



Transportation Systems Management and Operation  
Traffic Infrastructure Process (TSMO – TIP)

FY22 Statewide Needs Inventory Report

This is a list of the highest ITS need areas in each region, utilizing the TSMO-TIP needs analysis tool which uses Meta-Manager July 2022 data. A need does not equate to a specific ITS deployment or necessarily an ITS deployment at all. For instance, 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. The needs analysis tool and the benefits tool can be used to delve into an area of interest and look at the benefits of a particular ITS deployment strategy.

**Northwest Region**

	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	I-94	MN Border to Exit 41	Hudson to Eau Claire	Saint Croix/Dunn	0.50	0.58	1.28	1.10	0.81	1.38
2	I-94	WIS 121 to County O	Northfield to Millston	Jackson	0.29	0.31	1.17	1.02	0.58	1.53
3	US-53	US 12 to Exit 92	Altoona to Eau Claire	Eau Claire	0.75	0.85	0.91	1.01	1.13	0.23
4	I-94	US 12 to County J	Eau Claire	Eau Claire	0.38	0.53	1.05	0.89	0.32	1.38
5	I-94	County J to WIS 121	Eau Claire to Northfield	Eau Claire/Jackson	0.27	0.39	1.04	0.87	0.33	1.39
6	US-8	WIS 46 to County E	Amery	Polk	0.49	0.23	0.74	0.57	1.11	0.83
7	WIS 35	County M to WIS 65	River Falls	Saint Croix	0.65	0.20	0.66	0.65	1.68	0.03
8	WIS 65	I-94 to County TT	Roberts	Saint Croix	0.44	-0.32	0.78	0.89	1.33	0.72
9	WIS 40	County A to US 53	Bloomer	Chippewa	0.43	-0.02	0.58	0.96	1.14	0.63
10	WIS 64	WIS 65 to US 63	New Richmond	Saint Croix	0.51	0.37	0.51	0.70	0.88	0.58

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

**North Central Region**

	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	WIS 22	US-45 to County D	Clintonville	Waupaca	1.07	0.58	1.03	1.08	2.37	0.26
2	US-51	WIS 70 to Lakeshore Dr	Minocqua	Oneida	1.01	0.57	0.82	0.91	1.47	0.38
3	US-10	I-39 to Brilowski Road	Stevens Point	Portage	0.65	1.18	0.87	0.72	0.75	0.67
4	US-45	County D to County N	Clintonville to Bear Creek	Waupaca	0.68	0.41	0.75	0.86	1.33	0.75
5	US-51	WIS 29-E to County XX	Rothschild to Wausau	Marathon	0.65	0.74	0.93	0.87	0.84	0.48
6	WIS 52	US-45 to WIS 64	Antigo	Langlade	0.62	0.35	0.59	0.95	1.28	0.44
7	US-2/141	North Lake Road to MI Border	Spread Eagle	Florence	0.51	-0.09	0.80	0.77	1.21	0.85
8	WIS 29	S. 72nd Ave to US 51	Wausau	Marathon	0.41	0.49	0.80	0.90	0.38	0.82
9	US-51	County D to County K	Hazelhurst to Woodboro	Oneida	0.35	-0.27	0.69	0.88	1.09	0.92
10	US-8	US-51 to South Fox Ranch Rd	Heafford Junction to Rhinelander	Lincoln/Oneida	0.49	0.34	0.57	0.56	0.94	0.70

**Northeast Region**

	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	I-41	Exit 134 to Exit 154	Fox Crossing to Wrightstown	Outagamie/Winnebago	0.89	0.83	1.31	1.09	1.39	0.79
2	WIS 26	County TC to I-41	Waupun to Nekimi	Fond du Lac/Winnebago	0.58	0.31	1.00	1.13	1.04	1.53
3	I-41	US-151 to WIS 44	Fond du Lac to Oshkosh	Fond du Lac/Winnebago	0.64	0.67	1.16	1.11	0.94	0.96
4	I-41	Exit 151 to Exit 164	Wrightstown to Green Bay	Brown	0.81	0.77	1.07	0.97	1.13	0.53
5	I-41	WIS 44 to WIS 76	Oshkosh to Fox Crossing	Winnebago	0.66	0.87	1.07	0.93	0.87	0.69
6	I-43	Atkinson Dr to N Webster Ave	Greenbay	Brown	0.81	0.96	0.98	0.89	0.90	0.53
7	WIS 441	County CE to County OO	Appleton	Outagamie	0.84	0.93	0.93	0.86	1.27	0.07
8	I-41	County F to US-151	Byron to Fond du Lac	Fond du Lac	0.56	0.71	1.03	0.88	0.75	0.80
9	WIS 23	I-41 to N Park Ave	Fond du Lac	Fond du Lac	0.89	1.15	0.76	0.53	1.33	-0.02
10	WIS 172	I-41 to I-43	Ashwaubenon to Bellevue	Brown	0.77	0.74	0.90	0.61	1.12	0.12

**Southeast Region**

	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	I-41	Exit 39 (Zoo IC) to Exit 48	Milwaukee	Milwaukee	1.59	1.06	2.04	1.67	2.65	1.35
2	I-43/41/894	Exit 4 (Hale IC) to Exit 10 (Mitchell IC)	Greenfield to Milwaukee	Milwaukee	1.54	1.14	1.87	1.48	2.35	1.25
3	I-43/94	Exit 310 (Marquette IC) to Exit 316 (Mitchell IC)	Milwaukee	Milwaukee	1.59	1.26	1.63	1.39	2.39	0.68
4	I-41/894	Exit 39 (Zoo IC) to Exit 4 (Hale IC)	Wauwatosa to Greenfield	Milwaukee	1.35	0.97	1.69	1.30	2.02	1.04
5	I-43	Exit 72 (Marquette IC) to Exit 83	Milwaukee to River Hills	Milwaukee	1.46	1.20	1.64	1.01	2.28	0.71
6	I-94	Exit 297 to Exit 301B	Brookfield	Waukesha	1.37	1.20	1.61	1.03	2.19	0.58
7	I-94	Exit 287 to Exit 290	Delafield	Waukesha	1.16	0.94	1.59	1.28	1.88	0.99
8	I-94	Exit 304 (Zoo IC) to Exit 310 (Marquette IC)	Milwaukee	Milwaukee	1.50	1.14	1.58	0.88	2.47	0.24
9	I-94	Exit 316 (Mitchell IC) to Exit 321	Milwaukee to Oak Creek	Milwaukee	1.24	1.03	1.53	1.24	1.64	1.13
10	WIS 190	WIS 175 to N Holton St	Milwaukee	Milwaukee	1.45	1.39	1.09	0.92	2.02	0.24

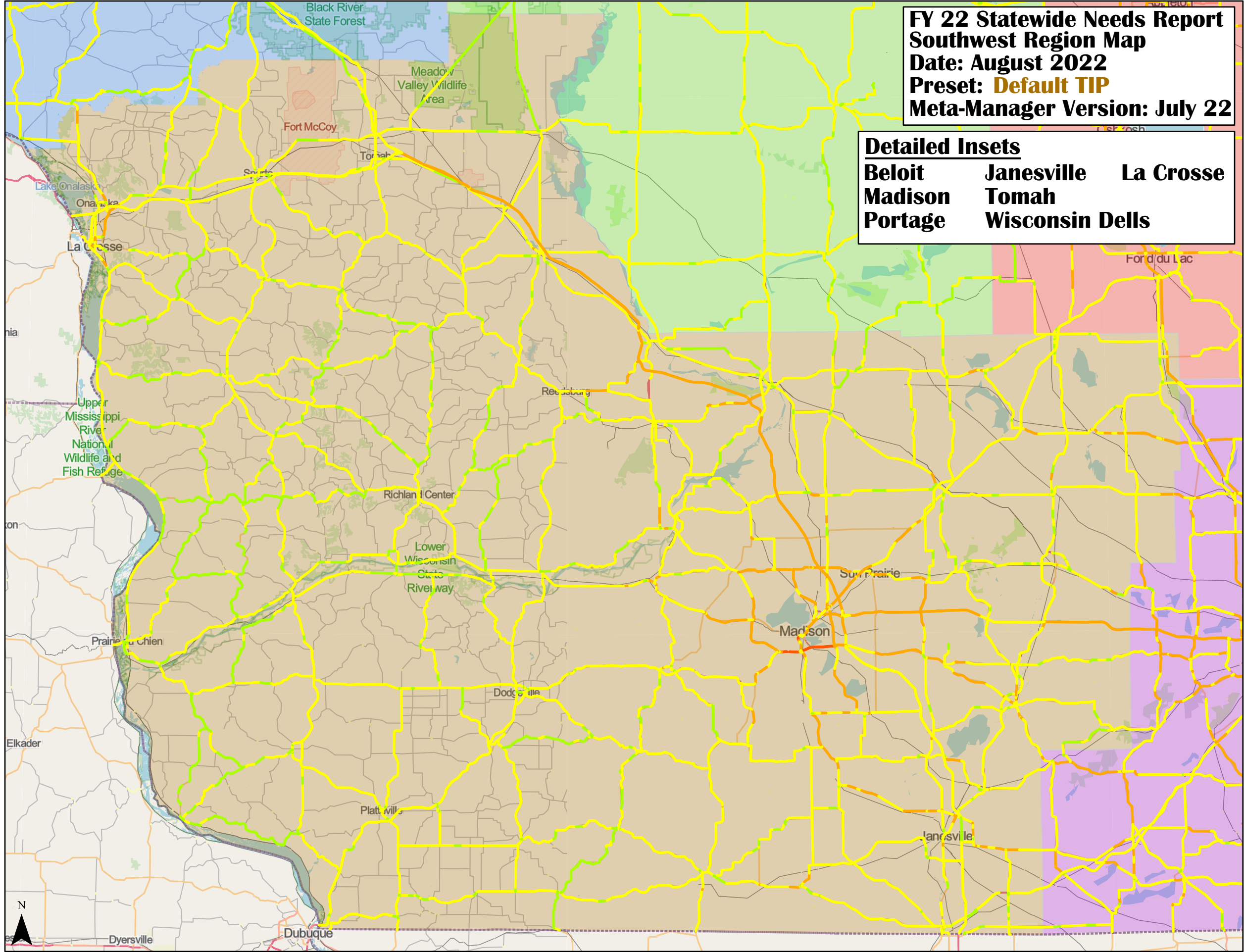
Presets:  
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Sa = Safety  
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**Southwest Region**

	Route	Corridor	Municipal Extent	County	DT	Sa	MP	MF	Se	FP
1	US-12 (Beltline)	Exit 252 to Exit 267	Madison	Dane	1.49	1.04	1.72	1.43	2.67	0.73
2	I-39/90	Exit 119 to Exit 138	Lodi to Madison	Columbia/Dane	1.06	0.82	1.47	1.38	1.55	1.30
3	I-90/94	Exit 92 to Exit 108	Wisconsin Dells to Portage	Sauk/Columbia	0.84	0.65	1.53	1.29	1.45	1.58
4	I-90/94	Exit 69 to Exit 92	Mauston to Wisconsin Dells	Juneau/Sauk	0.84	0.63	1.49	1.40	1.36	1.56
5	I-90/94	Exit 45 to Exit 69	Tomah to Mauston	Monroe/Juneau	0.68	0.57	1.48	1.27	1.17	1.69
6	I-39/90	Exit 138 to Exit 142	Madison	Dane	0.80	0.22	1.50	1.27	1.36	1.24
7	I-39/90	Exit 108 to Exit 119	Portage to Lodi	Columbia	0.73	0.66	1.35	1.00	1.18	1.26
8	WIS 26	County Y to I-94	Johnson Creek	Jefferson	0.75	0.77	1.01	1.07	0.89	1.18
9	WIS 33	WIS 67 to Dodge County Line	Horicon to Addison	Dodge	0.59	0.16	0.83	1.05	1.11	1.15
10	I-94	County N to WIS 73	Cottage Grove	Dane	0.77	0.64	0.93	0.96	1.07	0.32

**FY 22 Statewide Needs Report  
Southwest Region Map  
Date: August 2022  
Preset: **Default TIP**  
Meta-Manager Version: July 22**

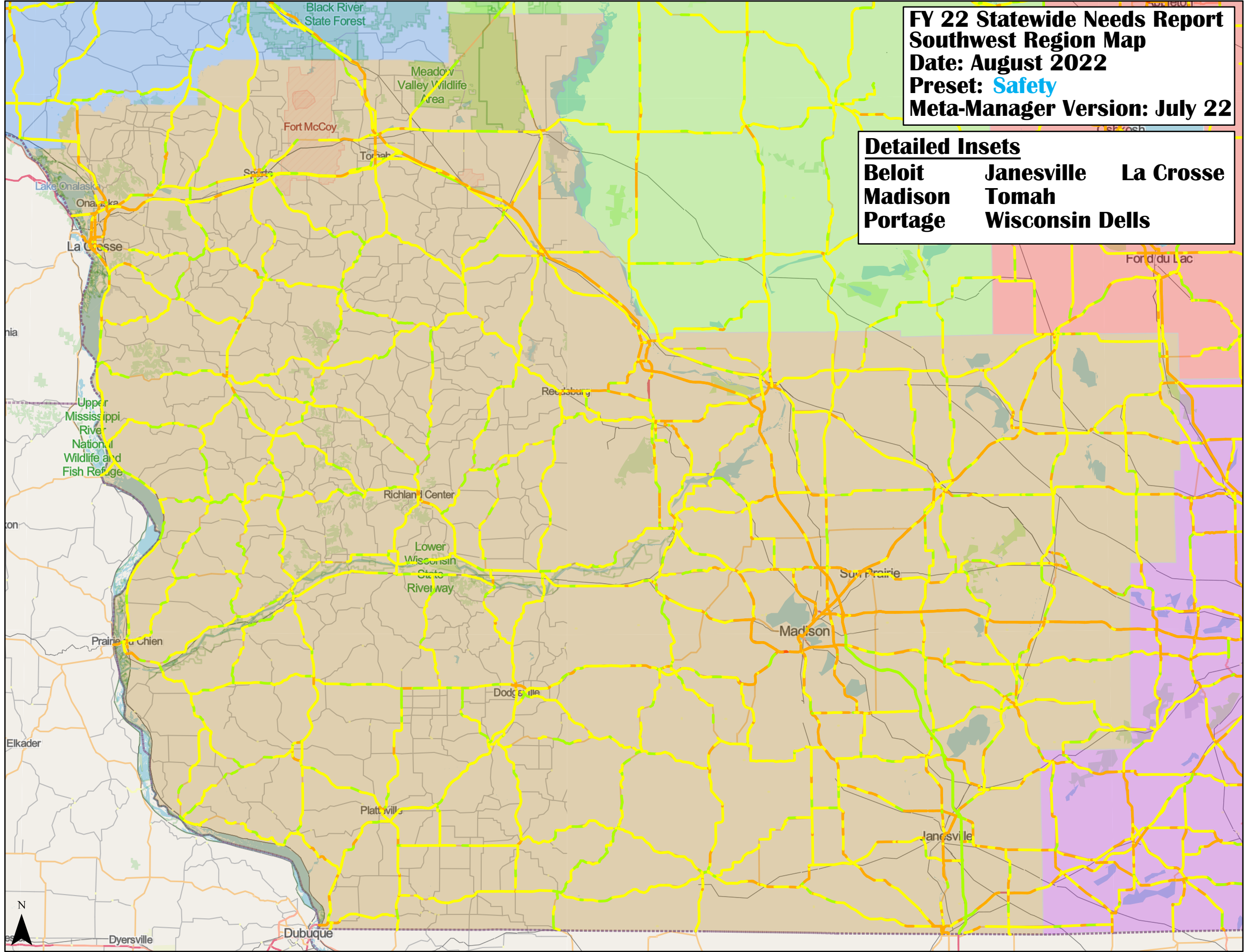
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**Madison      Tomah**  
**Portage      Wisconsin Dells**





**FY 22 Statewide Needs Report**  
**Southwest Region Map**  
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Preset: **Safety**  
Meta-Manager Version: July 22

