and/or grade.</p> <p>Items to be 100% locally funded could include but may not be limited to adjustment of water gate valves, service boxes and water manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole covers and internal sanitary manhole seals, and the installation of any non-participating street lighting, traffic signal and communications conduit.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Milwaukee (continued)	16/17	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	<p>The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive reflective cracking, failed patches, and surface deformations. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb and gutter, sidewalk and driveway approaches.</p> <p>Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.</p>
	19/20	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	<p>The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive transverse and longitudinal cracking and utility cuts. Resurfacing of the roadway will restore the riding surface and extend the useful life of the pavement structure. Curb and gutter, sidewalks and driveway approaches will be replaced, as necessary, due to condition and/or grade.</p> <p>Items to be 100% locally funded could include but may not be limited to adjustment of water gate valves, service boxes and water manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole covers and internal sanitary manhole seals, and the installation of any non-participating street lighting, traffic signal and communications conduit.</p>
	21/22	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	<p>The existing pavement is in poor condition having a rough riding quality and numerous irregularities including joint failure, utility cuts, widespread spalling, potholes and asphalt patching. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb, gutter, sidewalk and driveway approaches.</p> <p>Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.</p> <p>It is anticipated that the service drive paralleling W Howard Avenue will be done along with the roadway. The service drive will be funded locally. The estimate includes dollars for the service drives.</p> <p>The project proposes to reduce the roadway from 4-lanes to 2-lanes and maintaining the median</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Muskego	1	Reconstruction of Hillendale Dr between Field Dr and CTH Y	<p>The roadway was last resurfaced in 1994. The existing pavement is in poor condition. It is experiencing alligator cracking along the pavement edges with transverse and longitudinal cracking throughout. The proposed project will reconstruct the roadway with new asphalt pavement and aggregate base.</p> <p>The existing roadway drainage is substandard. Although it is a rural section, there are areas with limited to no ditching. In some areas, the gravel shoulder has been paved with a shallow asphalt swale to assist with drainage. Curb and gutter and a storm sewer system are proposed to improve drainage without cutting large ditches along property frontages.</p> <p>The existing intersection at Field Drive has a sub-standard intersection angle, driveway access issues, and deficient traffic control. The existing intersection angle is 42-degrees which is well below the standard minimum of 75-degrees. The sub-standard intersection angle creates poor sight lines for drivers. There is a driveway access within the northwest intersection corner and a driveway near the stop sign on the northbound intersection approach. The driveway locations are within the functional area of the intersection which impairs operations. Additionally, due to the intersection skew, the mainline is stop controlled while the side street is not. Flags have been added to the stop signs to bring attention to the mainline stop. The proposed improvement will re-align the intersection, bringing it closer to a 90-degree angle. The improved intersection geometry will provide better sight lines, provide opportunities to improve driveway access, create improved visibility of stop control signage, and overall better meet driver expectations. There is potential to modify the stop control so that the mainline continues through and the side road stops.</p> <p>There are currently no pedestrian or bicycle accommodations along this residential roadway. The roadway is narrow with two 11-foot travel lanes and 2-foot gravel shoulders. Mill Valley Elementary School is located northeast of the project limits on Hillendale Drive. Recently the City widened Hillendale Drive east of CTH Y (Racine Avenue) to add bicycle accommodations. Additionally, Badertscher Preserve is located west of the project limits on Field Drive. Badertscher Preserve is a 104-acre nature preserve that features a network of trails for walking, cross country skiing and snowshoeing. One of the transportation recommendations from the City's 2020 Comprehensive Plan was to "implement a system of safe and functional off-street trail connections within Muskego and connecting to adjoining cities." Additionally, the City's Parks & Conservation Plan - Future Recreation Trail Recommendations, includes a planned trail loop along Hillendale Drive to Badertscher Preserve. The City proposes to add an 8-foot wide shared-use path along Hillendale Drive to provide pedestrian and bicycle accommodations, with the hopes of future extensions to Mill Valley Elementary School and Badertscher Preserve.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Oak Creek	1	Reconditioning of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	<p>Drexel Avenue between Howell Avenue and S. Long Meadow Drive is an urban, undivided roadway that consists of two 12-foot lanes with 14-foot shoulders. This section of Drexel Avenue is a minor arterial that's primarily residential, with a multiuse park (Abendschein Community Park) within the project limits, and Drexel Town Square that is located within ½ mile of the proposed project. Drexel Town Square has dramatically shifted traffic patterns in the area given the variety of retail, commercial, residential, healthcare center and civic development that has recently been constructed and potential for additional development. In addition, traffic volumes have increased over 1.5 times since 2012 when the new interchange was constructed along IH 94 at Drexel Avenue.</p> <p>Analyzing crashes over the past 5 years, the majority of the crashes are rear ends. The proposed roadway section consists of a 3-Lane TWLTL (Two-Way Left-Turn Lane). Given the numerous left turn movements, combined with rear end accidents, a TWLTL will provide vehicles a location for deceleration and refuge while making left turns. Raised medians will be included where the Oak Leaf Trail crosses Drexel Avenue along with at T-intersections. The raised medians and Rectangular Rapid-Flashing Beacons will provide a safe crossing for the heavy pedestrian traffic north of Drexel Avenue that crosses Drexel Avenue to utilize Abendschein Park, along with provide a safer crossing for pedestrians using the Oak Leaf Trail. The City of Oak Creek has plans to expand Abendschein Park and its amenities in 2022, which will generate additional vehicle and pedestrian traffic along Drexel Avenue.</p> <p>The proposed cross section is anticipated to reduce speeds, weaving and accidents. The proposed work will consist of diamond grinding and restriping the existing pavement. The lane widths will be modified from two 12-foot lanes and 14-foot shoulders to a 16-ft TWLTL, two 11-foot lanes and 5-ft bike lanes. The dedicated bike lane on Drexel Avenue will aid in the future plans for the Oak Leaf Trail to connect to the Lakefront. The majority of the work will be completed within the existing roadway footprint, utilizing the existing pavement, with the exception of adding raised medians for pedestrian safety and widening for right turn lanes at select locations. An alternative to a TWLTL that would potentially achieve the same results concerning vehicle and pedestrian safety would be to construct a raised median throughout the project limits, increasing cost and reducing access for residents.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Oconomowoc	1	Reconstruction of S Concord Rd between Aepler Way and W Lincoln St	<p>The City of Oconomowoc is planning to reconstruct a portion of Concord Road from Aepler Way, north to the bridge that crosses the Oconomowoc River. No work is planned for the bridge structure itself. Concord Road is the westernmost north-south primary thoroughfare to connect the City's southern limits to downtown Oconomowoc. It connects to the northwest side industrial center with access to I-94. Concord Road is one of the few streets on the southwest side of the City that crosses the Oconomowoc River. The southwest side of the City has experienced residential growth over the last two decades and Concord Road is vital to connect various subdivisions to the heart of the City.</p> <p>Concord Road also provides quick access from the Westside Fire Station to residential and commercial areas in the western and southwestern portions of the City. Reconstruction of Concord Road will ensure it's continued functional use for all types of traffic into and out of the City on the southwest side. There is existing connectivity via sidewalk and a multi-use trail. The planned improvements will enhance the existing pedestrian and bicycle accommodations.