

Amendment 1 to Connect Greater Madison 2050 Regional Transportation Plan

MPO 2025 Resolution No. 4

Approved March 5, 2025

Note: Approved text additions underlined, approved text deletions in ~~red strikethrough~~.

Interstate 39/90/94 and USH 51 Projects:

Appendix A: Project and Policy Recommendations:

- On page A-2, show completion of the I-39/90/94 (Beltline Highway to North County Line) and USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) Major Corridor Studies in 2025 on “Figure A-a. Capacity improvements & Studies Already Programmed”.
 - See Exhibit 1.
- On page A-3, add the I-39/90/94 (Beltline Highway to North County Line) reconstruction and expansion project, recommended for enumeration by the State Transportation Projects Commission, to figure A-b, “Potential Capacity Improvements”. This project includes new interchanges at Hoepker Road (I-39/90/94) and at Milwaukee Street (I-94) and improvements to all existing interchanges. In addition, a portion of STH 30/I-94 (USH 51 to new Milwaukee Street Interchange) and USH 151 (I-39/90/94 to Reiner Road) will be reconstructed. The project has an estimated total maximum cost of \$1.364 billion (\$1.985 billion in year-of-expenditure dollars). Note: Fiscal constraint to be handled at state level for any portion of project located outside of the MPO planning area, or for any inter-city phase with limits that transect the northern MPO planning boundary).
 - See Exhibit 2.
- On page A-6, add the USH 51 (STH 30 to I-39/90/94) reconstruction project, funded by the state Major Highway Projects program, to figure A-d., “Potential Arterial System Preservation, TSM, and Safety Projects”. The project has an estimated total maximum cost of \$174 million (\$195 million in year-of-expenditure dollars).
 - See Exhibit 3.

Chapter 4: Our Transportation System Tomorrow:

- On page 4-17, remove the I-39/90/94 (Beltline Highway to North County Line) and USH 51 (Stoughton Road North) (STH 30 to STH 19) major corridor studies from Map 4-d.
 - See Exhibit 4.
- On page 4-17, denote the planned I-39/90/94 reconstruction and expansion project, planned interchanges at Hoepker Road (I-39/90/94) and Milwaukee Street (I-94), planned improvements to existing interchanges on I-39/90/94, planned reconstruction of STH 30/I-94 from USH 51 to planned Milwaukee Street interchange, and planned reconstruction of USH 151 from I-39/90/94 to Reiner Road/Grand Avenue.
 - See Exhibits 5a and 5b.
- On page 4-17, denote the planned USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) arterial roadway reconstruction project
 - See Exhibit 6.

Exhibit 1

Arterial Street/Roadway Improvements: Capacity Improvements & Studies Already Programmed

ARTERIAL STREET/ROADWAY IMPROVEMENTS: 2022-2050								
A-a. Capacity Improvements & Studies Already Programmed								
FACILITY	SEGMENT	IMPROVEMENT (1)	EST. MILES	ESTIMATED TIMING (2) AND PRELIMINARY COSTS (3)			PRIMARY FUNDING SOURCE(S)	COMMENTS
				2022 to 2026	2027 2035	2036 to 2050		
Roadway Segments								
State W Beltline (USH 12/14/18/151) USH 51	Whitney Way to I-39/90 Jackson St. to Roby Rd. (Segment 2, Part of Sec. 2) Roby Rd. to CTH B (Segment 3, part of Sec. 1)	Addition of Flex Lanes 4-lane divided facility 4-lane divided facility	10.4 0.4 0.8	Cont. 3,730 11,338			NHPP NHPP NHPP	Completion in 2022 Construction in 2025. Construction in 2026.
		State Projects Subtotal	11.6	15,067				
Local Fish Hatchery Rd. (CTH D) CTH M N. Pleasant View Rd.	Sparkle Stone Cr. to 450' S of Byrland St. Oncken Rd. to STH 113 with CTH K Inter. Improvements. USH 14 to Timber Wolf Trail	4-lane divided facility 4-lane divided facility 4-lane divided facility	0.4 2.5 1.0	2,527 24,961 24,124			Local STBG Urban STBG Urban	Const. in 2025. Const. in 2023-'24 Const. in 2022-'23
		Local Projects Subtotal	3.9	51,612				
		Total Roadway Segments	15.5	66,680				
Interchanges and Bridges								
USH 12/18	CTH AB Interchange	New Interchange Subtotal Bridges		33,599 33,599			NHPP/HSIP	Const. in 2023-'24.
Studies								
W. Beltline (USH 12/14/18/151) Interstate 39/90/94 USH 51 (Stoughton Rd.)	USH 14 to I-39/90 Beltline to I-90/94 split near Portage Terminal Dr. to STH 19	Major corridor study (EIS) Major corridor study (EIS) Major corridor study (EIS)	20.1 35.0 14.1	Cont. Cont. Cont.			NHPP NHPP NHPP	Continuation through 2026. Ongoing: Completion in 2025. Partly outside MPO PL area. Ongoing-through 2026: Completion in 2025.
		Subtotal Studies	69.2					
		Grand Total		100,278				