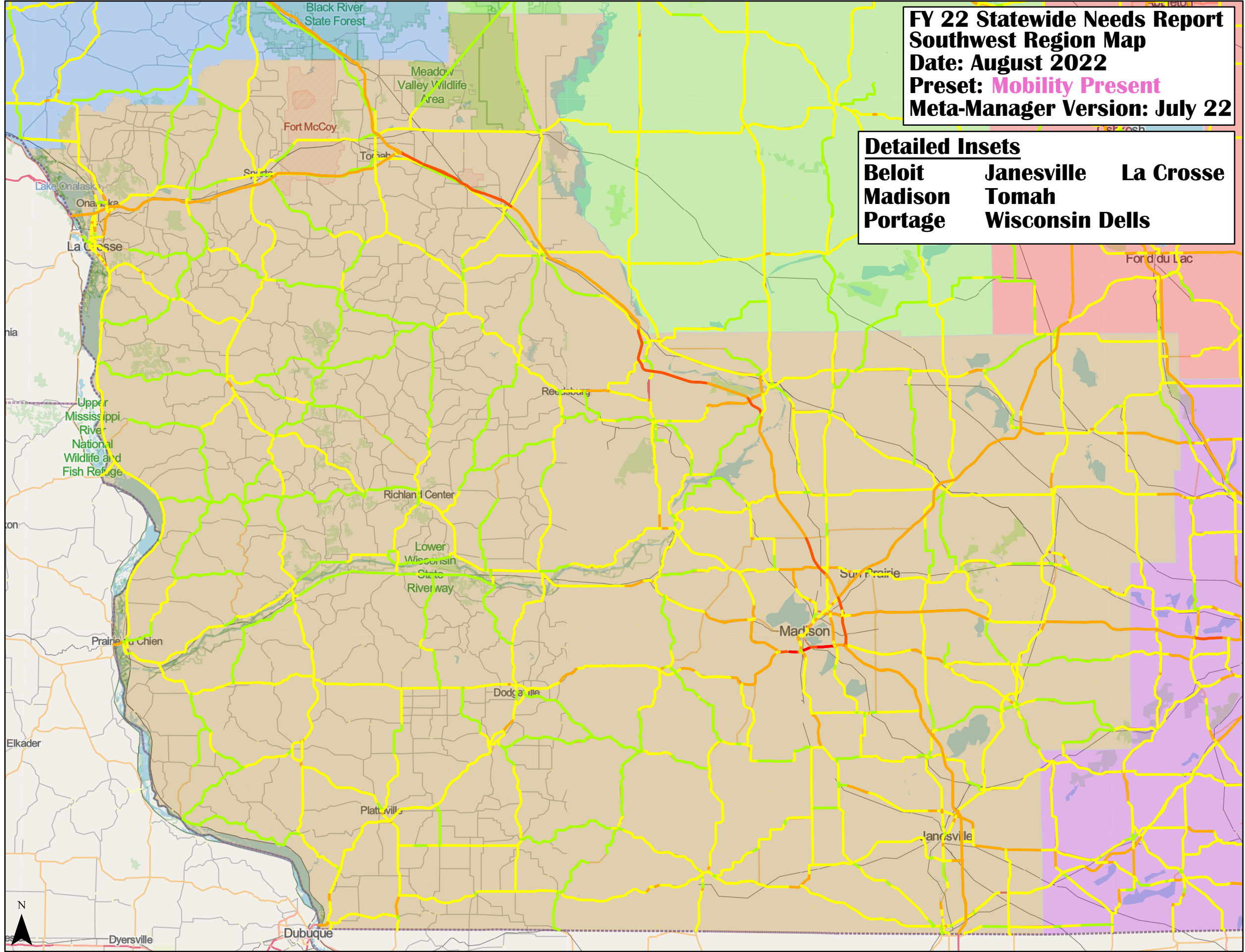
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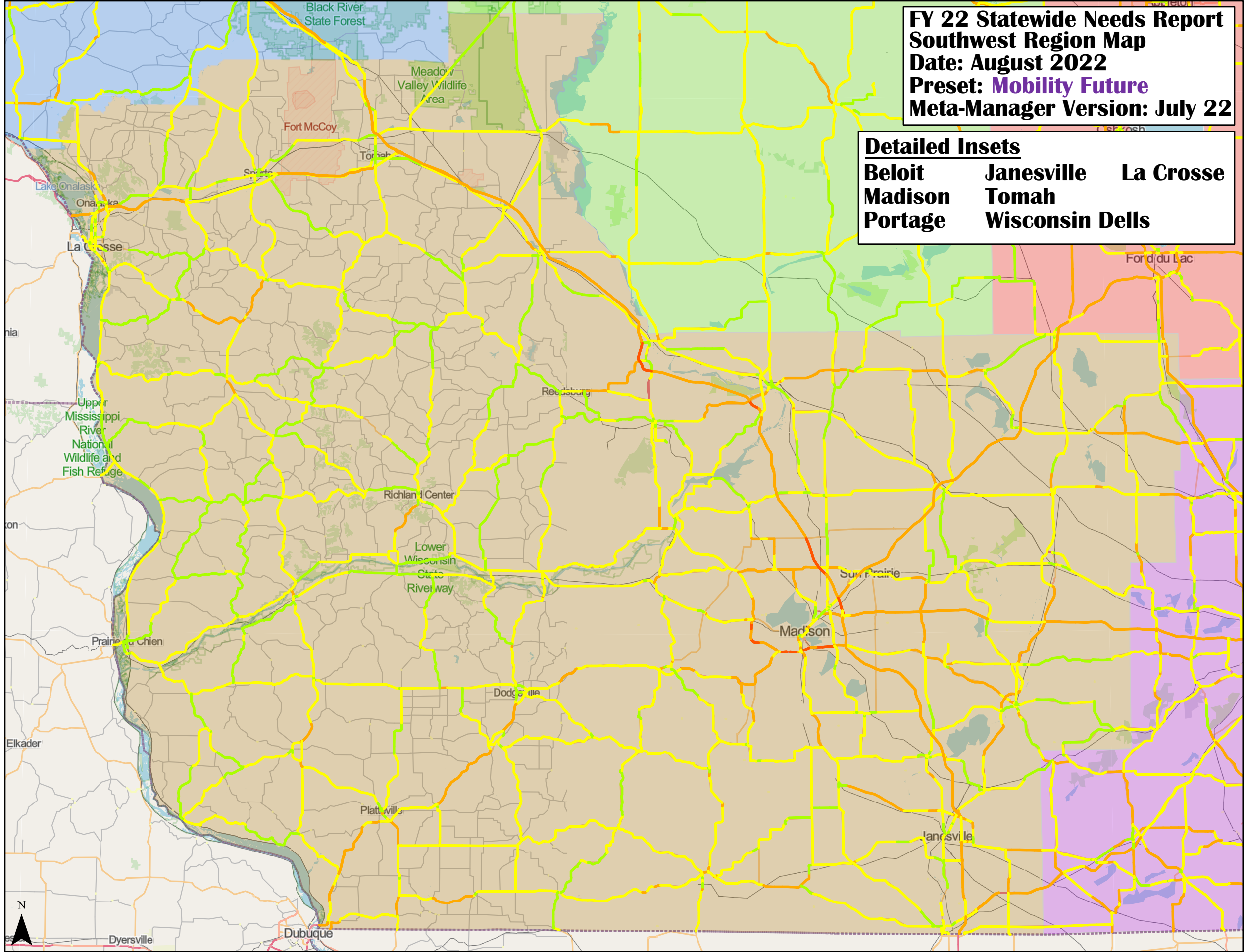
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Southwest Region Map  
Date: August 2022  
Preset: **Mobility Present**  
Meta-Manager Version: July 22**

**Detailed Insets**  
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**Madison      Tomah**  
**Portage      Wisconsin Dells**



**FY 22 Statewide Needs Report  
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Preset: **Mobility Future**  
Meta-Manager Version: July 22**

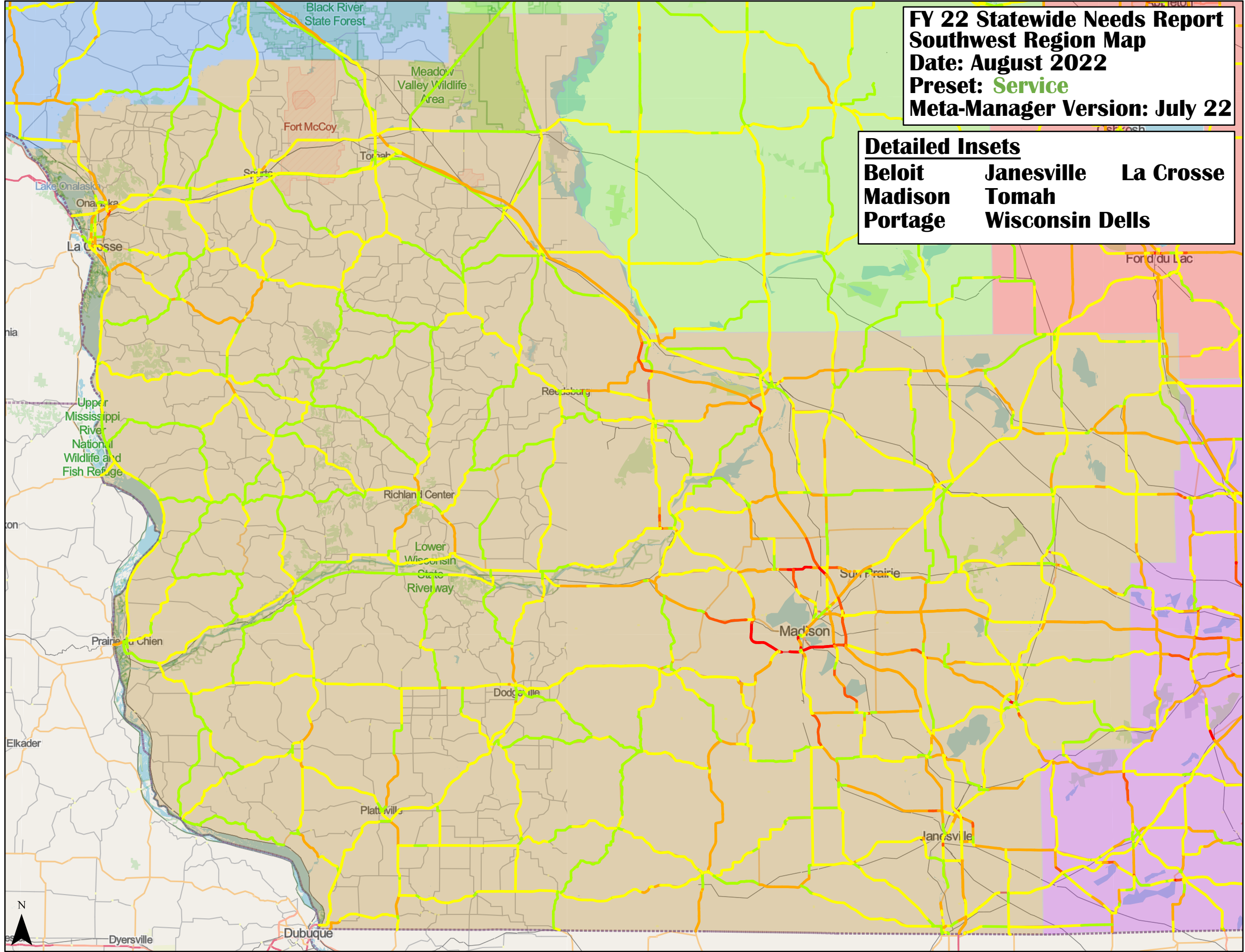
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**Madison      Tomah**  
**Portage      Wisconsin Dells**





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**Preset: Service**  
**Meta-Manager Version: July 22**