</p> <p>The roadway is severely deteriorated in multiple locations. Deep transverse cracking and alligator cracking is evident of base failure throughout the roadway. Additionally, the roadway varies in shoulder type and width and the cross section is inconsistent throughout. The failure signs present throughout the corridor show signs that a reconstruction of the roadway is needed.</p> <p>The planned improvement for Concord Road is a complete reconstruct of a change from the existing rural cross section to the City's standard 37-FT wide cross section with asphalt pavement, curb and gutter on both sides and a 5-FT sidewalk on both sides of the road. The existing pavement and base will be removed. The subgrade will be graded and prepped to the new cross section width. The existing sidewalk and multi-use trail will be removed through the corridor and will be replaced with brand new sidewalk and ADA compliant ramps and crossings. The new cross section will adequately support pedestrian and bicycle mobility. Storm sewer is needed for drainage accommodations throughout the corridor and stormceptors are planned to be added for water quality purposes.</p> <p>The City plans to replace the existing ductile iron water main beneath the roadway as well as install a new force main for future use. These costs are shown as non-participating costs in the application and estimate.</p> <p>No railroad in vicinity of project. No major impacts from cultural or environmental issues. The City is open to a flexible timeframe for funding in the event that unforeseen circumstances present themselves or if WisDOT needs to push the project to a year that fits best with the available funding awards.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	<p>Watertown Road is located in the City of Pewaukee, Waukesha County, Wisconsin in the NW 1/4, NE 1/4, and SE 1/4 of Section 24, T07N, R19E. Historically, this roadway within the City of Pewaukee limits functioned as County Highway (CTH) M. In the late 1970's/early 1980's the Town of Pewaukee (now the City of Pewaukee) agreed to a change of jurisdiction for the section of Watertown Road from CTH SR to North Avenue. The northwest portion of Watertown Road outside of the project boundary continues to serve as CTH M, however at the Watertown Road/North Avenue intersection CTH M transitions towards North Avenue and continues east to its termination at the Milwaukee County line. An existing structure (B-67-0175) is located where Watertown Road crosses the Fox River. This structure is beginning to show significant deterioration and needs rehabilitation. Additionally, the width of the existing structure is 46.8 feet with a 44-foot bridge roadway width. This structure will not have adequate width to accommodate the expanded Watertown Road cross section and the proposed trail. This project will also include construction of an asphalt trail, installation of water services, extension of sanitary sewer, and culverts/storm sewer replacement which will be 100% locally funded. Wetlands exist along the project corridor especially near the Fox River crossing. The design of this roadway and accompanying path will need to be tailored to minimize impacts to this sensitive ecological area.</p> <p>Watertown Road is a failing roadway with widespread transverse and longitudinal cracking. The pavement structure is deteriorating at an accelerating rate, and it no longer serves the functions that the community developing along it demands. The existing pavement surface for this roadway was constructed in 1981 with an asphalt overlay performed in 2001 and isolated cracking sealing performed in 2012. The majority of the roadway qualifies for a Paser Rating of 6 with an isolated 740-foot section which receives a Paser Rating of 4. The existing pavement structure of this roadway is unknown, however it is constructed on hydraulically poor soils. This deficient pavement structure and the poor subbase has led this roadway to have a spring weight limit of 6 tons. This weight limit is becoming problematic as industrial and commercial properties develop along the corridor. Every year critical deliveries to these properties are delayed due to the restrictions placed on this roadway to extend its service life.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Pewaukee (continued)	3/6/4	Reconstruction w/ Structure of Glacier Rd between CTH JJ and Somerset Ln	<p>Glacier Road is located in the City of Pewaukee, Waukesha County, Wisconsin in the NW 1/4 of Section 8, the NE 1/4 of Section 7, SE 1/4 and SW 1/4 of Section 6, T07N, R19E. This roadway exists along the north shore of Pewaukee Lake with a right-of-way parallel to the Canadian Pacific Railway. The section of Glacier Road within the City of Pewaukee begins at the Village of Pewaukee limits to the east and continues to the Town of Delafield limits on the west. An existing structure (B-67-0225) is located within the project to convey Glacier Road traffic over Coco Creek and will be replaced as part of this project. This structure is beginning to deteriorate and is not wide enough for the proposed roadway cross section and on-road pedestrian/bicycle facilities. This project will also include extension of sanitary sewer main along Glacier Road to service residents who currently rely on aging private sanitary treatment systems. The utility components of this project will be 100% locally funded. Wetland and floodplain areas exist within the project area. The design of this roadway and accompanying pedestrian/bicycle facilities will be completed with the goal of minimizing impact to these critical environmental features.</p> <p>The existing pavement structure along Glacier Road is not adequate for the traffic loadings which the roadway is currently experiencing. The pavement has been consistently deteriorating since an asphalt overlay was installed in 2001. Glacier Road has been included on the seasonal weight restriction (6 tons) listing in an effort to extend its service life. On the morning of March 19, 2022, a train traveling the Canadian Pacific railway derailed near Parkside Road. Glacier Road is part of the only route to access the location of derailment and became a thoroughfare for large equipment transport despite having active weight restrictions in place. Transverse and longitudinal cracking which had been developing along this stretch of roadway was intensified and became widespread. Rutting and alligator cracking are now present in multiple locations which were in good condition prior to this event. A reconstruction of this roadway is now imminent to repair the damage done and provide a stronger pavement section which could prevent this damage from occurring in the future.</p> <p>The Glacier Road corridor is identified in the City of Pewaukee 2003 Bicycle and Pedestrian Facility Plan with 2019 Updates as an important link between pedestrian/bicycle trip generators and trip destinations. Multiple developments and pockets of residential lots exist along Glacier Road. The Village of Pewaukee exists east of this project corridor and contains many commercial and recreational attractions for residents. The proposed on-road pedestrian/bicycle facilities along Glacier Road would provide a safe route for residents to reach these destinations. A CMAQ grant is being pursued to cover costs for the proposed on-road pedestrian/bicycle facilities.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr	<p>N. Holden St. is one of the most important and heavily travelled streets in the City of Port Washington, serving as the main means of entrance, exit, and connection to the Port Washington/Saukville (PWS) Senior High School, the PWS Junior High School, and Lincoln Elementary School. All three schools combined educate approximately 2,000 students, serving families in the City of Port Washington, the Town of Port Washington, the Village of Saukville, and the Town of Saukville.</p> <p>N. Holden St. is the main connection between the north and west sides of Port Washington. The current condition of the pavement is poor. The curb is failing, resulting in improper drainage over much of the road. There is extensive rutting, cracking, and pavement deterioration continuously along the curb and gutter flange, and the travel lanes have repeated longitudinal and horizontal cracking. Alligator cracking is prevalent throughout the roadway. This critical means of transportation is in great need of repair.</p> <p>Due to its importance not only to the City of Port Washington, but to the region, the reconstruction of N. Holden St. is very worthy of funding assistance from the State of Wisconsin. (Please note that this application for N. Holden St. includes a 350' long block between Walters St. and Jefferson St. that was reconstructed in 2017, and therefore is not included in the scope of this application. The lengths and quantities included in this application exclude that block.)</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	<p>S. Pennsylvania Ave. from S. Whitnall Ave. to E. Howard Ave. in the City of St. Francis is an important road for transportation in the City and the region. This street is classified a minor arterial and connects two major arterials – E. Howard Ave. (STH794X) and S. Whitnall Ave. S. Pennsylvania Ave. is used by many commuters on a daily basis to travel to work since it continues south into the neighboring communities. There are business districts on the north and south ends while the balance is a residential area. The road is a direct, main access to E. Bolivar Ave. on which the elementary school (north leg) and the City Municipal Garage (south leg) are located. Also S. Pennsylvania Ave. is a main county bus route.