

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 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 | (000s) | | | |
| | | | | | 2027 to 2035 | 2036 to 2050 | | |
| Roadway Segments | | | | | | | | |
| <u>State</u> W Beltline (USH 12/14/18/151) USH 51 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 | | | | |
| <u>Local</u> Fish Hatchery Rd. (CTH D) CTH M N. Pleasant View Rd. | Sparkle Stone Cr. to 450' S of Byrmland 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 | | 33,599 | | | NHPP/HSIP | Const. in 2023-'24. |
| | | Subtotal Bridges | | 33,599 | | | | |
| 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) | 2036 to 2050 | | |
| | | | | | 2027 to 2035 | | | |
| Roadway Segments State | | | | | | | | |
| [Note: Projects to be identified following completion of current environmental studies of the Beltline, Interstate 39/90/94 , USH 51/Stoughton 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 | | | | | Federal or State | Majors Project. Construction anticipated in 2030-2051. Total Cost: \$1.985 billion in year-of-expenditure dollars. 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 | Existing Interchanges (STH 30 to North County Line) | Improvements | | | | | | |
| I-39/90/94 | USH 12/18 to STH 30/I-94 | 8 lanes and 2 auxiliary lanes | 3.9 | | | | | |
| I-39/90/94 | STH 30/I-94 to USH 151 | 8 lanes and 4 collector-distributor lanes | 2.4 | | | | | |
| I-39/90/94 | USH 151 to USH 51 | 8 lanes and 2 auxiliary lanes | 3.3 | | | | | |
| I-39/90/94 | USH 51 to STH 19 | 8 lanes and 2 auxiliary lanes | 1.5 | | | | | |
| I-39/90/94 | STH 19 to the North County Line | 8 lanes | 7.9 | | | | | |
| USH 151 | I-39/90/94 to Reiner Road/Grand Avenue | Reconstruction | 2.2 | | | | | |
| STH 30/I-94 | USH 51 to new Milwaukee Street interchange | Reconstruction | 3.2 | | | | | |
| | | Grand Total (I-39/90/94 Project) | 24.4 | | | | | |
| Local | | | | | | | | |
| CTH K | USH 12 to CTH Q | 4-lane divided facility | 2.8 | | | 40,161 | STBG Urban or Local | Excludes ROW |
| CTH K | CTH Q to CTH M | 4-lane divided facility | 1.7 | | | 24,384 | STBG Urban or Local | Excludes ROW |
| CTH M | CTH PB to Liberty Dr. | 4-lane divided facility | 0.2 | | 1,613 | | STBG Urban or Local | |
| CTH Q | Bishop's Bay Pkwy. to CTH M (Century Ave.) | 4-lane divided facility | 0.8 | | 6,637 | | 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 Rattman 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 | Part of USH 51 impr |
| Lien Rd. Extension | Felland Rd. to Reiner Rd. | New 2 or 4-lane divided facility | 0.5 | | 4,066 | | STBG Urban or Local | Cost est. assumes 4Ls |
| Mid town Rd. | Muir Field Rd. to CTH M (S. Pleasant View) | New 2 or 4-lane divided facility | 1.3 | | | 14,102 | STBG Urban or Local | Cost est. assumes 4Ls |
| Mineral Point Rd. (CTH S) | S. Pleasant View Rd. to Veritas Dr. | 4-lane divided facility | 0.9 | | 7,467 | | STBG Urban or Local | |
| N. Pleasant View Rd. | Mineral Point Rd. to Old Sauk Rd. | 4-lane divided facility | 0.9 | | 6,802 | | STBG Urban or Local | |
| Reiner Rd. | Innovation Way to Lien Rd. extended | 4-lane divided facility | 2.2 | | | 22,796 | STBG Urban or Local | |
| Reiner Rd. | Lien Rd. extended to CTH T | 4-lane divided facility | 1.0 | | | 10,391 | STBG Urban or Local | |
| Sprecher Rd. | CTH T to Milwaukee St. | 4-lane divided facility | 0.5 | | 4,513 | | 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 | Cost est. assumes 4Ls |
| | | Subtotal Roadway Segments | 16.6 | | 31,098 | 148,978 | | |
| Interchanges and Bridges | | | | | | | | |
| USH 12 | CTH K Interchange | New Interchange | | | | 37,953 | NHPP or State | |
| | | Subtotal Interchanges | | | | 37,953 | | |
| Studies | | | | | | | | |
| STH 19/STH 113/CTH M | USH 12 to USH 151 | Major corridor study (EIS) | 18.1 | | | | Funding undetermined | Likely after 2035 |
| | | Subtotal Studies | | | | | | |
| | | 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

