



FY17 Statewide Needs Inventory Report

This is a list of the highest need areas in each region. A need does not equate to a specific ITS deployment or necessarily an ITS deployment at all. An area may continue to indicate a need even though it already has many ITS deployments. This report is a high level snapshot that regions should use as a starting point to determine which areas to focus on and to determine if an ITS solution might be appropriate. It should be noted that these areas are flagged by the needs tool based on their relative weight to other facilities across the state. A flagged segment does not necessarily equate to a deficient segment.

A number of factors went into the regional priority segment lists. The rankings are primarily based upon regional comparisons of weighted averages of the six presets listed below. Additional weight is given to lengthy segments where high needs were reported on many segments within the identified corridor/extent. The priority of the areas listed below is not an exact science, so strict adherence to the order may not be appropriate.

Regional needs maps (and detailed city insets) are also included with this report. These maps should be used to look at the top needs segments as well as other areas across each region. It is encouraged to look at the needs across the entire region, not just the tops needs segments listed below. Once a need area is identified, engineering judgment including additional data analysis should be used to identify possible ITS solutions.

Northwest Region

	Route	Corridor/Extent	Town/City	County	DT	Sa	MP	MF	Se	FP
1	I-94	MN Border to Exit 10	Hudson to Roberts	Saint Croix	0.77	0.19	1.48	2.09	1.56	1.34
2	I-94	Exit 10 to Exit 19	Roberts to Baldwin	Saint Croix	0.60	0.06	1.53	1.86	1.26	1.71
3	WIS 93 / Golf Road	Intersection	Eau Claire	Eau Claire	0.86	0.91	1.77	1.74	0.88	2.98
4	WIS 25 / WIS 29	Intersection	Menomonie	Dunn	1.29	1.47	1.34	1.14	2.39	0.67
5	WIS 65	I-94 to US 12	Roberts	Saint Croix	1.12	-0.03	1.26	2.22	2.46	0.67
6	US 12	WIS 312 to WIS 37	Eau Claire	Eau Claire	0.65	0.81	0.54	0.55	1.01	-0.09
7	US 12	Black River Bridge	Black River Falls	Jackson	1.13	1.25	1.12	0.73	2.09	0.57
8	US 8	Apple River Bridge	Apple River	Polk	0.85	0.84	1.15	0.87	1.40	1.16
9	I-535 / US 53 / WIS 35	Intersection	Superior	Douglas	0.98	0.30	1.47	1.12	2.34	0.70
10	WIS 35	Through Downtown	Hudson	Hudson	1.10	1.30	0.78	0.52	1.67	0.34

North Central Region

	Route	Corridor/Extent	Town/City	County	DT	Sa	MP	MF	Se	FP
1	US 51*	WIS 47 to Oneida St.	Woodruff to Minocqua	Oneida	0.76	0.22	0.52	0.67	1.03	0.14
2	WIS 52	US 51 to 1 <sup>st</sup> St.	Wausau	Marathon	0.65	0.77	0.59	0.27	0.91	0.13
3	US 45 / WIS 22	CTH D to WIS 156	New London to Clintonville	Waupaca	0.62	0.35	0.80	0.77	1.32	0.68
4	US 51	Exit 190 to Exit 193	Wausau / Rib Mountain	Marathon	0.54	0.65	0.97	0.82	0.66	0.66
5	WIS 13	WIS 97 to WIS 98	Marshfield to Spencer	Wood / Marathon	0.12	0.06	0.31	0.39	0.50	0.25
6	US 8 / US 45	West Intersection	Monico	Oneida	0.68	0.29	0.61	1.04	1.01	0.86
7	WIS 73 / WIS 173	Intersection	Nekoosa	Wood	1.04	0.71	0.86	1.03	2.17	0.12
8	WIS 13 / WIS 54 / WIS 73	Intersection	Wisconsin Rapids	Wood	0.79	1.14	0.58	0.72	1.21	0.13
9	US 51 / CTH K	Intersection	Cassian / Nakomis town line	Oneida	0.51	0.34	0.67	0.89	0.99	0.99
10	WIS 153	Wisconsin River Bridge	Mosinee	Marathon	0.76	0.62	0.76	0.61	1.47	0.27

Presets:  
DT = Default TIP  
Sa = Safety  
MP = Mobility Present  
MF = Mobility Future  
Se = Service  
FP = Freight Performance

\*Includes WIS 47 and WIS 70 intersections

Northeast Region

	Route	Corridor/Extent	Town/City	County	DT	Sa	MP	MF	Se	FP
1	I-41	Exit 161 to Exit 168	DePere to Green Bay	Brown	0.98	0.82	1.39	1.25	1.51	0.95
2	I-41	Exit 139 to Exit 145	Appleton / Grand Chute	Outagamie	0.89	0.42	1.49	1.46	1.78	1.07
3	WIS 172	I-41 to WI-57	Ashwaubenon / Allouez	Brown	0.94	0.58	1.75	1.57	1.34	1.97
4	WIS 125	at Interchange with I-41	Grand Chute	Outagamie	1.17	1.48	1.07	0.65	1.69	0.43
5	US 45 / WIS 23	Intersection	Fond du Lac	Fond du Lac	0.75	1.46	0.52	0.34	0.77	0.05
6	WIS 23	at Interchange with I-41	Fond du Lac	Fond du Lac	1.02	1.07	0.74	0.79	1.47	0.24
7	WIS 15	CTH M to WIS 76	Hortonville to Greenville	Outagamie	1.32	1.00	1.41	1.84	2.35	1.26
8	US 45	Downtown (North Main St. Section)	Oshkosh	Winnebago	0.70	0.96	0.55	0.00	1.06	0.21
9	WIS 26 / WIS 23	Intersection	Rosendale	Fond du Lac	0.67	0.51	0.94	1.04	1.21	1.24
10	WI 441 / US 10	Little Lake Butte des Morts Bridge	Menasha	Winnebago	1.03	1.25	1.14	1.00	1.51	0.36

Southeast Region

	Route	Corridor/Extent	Town/City	County	DT	Sa	MP	MF	Se	FP
1	WIS 145	WIS 181 to WIS 190	Milwaukee	Milwaukee	1.89	1.74	1.54	1.57	2.66	0.75
2	I-41	Exit 2A (National Ave.) to Exit 44	West Allis to Wauwatosa	Milwaukee	1.73	1.35	2.06	1.19	2.87	1.01
3	I-94	Exit 301 to Exit 308	Brookfield to Milwaukee	Waukesha / Milwaukee	1.75	1.75	1.88	1.01	2.56	0.87
4	WIS 31 / WIS 158	Intersection	Kenosha	Kenosha	1.57	1.59	1.63	1.47	2.49	0.97
5	I-43 / WIS 36	Interchange	Greenfield	Milwaukee	1.60	1.38	1.97	1.40	2.27	1.68
6	WIS 57 (20 <sup>th</sup> St.) / WIS 190	Intersection	Milwaukee	Milwaukee	1.89	1.86	1.59	1.29	2.61	0.79
7	I-94 / I-43	Exit 312 to Exit 316	Milwaukee	Milwaukee	1.68	1.26	2.01	1.38	2.66	1.23
8	I-43	Exit 72 to Exit 80	Milwaukee to Glendale	Milwaukee	1.69	1.32	2.18	1.42	2.67	1.64
9	WIS 20	WIS 31 to West Blvd	Racine	Racine	1.77	1.83	1.42	1.21	2.58	0.74
10	WIS 175 (Lisbon Ave.)	Stadium Freeway to Center St.	Milwaukee	Milwaukee	1.81	1.78	1.40	1.05	2.53	0.74