</p> <p>The section of S. Pennsylvania Avenue from approximately 94 feet north of S. Whitnall Avenue to E. Bolivar Avenue (the north leg) is the portion of the roadway that is proposed for reconstruction. This section is 8" of asphalt pavement with a PASER rating of 3 from the end of the concrete section to E. Armour Avenue and a PASER rating of 4 from that point to E. Bolivar Avenue (north leg).</p> <p>The section of S. Pennsylvania Avenue from E. Bolivar Avenue (north leg) to approximately 616 feet south of E. Howard Avenue (just north of E. Norwich Avenue) is the portion of the roadway that is proposed for resurfacing. This section is 8" of asphalt pavement with a PASER rating of 4 from E. Bolivar Avenue (north leg) to Hidden Drive and a PASER rating of 5 from that point to the project limits.</p> <p>The proposed project is to reconstruct the section of S. Pennsylvania Avenue between S. Whitnall Avenue and E. Bolivar Avenue (north leg) with an 8-inch concrete roadway with full replacement of the curb and gutters and mill an overlay the balance of the roadway with 4-inches of asphalt. All driveway approaches will also be replaced to make the appropriate matches into the new pavement. Any sidewalk areas that are degraded, backpitched, ponding or cracked will be replaced. All corners will be brought up to current ADA handicap ramp standards in this section. Sanitary sewer, storm sewer and water valve boxes will be adjusted and/or repaired as needed. Paint striping of the center lines, stop bars, crosswalks and dedicated turn lanes is included in the project scope.</p> <p>S. Pennsylvania Ave. is a significant road for the City and this area. It is used for commuting to the businesses along the road as well as to the business/industrial areas south of St. Francis. At the intersection with S. Whitnall Ave., the City has a major retail development which includes Subway, Kindercare, and a Pick N Save grocery store which is the only grocery store in the City. S. Pennsylvania is the main road for freight and patrons to this development. Also, residents use the bus route to get to work, school and shopping. The sidewalk system is heavily used by the residents for transportation and recreation. The intersection of E. Bolivar Ave. (north offset) is used by many school parents to access Willow Glen Elementary school. The intersection E. Bolivar Ave. (south offset) is access to the City Municipal Garage where the Highway Department is located. The fuel pumps for all city vehicles including the police and fire departments is at this location and S. Pennsylvania Ave. is the most direct route.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
St. Francis (continued)	2	Reconstruction of S Lake Dr between S Packard Ave and Termini	<p>S. Lake Drive from a point north of S. Packard Ave. to the northern City limits is an important road for transportation in the City and the region. This street is classified a minor arterial and connects to two minor arterials – S. Packard Ave. and S. Superior Street in the City of Milwaukee. S. Lake Drive Ave. is used by many commuters on a daily basis to travel to work since it continues south into the neighboring communities. There area is mainly residential with the Sisters of St. Francis of Assisi, the St. Francis Seminary and Bay View Park all abutting this section of S. Lake Drive. It is an Over Size/Over Wide route. Also, the Wisconsin FBI headquarters is on this street and used for emergency response by the FBI.</p> <p>The section of S. Lake Drive is still a rural section in a very urbanized area. The parking is on the gravel shoulder and there is no sidewalk for pedestrians. During large events where vehicles must park on the street, it is dangerous for pedestrians. There also is a headwall for the 60-inch storm sewer that runs under S. Lake Drive just north of S. Packard Avenue.</p> <p>The proposed improvement of S. Lake Drive is to construct a 4 lane, concrete roadway with on-street parking adjacent to Bay View Park. The road will narrow at the north end to transition into the City of Milwaukee. The roadway will have curb and gutter and sidewalk on both sides.</p> <p>The City has 66 feet of dedicated right-of-way for most of the roadway with an established right-of-way of 120 feet. The 54 feet within the established right-of-way will need to be acquired. There are encroachments at the established right-of-way, however; they are in the area where the pavement will narrow so they will not be impactful to the project.</p> <p>This section of S. Lake Drive is the last major road in the City that is still a rural section. It has been delayed due to unknown potential development of one of the properties abutting the roadway. Just south of S. Packard Ave on S. Lake Drive, the City has been investing in high-end apartment complexes. There are 480 new apartments scheduled for construction beginning later in 2022. Across the street from this development is one of the next areas the City hopes to be developed with retail such as a high-end grocery store and other supporting retail. Due to the new development, the City is moving this section forward for construction</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
St. Francis (continued)	3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave	<p>E. Bolivar Ave. from S. Clement Ave. to S. Pennsylvania Ave. is an important road for transportation in the City and the region. This street is classified a collector and connects two minor arterials – S. Clement Ave. and S. Pennsylvania Ave. E. Bolivar Ave is used by many commuters on a daily basis to travel to work since it connects S. Whitnall Ave. and S. Pennsylvania Ave. The City's Industrial Park is adjacent to this roadway. In the area, there are business districts north and south of the intersection with S. Pennsylvania Ave. There is residential development adjacent to this roadway as well. The City Highway Garage is on this road which houses the fueling station for all City vehicles including police and fire.</p> <p>The proposed project is to reconstruct E. Bolivar Ave. with an 8-inch concrete roadway with full replacement of the curb and gutters. All driveway approaches are to be replaced to make the appropriate matches into the new pavement. Any sidewalk areas that are degraded, backpitched, ponding or cracked will be replaced. Any section of the roadway without sidewalk will have sidewalk installed. All corners will be brought up to current ADA handicap ramp standards in this section. Sanitary sewer, storm sewer and water valve boxes will be adjusted and/or repaired as needed. Paint striping of the center lines, stop bars, crosswalks and dedicated turn lanes is included in the project scope.</p> <p>The overpass (Structure Number B611) is not part of this project. The agreement with the State is that structural ownership/maintenance is the responsibility of DOT. The re-decking of the bridge is a structural issue and would be the responsibility of DOT. Also, the railroad is under the overpass and has no connection to E. Bolivar Avenue.</p> <p>E. Bolivar Ave. is considered a main throughfare in St. Francis and is very important for the residents, business owners, and region for transportation, recreation and industry commerce.</p>
	4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave	<p>E. Bolivar Avenue from S. Pennsylvania Avenue to S. Nicholson Avenue is classified as an urban collector. It is a collector and main route through St. Francis for residents, City DPW and emergency vehicles. The elementary school, Willow Glen, is a large traffic generator for this street. School busses use the street for drop off and pick up as well as many parents from within and outside of St. Francis. E. Bolivar Avenue at S. Nicholson is immediately adjacent to the City Library which is a resource for the community for learning and events. The last treatment to this section of E. Bolivar was in 1985. Currently, it has alligator, longitudinal and transverse cracking, deteriorated curb and gutter, and sidewalk slabs that are heaved/settled. The recommended treatment is the milling of asphalt to the existing concrete pavement, base repairs, repairing/replacing defective curb and gutter, sidewalk, driveways and installing approximately 4 inches of new asphalt. As the main access to the elementary school, the condition of the road impacts the safe travel of vehicles and pedestrians that use it.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