(1) For planning level cost estimating purposes only. Design, magnitude of improvement, and cost is subject to more detailed levels of planning and environmental study.

(2) Considering the fiscal constraints on the plan, some projects may not be funded, and all roadway projects may have their priorities and scheduling modified.

(3) Costs are for construction only and are year-of-expenditure assuming a 1.74% annual inflationary factor.

Figure A-a Arterial Street/Roadway Improvements: Capacity Improvements & Studies Already Programmed

Attachment 2

Arterial Street/Roadway Improvements: Potential Capacity Improvements

ARTERIAL STREET/Roadway IMPROVEMENTS: 2022-2050

A-b. Potential Capacity Improvements

FACILITY	SEGMENT	ASSUMED POTENTIAL IMPROVEMENT (1)	EST. MILES	ESTIMATED TIMING (2) AND PRELIMINARY COSTS (3)			PRIMARY FUNDING SOURCE(S)	COMMENTS					
				2022 to 2026	(000s)	2027 to 2035							
[Note: Projects to be identified following completion of current environmental studies of the Beltline- Interstate 39/90/94-USH 51/Steoghton Road ; and recommended future study of STH 19/STH 113/CTH M.]													
Interstate 39/90/94 Project													
I-39/90/94	Hoepker Road (I-39/90/94) and at Milwaukee Street (I-94) Interchanges	New Interchanges Improvements						Majors Project. Construction anticipated in 2030-2051.					
I-39/90/94	Existing Interchanges (STH 30 to North County Line)	8 lanes and 2 auxiliary lanes	3.9					Total Cost: \$1.985 billion in year-of-expenditure dollars.					
I-39/90/94	USH 12/18 to STH 30/I-94	8 lanes and 4 collector-distributor lanes	2.4					Fiscal constraint to be handled at state level for any portion of project located outside of the MPO planning area, or for any inter-city phase with limits that transect the northern MPO planning boundary.					
I-39/90/94	STH 30/I-94 to USH 151	8 lanes and 2 auxiliary lanes	3.3										
I-39/90/94	USH 151 to USH 51	8 lanes and 2 auxiliary lanes	1.5										
I-39/90/94	USH 51 to STH 19	8 lanes	7.9										
I-39/90/94	STH 19 to the North County Line	Reconstruction	2.2										
USH 151	I-39/90/94 to Reiner Road/Grand Avenue	Reconstruction	3.2										
STH 30/I-94	USH 51 to new Milwaukee Street interchange	Grand Total (I-38/90/94 Project)	24.4										
 <u>Local</u>													
CTH K	USH 12 to CTH Q	4-lane divided facility	2.8				40,161	STBG Urban or Local					
CTH K	CTH Q to CTH M	4-lane divided facility	1.7				24,384	STBG Urban or Local					
CTH M	CTH PB to Liberty Dr.	4-lane divided facility	0.2					STBG Urban or Local					
CTH Q	Bishop's Bay Pkwy. to CTH M (Century Ave.)	4-lane divided facility	0.8					STBG Urban or Local					
Hoepker Rd.	USH 51 to Portage Rd.	4-lane divided facility	1.0				10,205	STBG Urban or Local					
Hoepker Rd.	Portage Rd. To Ratman Rd./Ameican Pkwy.	4-lane divided facility	0.5				5,102	STBG Urban or Local					
Hoepker Rd.	USH 51 to CTH CV	4-lane undivided facility	0.5				3,470	STBG Urban or Local					
Lien Rd. Extension	Felland Rd. to Reiner Rd.	New 2 or 4-lane divided facility	0.5					Part of USH 51 impr					
Mid town Rd.	Muir Field Rd. to CTH M (S. Pleasant View)	New 2 or 4-lane divided facility	1.3				4,066	STBG Urban or Local					
Mineral Point Rd. (CTH S)	S. Pleasant View Rd. to Veritas Dr.	4-lane divided facility	0.9				14,102	STBG Urban or Local					
N. Pleasant View Rd.	Mineral Point Rd. to Old Sauk Rd.	4-lane divided facility	0.9				7,467	STBG Urban or Local					
Reiner Rd.	Innovation Way to Lien Rd. extended	4-lane divided facility	2.2				6,802	STBG Urban or Local					
Reiner Rd.	Lien Rd. extended to CTH T	4-lane divided facility	1.0				22,796	STBG Urban or Local					
Sprecher Rd.	CTH T to Milwaukee St.	4-lane divided facility	0.5				10,391	STBG Urban or Local					
Sprecher Rd.	Sharpsburg Dr. to Buckeye Rd. (CTH AB)	4-lane divided facility	1.2				12,245	STBG Urban or Local					
Watts Rd. Extension	CTH M to Pleasant View Rd.	New 2 or 4-lane divided facility	0.6				6,123	STBG Urban or Local					
		Subtotal Roadway Segments	16.6		31,098	148,978		Cost est. assumes 4Ls					
Interchanges and Bridges	CTH K Interchange	New Interchange					37,953	NHPP or State					
USH 12		Subtotal Interchanges					37,953						
Studies		Subtotal Studies											
STH 19/STH 113/CTH M	USH 12 to USH 151	Major corridor study (EIS)	18.1					Funding undetermined Likely after 2035					
		Grand Total (Excluding I-39/90 Project)	34.7		31,098	148,978	180,076						