Presets:  
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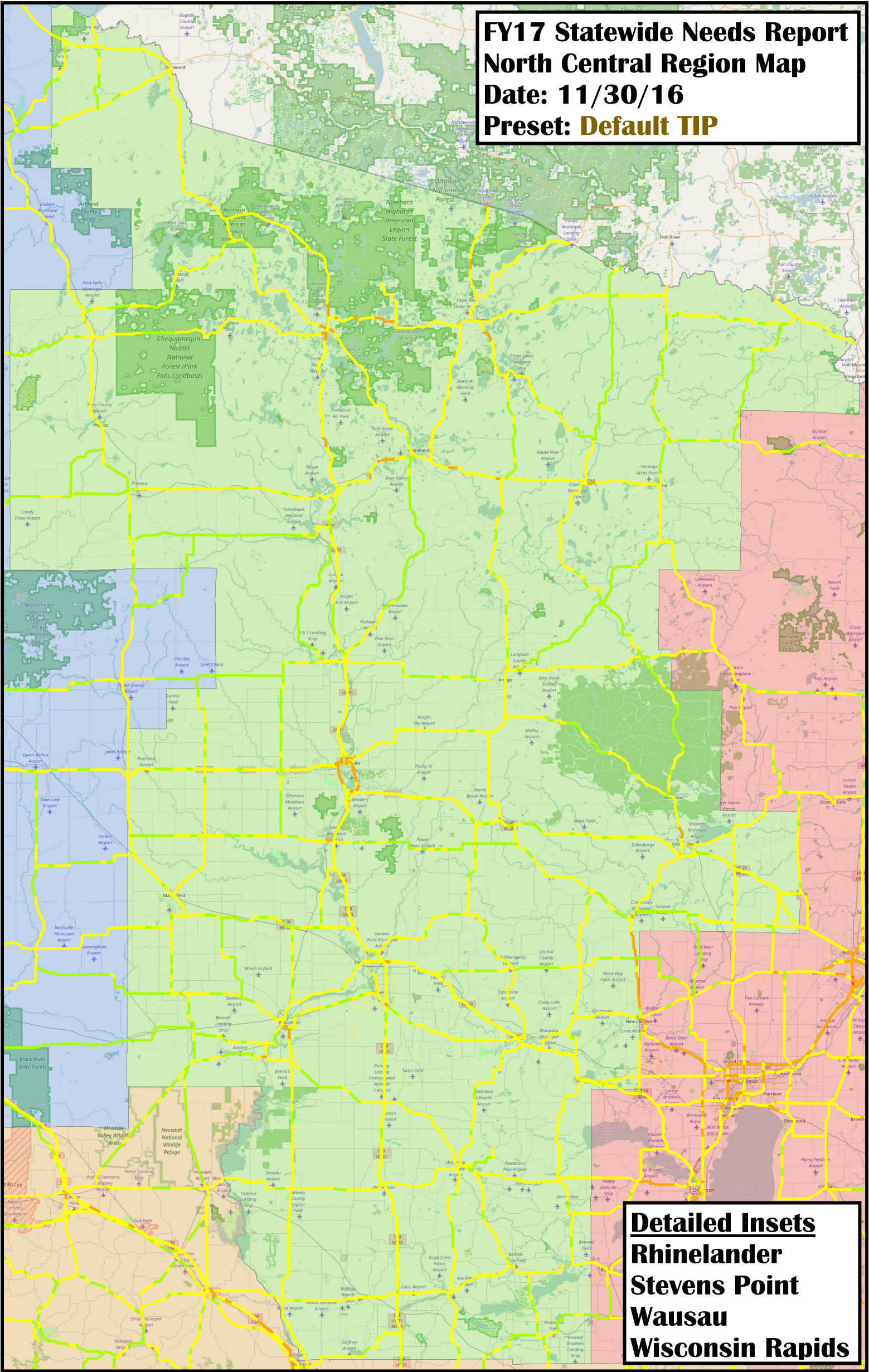
Southwest Region

	Route	Corridor/Extent	Town/City	County	DT	Sa	MP	MF	Se	FP
1	US 51	At Interchange with Beltline	Madison	Dane	1.76	1.61	1.69	1.41	2.67	0.82
2	US 12 / US 14	Exit 255 to Exit 266	Madison	Dane	1.53	1.19	1.83	1.28	2.65	0.90
3	US 18 / US 151	Beltline to CTH PD	Madison to Fitchburg	Dane	1.52	1.21	1.68	1.23	2.64	0.84
4	US 151 (John Nolan Dr.)	North Shore Dr. to E. Washington Ave.^	Madison	Dane	1.60	1.29	1.59	1.28	2.49	0.75
5	US 151 (Park St.)	W. Olin Ave. to W. Washington Ave.	Madison	Dane	1.60	1.60	1.63	0.80	2.45	0.82
6	WI-16	I-90 to CTH B#	Onalaska to La Crosse	La Crosse	1.40	1.39	1.54	1.07	2.50	0.77
7	I-39 / I-90	Exit 135 to Exit 147	Madison to Pleasant Springs	Dane	1.03	0.86	1.63	1.49	1.35	1.68
8	I-90 / I-94	Exit 87 to Exit 92	Lake Delton / Wisconsin Dells	Sauk	0.84	0.68	1.70	1.51	1.30	2.07
9	WIS 19	CTH C to US 151	Sun Prairie	Dane	1.49	1.11	1.43	1.17	2.41	0.70
10	I-39 / I-90 / I-94	Exit 119 Interchange	Arlington	Columbia	0.84	0.67	1.64	1.44	1.20	2.01

^Includes intersections on either end of segment  
#Includes intersection with WIS 157