St. Francis (continued)	5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave	<p>S. Nicholson Ave. from E. Layton Ave. to E. Denton Ave. in the City of St. Francis is an important road for transportation in the City and the region. This street is classified a collector and connects two major arterials – E. Layton Ave. (CHT Y) and S. Kinnickinnic Ave (via E. Denton Ave). S. Nicholson Ave. is used by many commuters on a daily basis to travel to work since it continues south into the neighboring communities. There are business districts on the north and south ends while the balance is a residential area. The City Library, City Veterans Memorial and a City Park are all on S. Nicholson Ave. The road is also a direct, main access to E. Bolivar Ave. on which the elementary school (north leg).</p> <p>The proposed project is to reconstruct S. Nicholson Ave. from E. Denton Ave. to E. Cudahy Ave with an 8-inch concrete roadway with full replacement of the curb and gutters. From E. Cudahy Ave. to E. Layton Ave, there will be spot slab and curb and gutter replacement due to the eastern portion of the roadway being in the City of Cudahy. All driveway approaches in the City of St. Francis will also be replaced to make the appropriate matches into the new pavement. Any sidewalk areas that are degraded, backpitched, ponding or cracked will be replaced. All corners will be brought up to current ADA handicap ramp standards in this section. Sanitary sewer, storm sewer and water valve boxes will be adjusted and/or repaired as needed. Paint striping of the center lines, stop bars, crosswalks and dedicated turn lanes is included in the project scope.</p> <p>S. Nicholson Ave. is a significant road for the City and this area. It is used for commuting to the businesses along the road as well as to the business/industrial areas south of St. Francis. At the intersection with E. Layton Ave., the City has a major retail development which includes Cousins Subs, Greg's True Value Hardware Store, as well as small retail shops. Value Village is also in this retail development and serves low/moderate income families in the area. The sidewalk system is heavily used by the residents for transportation and recreation. The intersection of E. Bolivar Ave. (north leg) is used by many school parents to access Willow Glen Elementary school. E. Bolivar Ave. is considered a emergency route for police and fire.</p>
	6	Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave	<p>E. Denton Ave. from S. Nicholson Ave. to S. Kinnickinnic Ave. is a small section of roadway that connects 2 main streets in St. Francis - S. Nicholson Avenue (collector) and S. Kinnickinnic Ave. (minor arterial). It is the section of street that crosses the Union Pacific railroad and is in the center of a very large, complicated signalized, pre-empted intersection. S. Kinnickinnic Ave. is being resurfaced in 2023 and an application for the reconstruction of S. Nicholson Avenue is being submitted for BIL funding. While the signals and infrastructure for the warning devices for the railroad have been upgraded in the past 6 years, the roadway itself on the west side of the railroad tracks needs reconstruction.</p> <p>The proposed project is to reconstruct E. Denton Ave. between S. Nicholson Ave. and the railroad tracks and complete any work on the east side of the railroad tracks that is not completed with the S. Kinnickinnic Ave. project. Any sidewalk areas that are degraded, backpitched, ponding or cracked will be replaced. All corners will be brought up to current ADA handicap ramp standards in this section. Sanitary sewer, storm sewer and water valve boxes will be adjusted and/or repaired as needed. Paint striping of the center lines, stop bars, crosswalks and dedicated turn lanes is included in the project scope.</p> <p>This section of E. Denton Ave. is very significant to the City and area. It is one of the few crossing of the Union Pacific in the area. It is used frequently by City emergency personnel to respond to the southern portion of the City along E. Layton Ave. It is also used by parents going to/from Willow Glen Elementary school. It is the connection for the City.</p>

Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Summit	1/2	Pavement Replacement w/ Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B	<p>N Dousman Road is a rural collector that extends from CTH B/Valley Rd to STH 18. The portion of N Dousman Rd that is proposed to be improved as part of this application extends between CTH B/Valley Rd and approximately 1,600 feet south of CTH DR/Delafield Rd, or a total of approximately 1.32 miles. The Village of Summit and the City of Oconomowoc have shared jurisdiction and ownership of the road, as follows.</p> <p>Delafield Road has a PASER rating of 4 within the proposed project limits. The road was last resurfaced in 1997 of HMA. North of Forest Dr, the Village completed an asphalt repair in 2019 to approximately 100' of the southbound lane due to significant potholes and pavement failure. No additional maintenance treatments have been performed by the Village (to current staff's knowledge) on the road aside from some minor shoulder grading and potholing. There are several location on this segment of road where the pavement is failing due to frost heave and/or soft subgrade. The road condition deteriorated significantly in several of these areas over the past winter. Please refer to the images included in the Current Pavement Conditions attachment for visual documentation of existing conditions.</p> <p>The average daily traffic count (ADT) is approximately 2,300, and the speed limit is 35 mph. Although this road is not designated as a truck route, there is a higher than expected amount of truck traffic due to the proximity to the Roundy's and Target Distribution Centers. This heavy traffic load will continue to exacerbate the condition of the roadway. This Delafield Road improvement project is included in the Village's current 5-year Capital Improvement Plan (CIP) for 2024, the year after the Delafield Road Bridge replacement construction. The most recent CIP was approved by the Village Board in 2021 as part of the annual budget process.</p> <p>The Village intends to coordinate the improvement of N Dousman Road with the City of Oconomowoc to ensure that the entire road is completed in a single project. Initial discussions between the Village and the City for this project began in the summer of 2021, and the City understands that the Village is submitting this application for the project. The existing pavement width is 24 feet, which meets Existing Town Road Improvement Standards. However, the existing 4 foot shoulders do not meet the standard. The pavement will be milled and paved with 3.25 inches of HMA, and any locations that require more extensive subgrade repair will be addressed. 6 foot shoulders will be installed, and asphaltic surface driveways and field entrances will be installed. No significant regrading of any stormwater facilities is anticipated. Design and construction of the proposed improvement project are included in this application. Design of this project, if awarded, is preferred for FY 2026 (Priority 5). Construction of this project, if awarded, is preferred for FY 2027 (Priority 6).</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Summit (continued)	³ / ₄	Pavement Replacement w/ Sturcture of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd	<p>Griffith Road is a rural collector that extends from STH 67 to Genesee Lake Road, or a total of approximately 0.44 miles.</p> <p>Griffith Road has a PASER rating of 4 - 5 within the proposed project limits. The road was last resurfaced in 1970 of HMA. To mitigate deterioration of the pavement, the Village performed crack sealing and chip sealing of the road in 2020. There are several location on this segment of road where the pavement is settling and cracking, and there is a great deal of block/alligator cracking. The road is a prime candidate for a HMA overlay within the next few years. Please refer to the images included in the Current Pavement Conditions attachment for visual documentation of existing conditions. The average daily traffic count (ADT) is approximately 170, and the speed limit is 25 mph.</p> <p>The existing pavement width of the road varies, with wider widths at the intersections of STH 67 and Genesee Lake Road. However, the majority of the road is 16 feet wide, which does not meet Existing Town Road Improvement Standards. The addition of gravel shoulders are also required, which would help maintain the integrity of the pavement edge. A 3 inch HMA overlay is proposed for the entire stretch of road, in addition to a widening of the pavement to 18 feet, and any locations that require more extensive subgrade repair will be addressed. 2 foot gravel shoulders will be installed, and asphaltic surface driveways and field entrances will be installed. No significant regrading of any stormwater facilities is anticipated.</p> <p>Design and construction of the proposed improvement project are included in this application. Design of this project, if awarded, is preferred for FY 2026 (Priority 11). Construction of this project, if awarded, is preferred for FY 2027 (Priority 12).</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St	<p>Main Street is an east/west collector that serves residential neighborhoods in the Village of Wales and the Town of Genesee. Main Street acts as a pass-through road providing access for commuters and students to and from STH 83.</p> <p>Main Street is owned and maintained by the Village of Wales. This portion of Main Street is approximately 0.4 miles in length, bound by STH 83 to the west and Felix Street to the east. Main Street is one of the heavier traveled roadways in the Village with an ADT of 2,300. Since last paved in 2000, it has been subjected to the loads of heavy development construction and residential traffic. The existing asphalt pavement has met its service life and is experiencing extensive cracking with severe surface degradation and potholes to the point where most segments are rated as a PASER 7. However, this rating is only due to recently sealed alligator, longitudinal, and lateral cracking. Based on settlement of transversal cracks, the road should be rated at a PASER 5. The road should The Village has made efforts to extend the road's service life by crack sealing and filling potholes, however, more extensive repairs are now needed. Main Street has been identified on the Village's scheduled repair list for a couple years and is currently slated for the 2024 Paving and Drainage Program.