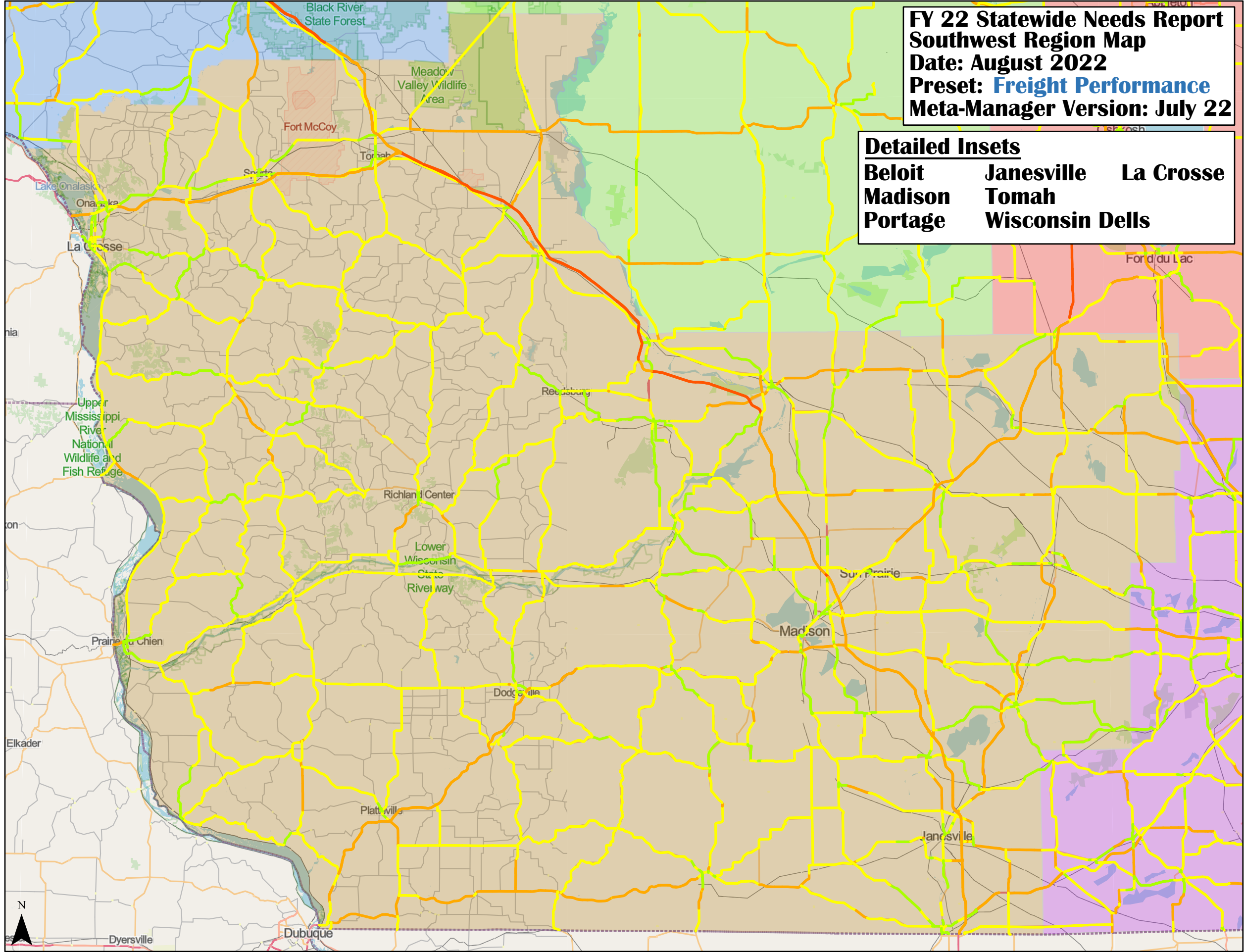
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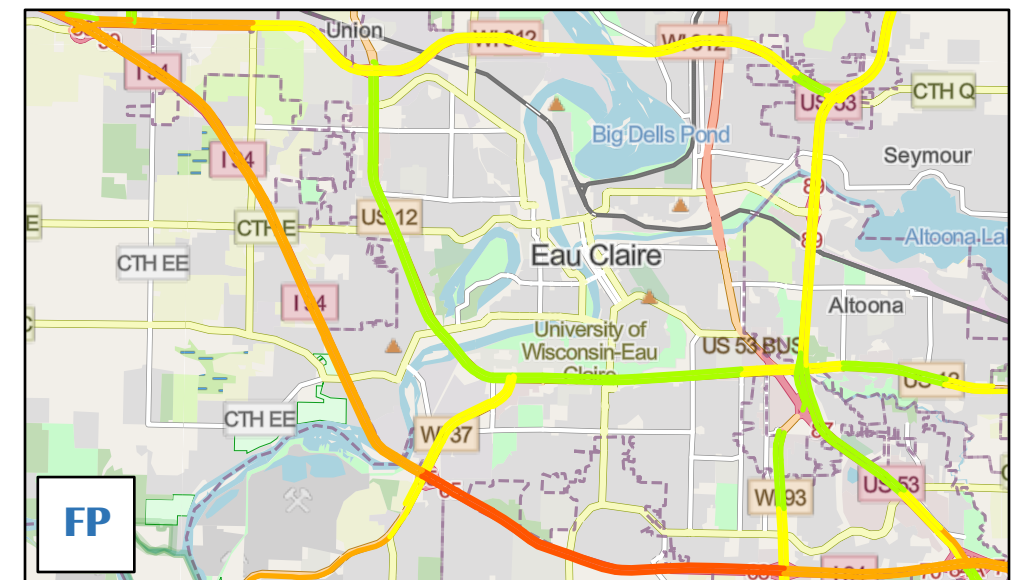
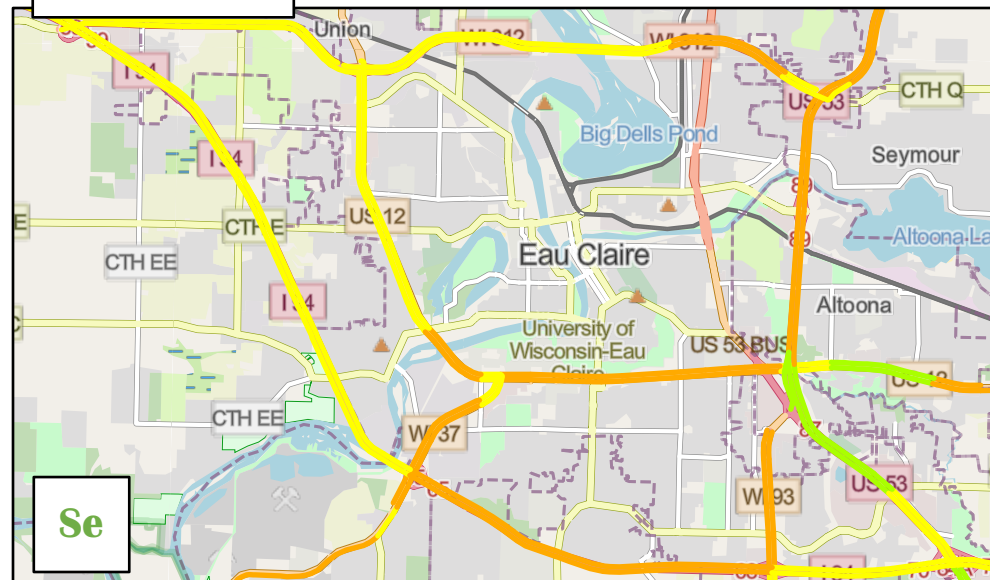
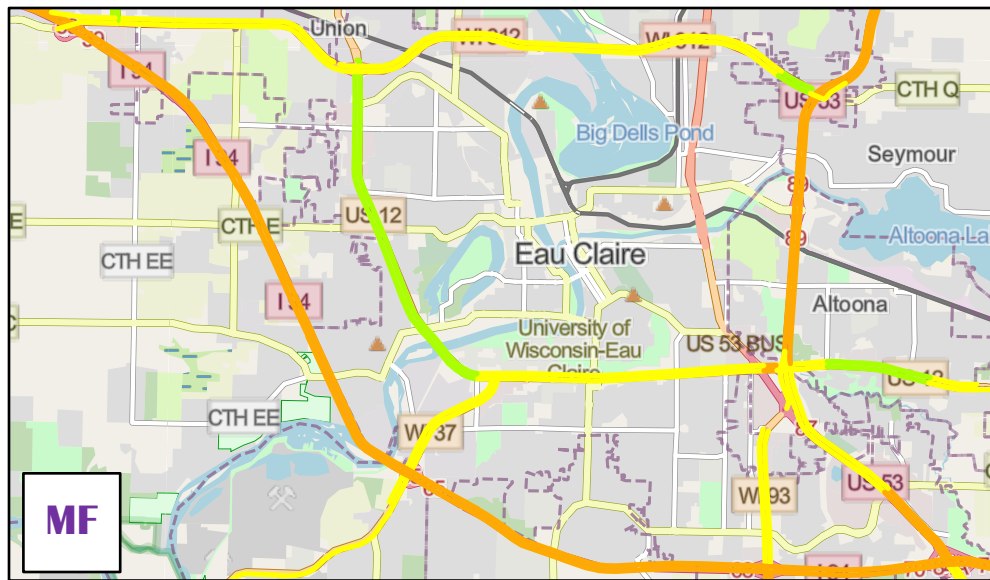
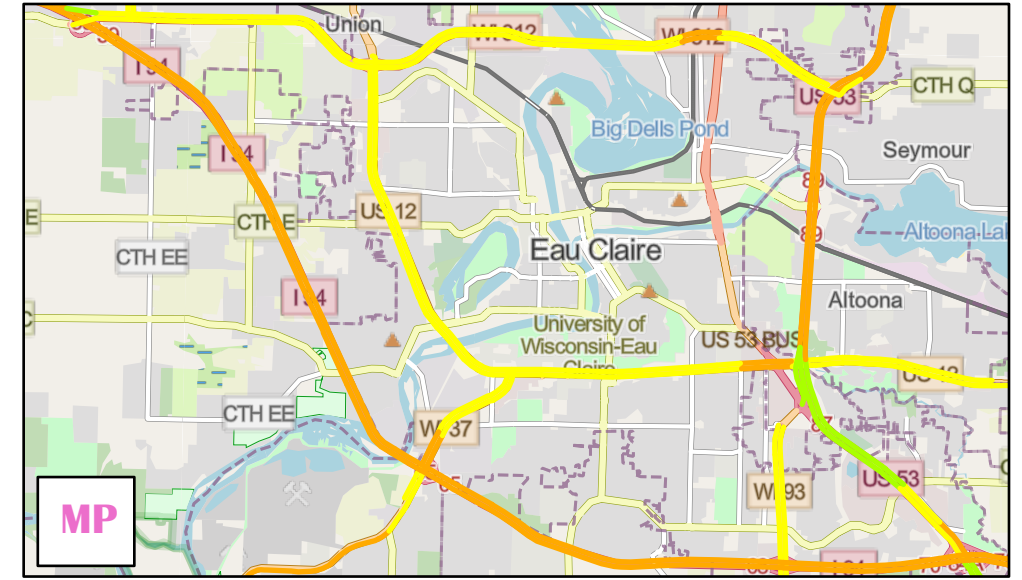
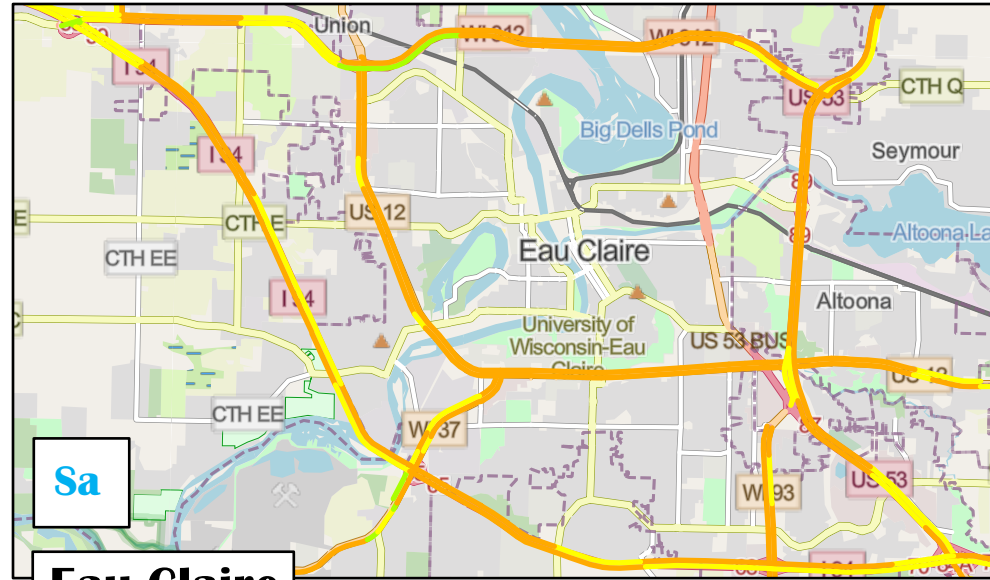
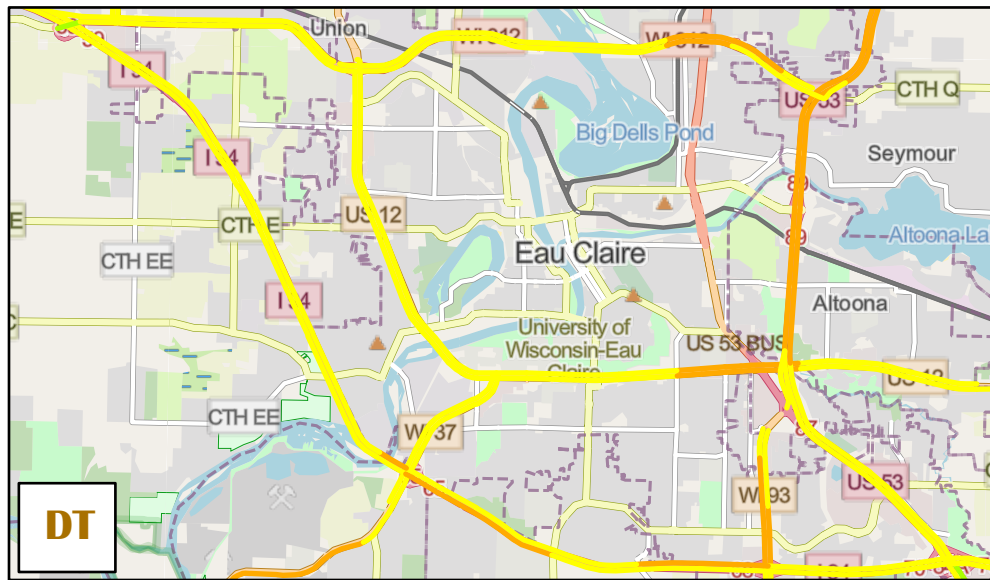


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Preset: Freight Performance  
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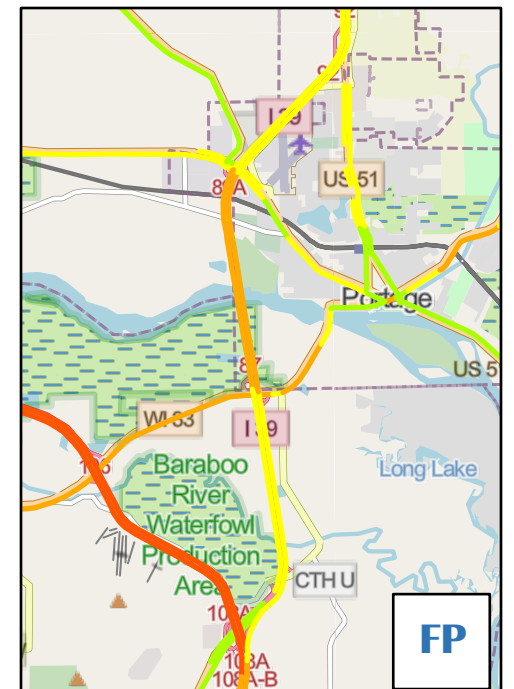
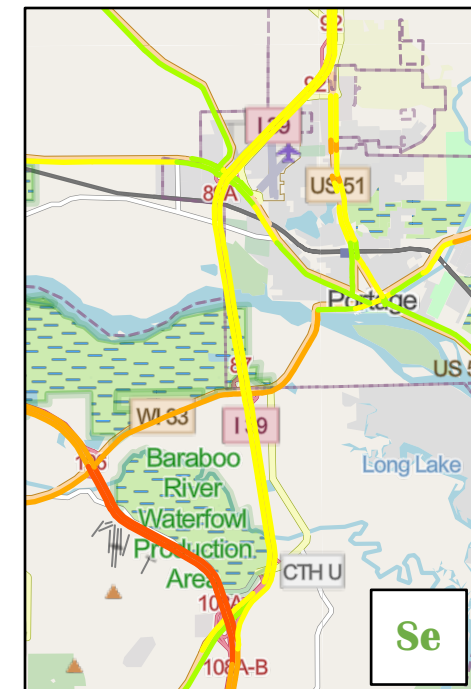
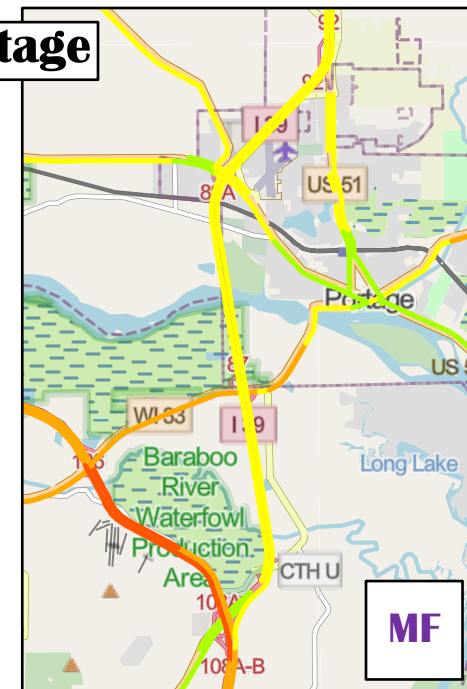
**Detailed Insets**  
**Beloit      Janesville      La Crosse**  
**Madison      Tomah**  
**Portage      Wisconsin Dells**