(1) For planning level cost estimating purposes only. Design, magnitude of improvement, and cost is subject to more detailed levels of planning and environmental study.

(2) Considering the fiscal constraints on the plan, some projects may not be funded, and all roadway projects may have their priorities and scheduling modified.

Figure A-b Arterial Street/Roadway Improvements: Potential Capacity Improvements

Exhibit 3

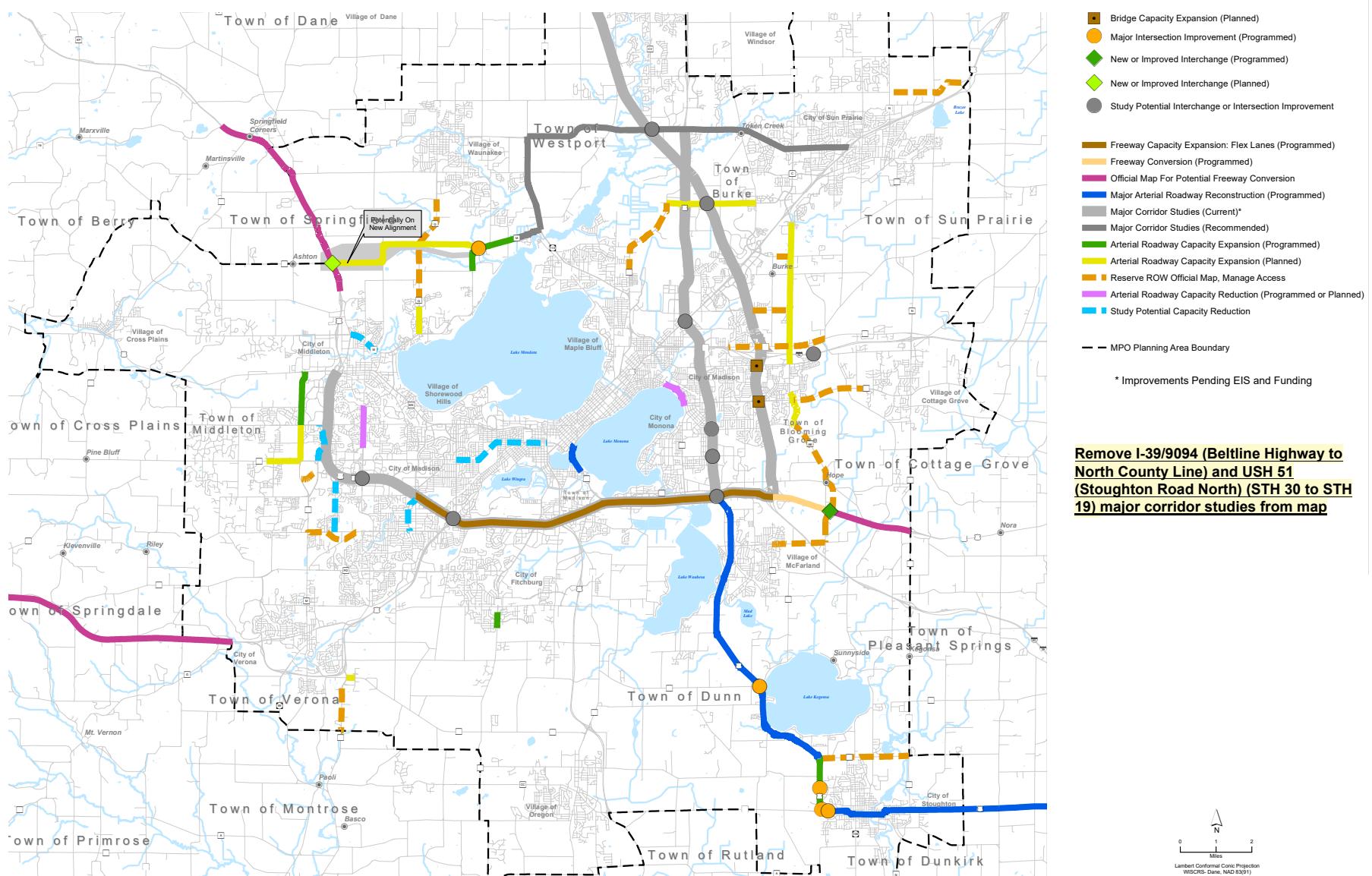
Arterial Street/Roadway Improvements: Potential Arterial System Preservation, TSM, and Safety Projects (Cost >\$1.0 million)