</p> <p>Roadway improvements will include milling off the existing asphalt pavement, reshaping, and compacting the existing aggregate base course structure. Once the base course has been completely prepped, the base course will be proof rolled to identify unstable areas, any unstable areas found will be excavated and replaced with new crushed aggregate. A portion of the new roadway will be paved at 24-foot wide and then transitioning to 32-foot wide to accommodate on street parking on one side of the roadway. The new pavement will be installed at 4-inches thick, placed in two layers. Existing curb & gutter will be repaired in areas where damaged or where settlement has occurred to improve storm water conveyance. Additionally, the path and sidewalk along portions of the roadway will receive ADA improvements for better commuting by bicyclists and pedestrians. Lastly, the new pavement will be restriped with epoxy pavement marking to improve roadway visibility.</p> <p>In series with this the project the Village is considering installing sanitary sewer to provide sewer access to the downtown area. Currently, the downtown properties use holding tanks for sewer needs, in which facilities are beginning to fail. This would be a cost-effective opportunity for the Village to install sanitary sewer as well as provide a more feasible and environmentally friendly way of transporting sewage for the downtown residents.</p>
Washington County	1	Pavement Replacement of CTH Y between County Line Rd and STH 175	<p>Proposing to pulverize and repave this roadway to completely recondition the roadway surface. This roadway is a heavily used arterial to access USH 41/45. Due to this, heavy trucks have pounded on this roadway and have caused rutting. Appropriate maintenance by Washington County has been performed on a regular schedule; crackfilling and chip sealing. However, the condition of the pavement (rutting) cannot be resolved thru these maintenance methods. In some areas, extra salt needs to be used to control ice and snow that collects in these ruts. This extra salt only accelerates the deterioration of the asphalt. Spot repairs of the curb and gutter and storm structures will improve drainage. The use of open graded base material as road gravel (WisDOT required) has caused the premature failure of the asphalt.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Waukesha County	1	Pavement Replacement of CTH O (S. Moorland Rd) between CTH D (W. Cleveland Ave) and STH 59 (W. Greenfield Ave)	<p>This 1.5-mile long project involves the rehabilitation/reconstruction of CTH O to bring it up to current standards. The concrete pavement along this portion of Moorland Road (CTH O) is showing significant signs of deterioration: the transverse and longitudinal joints are deteriorated, and several slabs have failed requiring significant investment in maintenance. The railroad crossing approaches have also deteriorated and needs to be addressed with this project. The roadway was first built in 1979 and was rehabilitated in the 1990's and 2006. Both rehab projects diamond ground the pavement and in 2006, a dowel bar retrofit was also included. The pavement structure cannot be ground further and has reached the end of its useful life. Pavement issues are further compounded by the fact that this portion of Moorland Road is one of the busiest on the county system with 35,500 vehicles per day. The corridor serves as a major access road between I-43 and I-94.</p> <p>Improvements will include: replacing the existing concrete pavement and curb and gutter, reconfiguring intersections to improve safety, replacing older traffic signals, some grading/base because of likely change in thickness of concrete pavement with an updated design, and some improvements to the existing storm water system. Major profile or alignment changes are not anticipated. Sidewalk will be investigated. It is anticipated that the auxiliary lane will remain and continue to serve as bike accommodations.</p> <p>Access to other businesses and residences adjacent to Moorland Road will need to be maintained during construction. Therefore, traffic control will be a major challenge for this project.</p>
	2	Reconstruction of CTH M (Watertown Plank Rd/North Ave) between CTH F (Springdale Rd) and CTH SR (Springdale Rd)	<p>The intersection of North Avenue with Watertown Plank Road is poorly configured. The eastbound Watertown Rd intersection approach has a rutted shoulder from lacking a bypass lane or a separate left turn lane. This intersection's existing angle is about 75°/105°, compared to a 90°-preferred angle. Vehicles southbound on North Ave frequently turn right across this intersection's northwest corner's rutted shoulder and turn left from westbound Watertown Rd across the North Ave southbound approach lane. This intersection is positioned immediately adjacent to a farmhouse, so drivers' view of cross-traffic is obstructed. Motorists have reported back-ups extending from this intersection to the very busy nearby CTH M / CTH F intersection. 20 collisions have occurred at this intersection in the past 5 years.</p> <p>The condition of the pavement is poor, with a PCI of 22. The pavement currently ends at the edge line of the travel lanes, causing cracking and fatigue along the edges of pavement. There are also signs of rutting and fatigue cracking throughout the pavement.</p> <p>The purpose of this 1.17 mile long proposed project is to correct operational issues, address deteriorating pavement condition and add 6-ft paved shoulders to improve safety and durability of the roadway. To correct operational issues, the intersection of CTH M and Watertown Plank will be realigned with turn lanes added. Signal and minor configuration improvements, as well as intersection and CN railroad timing coordination will be considered to address safety concerns at the intersection of CTH M and CTH F, as this intersection has the highest crash rate of any county intersection. It is anticipated that, where feasible, right of way will be acquired to the ultimate width as shown on the Waukesha County Street and Highway Width Map.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Waukesha County (continued)	3	Resurfacing of CTH JJ between Oakridge Dr and 670' Eof Kossow Rd	<p>The proposed project is the resurfacing of CTH JJ from Oakridge Drive to Kossow Road in the City of Waukesha and City of Pewaukee. The project will be completed within the existing footprint of CTH JJ and no real estate acquisition is anticipated. The pavement along this stretch of roadway is deteriorating and in need of rehabilitation. The roadway surface is 32 years old, and the 2020 WISLR Pavement Condition Index (PCI) for this roadway is 28 indicating that this section of CTH JJ is in poor condition. Pavement issues along this section of highway include rutting, alligator cracking, horizontal and transverse cracks. There is limited spalling and damage along the curb lines; however, most of the curb and the storm sewer system are in good condition. Minor amounts of curb replacement are anticipated.</p> <p>The existing facility features 2 12-foot lanes in each direction and a concrete 14-foot center two-way left turn lane. The proposed project will leave the concrete two way left turn lane intact with only minor repairs as needed. Resurfacing would occur only on the 4 asphalt through lanes of this roadway. Other improvements that will be made include pavement marking, signage, and drainage. Intersections will be investigated for possible improvement.</p> <p>The roadway was last reconstructed in 1989 and has not been resurfaced since that time. The CTH JJ and CTH SR intersection was last constructed in 2015 under a HSIP project (Project ID 2758-01-00) and additional intersection work at this location is not anticipated by this project. The existing CTH JJ bridge (B-67-215) over CTH F, the Fox River and the Canadian National railroad is not anticipated to be included in the work for this project. The bridge was constructed in 1989, has a length of 960 feet and has a sufficiency rating of 66.9. The project will include bridge approach work and guardrail replacement on CTH JJ; however, the 960 foot bridge length is excepted from the project. We will also investigate re-coating of the slopes under this structure.</p> <p>The CTH JJ project corridor serves multiple industrial parks, quarries, and housing developments. It is signed and used an alternative route to Interstate Highway 94. Due to the industrial and quarry uses, there is a high truck percentage utilizing this route. The 2018 traffic counts indicate average daily traffic of 13,400 at Springdale Road and 17,700 to the west of Kossow Drive. This heavily travelled corridor serves multiple retail, commercial, residential, and industrial developments.</p>