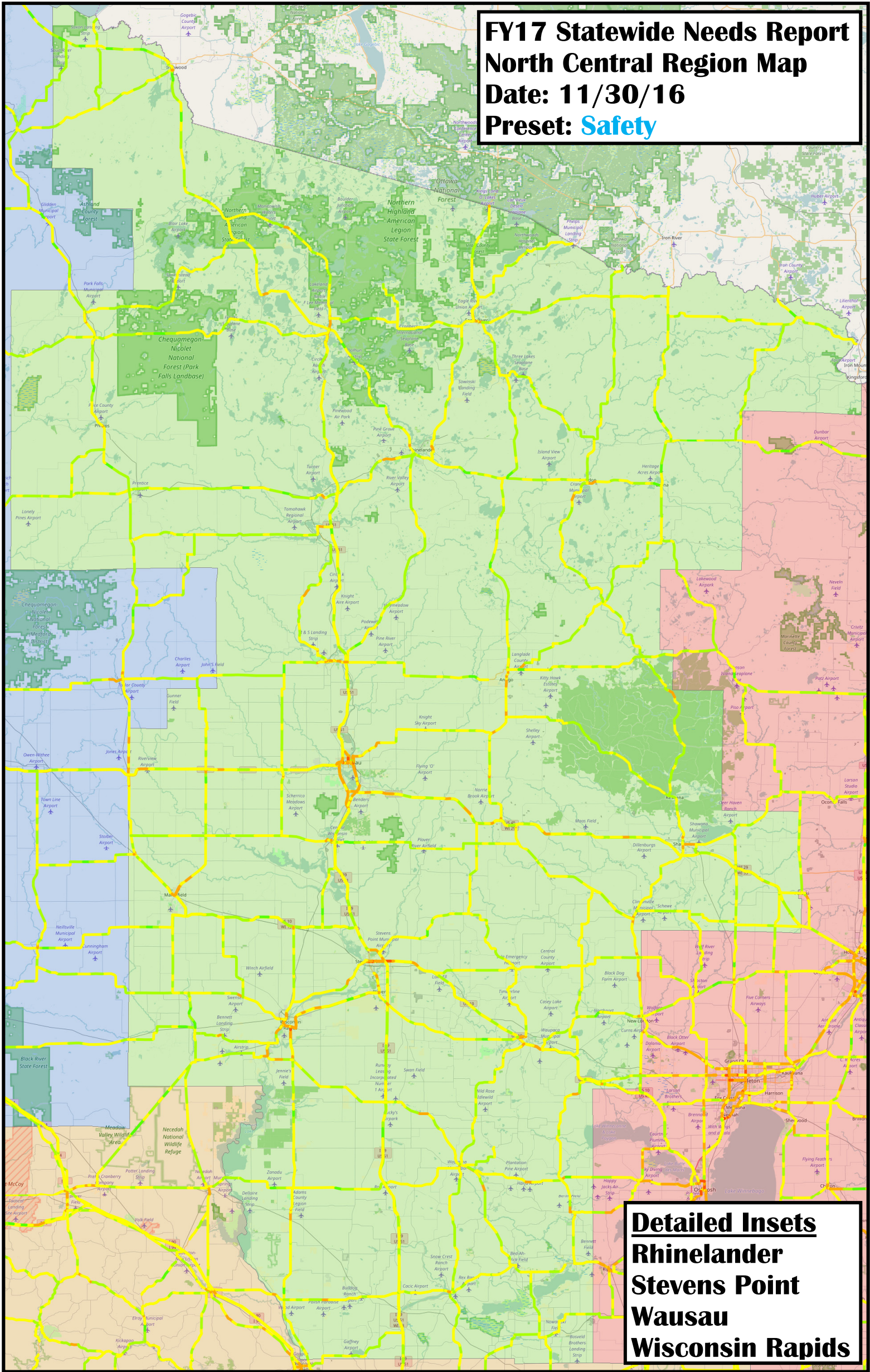
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**North Central Region Map**  
**Date: 11/30/16**  
**Preset: Default TIP**



**Detailed Insets**  
**Rhineland**  
**Stevens Point**  
**Wausau**  
**Wisconsin Rapids**



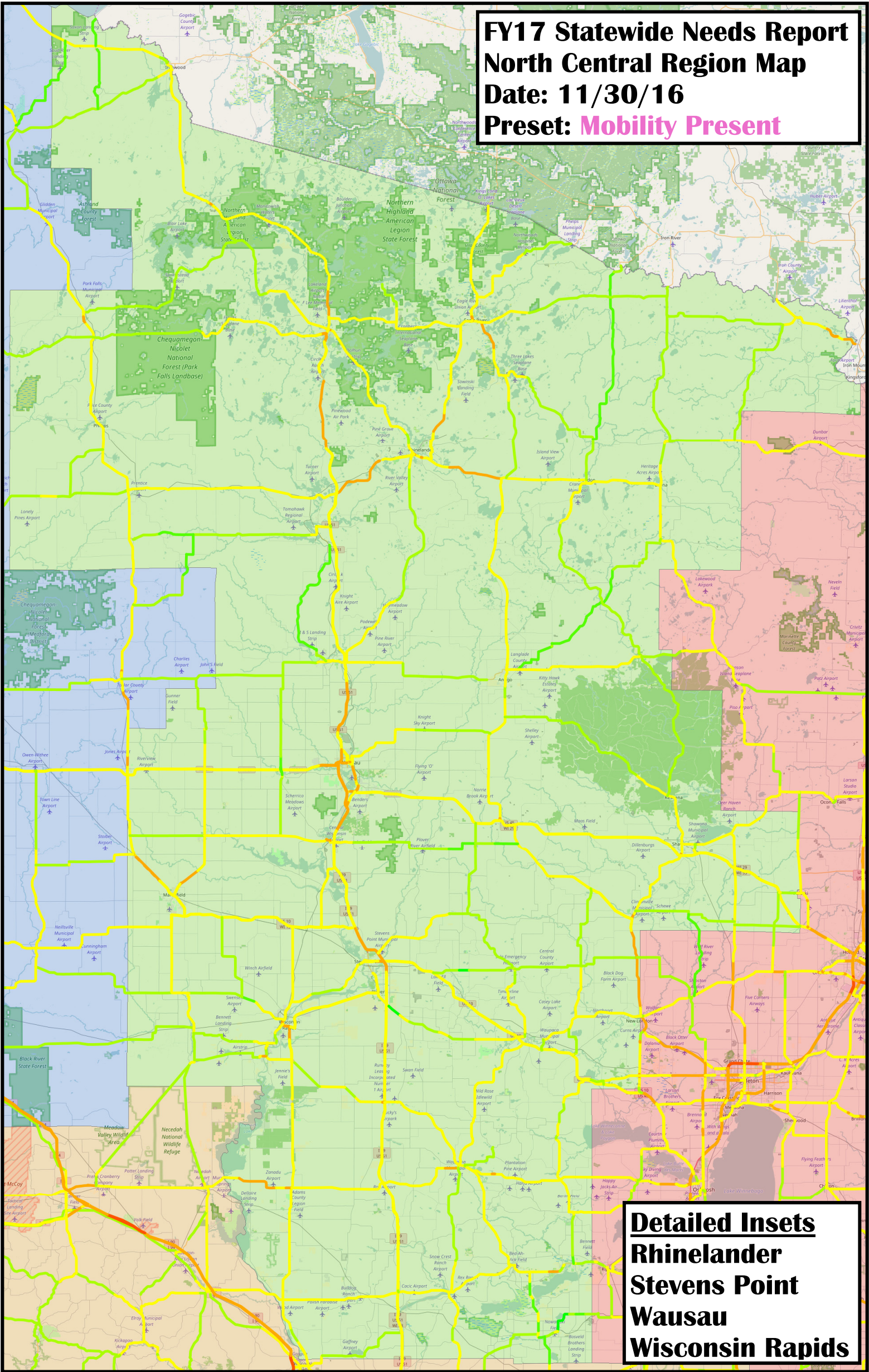
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**North Central Region Map**  
**Date: 11/30/16**  
**Preset: Safety**



