

Appendix 10-B: Long Range Rail Program Narrative Spreadsheets

**Wisconsin Department of Transportation
Long Range Rail Investment Program - Passenger Rail**

ID	Host Railroad	Location	Name	Description	Project benefits		Proposed project funding sources				Correlation of amount of public funding to benefits	Notes
					Public benefits	Private benefits	Total cost	Federal	State	Other		
CP		Milwaukee-Chicago	Existing Amtrak Hiawatha Service	Final design of new Milwaukee Intermodal Station train shed - CY 2010	Improved accessibility and compliance with ADA. Increased station capacity. Improved safety in station. More convenient and comfortable rail travel.	Improved and more efficient operations for freight companies and passenger operators in the Milwaukee terminal area. Reduces potential conflicts between freight and passenger trains. Improved access and safety.	\$ 3,200,000	Being determined by FTA			Public funding will result in: a fully accessible station for the public, especially for those with disabilities; full compliance with federal ADA requirements; greatly improved public transportation facility in terms of comfort, convenience, and safety.	Source: WisDOT
CP		Milwaukee-Chicago	Existing Amtrak Hiawatha Service	Construction of new Milwaukee Intermodal Station train shed - CY 2010-2011	Improved accessibility and compliance with ADA. Increased station capacity. Improved safety in station. More convenient and comfortable rail travel.	Improved and more efficient operations for freight companies and passenger operators in the Milwaukee terminal area. Reduces potential conflicts between freight and passenger trains. Improved access and safety.	\$ 16,400,000	Being determined by FTA			Public funding will result in: a fully accessible station for the public, especially for those with disabilities; full compliance with federal ADA requirements; greatly improved public transportation facility in terms of comfort, convenience, and safety.	Source: WisDOT
CP		Milwaukee-Chicago	Existing Amtrak Hiawatha Service	Construction of expanded platform at Milwaukee Airport Rail Station (Mile Post 78.4) - CY 2010	Improve rail service at station with faster and easier boarding and alighting of trains. Allows more train doors to be open for entry and exit. Accommodates longer trains that accommodate more passengers.	Allow for faster boarding and alighting of trains and longer train lengths improving operations.	\$678,000	\$678,000	\$0	\$0	Public funds will: help improve rail service at the station with faster and easier boarding and alighting of trains; allow for the accommodation of longer trains that accommodate more passengers.	Source: 2009 ARRA grant award estimate in YOY \$ (2010 \$)
CP		Milwaukee-Chicago	Existing Amtrak Hiawatha Service	Construction of new cross-overs on Canadian Pacific right-of-way at Truesdell (Mile Posts 50.1 and 53.6) - CY 2010	Improved reliability of passenger rail services	Improved operations and reliability for freight rail services. Reduces potential conflicts between freight and passenger trains.	\$13,377,000	\$13,377,000	\$0	\$0	Public funds will improve reliability of the passenger rail mode for the public by improving speed and on-time performance.	Source: 2009 ARRA grant award estimate in YOY \$ (2010 \$)
		Milwaukee-Chicago	Existing Amtrak Hiawatha Service	Capital assistance for construction of Talgo train manufacturing facility (Milwaukee) - CY 2010	Facilitates construction and implementation of modern rail equipment in Wisconsin. Creates jobs locally.	Benefits train manufacturer and ability to provide train equipment to clients assembled in the United States	TBD	\$0	\$0	TBD	Public funds will enable implementation of new rail service between Chicago, Milwaukee, and Madison and replacement of aging equipment on the Hiawatha Service, improving the reliability, comfort, and convenience of the rail mode for the travelling public.	TBD
		Milwaukee-Chicago	Existing Amtrak Hiawatha Service	Temporary passenger rail car service and inspection facility: CY 2010 - 2011	Facilitates implementation of improved and more reliable Amtrak Hiawatha service and replacement of aging equipment on the Hiawatha Service	Provides a facility to maintain equipment that minimizes interference with freight operations.	TBD	\$0	TBD	TBD	Public funds for this project support public investment in new equipment by providing a critical facility to maintain and service the new equipment	