	4	Pavement Replacement of CTH SR between CTH JJ and Doral Rd	<p>The CTH SR, Springdale Road, corridor has experienced significant growth and development over the last 15 years resulting in a heavily traveled facility. The section from CTH JJ to Doral Road serves several industrial and manufacturing facilities, features a retail and entertainment destinations, and provides access to residential developments including apartments, single family homes and condominiums.</p> <p>The pavement along this stretch of roadway is deteriorating and in poor condition. The county's 2020 pavement inspection reports that the Pavement Condition Index of the section from CTH JJ to Johnson Road is 53 and the section from Johnson Road to Doral Road is 24. The existing pavement has reached the end of its service life and is in need of resurfacing/rehabilitation. The pavement deficiencies include transverse and longitudinal cracking, alligator cracking and minor settlement/heaving.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Waukesha County (continued)	5	Reconditioning of CTH K between Quarry Rd and Duplainville Rd	<p>Waukesha County is proposing improvement to CTH K between CTH F and Duplainville Road to improve traffic operations and safety along this 0.5-mile segment of the CTH K corridor. Traffic volumes along CTH K are approximately 15,000 vehicles per day, with a high volume of trucks serving the area quarries, as described in more detail below.</p> <p>Current issues that this project will address include extensive queueing in the peak periods along CTH K, existing crash patterns in the intersection of CTH K and CTH F, and driver confusion due to the number of access points, turn lanes, tapers and bypass lanes that accommodate the quarries and other properties that are adjacent to the corridor. The intersection of CTH K and CTH F is ranked as the third highest priority in a recent countywide survey of highway safety needs, making this intersection one of Waukesha County's most pressing safety issues. These improvements will greatly improve the safety of the area.</p> <p>Lannon Stone, Inc. recently purchased Halquist's quarry in this area and now owns quarries on both the northeast and northwest sides of CTH F along CTH K. These quarries employ 53 people and receive over 2000 customer trucks per day during their peak period. Thus, Lannon Stone has a strong interest in providing better connections and access between the two quarry sites, as well as along CTH F and CTH K. Our goal is to coordinate this project with their development project to create a single vision that adds value for our stakeholders, the traveling public and Lannon Stone's quarry growth and development.</p> <p>Quarries have been a critical component of Waukesha County's history and present industrial success. Waukesha County quarries provide materials for highway and street projects throughout the region, contributing to growth in trucking and construction industries, as well as supporting our entire interconnected transportation network. This project will contribute to continued support of this industry and improved safety and efficiency of a critical traveled way for local stakeholders and the traveling public.</p> <ul style="list-style-type: none"> • Milling of and replacing the existing asphaltic pavement • An additional left turn lane on the east leg of the CTH F intersection and minor reconfiguration of the Duplainville intersection
	6	Reconditioning of CTH Y between CTH L and CTH HH	<p>The existing pavement is in poor condition having a rough riding quality and numerous irregularities including reflective cracking, failed patches, utility cuts, surface raveling and rutting. Resurfacing of the roadway will restore the riding surface and extend the useful life of the pavement structure. Curb and gutter, sidewalks and driveway approaches will be replaced, as necessary, due to condition and/or grade.</p> <p>Items to be 100% locally funded could include but may not be limited to adjustment of water gate valves, service boxes and water manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole covers and internal sanitary manhole seals, and the installation of any non-participating street lighting, traffic signal and communications conduit.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Waukesha	1	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	<p>Silvernail Rd. is a highly used access road connecting two major arterials in Waukesha (Hwy 318 and N Grandview Blvd). This highly used road is a trucking route and is rapidly deteriorating. The City DPW has completed several patching/paving projects (both emergency and non-emergency) over the previous years in attempt to extend the life of the roadway including one significant patch in the summer of 2021. The project would include the reconstruction of two unsignalized intersections at Silvernail Rd and Sussex Ln and University Ave. It is anticipated that Sussex Ln and University Ave approximately 250' to the South would also be reconstructed with this project to provide standard lane and intersection geometrics required for the heavily used intersections.</p> <p>The asphalt pavement shows wear and polishing, major longitudinal and transverse joint cracking and settling throughout the limits. The pavement condition beyond pavement preservation methods and will need to be reconstructed.</p> <p>Waukesha Metro Transit Bus Routes 9 uses Silvernail Rd</p>
	2	Purchase of 8 replacement buses	<p>This project is to fund the replacement of eight (8) fixed route buses for the City of Waukesha. By the time of delivery of the replacement vehicles (estimated in CY 2028 if awarded STP-M funds in SFY 2027), these 8 buses will be thirteen years old, 1 year passed their useful lives and project to have well over 400,000 miles. Half of the fixed fleet will reach its useful life between 2027-2028 and the vast majority of the fleet will be past the mid-life point which makes replacement of these buses critical to maintain a well-functioning fleet. Without replacement buses, transit service will become less reliable as older buses are more likely to breakdown and result in higher maintenance costs taking scarce operating funds away from actual operations. These factors can result in lower ridership and higher automobile usage. The new buses will have much lower emissions if any and will be more energy efficient.</p>
	3	Resurfacing of S East Ave between STH 59/164 and W Sunset Dr	<p>S. East Avenue is a principal arterial connecting STH 59/164 directly to the Downtown Waukesha area. This route is also utilized to connect residential neighborhoods to primary commercial districts, as well as schools and parks. The existing pavement has received numerous preventative maintenance treatments over its life, including, crackfilling and spot pavement patching and has reached the life cycle timeframe for resurfacing. The project would include a 2-Inch resurfacing of the existing asphalt pavement, with some areas requiring full depth asphalt resurfacing due to failures in the binder layer. Completing a rehabilitation of the existing pavement at this time would continue the facility on the standard life cycle for HMA pavement and prevent the need for full reconstruction. Curb ramps would be upgraded to current ADA standards at side road intersections, and the missing section of sidewalk on the west side would also be connected. This project would also include the rehabilitation of the traffic signal at S. East Avenue and E. Garfield Avenue. Spot locations of sanitary sewer structure rehabilitation would occur with this project, in conjunction with the pavement resurfacing work.</p>
	4	Resurfacing of N Moreland Blvd between Summit Ave and Delafield St	<p>N. Moreland Boulevard is a minor arterial connecting principal arterials of Summit Avenue, and Pewaukee Road. This route is also utilized to connect residential neighborhoods to primary commercial districts, Hawthorne Elementary School, and the Moreland Medical Center. N. Moreland Boulevard is a major transit route for Waukesha Metro Transit. The existing pavement has received numerous preventative maintenance treatments over its life, including, crack filling and spot pavement patching and has reached the life cycle timeframe for resurfacing. The project would include a 2-Inch resurfacing of the existing asphalt pavement, with some areas requiring full depth asphalt resurfacing due to failures in the binder layer. Completing a rehabilitation of the existing pavement at this time would continue the facility on the standard life cycle for HMA pavement and prevent the need for early full reconstruction. Curb ramps would be upgraded to current ADA standards at side road intersections. This project would also include the rehabilitation of the traffic signal at N. Moreland Boulevard and N. Hine Avenue. Spot locations of sanitary sewer structure rehabilitation would occur with this project, in conjunction with the pavement resurfacing work.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Waukesha (continued)	5	Reconstruction of N University Dr between Summit Ave and Northview Rd	N. University Drive is a collector which connects multiple arterials throughout the west side of the City of Waukesha. The section of University Drive between Summit Avenue and Northview Road primarily provides direct access to UW-Milwaukee at Waukesha. With this university campus primarily serving commuter students, University Drive provides a critical connection from all directions. The existing pavement has failed to a condition that is well beyond preventative maintenance or rehabilitation. There is widespread transverse and longitudinal cracking, block cracking, alligator cracking, and locations of pavement raveling and structural failures. Sidewalk currently exists on the west side of the roadway, however, the project would add sidewalk on the east side to provide a better connection to parking lots and sports fields. Waukesha Metro Transit utilizes this stretch of University Drive to provide direct access to UW-Milwaukee at Waukesha.