**Detailed Insets**  
**Rhineland**  
**Stevens Point**  
**Wausau**  
**Wisconsin Rapids**



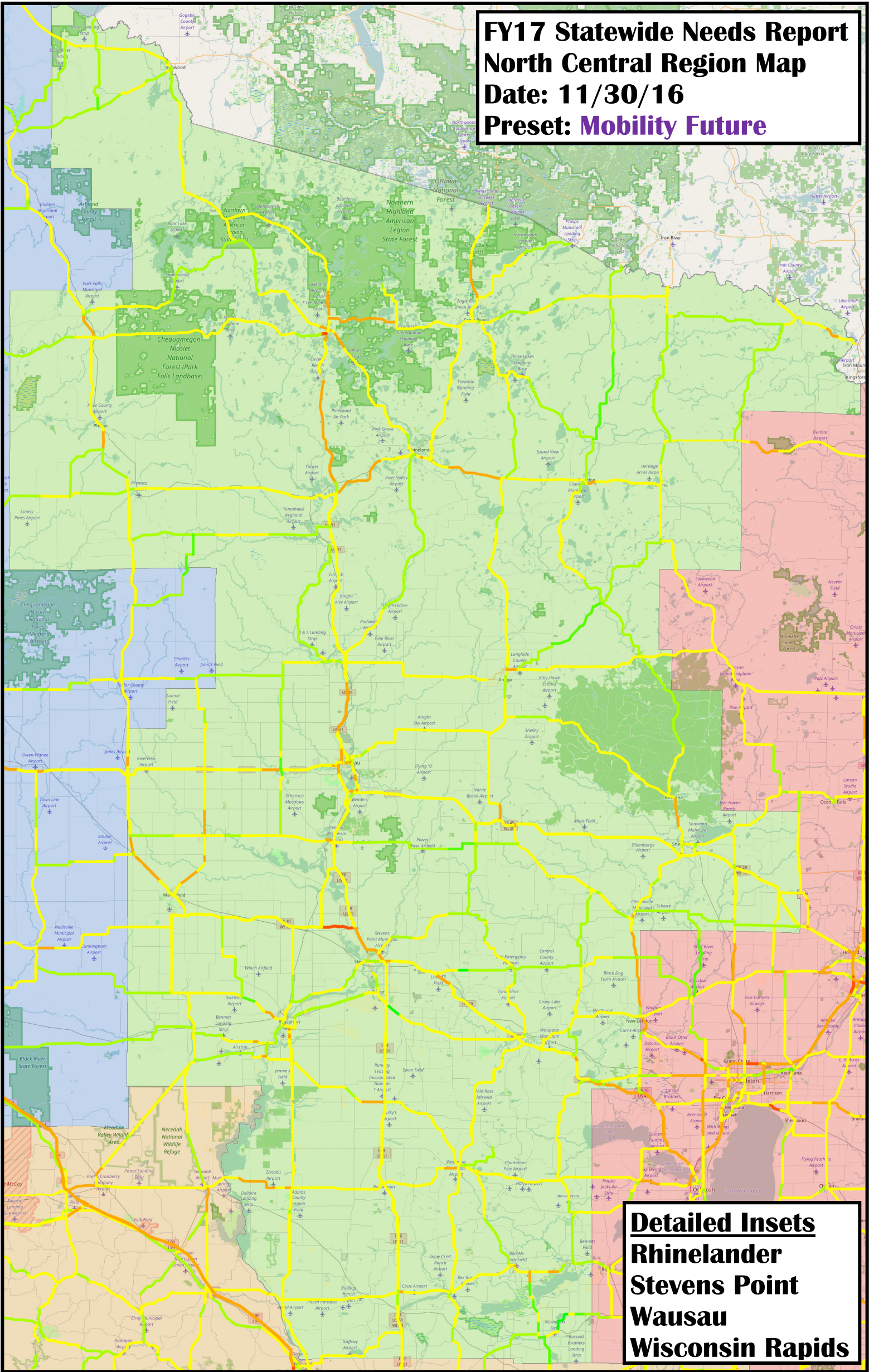
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**North Central Region Map**  
**Date: 11/30/16**  
**Preset: Mobility Present**



**Detailed Insets**  
**Rhineland**  
**Stevens Point**  
**Wausau**  
**Wisconsin Rapids**



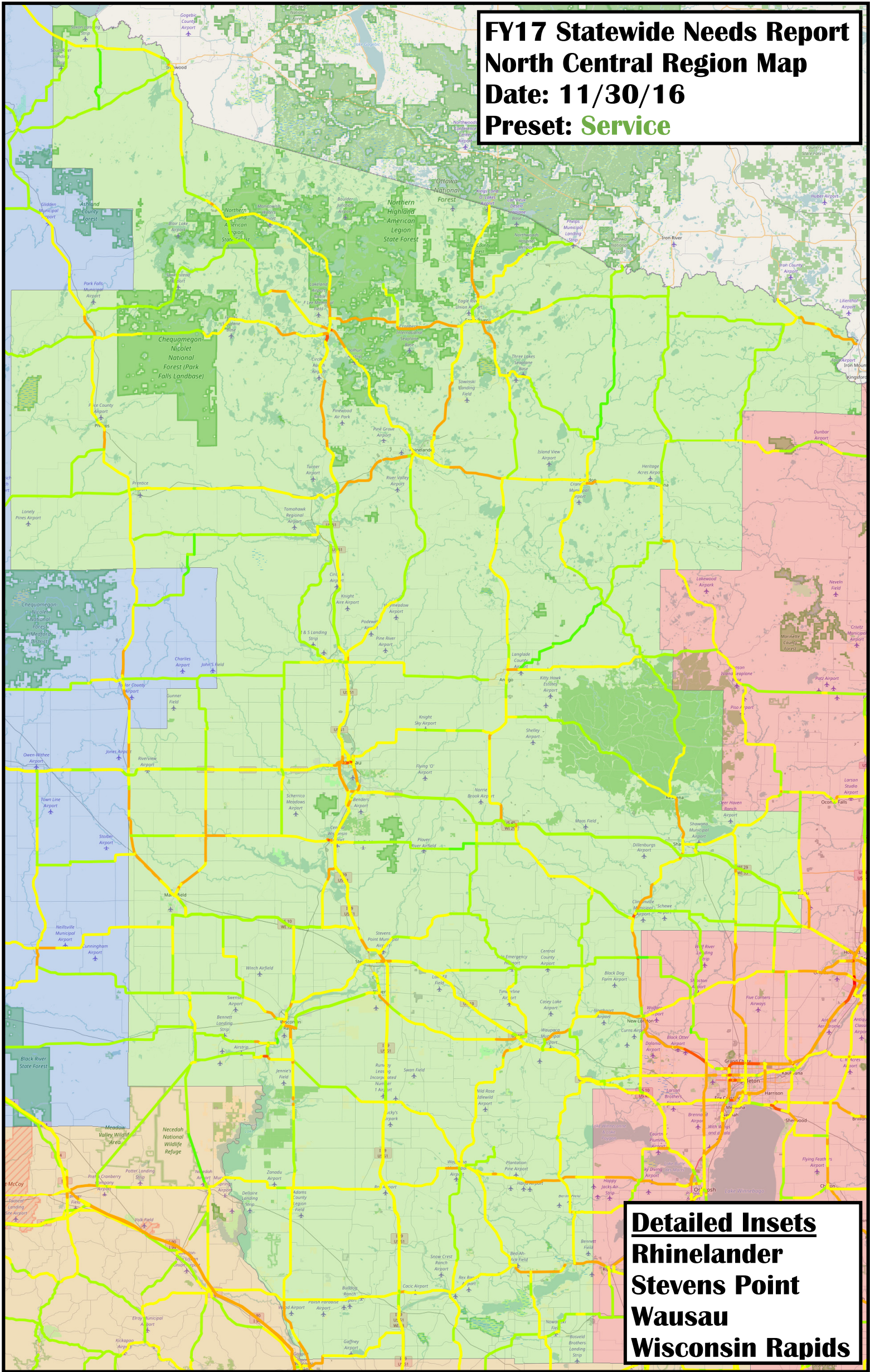
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**North Central Region Map**  
**Date: 11/30/16**  
**Preset: Mobility Future**