ARTERIAL STREET/ROADWAY IMPROVEMENTS: 2022-2050									
A-d. Potential Arterial System Preservation, TSM, and Safety Projects (Cost > \$1.0 million)									
FACILITY	SEGMENT	ASSUMED POTENTIAL IMPROVEMENT (1)	EST. MILES	ESTIMATED TIMING (2) AND PRELIMINARY COSTS (3)			FUNDING SOURCE(S)	COMMENTS	
				2022 to 2026	2026 2035	2036 to 2050			
				(000s)					
Roadway Segments (4)									
<u>State</u>									
Interstate 39/90	CTH V to North County Line	Pavement Repair	4.2		2,995		NHPP or State	Const. in 2027	
Interstate 39/90	Lien Rd. to USH 51	Resurfacing	4.9		13,467		Federal	Const. in 2027	
USH 14	Fitchburg NCL to Fitchburg SCL	Mill & Overlay	6.4		4,938		NHPP or State	Const. in 2027	
USH 51	STH 30 to I-39/90/64	Reconstruction	5.2		195,000		Federal	Const. in 2029-2033	
USH 51	Interstate 39/90 to CTH N (Segment 1)	Reconstruction	5.5		20,603		Federal	Const. in 2027	
USH 51	CTH N to Van Buren St. (Segment 2, Sec. 1)	Reconstruction	1.5		17,634		NHPP	Const. in 2028	
USH 51	CTH B/CTH AB to Exchange St. (Segment 3, Sec. 2)	Reconstruction	2.8		17,745		NHPP	Const. in 2028	
USH 51	Exchange St. to Larson Beach Rd. (Segment 4, Sec. 1)	Reconstruction	1.1		11,848		NHPP	Const. in 2029	
USH 151 (Park St.)	Badger Rd. to W. Washington Ave.	Reconstruction	1.8		16,819		NHPP	Const. in 2028	
STH 138	STH 59 to W. Milwaukee St.	Pavement Replacement	5.7		7,431		Federal (FLX)	Const. in 2028	
STH 19	CTH N to CTH VV	Resurfacing	2.0		1,106		State	Larger project to STH 73	
		State Projects Subtotal	36.9		114,686				
			41.1		309,586				
<u>Local</u>									
Aberg Ave.	Sherman Ave. to Rail Line	Reconstruction	0.3		1,613		STBG Urban or Local		
Anderson St.	International Lane to Wright Street	Reconstruction to urban standards	1.1			6,367	STBG Urban or Local		
Atwood Ave.	First St. to Marquette St.	Reconstruction	0.8		4,302		STBG Urban or Local		
Atwood Ave.	Ludington Ave. to Walter St.	Reconstruction	0.6		3,227		STBG Urban or Local		
Bird St.	W. Main St. to Linnerud Dr.	Reconstruction	0.5			2,894	STBG Urban or Local		
N. Blair St.	Johnson St. to E. Washington Ave.	Pavement replacement	0.2			1,158	STBG Urban or Local		
N. Bristol St. (CTH N)	Tower Dr. to Klubertanz Dr.	Reconstruction	0.2			1,272	STBG Urban or Local		
Buckeye Road (CTH AB)	Thompson Dr. to relocated Sprecher Rd.	Reconstruction to urban standards	1.0			5,301	STBG Urban or Local		
Century Avenue (CTH M)	Parmenter St. to East City Limits	Resurfacing	2.5		1,910		STBG Urban or Local		
Cottage Grove Rd.	Stoughton Rd./USH 51 to S. Thompson Dr.	Reconstruction	1.2		9,680		STBG Urban or Local		
CTH N (Main St.)	CTH TT to the north 3,400 feet	Reconstruction to urban standards	0.6		2,581		STBG Urban or Local		