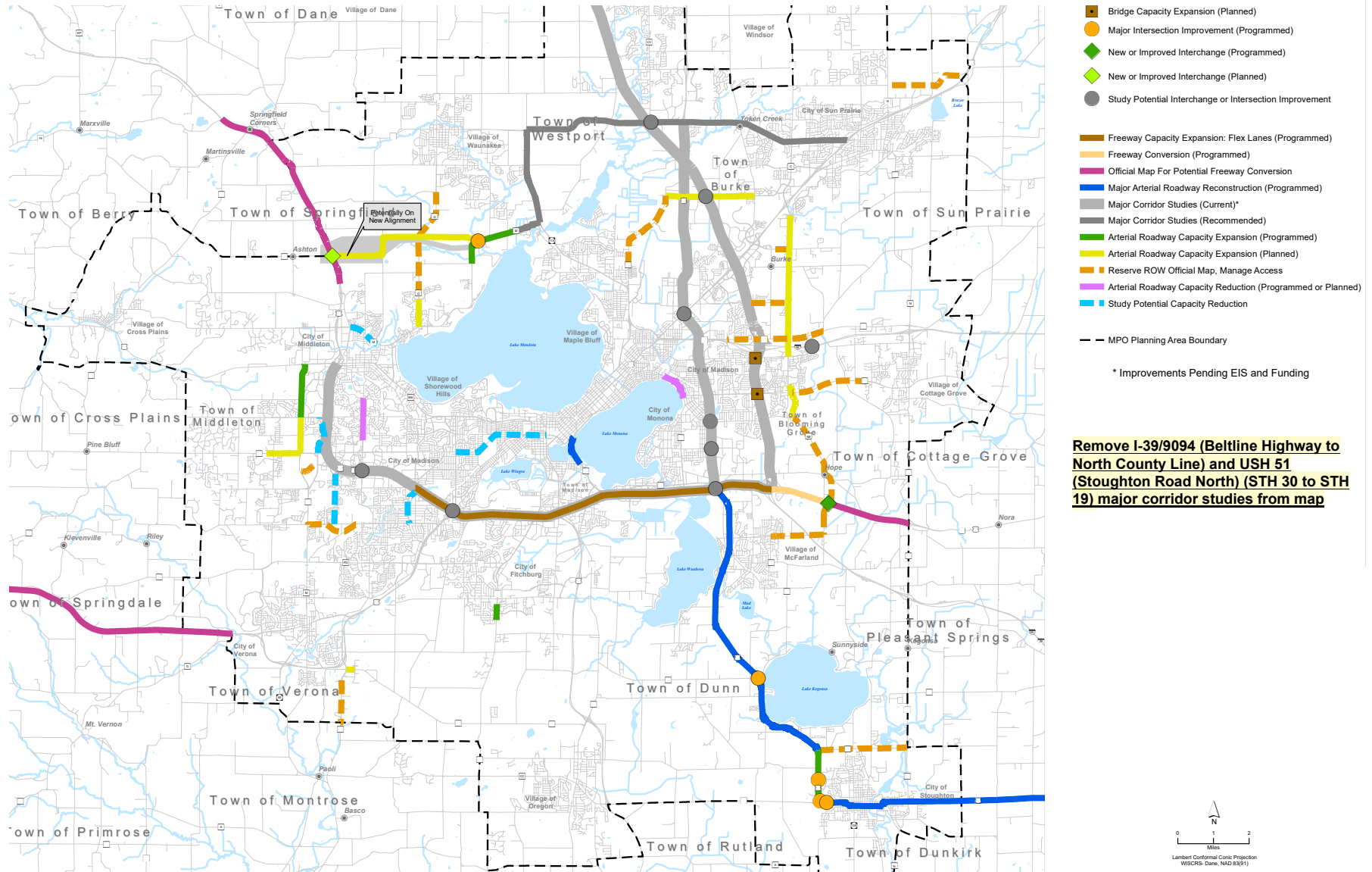
Arterial Street/Roadway Improvements: Potential Arterial System Preservation, TSM, and Safety Projects (Cost >\$1.0 million)

| 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 | (000s) 2026 2035 | 2036 to 2050 | | |
| 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 | | 144,586 | | | |
| | | | 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 | |
| Femrite 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