**Detailed Insets**  
**Rhinelander**  
**Stevens Point**  
**Wausau**  
**Wisconsin Rapids**



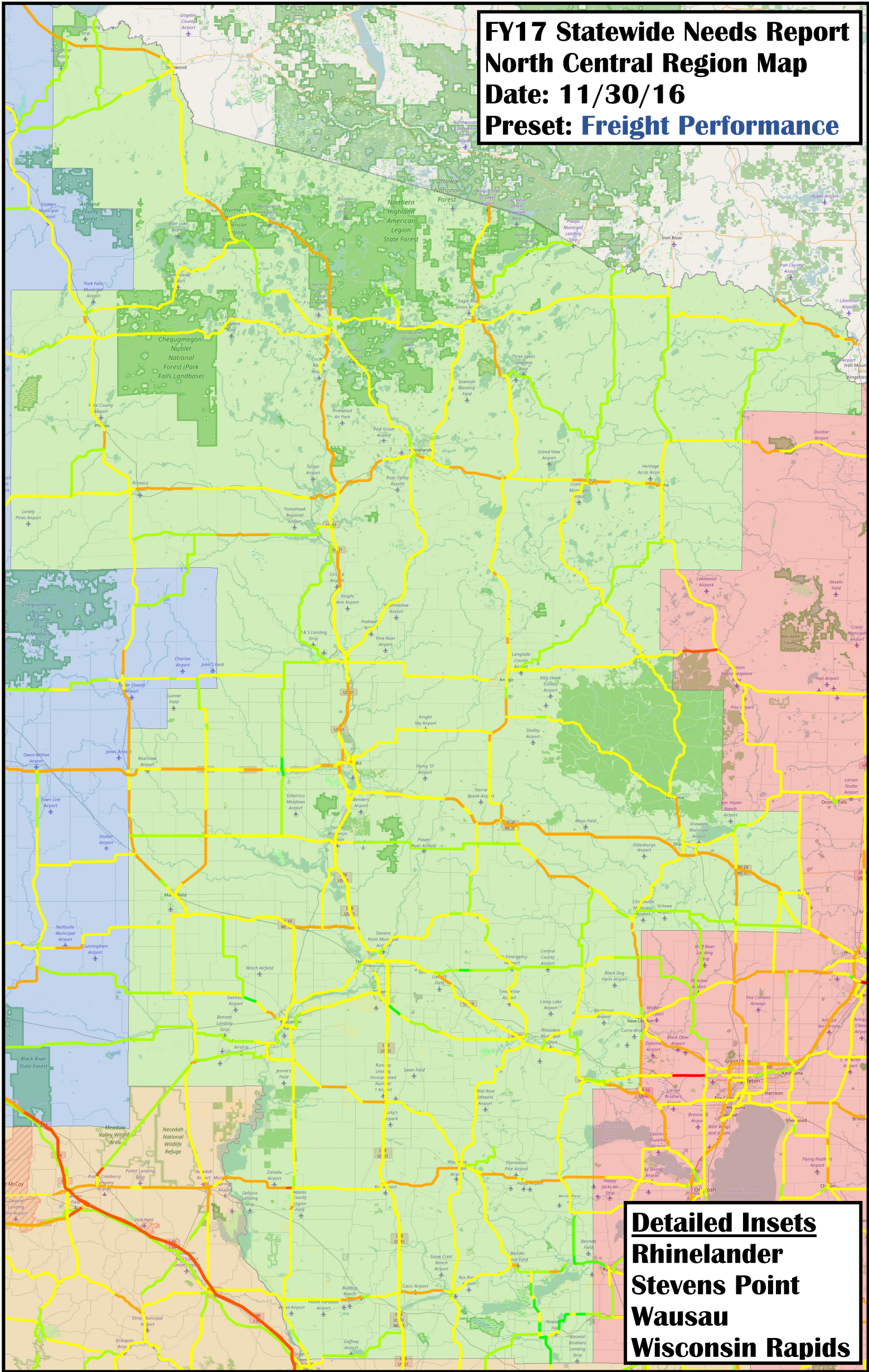
**FY17 Statewide Needs Report**  
**North Central Region Map**  
**Date: 11/30/16**  
**Preset: Service**



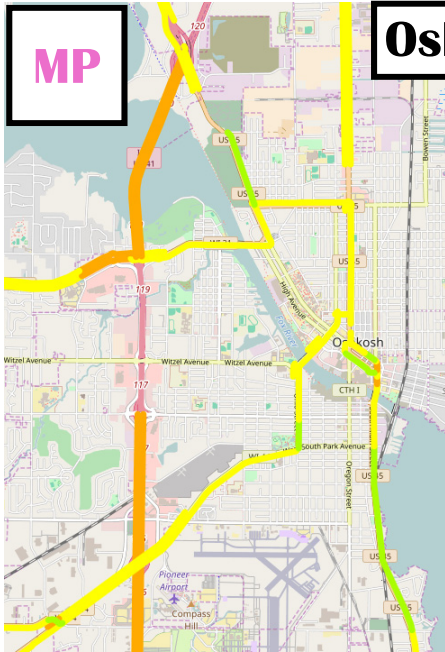
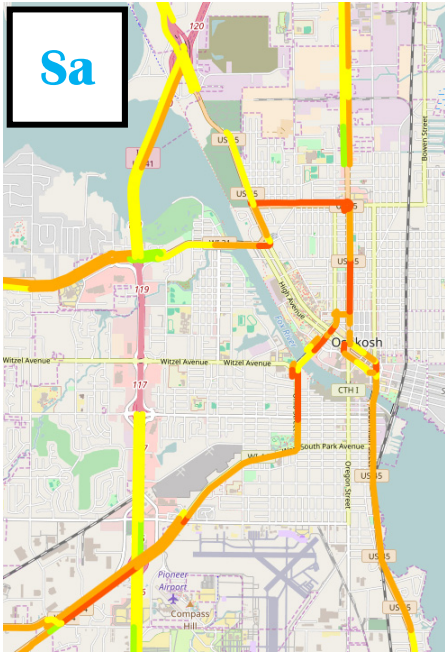
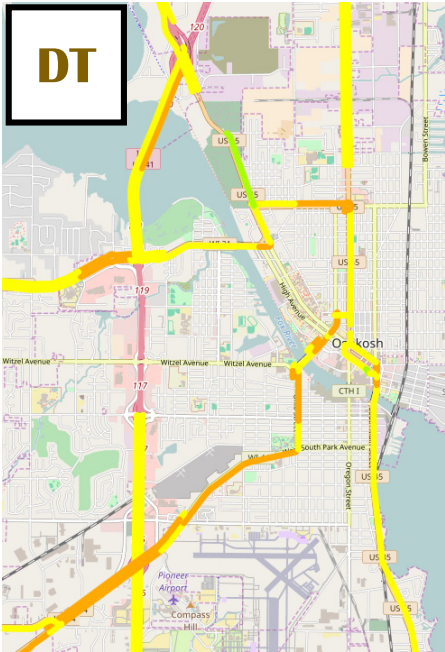
**Detailed Insets**  
**Rhineland**  
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**Wisconsin Rapids**