Short-term: 2010 - 2015

ID	Host Railroad	Location	Name	Description	Project benefits		Proposed project funding sources				Correlation of amount of public funding to benefits	Notes
					Public benefits	Private benefits	Total cost	Federal	State	Other		
		Milwaukee-Chicago	Existing Amtrak Hiawatha Service	Construction of two new Talgo coach car sets - CY 2010-2011	Supports improvement to existing Amtrak Hiawatha Service and new rail services. Improves comfort, reliability, and convenience of rail travel.	New equipment will improve reliability and amenities of rail travel, attracting more riders, and making operations more efficient.	\$47,489,000	\$0	\$47,489,000			Public funding of this project improves reliability and efficiency of publically funded passenger rail services, and makes rail travel more attractive, comfortable, convenient, and reliable. Source: WisDOT
	CP, WSOR, UP	Madison-Milwaukee-Chicago	Milwaukee to Madison High Speed Rail Corridor: Final Design <i>Midwest Regional Rail Phase 1</i>	Final design of Madison-Milwaukee corridor segment - CY 2010-2011	Implementation of new and expanded intercity passenger rail service improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Leads to improvement of infrastructure that freight trains will operate on. Improves operations for freight companies. Improves safety and reliability. Lowers transportation costs for some businesses.	\$46,500,000	\$46,500,000	\$0	\$0		Public funding for the implementation of new and expanded intercity passenger rail service improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities. Source: WisDOT-FRA cooperative agreement 2010 (part of Milwaukee-Madison ARRA grant award) (2010 \$)
	CP, WSOR, UP	Madison-Milwaukee-Chicago	Milwaukee to Madison High Speed Rail Corridor: Station Environmental <i>Midwest Regional Rail Phase 1</i>	Milwaukee to Madison High speed Rail Corridor: Station Environmental Assessments and Preliminary Engineering CY 2010-2011	Implementation of new and expanded intercity passenger rail service improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Leads to new intercity passenger rail stations including providing opportunities for existing and new private businesses.	\$5,764,000	\$5,764,000	\$0	\$0		Public funding for the implementation of new and expanded intercity passenger rail service improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities. Source: WisDOT-FRA cooperative agreement 2010 (part of Milwaukee-Madison ARRA grant award). (2010 \$)
	CP, WSOR, UP	Madison-Milwaukee-Chicago	Milwaukee to Madison High Speed Rail Corridor: Construction of corridor infrastructure <i>Midwest Regional Rail Phase 1</i>	Construction of Milwaukee-Madison corridor segment infrastructure - CY 2011-2013	Implementation of new and expanded intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Improves infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	\$616,858,000	\$616,858,000	\$0	\$0		Public funding for the implementation of new and expanded intercity passenger rail service improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities. Source: 2009 ARRA application estimate (2010 \$)

ID	Host Railroad	Location	Name	Description	Project benefits		Proposed project funding sources				Correlation of amount of public funding to benefits	Notes
					Public benefits	Private benefits	Total cost	Federal	State	Other		
CP, WSOR	Madison-Milwaukee-Chicago	Milwaukee to Madison High Speed Rail Corridor: Construction of stations <i>Midwest Regional Rail Phase 1</i>	Construction of new stations in Madison-Milwaukee corridor segment - CY 2011-2013	The new stations with new intercity passenger rail service will improve mobility for the community, support economic development in the community, especially near the station, creates local jobs, reduce transportation costs for businesses, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Adds potential market for businesses in area of station.	\$24,000,000	\$24,000,000	\$0	\$0	Public funds for the new stations with new intercity passenger rail service will improve mobility for the community, support economic development in the community, especially near the station, creates local jobs, reduce transportation costs for businesses, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Source: 2009 ARRA application estimate (2010 \$)	
CP	Madison-Milwaukee-Chicago	Milwaukee to Madison High Speed Rail Corridor: Train service and inspection facility	Final design and construction of permanent train service & inspection facility to provide service and maintenance for new passenger coaches and locomotives - CY 2011-2013	Facilitates start of new high-speed intercity passenger rail service with modern and well-maintained equipment.	Provides a facility to maintain equipment efficiently.	\$46,000,000	\$46,000,000	\$0	\$0	Public funds will result in a facility to support new and improved intercity passenger rail service, provide jobs, and ensure modern and well-maintained equipment.	Source: 2009 ARRA application estimate (2010 \$)	
CP	Madison-Milwaukee-Chicago	Muskego Yard Bypass <i>Midwest Regional Rail Phase 1</i>	Construction of bypass through Muskego Yard to allow freight trains to bypass Milwaukee Intermodal Station to accommodate the increased passenger trains at MIS- CY 2011-2013	Supports implementation of new intercity passenger rail services between Chicago, Milwaukee, Madison, and beyond, and supports implementation of commuter rail by improving capacity in and around Milwaukee Intermodal Station and efforts to reduce potential conflicts with freight trains.	Improves freight rail operations by allowing freight trains to bypass the Milwaukee Intermodal Station where passenger trains may be stopped and blocking tracks. Reduces potential conflicts between freight and passenger trains. Improves intercity passenger rail operations.	\$66,000,000	\$52,800,000	\$13,200,000	\$0	Public funds will result in space for new passenger rail services at the Milwaukee Intermodal Station, improved intercity passenger rail operations and more efficient freight rail operations by allowing freight trains to bypass the Milwaukee Intermodal Station where passenger trains may be stopped and blocking tracks. Improves intercity passenger rail operations.	Assumes 80% federal funding, 20% state funding. Source: Wisconsin DOT. Federal Tiger II grant pre-application estimate.	
	Madison-Milwaukee-Chicago	Milwaukee to Madison High-Speed Rail Corridor: Equipment (coach cars) <i>Midwest Regional Rail Phase 1</i>	Purchase/construct two new coach car sets for operation of Madison-Milwaukee-Chicago service - CY 2011-2013	Supports improvement to existing Amtrak Hiawatha Service and new rail services. Improves comfort, reliability, and convenience of rail travel.	New equipment will improve reliability and amenities of rail travel, attracting more riders, and making operations more efficient.	\$47,000,000	\$47,000,000	\$0	\$0	Public funding of the project improves reliability and efficiency of publically funded passenger rail services, and makes rail travel more attractive, comfortable, convenient, and reliable.	Source: 2009 ARRA application estimate (2010 \$)	