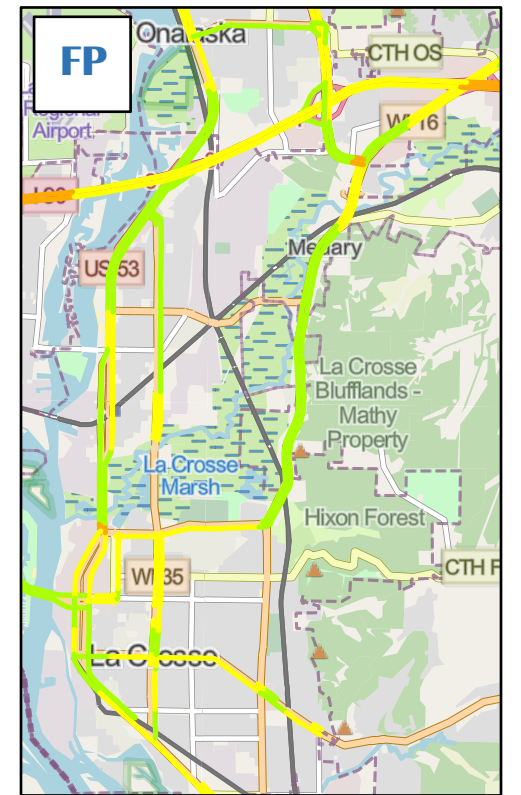
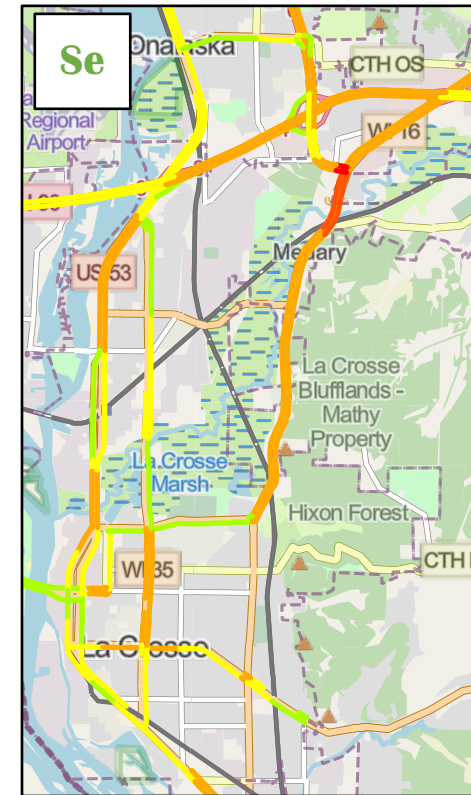
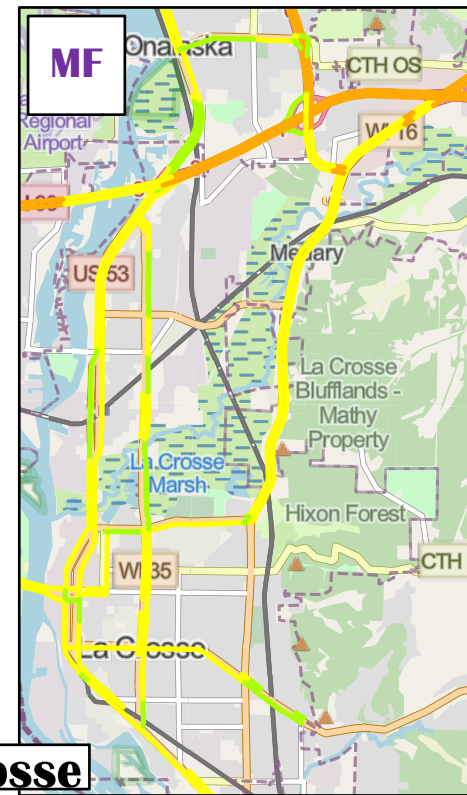
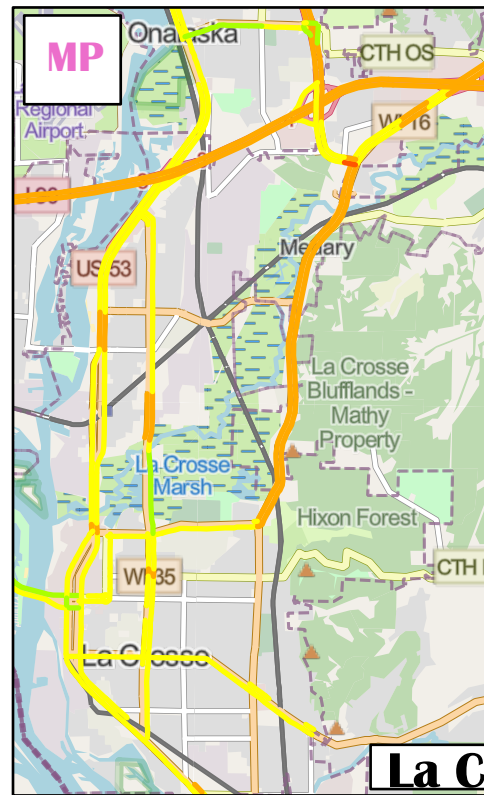
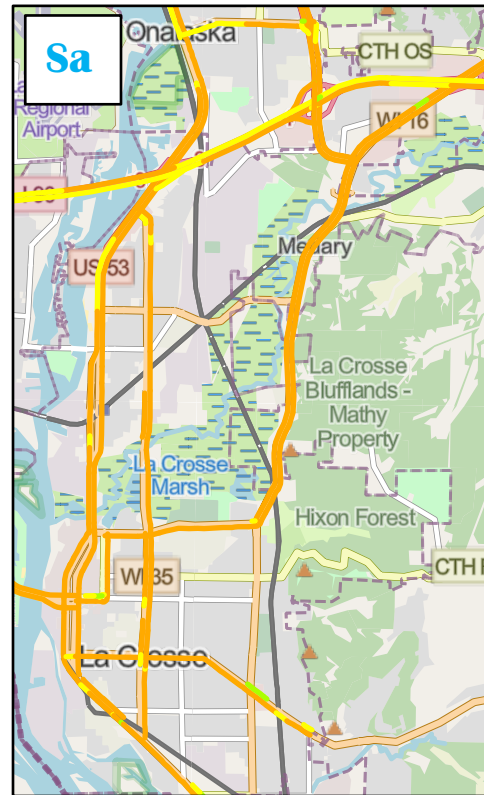
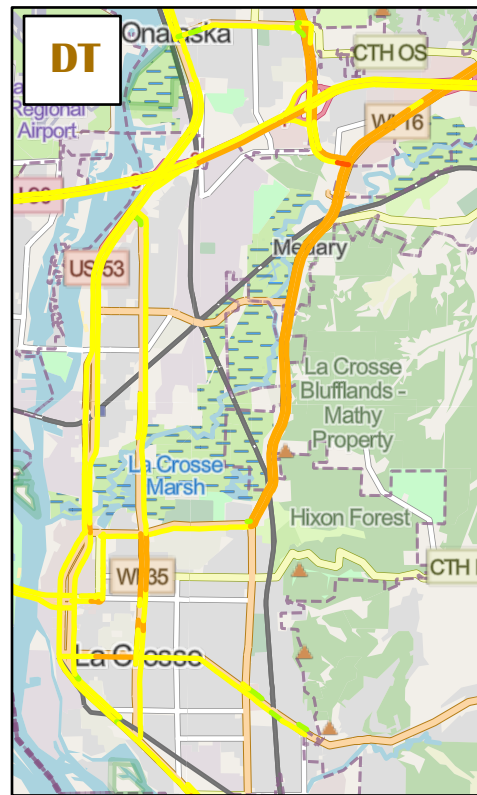


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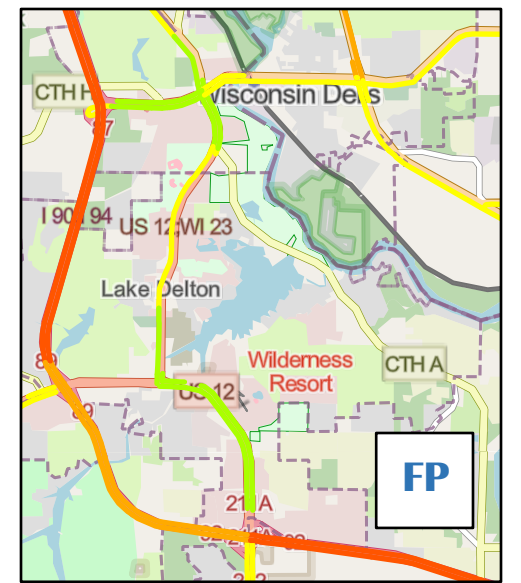
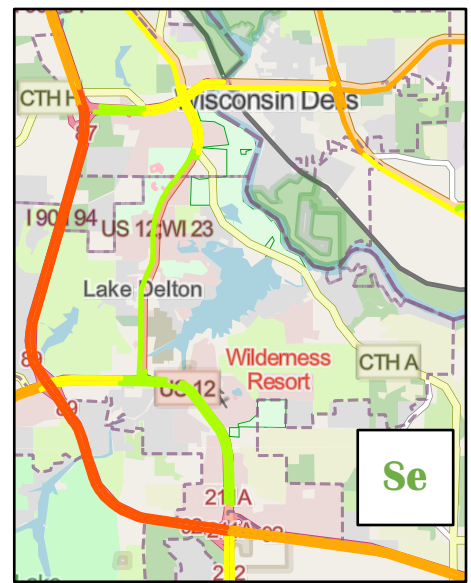
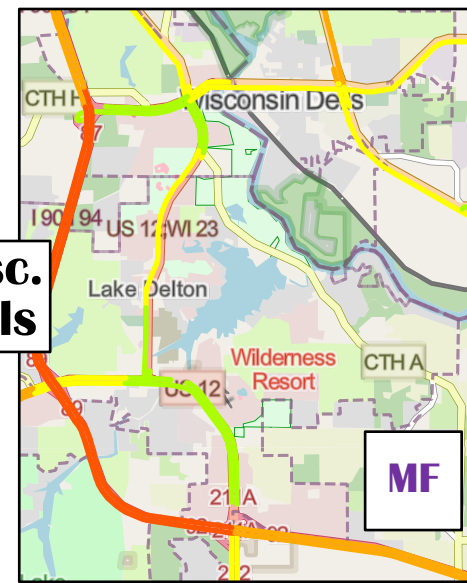
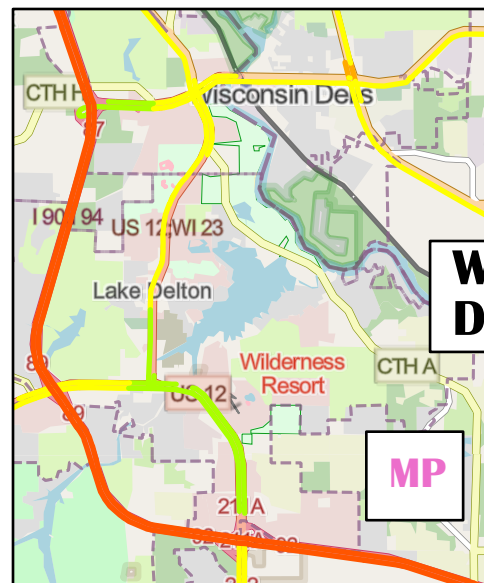
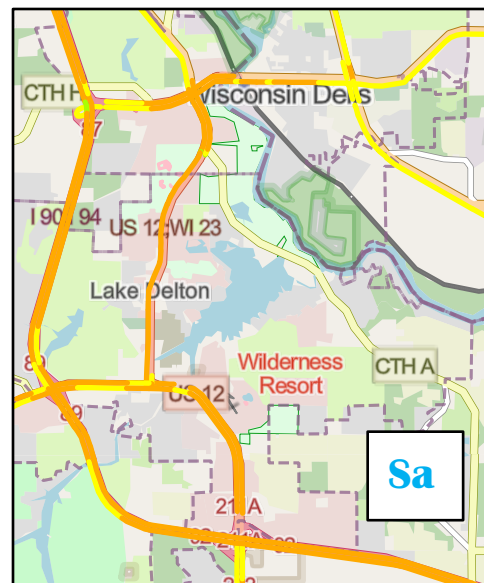
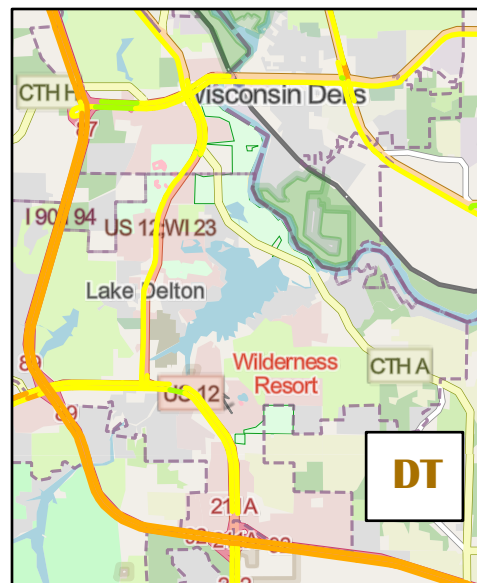


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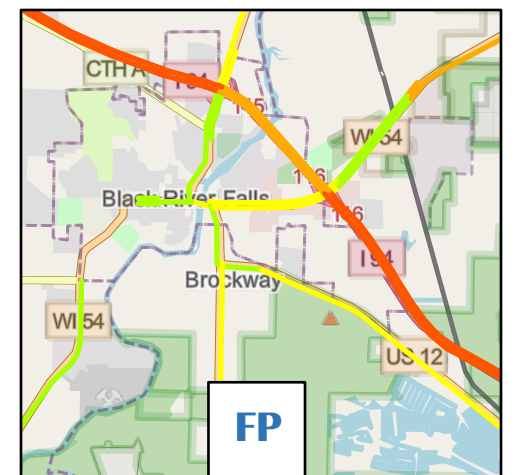
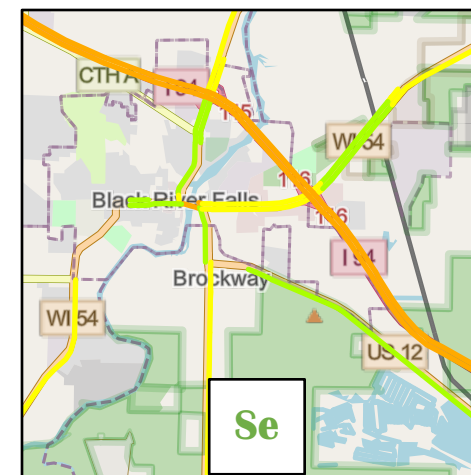
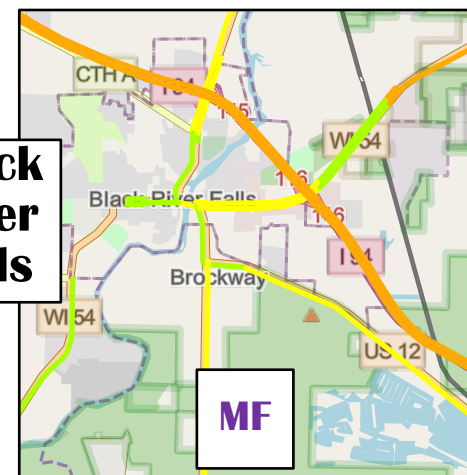
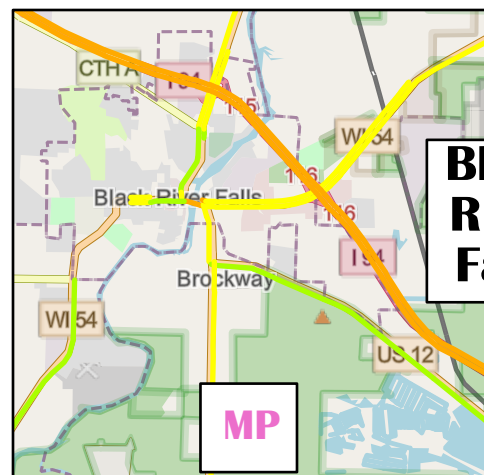
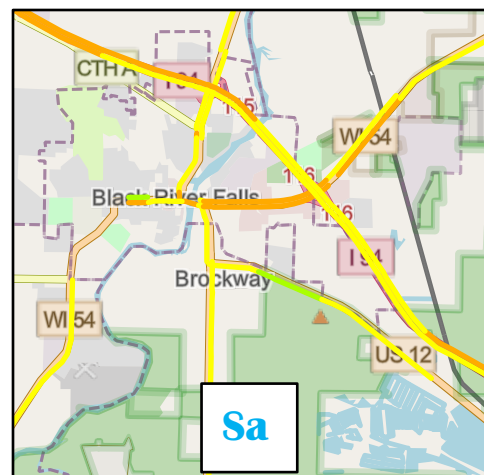
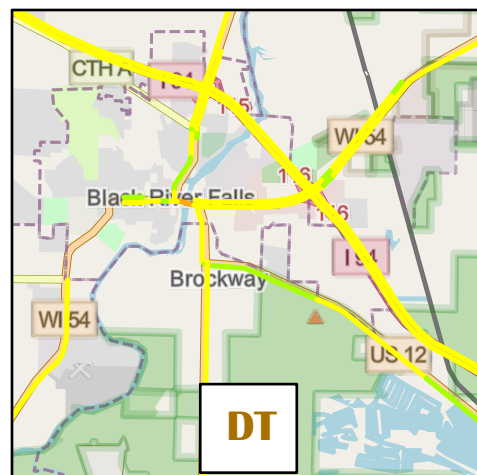