**FY17 Statewide Needs Report**  
**North Central Region Map**  
**Date: 11/30/16**  
**Preset: Freight Performance**

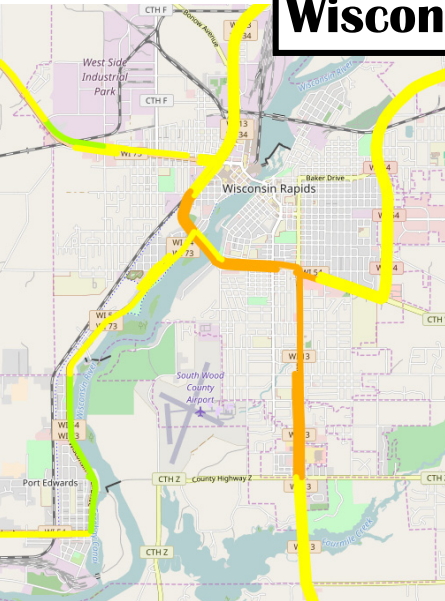
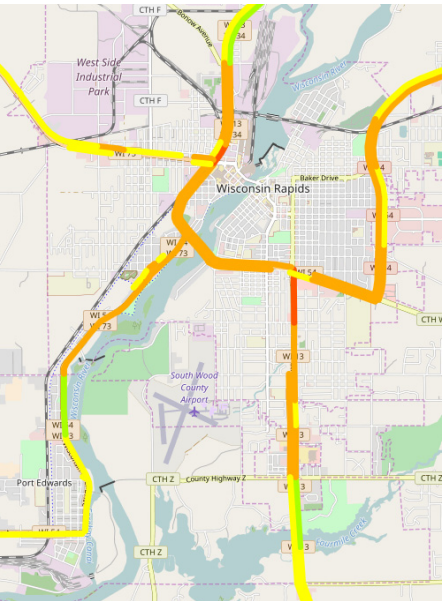
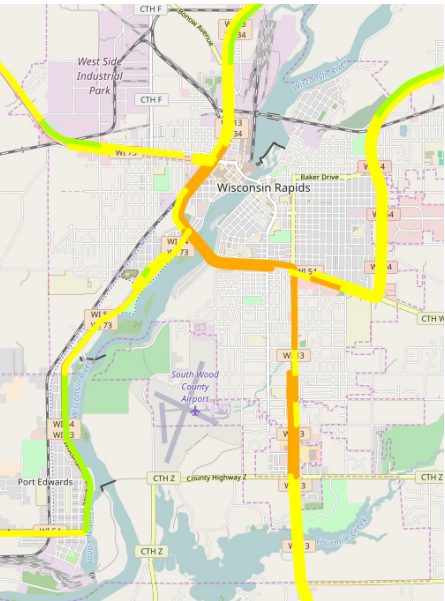
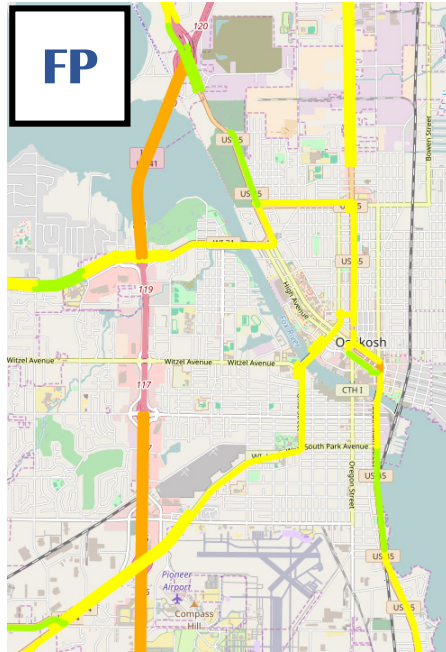
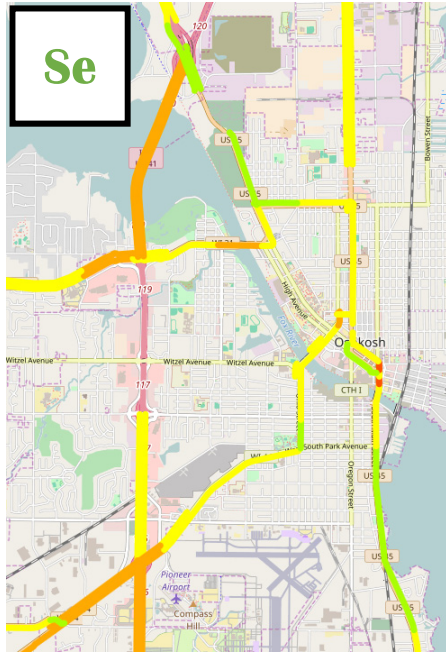
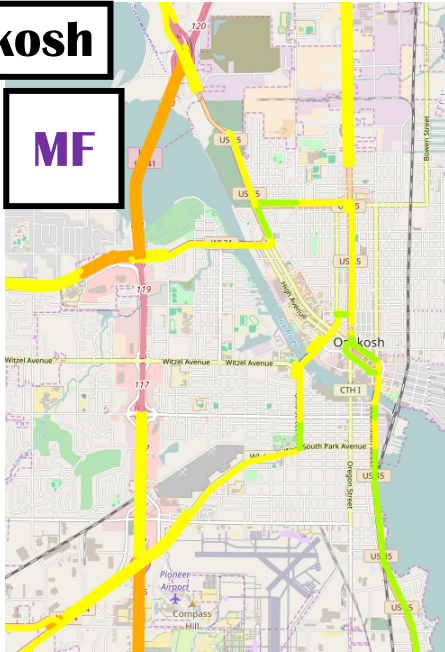