ID	Host Railroad	Location	Name	Description	Project benefits		Proposed project funding sources				Correlation of amount of public funding to benefits	Notes
					Public benefits	Private benefits	Total cost	Federal	State	Other		
		Madison-Milwaukee-Chicago	Milwaukee to Madison High-Speed Rail Corridor: Equipment (locomotives) <i>Midwest Regional Rail Phase 1</i>	Purchase up to eight new locomotives for operation of Madison-Milwaukee-Chicago service - CY 2011-2013	Supports implementation of new intercity passenger rail services. Creates jobs. Improves performance of rail services by allowing for service at 110 mph with faster acceleration and deceleration. Improves environment through fewer emissions and higher fuel efficiency than older locomotives.	Supports implementation of new intercity passenger rail services. Improves operating performance (including speeds, fuel efficiency, etc.).	\$40,000,000	\$40,000,000	\$0	\$0	Public funds will result in faster, more environmentally friendly, and more fuel efficient passenger rail service and allow for expanded service.	Source: 2009 ARRA application estimate (2010 \$)
		Madison-Milwaukee-Chicago	Chicago-Milwaukee corridor improvements <i>Midwest Regional Rail Phase 1</i>	Final design and construction of Infrastructure improvements between Chicago and Milwaukee to accommodate up to 3 additional frequencies between the two cities. This will support Chicago-Milwaukee-Madison operations.	Implementation of new and expanded intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Leads to improvement of infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	TBD	TBD	TBD	TBD	Public funding for the implementation of new and expanded intercity passenger rail service improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Cost estimates for these improvements are being finalized and will be released in September 2010 and inserted into the final plan.
Long Range 2016 - 2030	TBD	Twin Cities-Madison-Milwaukee-Chicago	Midwest Regional Rail Phase 2	Construction of Twin Cities to Milwaukee corridor segment infrastructure (includes stations and S&I facility) - CY 2015-2018	Implementation of new and expanded intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Improves infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	\$605,708,000	\$484,566,000	\$60,190,000	\$60,952,000	Public funds will result in the implementation of new and expanded intercity passenger rail service that connects two major economic centers of the Midwest, serves other major urban areas in Wisconsin, improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Assumes 80% federal share and 20% state share. Source: 2004 Midwest Regional Rail Initiative Project Notebook. Updated to 2008 dollars using Engineering News Record (ENR) construction cost index. Estimate is based on route via La Crosse. "Other" estimate is the Minnesota share based on La Crosse to St. Paul estimate. Route alignment to be determined by NEPA/PE study.
		Twin Cities-Madison-Milwaukee-Chicago	Midwest Regional Rail Phase 2	Purchase/construct new train sets (coach cars and locomotives) for Twin Cities-Milwaukee-Chicago service CY 2015-2018	Supports implementation of new intercity passenger rail services. Creates jobs. Improves performance of rail services by allowing for service at 110 mph with faster acceleration and deceleration. Improves environment through fewer emissions and higher fuel efficiency than older locomotives.	Supports implementation of new intercity passenger rail services. Improves operating performance (including speeds, fuel efficiency, etc.).	TBD	TBD	TBD	TBD	Public funds will provide necessary equipment to operate new intercity passenger rail services. Improves reliability and efficiency of publically funded passenger rail services, and makes rail travel more attractive, comfortable, convenient, and reliable. Public funds will result in faster, more environmentally friendly, and more fuel efficient passenger rail service and allow for expanded service.	Assumes 80% federal share and 20% state share. State share shared by Wisconsin and Minnesota. Source: 2004 Midwest Regional Rail Initiative Project Notebook. Updated to 2008 dollars using ENR construction cost index
These projects require completion of Preliminary Engineering and NEPA studies that will include separate applications for federal funding.												