CTH N (Main St.)	School Rd. to Oak St.	Reconstruction to urban standards	0.6		2,420		STBG Urban or Local		
CTH V (W. North St.)	Trail Side Dr. to CTH CV	Reconstruction to urban standards	0.8		3,227		STBG Urban or Local		
S. Division St.	E. Main St./STH 19 to Woodland Dr.	Reconstruction	1.0		4,033		STBG Urban or Local		
Eastwood Dr.	Division St. to First St.	Reconstruction	0.3		1,210		STBG Urban or Local		
N. Fair Oaks Ave.	RR Crossing N. of Chicago Ave. to STH 30.	Reconstruction	0.2		941		STBG Urban or Local		
N. Fair Oaks Ave.	Commercial Ave. to East Washington Ave.	Reconstruction	0.4		1,882		STBG Urban or Local		
Fernrite Dr.	Meier Rd. to CTH AB	Reconstruction to urban standards	1.0		4,033		STBG Urban or Local		
Fish Hatchery Rd.	S. Park St. to Wingra Dr.	Reconstruction	0.5		2,765		STBG Urban or Local		
S. Gammon Rd	Park Ridge Drive to New Washburn Way	Reconstruction	0.1		692		STBG Urban or Local		
Gorham St.	Butler St. to Blount St.	Reconstruction	0.3		1,613		STBG Urban or Local		
Jefferson St. (CTH CC)	N. Main St. to Ash St.	Reconstruction to urban standards	0.4			1,855	STBG Urban or Local		
N. Main St. (CTH MM)	S of CTH M to Janesville St.	Reconstruction	1.5			7,952	STBG Urban or Local		
N. Main St. (former CTH N)	S of Limestone Pass to Cottage Grove Rd.	Reconstruction to urban standards	1.0		4,148		STBG Urban or Local		
Mid Town Rd.	CTH M (S. Pleasant View) to Meadow Rd.	Reconstruction to urban standards	1.7			9,012	STBG Urban or Local		
N. Midvale Blvd.	University Ave. to Regent St.	Reconstruction	0.5		4,148		STBG Urban or Local		
S. Midvale Blvd.	Regent St. to Nakoma Rd.	Reconstruction	2.0		16,593		STBG Urban or Local		

Figure A-d Arterial Street/Roadway Improvements: Potential Arterial System Preservation, TSM, and Safety Projects (Cost >\$1.0 million)

Major Roadway Projects and Studies

Madison Area, Wisconsin



Map 4-d Major Roadway and High Capacity Transit Projects and Studies

Exhibit 5a

Planned I-39/90/94 reconstruction and expansion project (North County Line to USH 12/18), planned interchanges at Hoepker Road (I-39/90/94) and Milwaukee Street (I-94), planned improvements to existing interchanges on I-39/90/94, planned reconstruction of STH 30/I-94 from USH 51 to planned Milwaukee Street interchange, and planned reconstruction of USH 151 from I-39/90/94 to Reiner Road/Grand Avenue.



Potential Sequencing

- Focusing on biggest needs first & maximizing asset life

- High level potential sequencing:

1. Wisconsin Dells area
2. Madison north area
3. Portage to Wisconsin Dells
4. I-39 I-90/94 split
5. Madison south area
6. Madison to Portage



*Assumes \$250M/SFY to I-39/90/94 Project



Exhibit 6

Planned USH 51 (Stoughton Road North) (STH 30 to I-39/90/94)
arterial roadway reconstruction project