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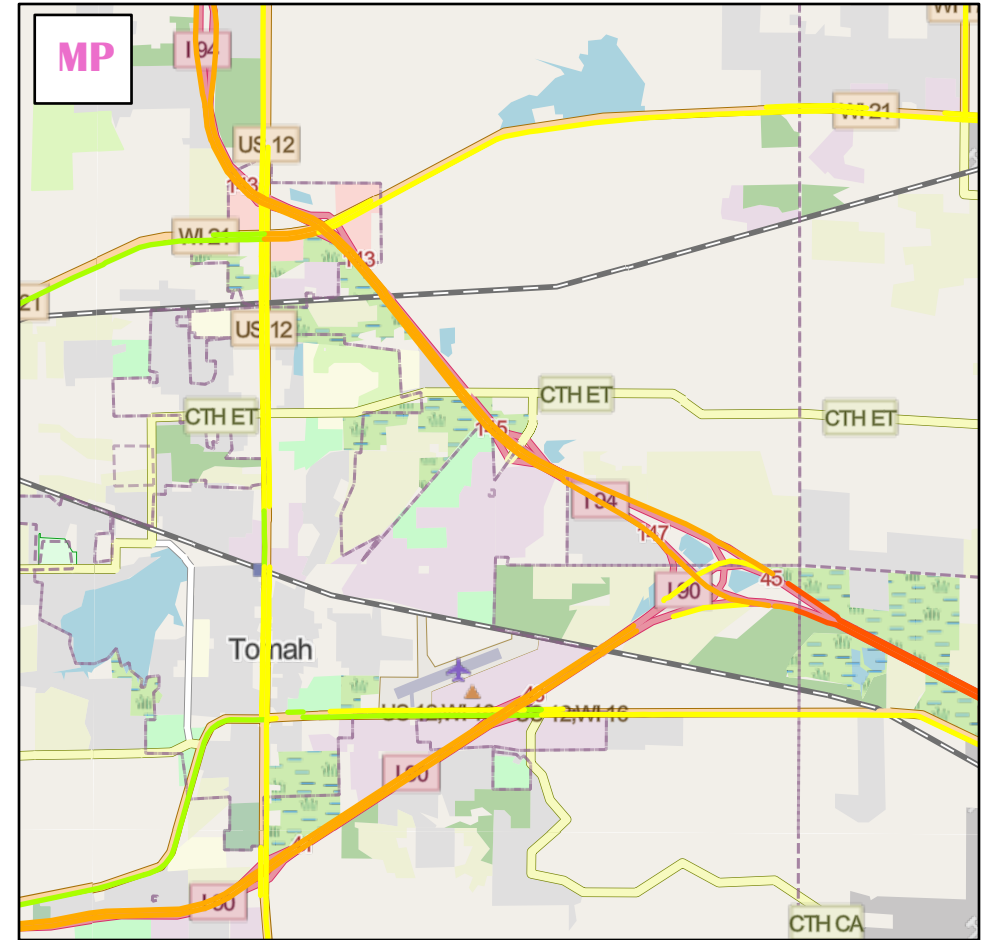
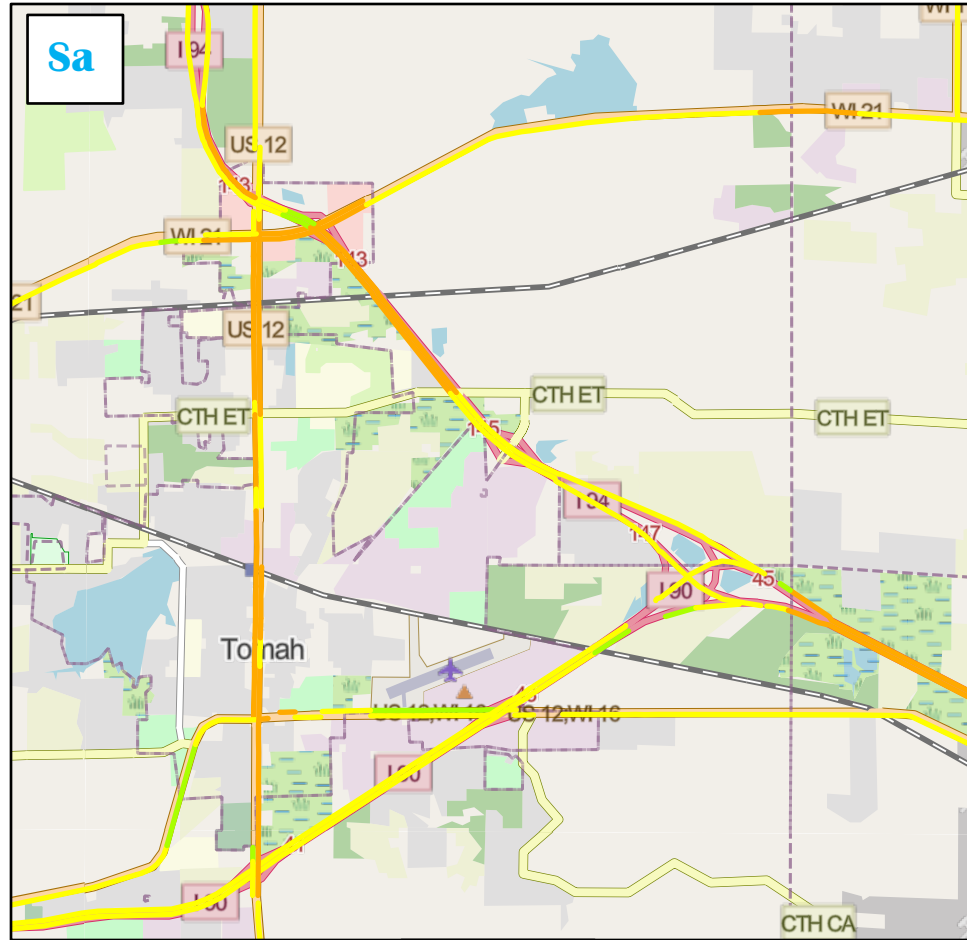
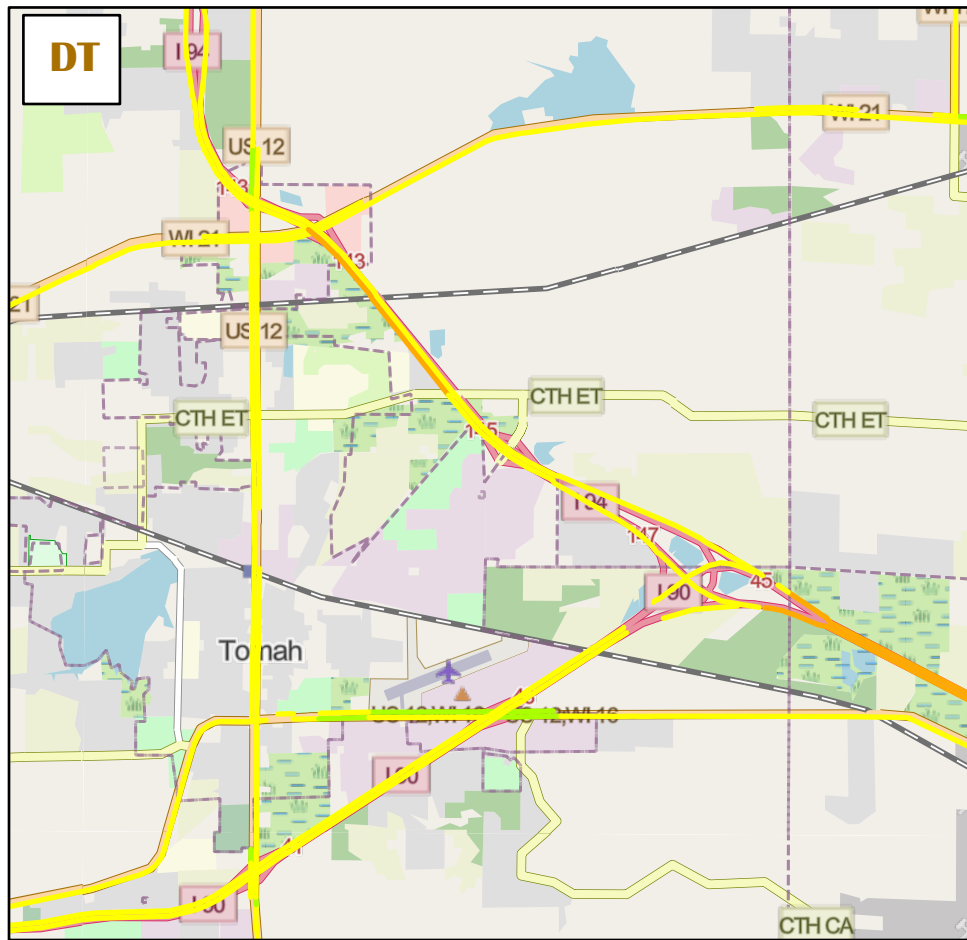


**Wisc. Dells**

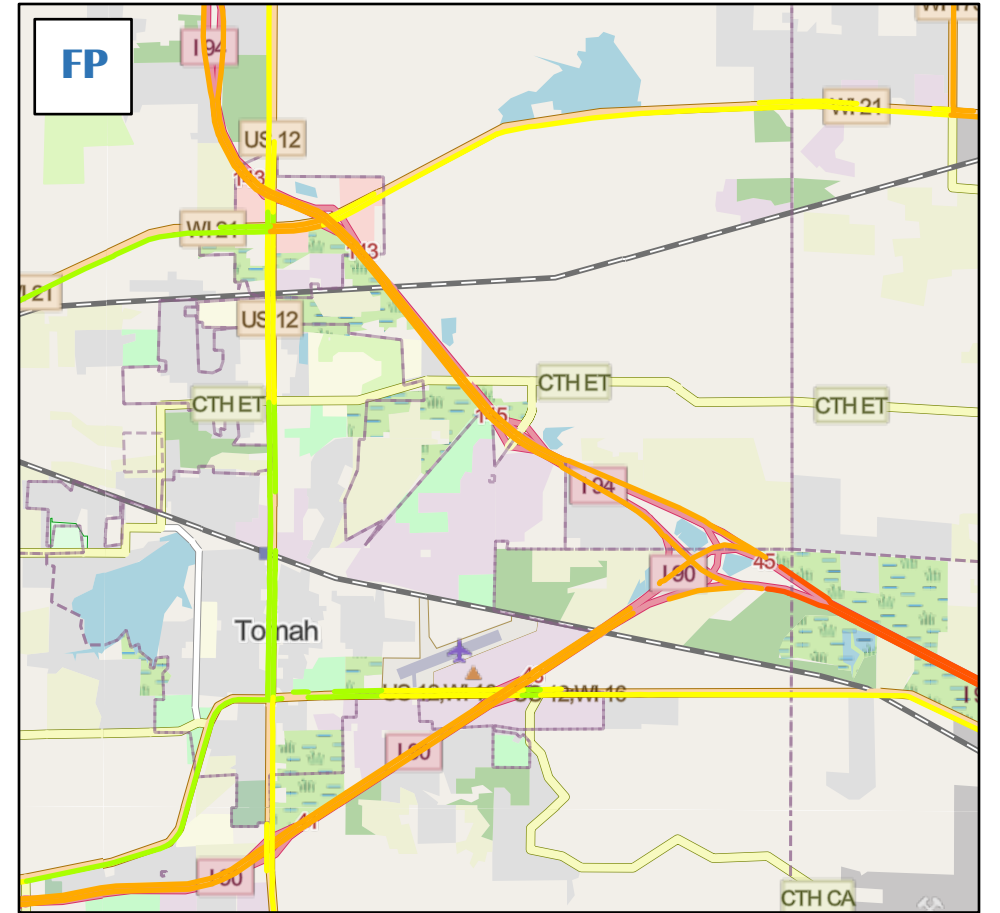
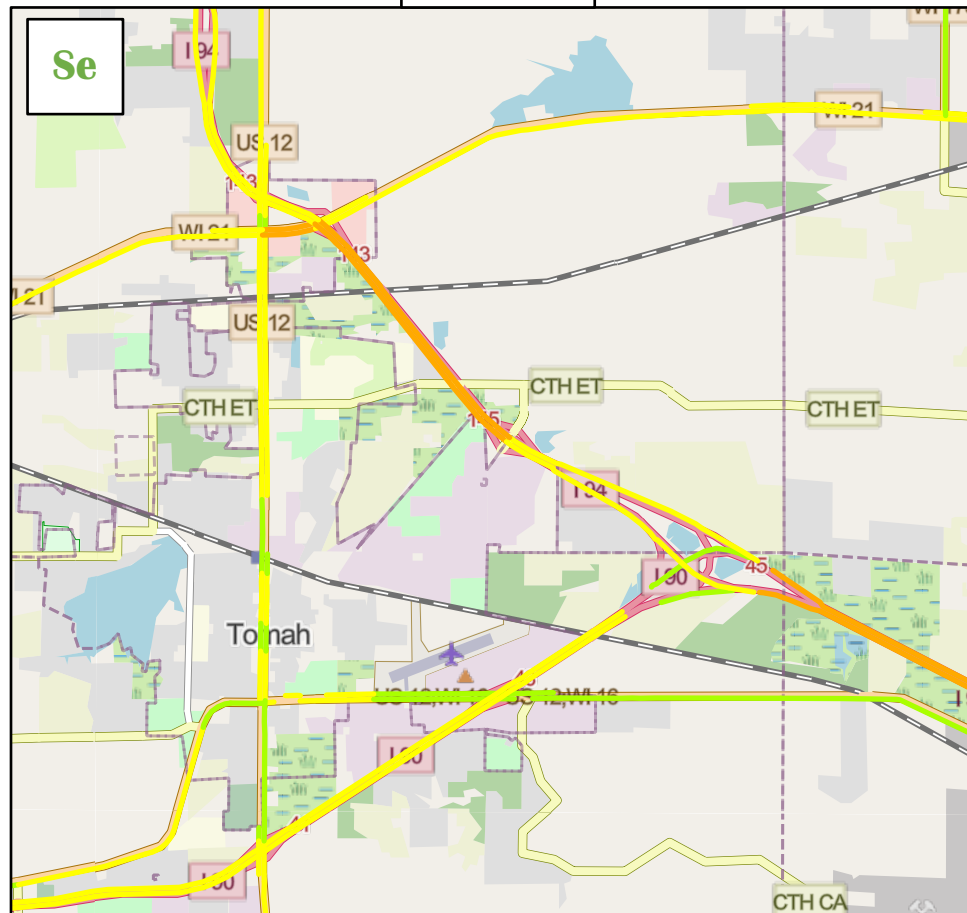
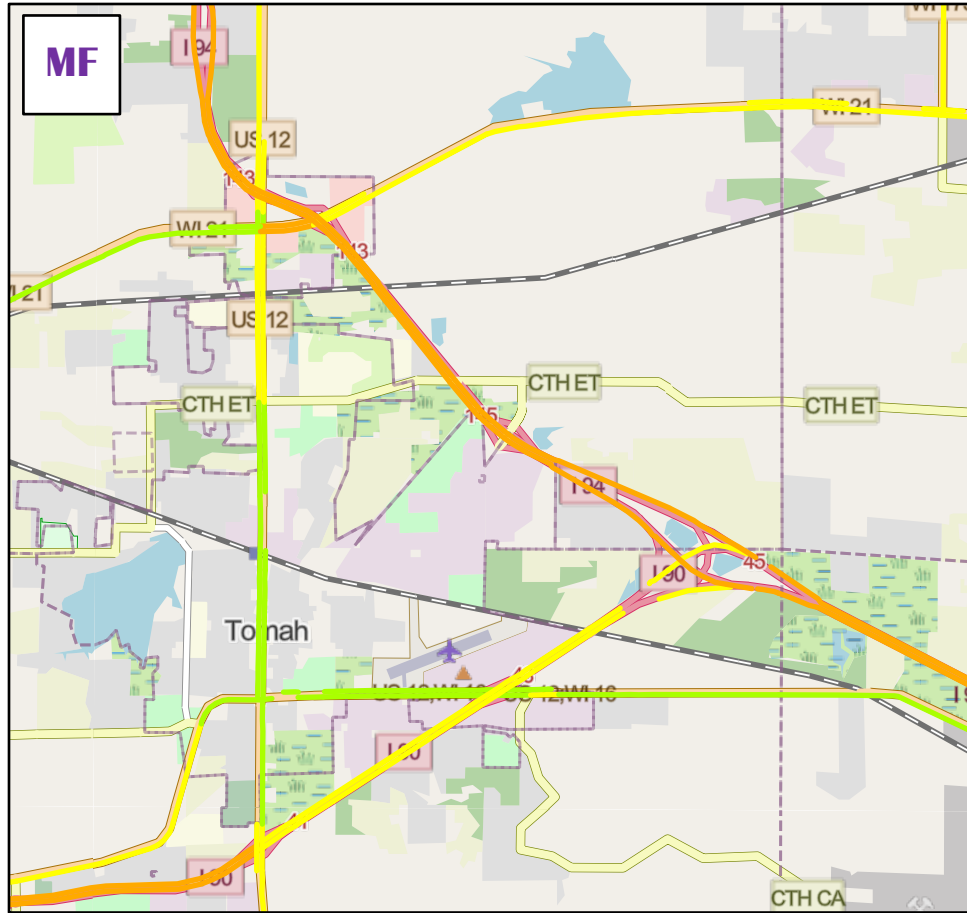