ID	Host Railroad	Location	Name	Description	Project benefits		Proposed project funding sources				Correlation of amount of public funding to benefits	Notes
					Public benefits	Private benefits	Total cost	Federal	State	Other		
TBD	Green Bay-Milwaukee-Chicago	Midwest Regional Rail Phase 3	Final Design and Construction of Green Bay-Milwaukee-Chicago corridor infrastructure - CY 2017-2022	Implementation of new and expanded intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Improves infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	\$1,077,844,000	\$862,275,000	\$145,258,000	\$70,311,000	Public funding for the project: improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Assumes 80% federal share and 20% state share. State share shared by Wisconsin and Illinois. Source: 2004 Midwest Regional Rail Initiative Project Notebook. Updated to 2008 dollars using ENR construction cost index. Route alignment to be determined by NEPA/PE study.	
TBD	Existing and future intercity passenger rail stations in Wisconsin	Wisconsin Rail Station Capital Assistance Program	Provides state funding assistance for station improvements including improvements to make existing stations fully accessible and compliant with ADA, safety improvements, passenger information improvements, building, platform, or parking lot improvements, signage, etc.	Station improvements provide a safer and more accessible facility for the travelling public. Improved or new stations also have positive economic development opportunities for communities, and support livable communities.	Improves safety and reliability for passenger trains and some improvements at stations will improve safety and operations of freight trains.	TBD	TBD	TBD	TBD	Public funds will improve mobility and accessibility to rail stations, improve safety at rail stations, support economic development, creates jobs, and supports livable communities.	State funds could be in addition to federal funds particularly for new stations that are part of federally-funded high-speed rail corridors.	
BNSF	Minneapolis-Duluth via Superior, WI	Northern Lights Express	Construction of infrastructure, stations, equipment, and other facilities for high-speed rail services between Minneapolis, MN and Duluth, MN with a stop in Superior, WI	Implementation of new and expanded intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Improves infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	TBD	TBD	TBD	TBD	Public funding for the project: improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Cost estimates are being completed by Minnesota.	
These projects require completion of Preliminary Engineering and NEPA studies that will include separate applications for federal funding.												