	6	Reconstruction of E Roberta Ave between Tenny Ave and E Racine Ave	E. Roberta Avenue is a collector route which connects residential neighborhoods and principal arterial Racine Avenue to Waukesha South High School, Whittier Elementary School, and adjacent commercial shopping destinations. The existing pavement has failed to a condition beyond rehabilitation with widespread longitudinal and transverse cracking of concrete slabs, spalling of pavement joints, and vaulted concrete slabs. Sidewalk currently exists on both sides of the roadway, but ADA ramps would be upgraded with this project
City of Wauwatosa	1/2	Pavement Replacement of W North Ave between Menomonee River and N 73rd St	<p>North Ave is a National Highway System (NHS) route and is an important roadway to the nation's economy, defense, and mobility.</p> <p>The existing roadway pavement has deteriorated and is near the end of its useful life. The current pavement is 3" of HMA over 9" of Concrete over 6" of Stone Base Course within the project limits. The last resurfacing was constructed in 1994, from the Menomonee River to Wauwatosa Ave. (STH 181) (1.36 mi.) and in 2014 from Wauwatosa Ave. (STH 181) to N. 73rd St. (0.17 mi.) The pavement has rutting in the wheel paths, longitudinal and transverse cracking throughout, alligator cracking at the joints and failing pavement within the bike lanes and parking lanes in many locations.</p> <p>The proposed project scope includes replacing the pavement from the bridge over the Menomonee River to N. 73rd St. The typical pavement replacement section would consist of 5' concrete sidewalk on both sides or 6' wide concrete in locations where the sidewalk is at the back of curb, new curb and gutter, 8' Parking lanes, 5' Bike lanes and 11' travel lanes in each direction. Upon completion there will be bike lanes along the North Ave corridor from N. Mayfair Road beyond the east City limits, well into the City of Milwaukee. Bike lanes exist today and are planned for this corridor as part of the City of Wauwatosa Bike and Pedestrian Plan.</p> <p>New lighting, signals and intersection improvements, including changes to the lane configuration, are proposed at Menomonee River Pkwy., Swan Blvd., Ludington Ave. and Wauwatosa Ave. (STH 181). Intersection bump outs and improved pedestrian crossings are proposed at N. 90th St., N. 85th St., N. 82nd St., N. 81st St., N. 80th St. and N. 73rd St. Features to improve storm water quality are proposed within the bump outs. A midblock crossing is proposed between Pasadena Blvd. and N. 86th St.</p> <p>Non-participating work may include sanitary sewer lining or relay and water main replacement.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Wauwatosa (continued)	3/4	Reconstruction of Harwood Ave/Watertown Plank Rd between N 86th Ave and Glenview Ave	<p>The existing 40 year old roadway pavement has deteriorated and is at the end of its useful life. The current pavement is 10" concrete pavement over 5" of stone base course from 87th St. to Elm Lawn and 10" concrete pavement on earth subgrade from Elm Lawn to Glenview. Roadway was constructed between 1982 and 1984. The pavement has moderate to severe spalling at joints, broken panels, corner cracking, wide joints that have been filled and failing longitudinal joints. The ride quality is poor due to faulted transverse joints.</p> <p>The proposed project scope consists of reconstructing Harwood Ave. and Watertown Plank Rd. from the intersection of N. 86th St. to Glenview Ave. (STH 181). The typical reconstruction section would consist of a 10' multi-use trail on the north side, 5' bike lanes in each direction, 1 westbound lane, 2 eastbound lanes, and a 6' wide sidewalk at the back of curb on the south side. A multi-use trail would be installed in place of sidewalk on the south side from N. 87th St. to N. 85th St. providing a connection from the north side multi-use trail to the bike and pedestrian facilities installed on the Milwaukee Regional Medical Center (MRMC) campus as part of their N. 87th St. project. A new signal is proposed at N. 85th St. to coincide with the relocation of the MRMC driveway from N. 86th St. to N. 85th St. Upon completion there will be bike lanes along the Harwood and Watertown Plank Road corridor from Glenview Ave. (STH 181) to N. Mayfair Road, as well as access to the City's greenway network at Robertson Ave.</p> <p>Bike lanes and multi-use trail are planned for this corridor as part of the City of Wauwatosa Bike and Pedestrian Plan.</p> <p>Non-participating work may include sanitary sewer lining or relay and water main replacement.</p>
	5/6	Pavement Replacement of Watertown Plank Rd between N 124th St and N 112th St	<p>The existing roadway pavement has deteriorated and is at the end of its useful life. The current pavement is 8" concrete pavement over 6" of crushed aggregate base course. The roadway was constructed between 1971 and 1974. The pavement has moderate to severe spalling at joints, corner cracking, wide joints that have been filled, some failing longitudinal joints. The ride quality is poor due to faulted transverse joints. The base and pavement has failed from 115th St. to 112th St.</p> <p>The proposed project scope consists of reconstructing Watertown Plank Road from N. 124th St. to approximately N. 112th St. The east limits would match the new railroad overpass constructed by WisDOT in 2017 & 2018. The typical pavement replacement section would consist of a 10' multi-use trail on the northside, 8' parking lanes, 5' bike lanes and 12' travel lanes in each direction. The proposed trail provides a connection from the trail west of N. 124th St. to existing pedestrian facilities at N. 113th St. and beyond. Sidewalk is proposed for the south side of Watertown Plank between the traffic signals at 116th Street and the end of the existing sidewalk east of 115th Street. New signals are proposed at N. 115th St. and N. 116th St. and will facilitate pedestrian crossings.</p> <p>Bike lanes and multi-use trail are planned for this corridor as part of the City of Wauwatosa Bike and Pedestrian Plan. Upon completion there will be bike lanes along the Watertown Plank Road corridor from N. 124th St. to Glenview Ave. (STH 181), as well as access to the City's greenway network at N. 118th St.</p> <p>Non-participating work may include sanitary sewer lining or relay and water main replacement.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Wauwatosa (continued)	7/8	Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	<p>Pavement has extensive block cracking throughout this section as well as frequent transverse cracks that have developed severe secondary and tertiary cracks. Pavement has excess rutting in wheel patterns. Longitude cracks are opening up greater than 1" in spots. Multiple alligator cracks throughout project limits. Concrete pavement rubblized and resurfaced in 2001. Mode and extent of pavement failure indicative of significant base failure. Bicycle lane can be added to new shoulder along road. Transit stops also exist on this road.</p> <p>Street is located on the border of City of Wauwatosa and City of Brookfield.</p>
	9/10	Reconstruction with Additional Lanes of N. 124th St between Lisbon Rd and Ruby Ave	<p>Pavement has frequent transverse cracks that have developed severe secondary and tertiary cracks. Pavement has excess rutting in wheel patterns. Longitudinal cracks are opening up greater than 1" in spots. Multiple alligator cracks throughout project limits. Inadequate drainage facilities contribute to pavement failure. This road segment is a 2-lane road bounded by 4 lane roads on both ends channelizing through traffic. Widening this road to a 4-lane undivided road will maintain continuity of traffic. There are multiple adjacent property owners with unlimited driveway access width along the roadway creating roadside hazard. Project to add sidewalks for pedestrian accommodations.</p> <p>Street is located on the border of City of Wauwatosa and City of Brookfield.</p>