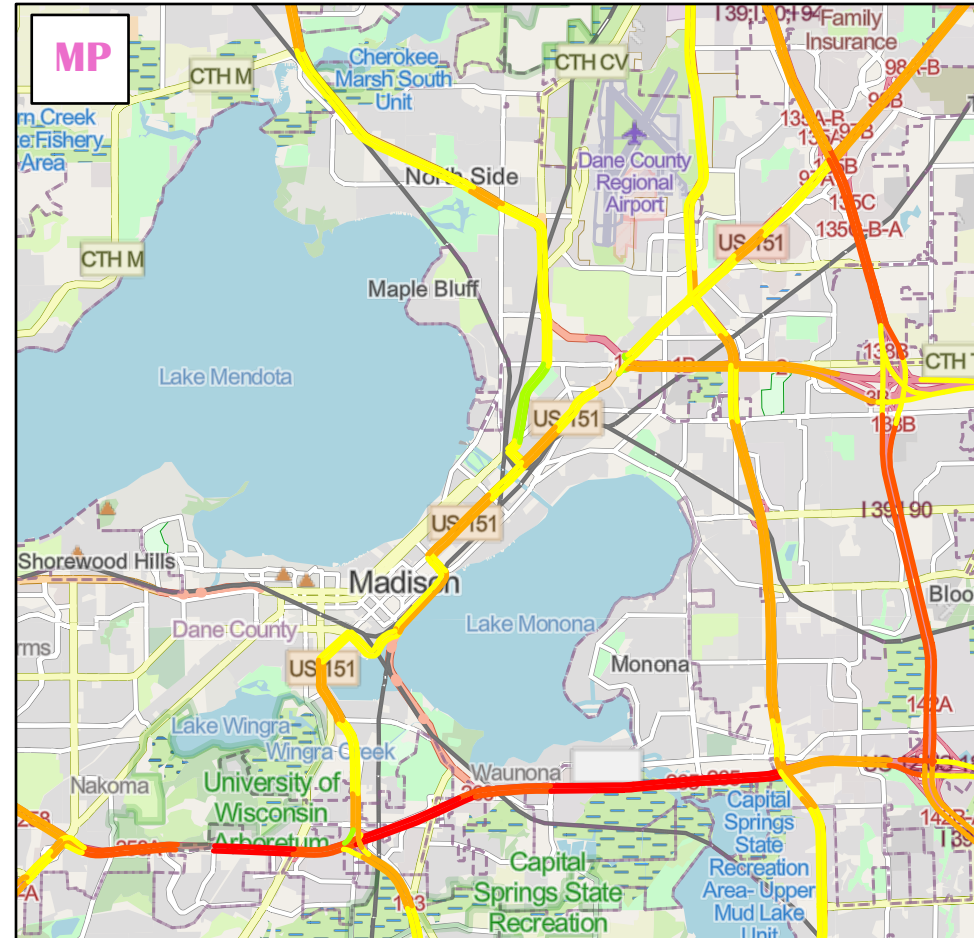
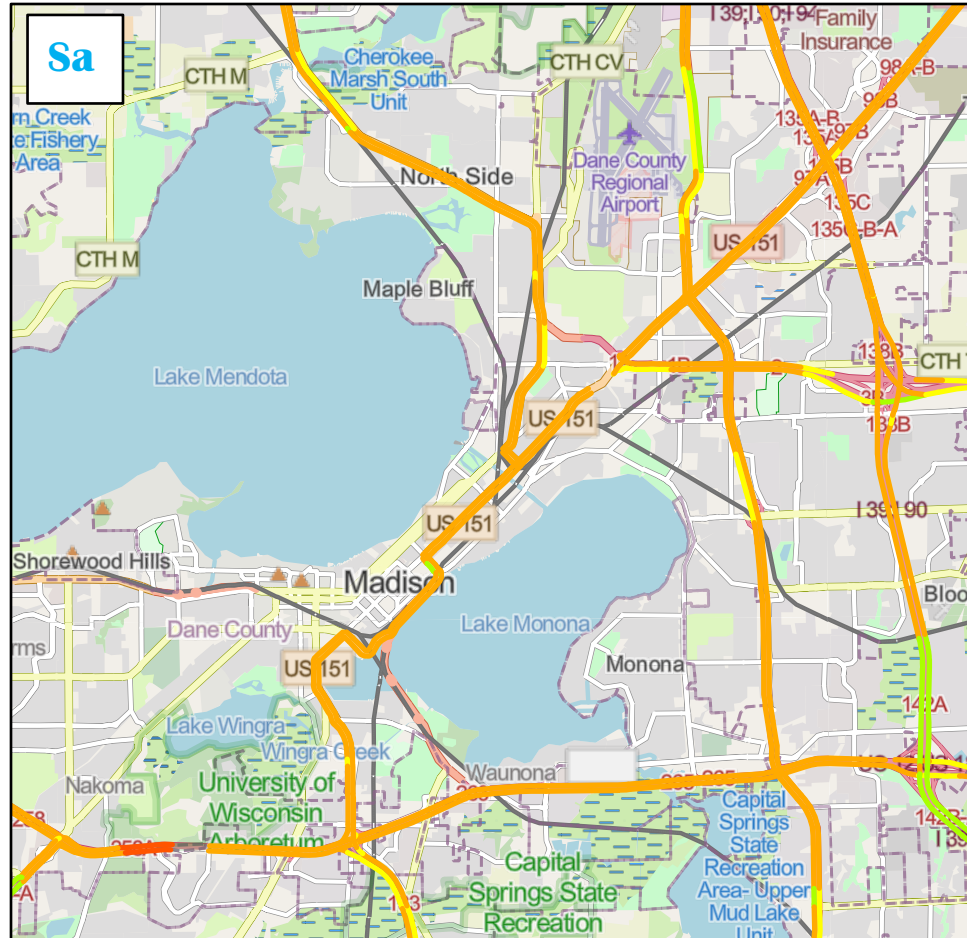
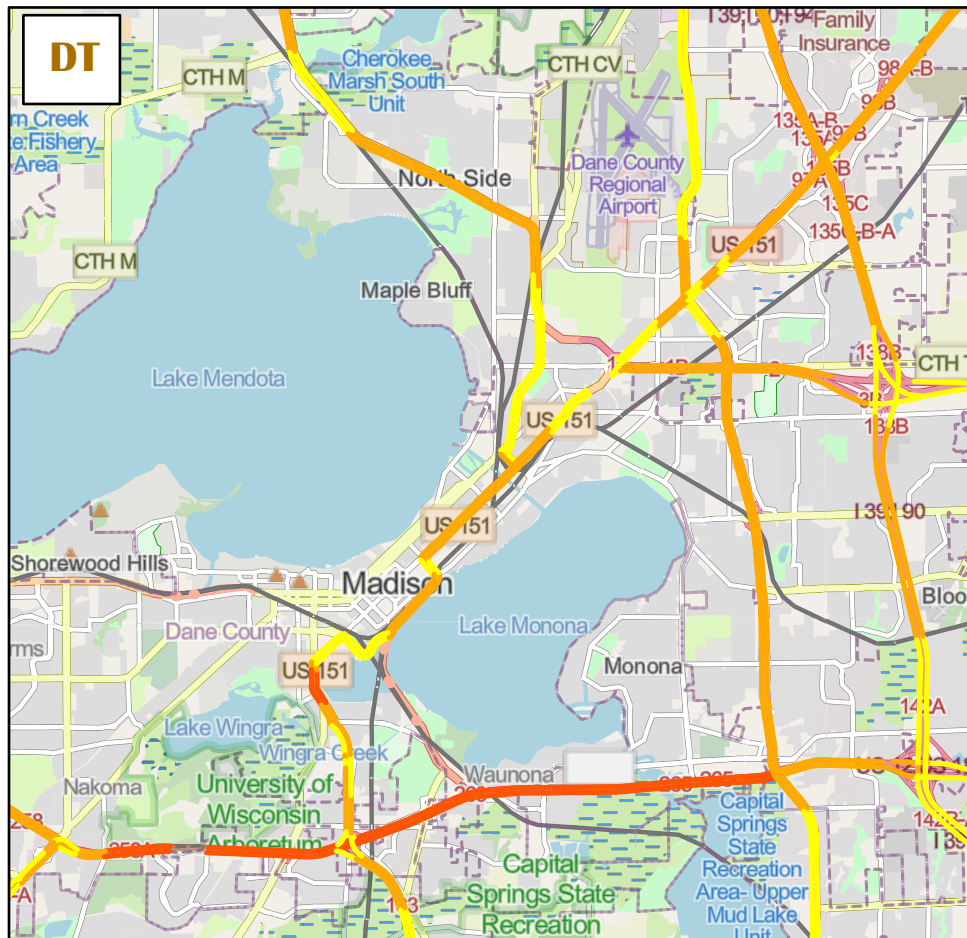
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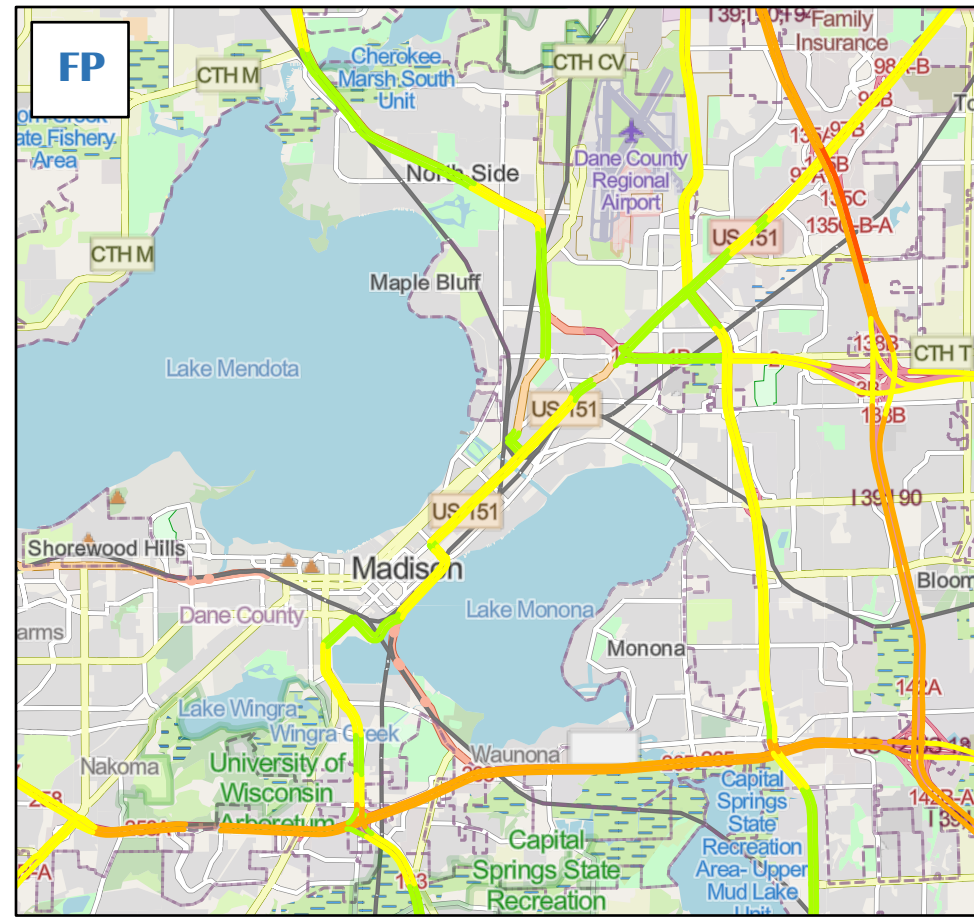
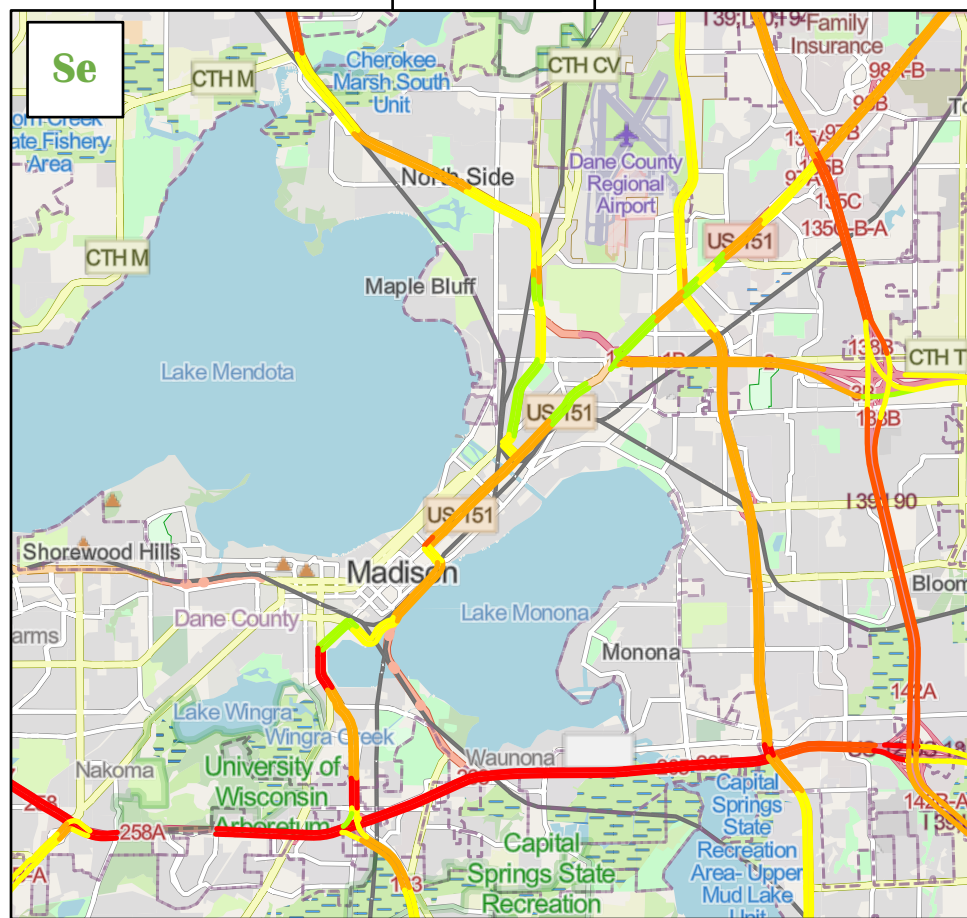
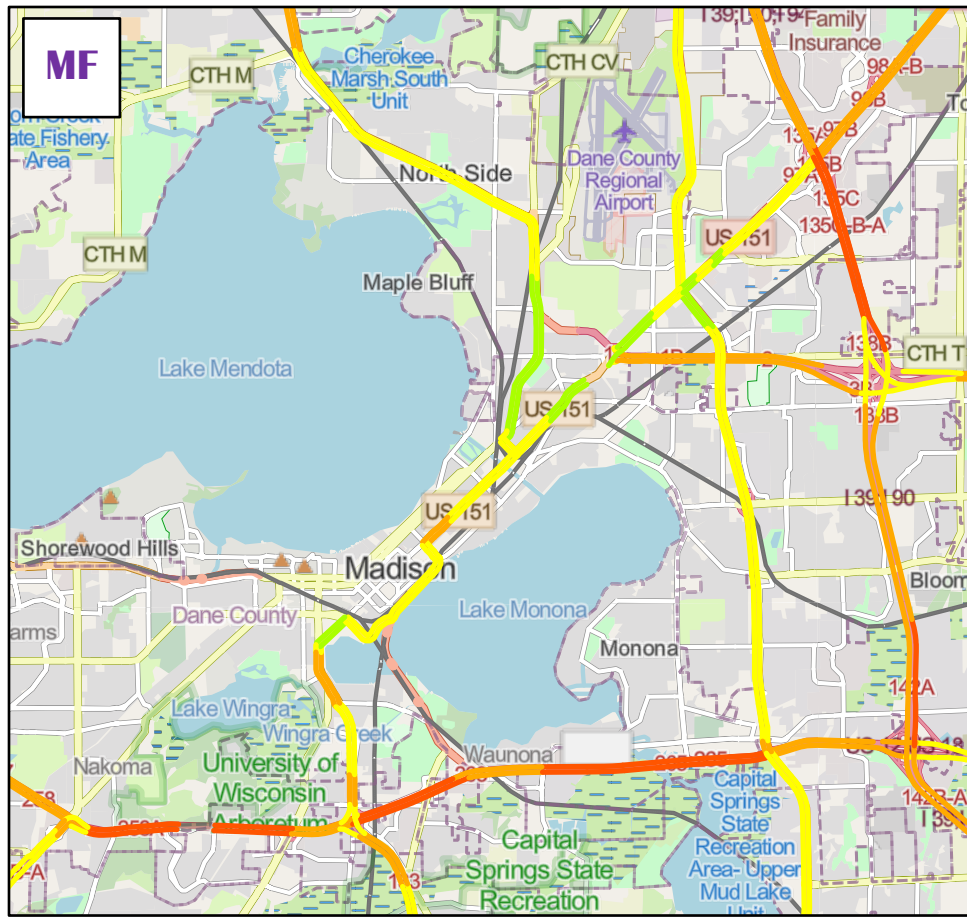