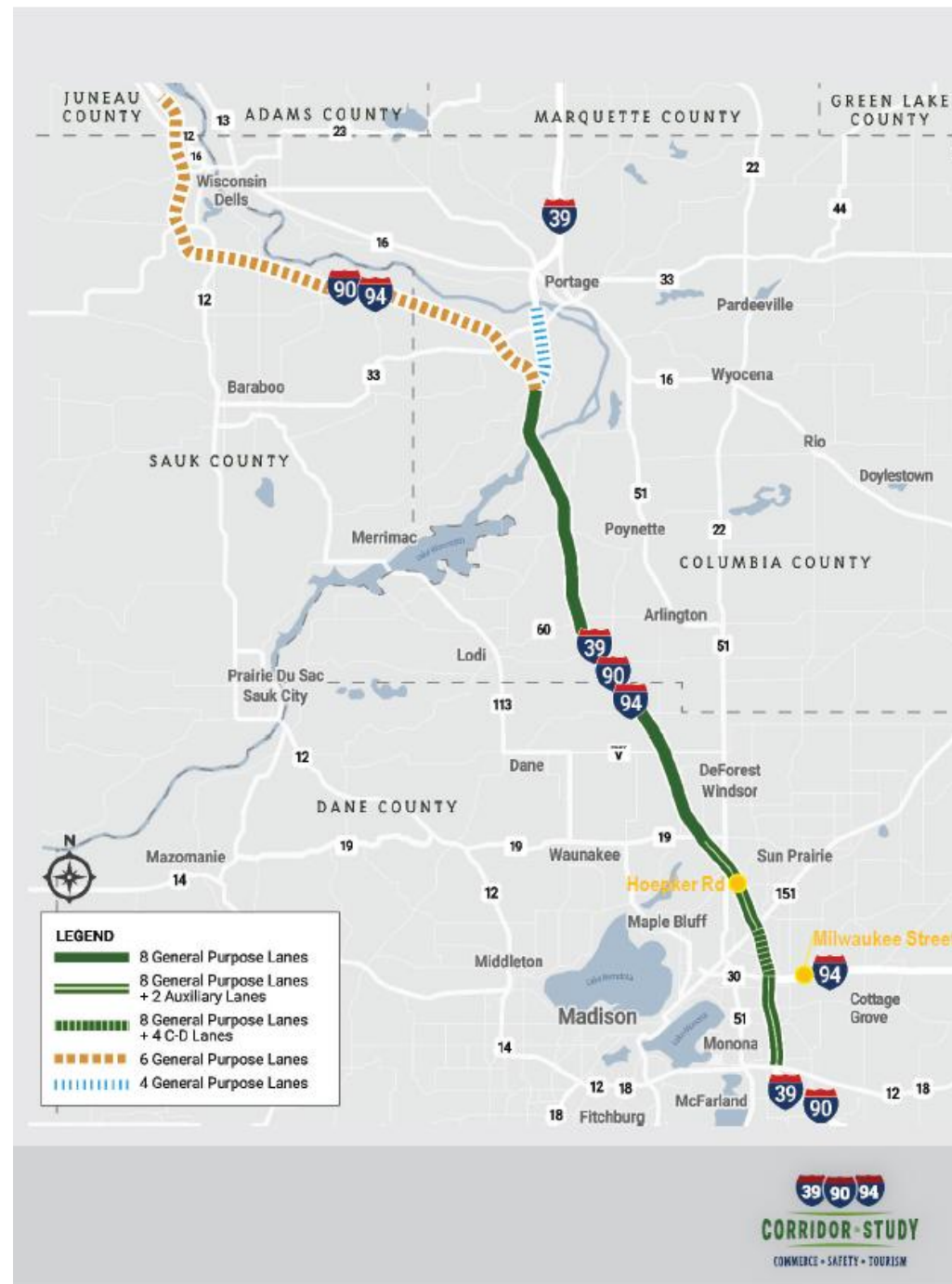
Madison Area, Wisconsin



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

Exhibit 5a

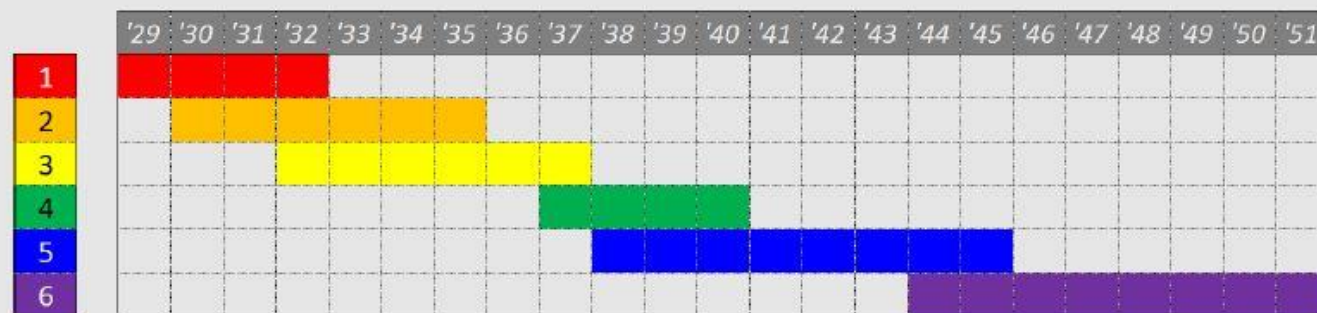
Planned I-39/90/94 reconstruction and expansion project (North County Line to USH 12/18), planned interchanges at Hoepker Road (I-39/90/94) and Milwaukee Street (I-94), planned improvements to existing interchanges on I-39/90/94, planned reconstruction of STH 30/I-94 from USH 51 to planned Milwaukee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