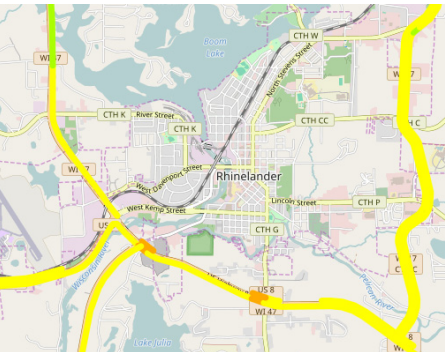
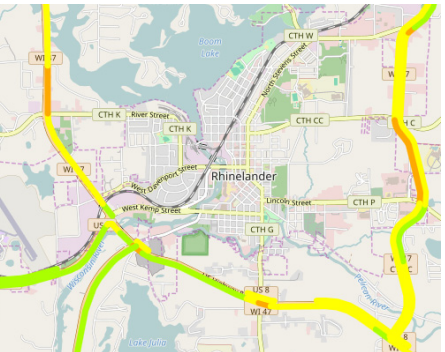
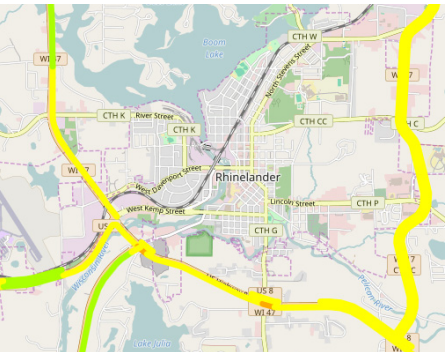
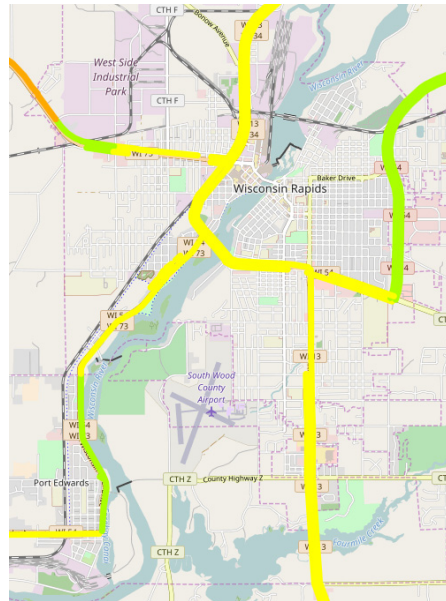
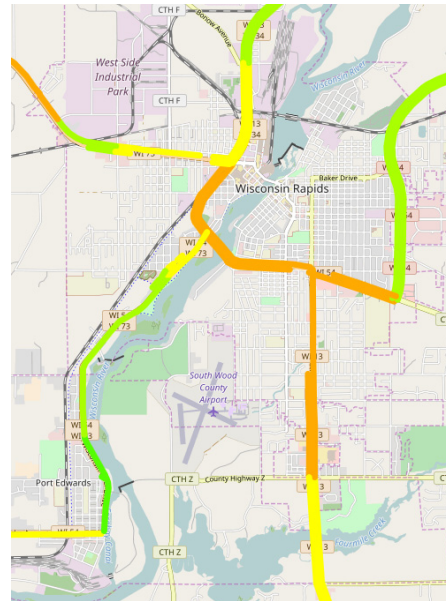
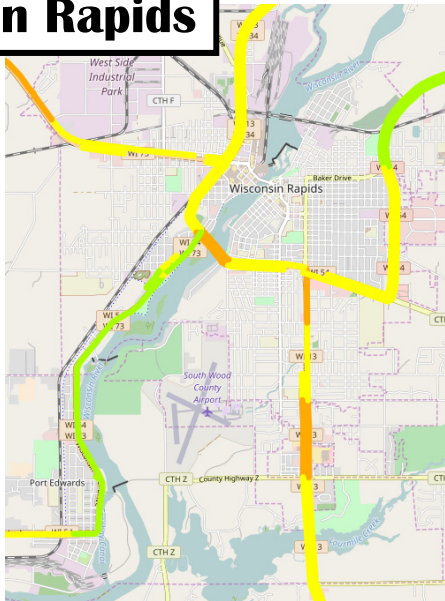


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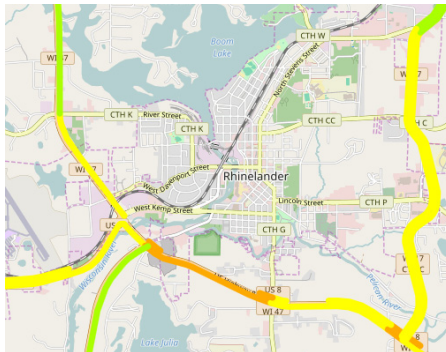
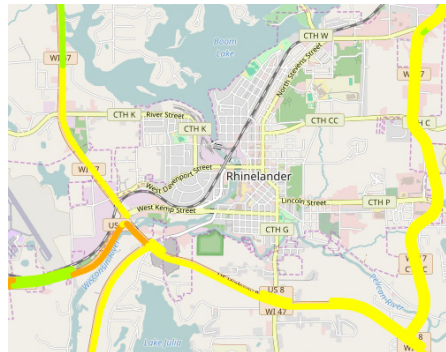
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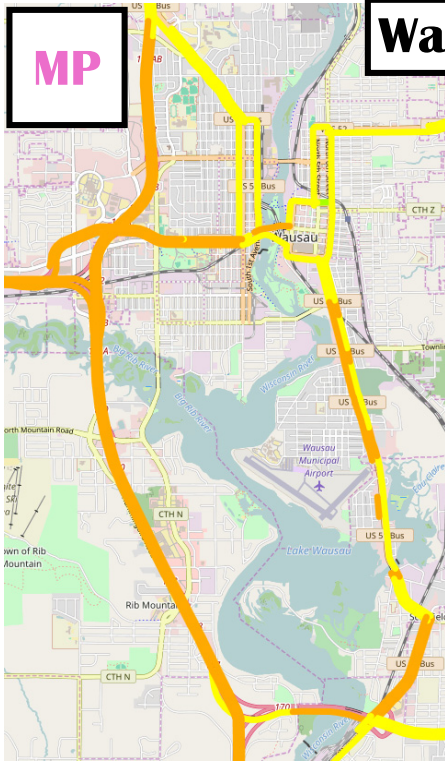
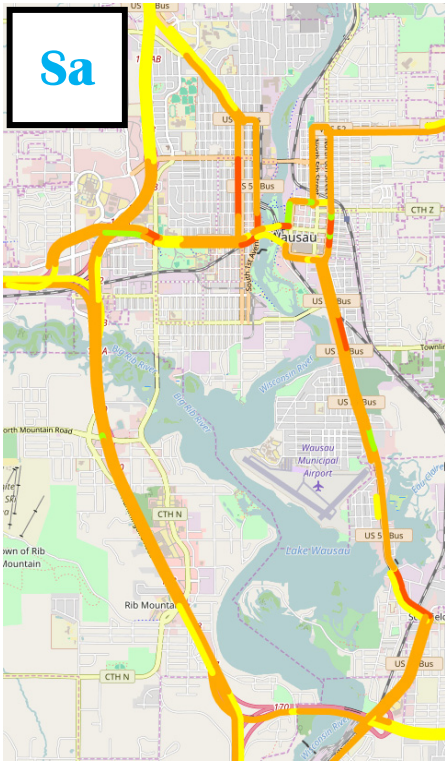
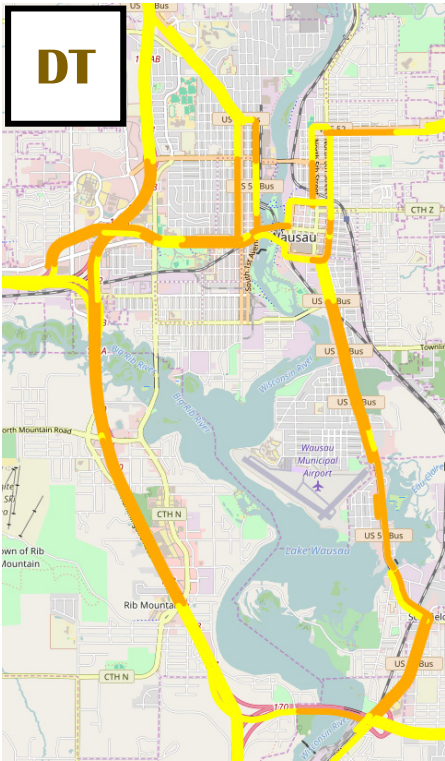
**Wisconsin Rapids**