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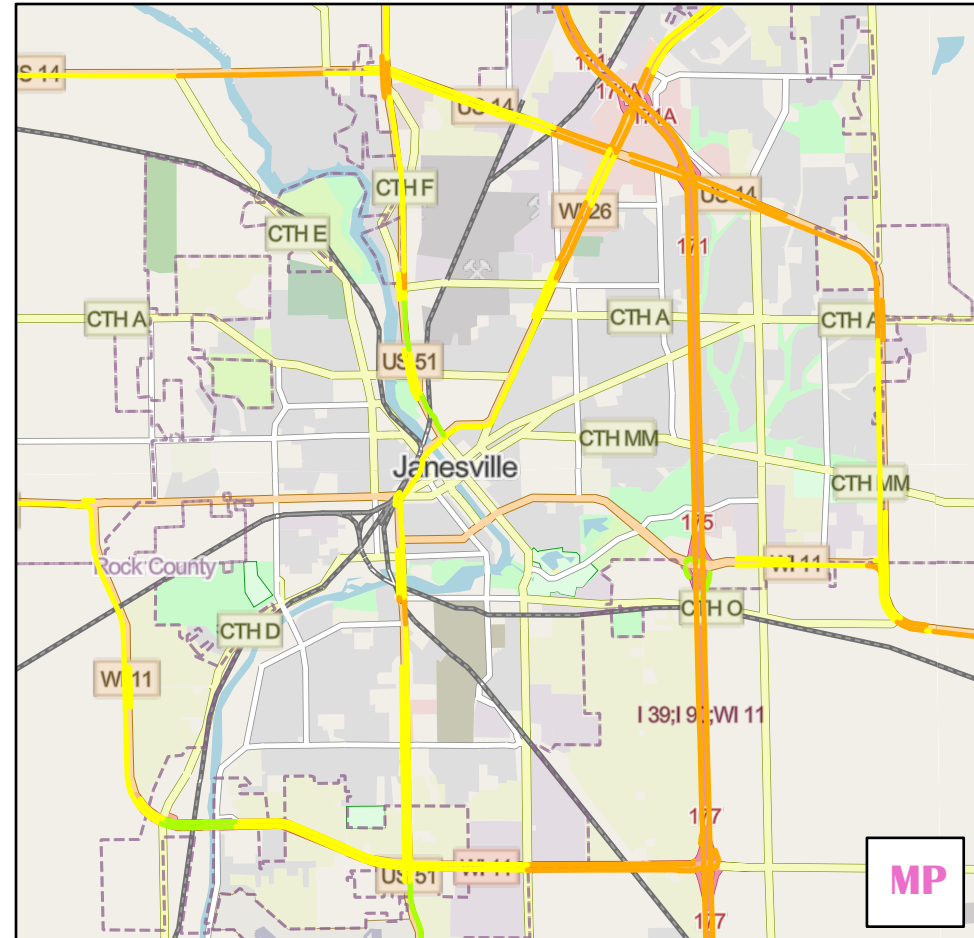
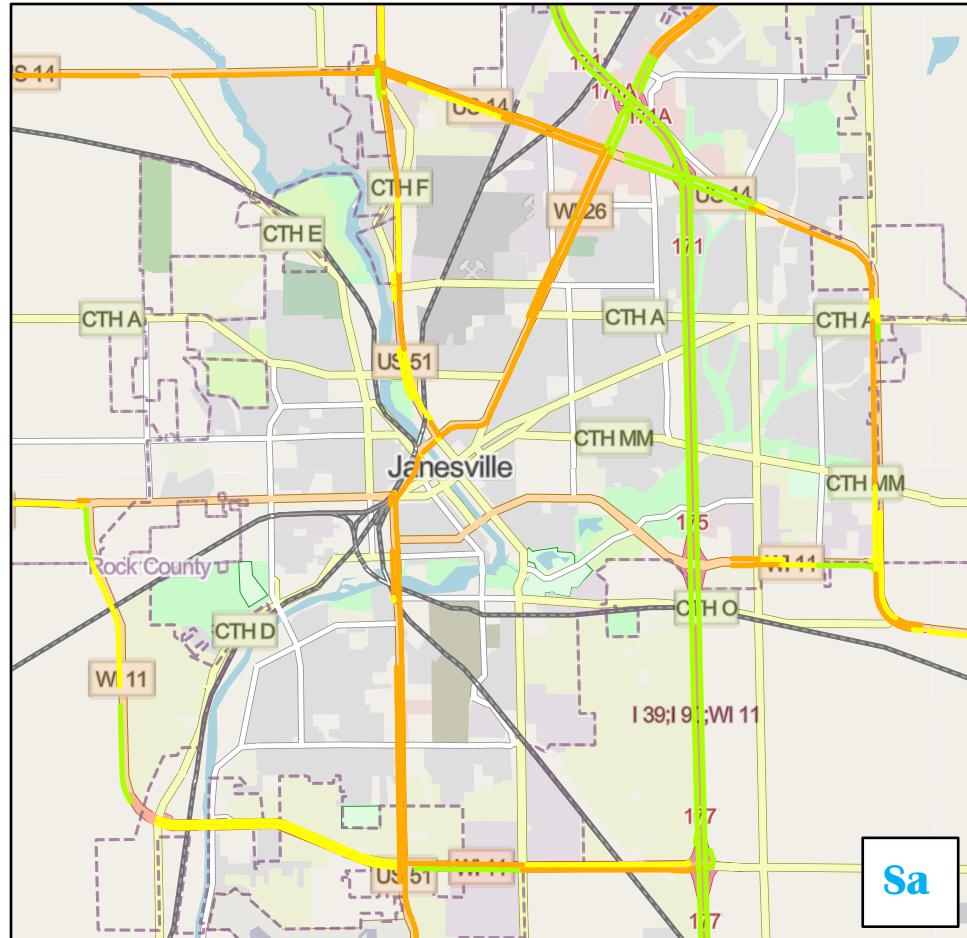
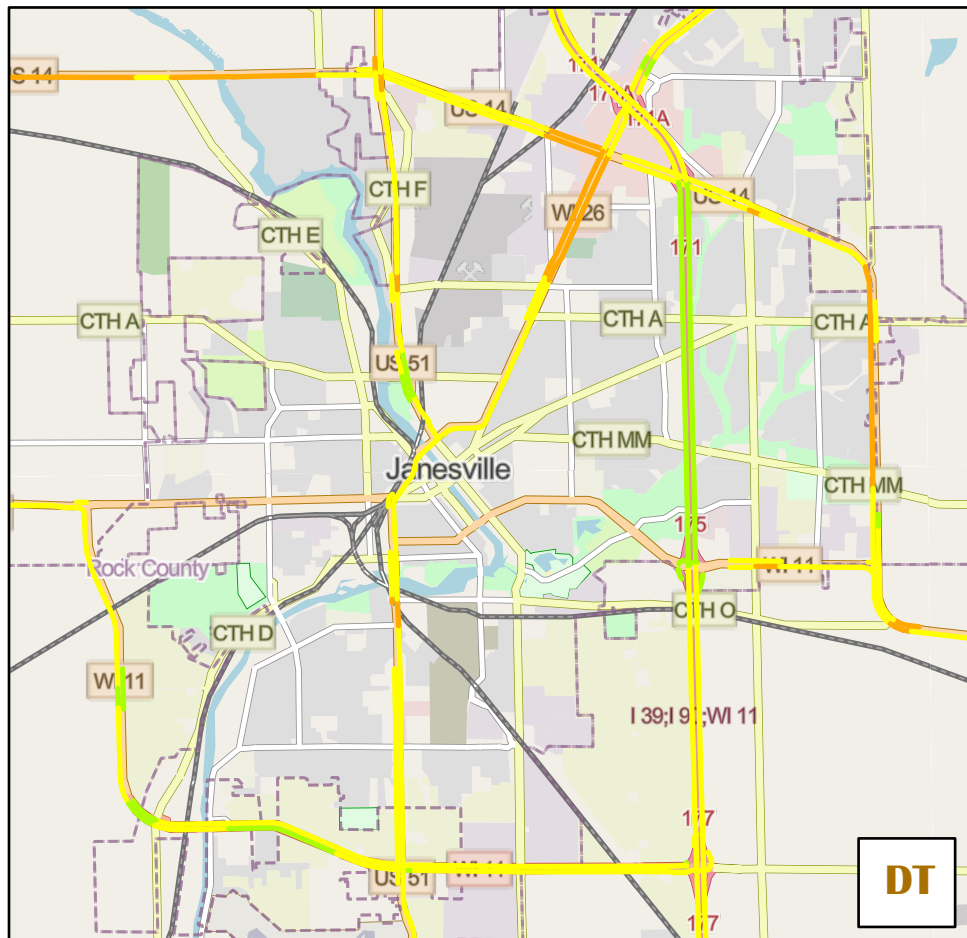




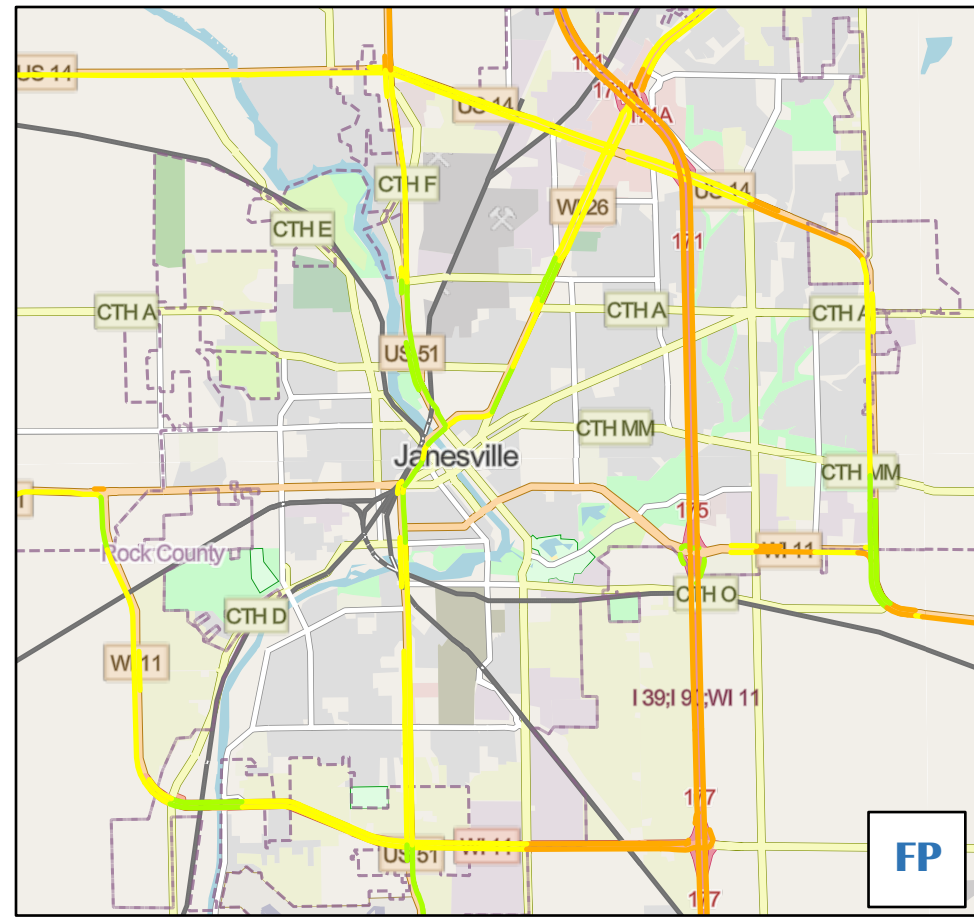
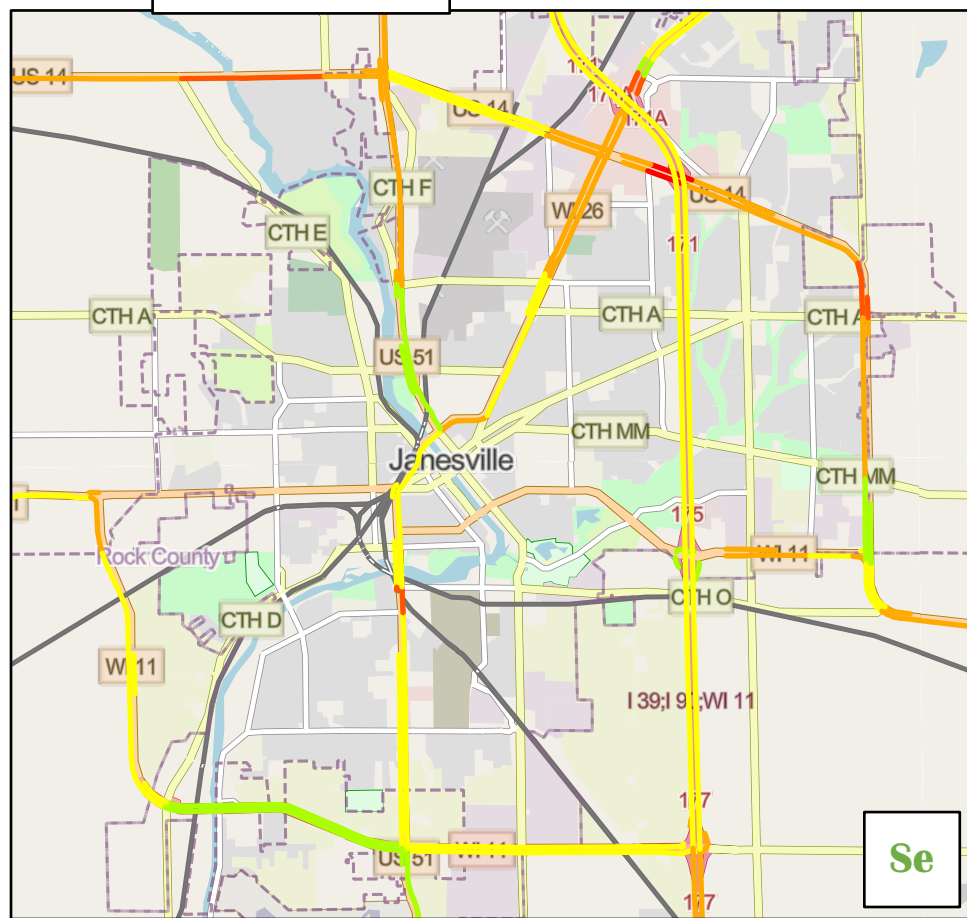
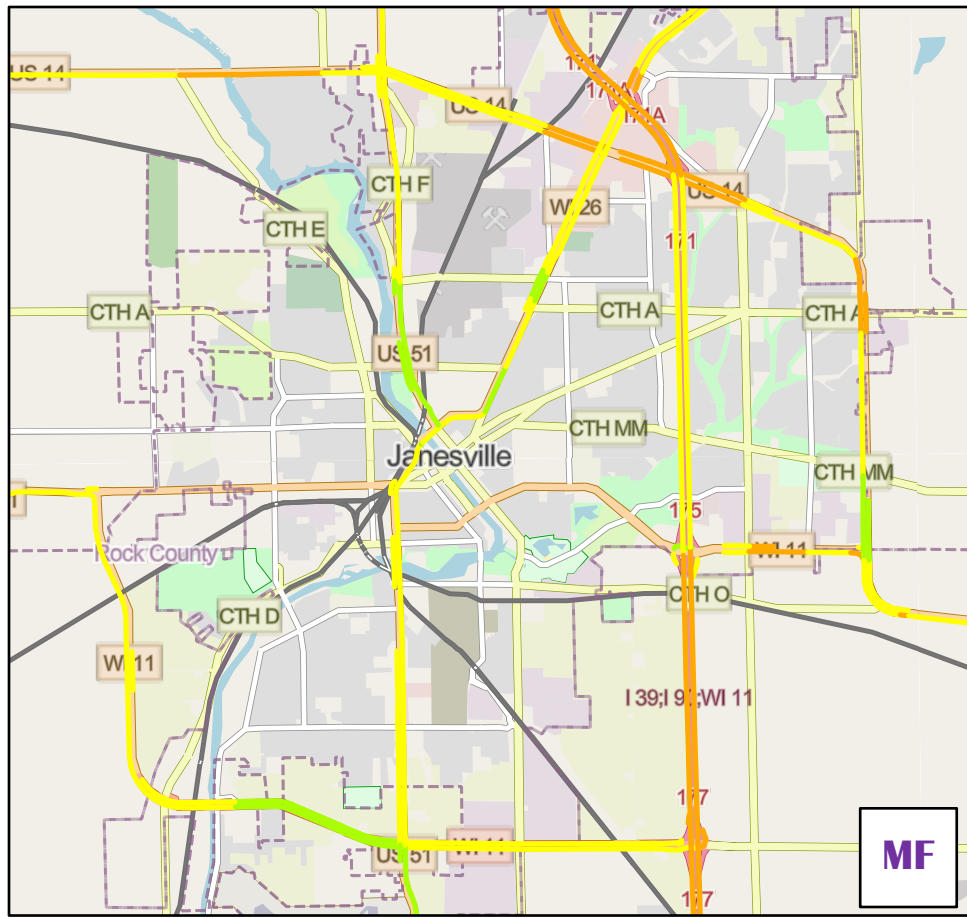
**Madison**