	11/12	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	<p>Pavement has extensive block cracking throughout this section as well as frequent transverse cracks that have developed severe secondary and tertiary cracks. Longitudinal cracks are opening up greater than 1" in spots. Sidewalk to be added to west side of road. Project will look to move the curb line to allow for a bike lane adjacent to parking.</p> <p>Street is located on the border of City of Wauwatosa and City of Brookfield.</p>
	13/14	Pavement Replacement of Burleigh Rd between IH 41 and N 124th St	<p>The existing roadway pavement has deteriorated and is near the end of its useful life. The current pavement is 3" of HMA over 9" of concrete over 6" of gravel base course within the project limits. The last resurfacing was constructed in 1995. The pavement has excess transverse cracking with secondary and tertiary cracking, rutting, block cracking and longitudinal cracking. Longitudinal cracks are opening up greater than 1" in spots.</p> <p>The proposed project scope consists of replacing the pavement from N. 124th St. to 0.1 mi west of IH 41. The typical pavement replacement section would consist of new curb and gutter, 8' Parking lane on at least one side of the roadway, 5' Bike lanes and 2-12' travel lanes in each direction. The intersection of W. Burleigh St. and N. 124th St. would be reconstructed. A multi-use trail is proposed on the north side of the road and would connect the asphalt path west of N. 124th St. in Brookfield to the multi-use trail east of IH 41. The existing sidewalk on the south side would remain and the curb ramps would be reconstructed to meet current ADA standards.</p> <p>Bike lanes and multi-use trail are planned for this corridor as part of the City of Wauwatosa Bike and Pedestrian Plan.</p> <p>Non-participating work may include sanitary sewer lining or relay and water main replacement.</p>

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Wauwatosa (continued)	15/16	Pavement Replacement of Wisconsin Ave between N 106th St and N 97th St	<p>The existing roadway pavement has deteriorated and is at the end of its useful life. The current pavement is 8" concrete pavement on earth subgrade constructed in 1981. The pavement has moderate to severe spalling at the joints with broken panels, corner cracking, wide joints that have been filled and the ride quality is poor due to faulted transverse joints.</p> <p>The typical pavement replacement section includes widening to allow for on-street bike lanes while keeping parking and one travel lane in each direction. The proposed project scope includes adding a 6 foot asphalt trail adjacent to the sidewalk on the north side of Wisconsin Avenue. This trail will connect the existing bike lanes on STH 100 to the Milwaukee County Research Park trails, Wisconsin Avenue Park and the west end of the Milwaukee Regional Medical Center (MRMC). A future project by MRMC will then continue the bike accommodations into the MRMC campus. Sidewalk is proposed along the south side of the road from N. 97th St. to Tom Gilligan Cir and from N. 103rd St. to N. 104th St.</p> <p>Bike lanes and multi-use trail are planned for this corridor as part of the City of Wauwatosa Bike and Pedestrian Plan.</p> <p>Non-participating work may include sanitary sewer lining or relay and water main replacement.</p>
City of West Allis	1	Reconstruction of W. Lincoln Ave between S. 93rd St and S. 96th St	The existing asphalt overlay (1992) is deteriorated, and the underlying concrete base pavement (1953) is showing extensive cracking and heaving. The concrete base is deteriorated at the joints, resulting in poor ride quality. Existing storm sewer mains are 90 years old and will be replaced as needed. Existing direct bury series lighting circuit is antiquated and dangerous and will be replaced with a new parallel lighting circuit. Concrete pavement will be installed to improve ride quality.
	2/3	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	The existing asphalt overlay (1992) is deteriorated, and the underlying concrete base pavement (1959-1961) is showing extensive cracking and heaving. The concrete base is deteriorated at the joints, resulting in poor ride quality. Existing direct bury series lighting circuit is antiquated and dangerous and will be replaced with a new parallel lighting circuit. Underground utilities were installed in the 1940's and 1950's and require replacement.
	4/5	Reconstruction of S 124th St between W Lincoln Ave and W Greenfield Ave	The existing asphalt overlay (1992) is deteriorated, and the underlying concrete base pavement (1953) is showing extensive cracking and heaving. The concrete base is deteriorated at the joints, resulting in poor ride quality. Existing storm sewer mains are 90 years old and will be replaced as needed. Existing direct bury series lighting circuit is antiquated and dangerous and will be replaced with a new parallel lighting circuit. Concrete pavement will be installed to improve ride quality.
	6/7	Reconstruction of W. Beloit Rd between S. 56th St and S. 60th St	The existing asphalt is deteriorated and showing extensive cracking and heaving. The pavement distress is resulting in poor ride quality. Some of the corridor has a rural cross section and some has an urban cross section. Reconstructing the roadway would allow for a more consistent roadway with improved bike/ped facilities for all users as well as improve the ride for vehicles.
	8/9	Reconditioning of 92nd Street between W Greenfield Ave and W Lincoln Ave	The existing concrete (1989) is deteriorated, and the pavement is showing extensive cracking and heaving. The concrete is deteriorated at the joints, resulting in poor ride quality.
	10/11	Reconditioning of W Cleveland Avenue between S 124th St and S 117th St	The existing asphalt (1994) is deteriorated, and the pavement is showing cracking and heaving.

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Exhibit E (Continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of West Milwaukee	1/2	Reconstruction of W Greenfield Ave between S 56th St and Miller Park Way	The existing roadway's pavement is deteriorating with significant cracking. The proposed project would be to reconstruct this section of roadway by means of removing the existing pavement & base course, repair failed base areas and replace the pavement with 22" of base course and 8" of concrete pavement.
	3/4	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	The existing roadway's pavement is deteriorating with significant cracking. The proposed project would be to reconstruct this section of roadway by means of removing the existing pavement & base course, repair failed base areas and replace the pavement with 14" of base course and 8" of concrete pavement
	5/6	Reconditioning of Miller Park Way between W Lincoln Ave and W National Ave	The existing roadway's pavement is deteriorating with significant cracking. The reconditioning of the roadway would include resurfacing, traffic signals, street lighting, bike & pedestrian accommodations and utility adjustments. Roadway resurfacing would include removing the existing pavement & base course, repair failed base areas and replace the pavement with 16" of base course and 9" of concrete pavement.