**Rhinelander**

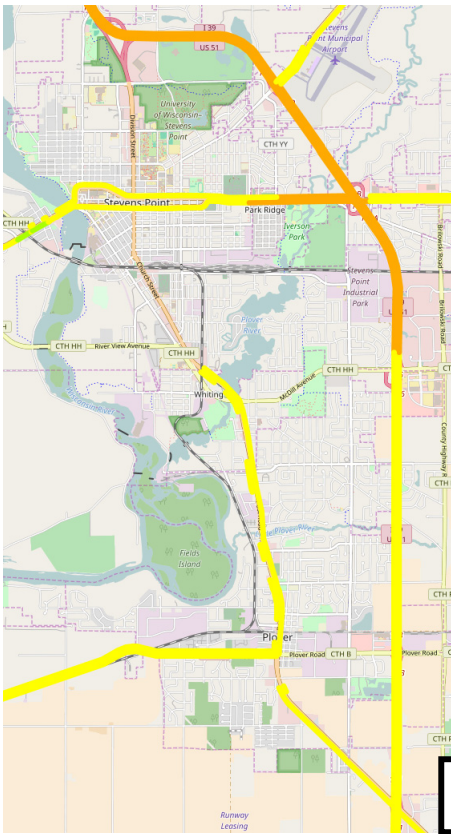
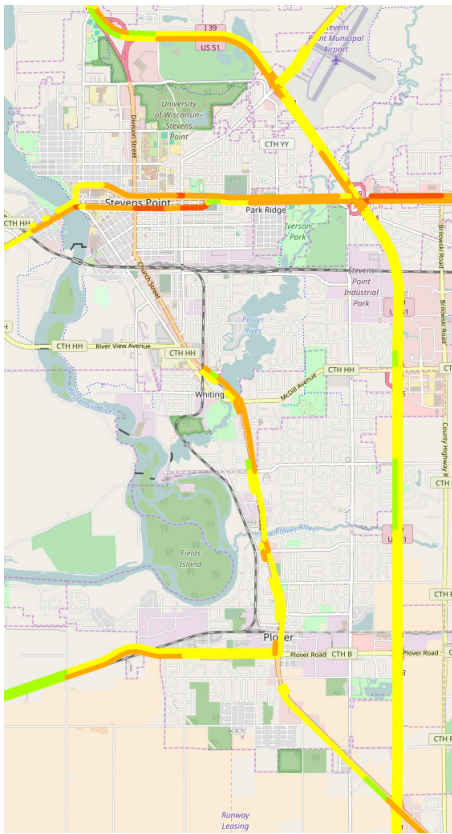
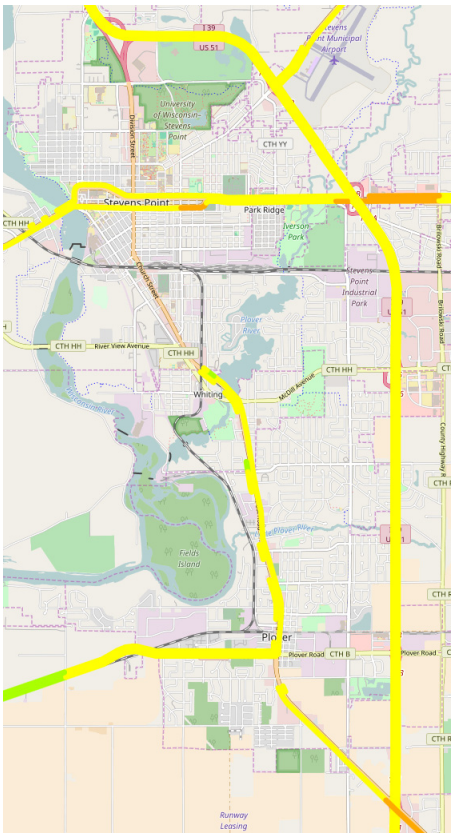
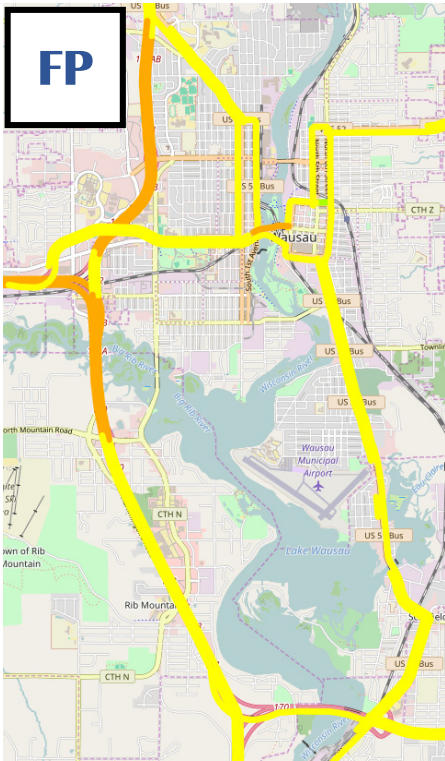
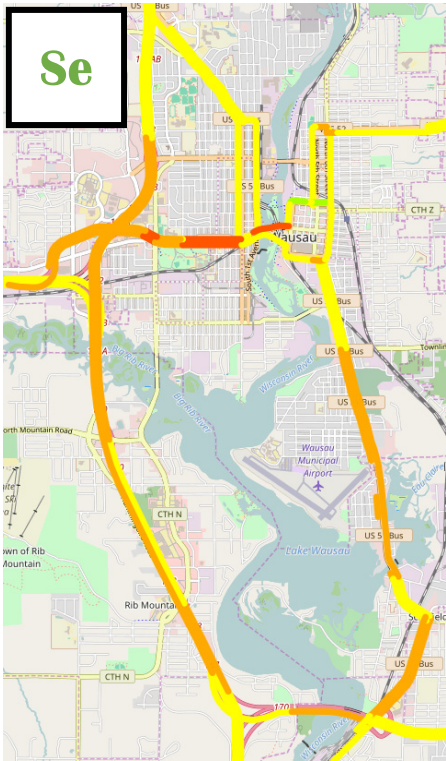
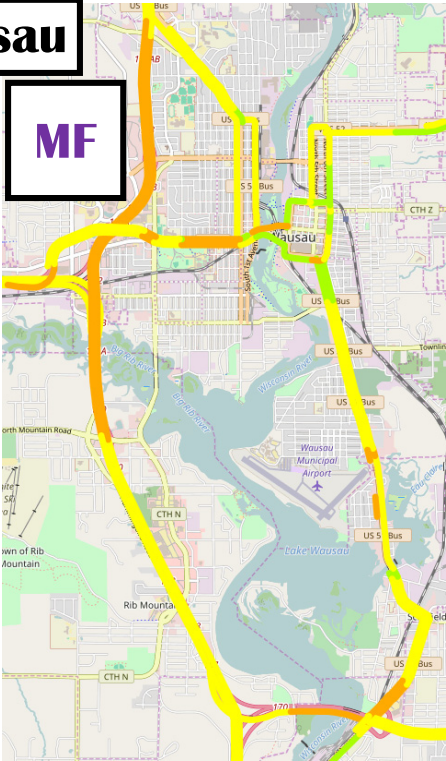






**Wausau**

**MF**



**Stevens Point**