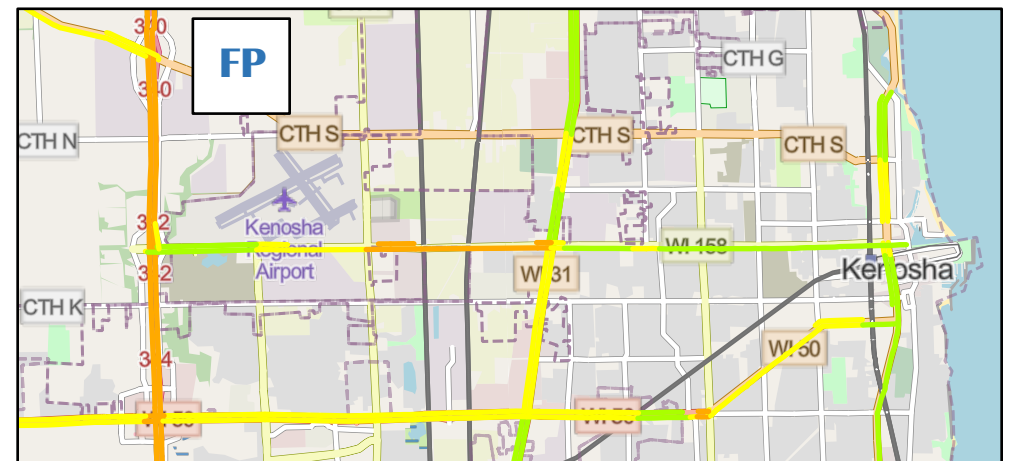
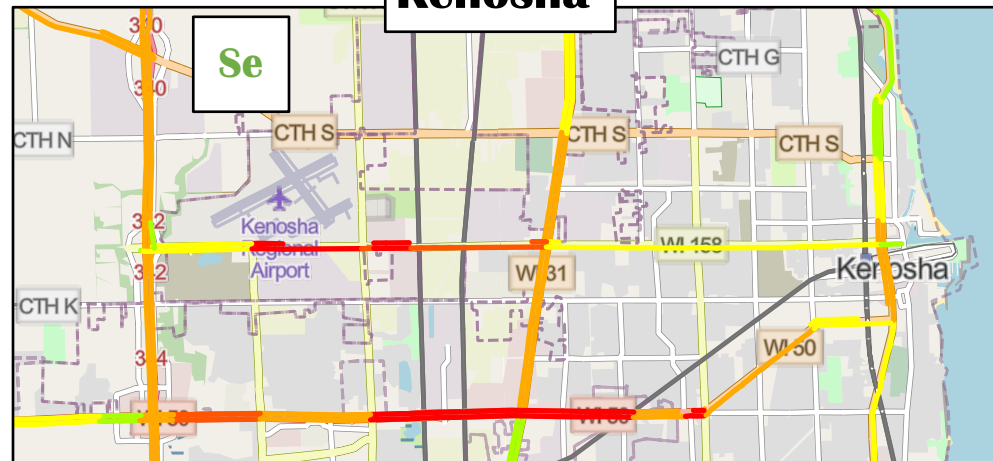
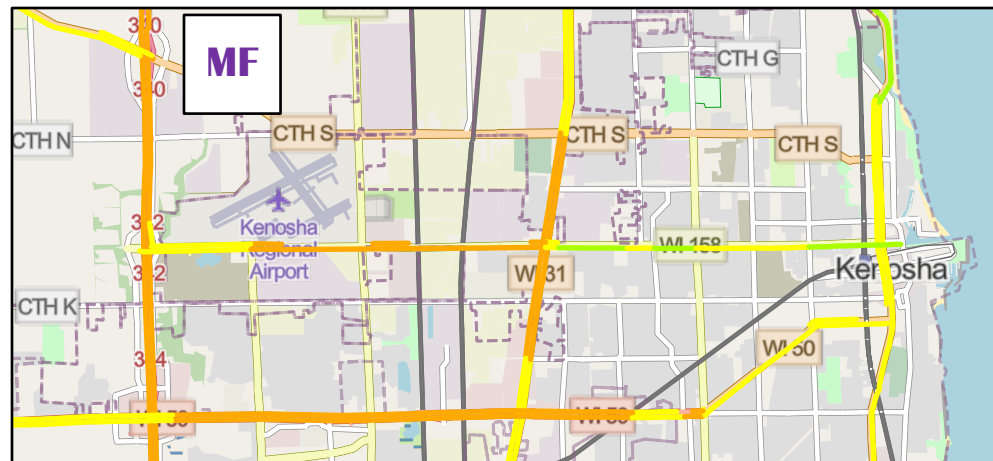
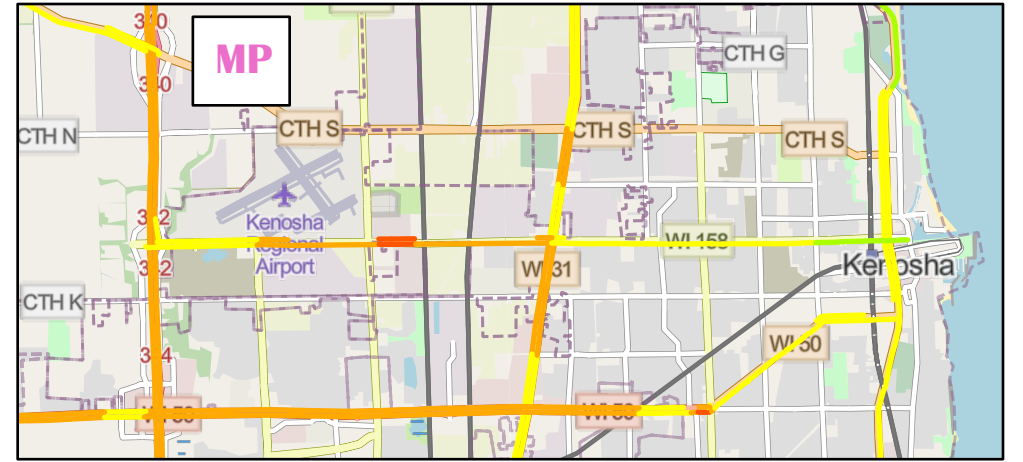
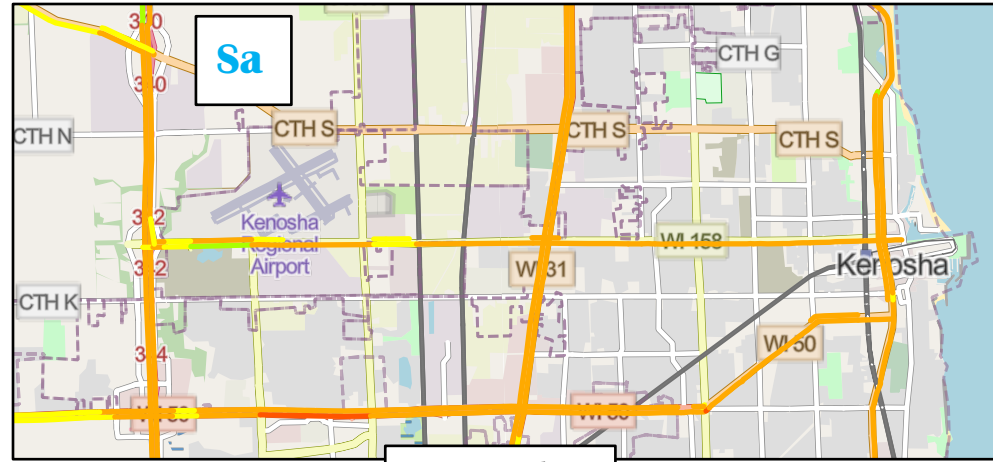
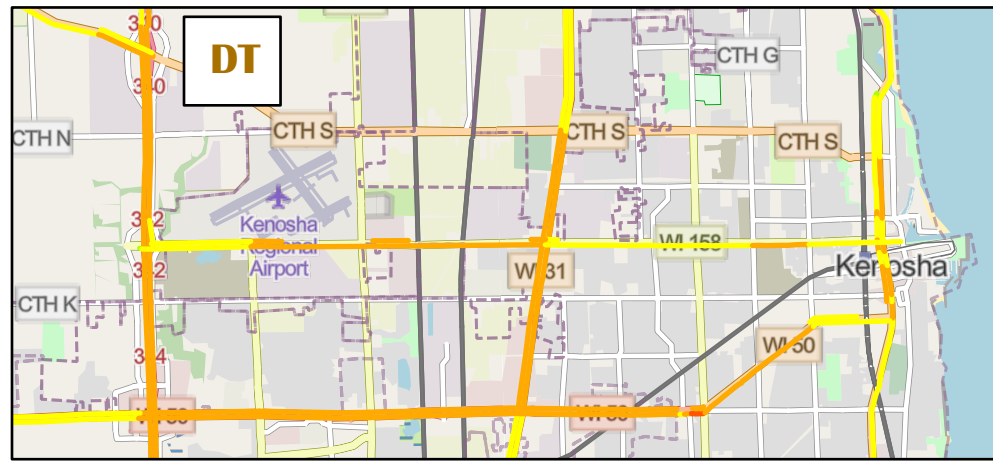




**Janesville**



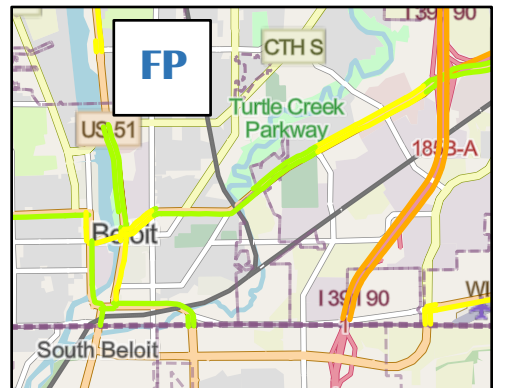
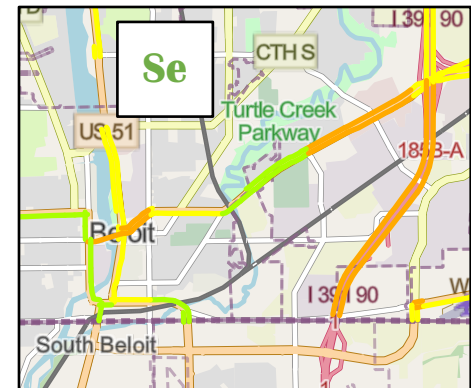
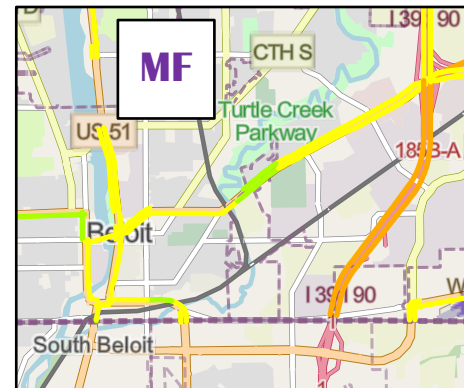
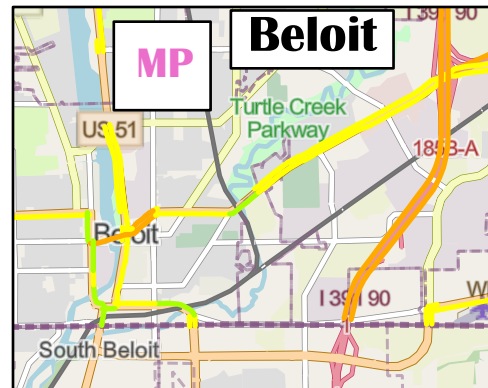
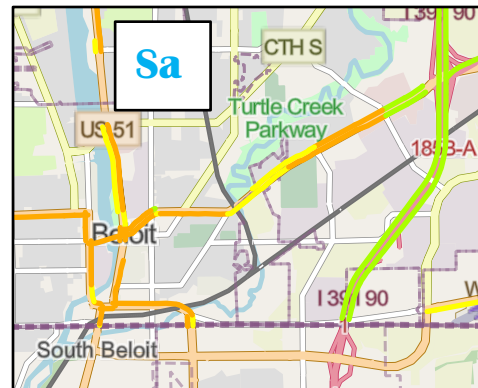
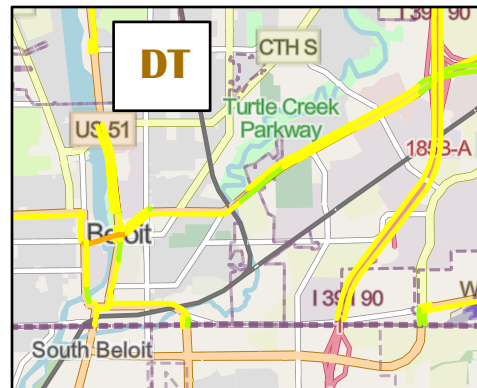




Kenosha



Racine



Beloit