Long-range 2016 - 2030

**Wisconsin Department of Transportation
Long Range Rail Investment Program: Freight Rail**

	ID	Owner	Operating Railroad	Project Location	Project Description	Public benefits	Private benefits	Estimated Total Project Cost	Federal	State	Local/Other	Correlation between public funding contributions and public benefits	Notes
Short-term (2010 - 2015)	FR-1	WSOR	WSOR	Milwaukee - Gibson Yard	Acquisition	This project will increase state options; provides firm base for future investment and enhancements	n/a	\$2,200,000		X	X	FRPP funds used on this project to allow state to directly get involved in yard acquisition which will lead to potential economic development	FRPP grant, SFY 2011
	FR-2	CP	CP	Madison to Windsor	Acquisition	This project will increase state options; provides firm base for future investment and enhancements	n/a	n/a		X	X	FRPP funds used on this project to allow state to directly get involved in yard acquisition which will lead to potential economic development	FRPP grant, SFY 2011
	FR-3	UP	UP	Madison Yard	Acquisition	This project will increase state options; provides firm base for future investment and enhancements	n/a	\$4,300,000		X	X	FRPP funds used on this project to allow state to directly get involved in yard acquisition which will lead to potential economic development	FRPP grant, SFY 2011
	FR-4	UP	UP	Madison Trackage	Acquisition	This project will increase state options; provides firm base for future investment and enhancements	n/a	n/a		X	X	FRPP funds used on this project to allow state to directly get involved in yard acquisition which will lead to potential economic development	FRPP grant, SFY 2011
	FR-5	WisDOT	WSOR	Madison to Milton Junction	Track rehabilitation	This project will increase safety, reliability, efficiency and improved travel times	Improved safety, improved efficiency, estimated benefits of \$22,212,000	\$21,343,090	-	\$17,074,472	\$4,268,618	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant
	FR-6	WisDOT	WSOR	Janesville to Monroe	Track rehabilitation	This project will increase safety, reliability, efficiency and improved travel times	Improved safety, improved efficiency, estimated benefits of \$4,417,000	\$4,159,223		\$3,327,378	\$831,845	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant
	FR-7	WisDOT	WSOR	Plymouth to Kohler	Track rehabilitation	This project will increase safety, reliability, efficiency and improved travel times	Improved safety, improved efficiency, estimated benefits of \$16,615,000	\$15,000,000		\$12,000,000	\$3,000,000	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant
	FR-8	WisDOT	WSOR	North Milwaukee to Slinger	Track rehabilitation	This project will increase safety, reliability, efficiency and improved travel times	Improved safety, improved efficiency	\$15,618,921		\$12,495,137	\$3,123,784	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant
	FR-9	WisDOT	WSOR	System bridges	Emergency bridge repairs	This project will increase safety; meet current engineering standards and/or state of good repair; minimal environmental impacts	Improved safety	\$684,000		\$547,200	\$136,800	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair	FRPP grant
	FR-10	WisDOT	WSOR	Waukesha area track	Track rehabilitation	This project will increase safety, reliability, efficiency and improved travel times	Improved safety, improved efficiency, estimated benefits of \$2,665,000	\$1,818,242		\$1,454,594	\$363,648	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant, SFY 2011
	FR-11	WisDOT	WDNR	Yahara River bridges	Emergency bridge repairs	This project will increase safety; meet current engineering standards and/or state of good repair; minimal environmental impacts	Improved safety	\$3,000,000		\$2,400,000	\$600,000	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair	FRPP grant, SFY 2011
	FR-12	WisDOT	WWRTA	Barron to Almena	Track rehabilitation	This project will increase safety, reliability, efficiency and improved travel times	Improved safety, improved efficiency	\$4,980,000		\$3,984,000	\$996,000	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant, SFY 2011.

**Wisconsin Department of Transportation
Long Range Rail Investment Program: Freight Rail**

	ID	Owner	Operating Railroad	Project Location	Project Description	Public benefits	Private benefits	Estimated Total Project Cost	Federal	State	Local/Other	Correlation between public funding contributions and public benefits	Notes
Short-term (2010 - 2015)	FR-13	WisDOT	WSOR	System Bridges	Bridge rehabilitation	This project will increase safety; meet current engineering standards and/or state of good repair; minimal environmental impacts	Improved safety	\$3,000,000		\$2,400,000	\$600,000	FRPP funds used on this project to improve bridge safety and meet current engineering standards and/or state of good repair	
	FR-14	WDOT	WWRTA	Cameron to Norma; Cameron to Barron; Cameron to Rice Lake	Acquisition and track rehabilitation	This project will Increase state options; provides firm base for future investment and enhancements, increased safety, reliability and improved travel times	Improved safety, improved efficiency, estimated benefits of \$58,000,000	\$19,000,000		\$15,200,000	\$3,800,000	FRPP funds used on this project to allow state to directly get involved in yard acquisition which will lead to potential economic development; upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant, SFY 2011. Barron-Cameron Rehab \$2,556,130; Norma-Cameron Rehab \$11,344,569; Cameron-Rice Lake Rehab. \$1,364,820
	FR-15	E&LS	E&LS	Crivitz to Michigan state line	Track rehabilitation	This project will increase safety, reliability, efficiency and improved travel times	Improved safety, improved efficiency	\$5,473,541		\$4,378,833	\$1,094,708	FRPP funds invested in upgrading infrastructure to current engineering standards and/or state of good repair, leading to increased safety and efficiency	FRPP grant, SFY 2011
	FR-16	Specialty Ingredients	WSOR	Watertown	Spur track	This project will improve access to the system, and create local economic development potential	Improved efficiency, estimated benefits of \$823,000	\$737,500		\$737,500	\$147,500	FRPP funds invested in this project will improve access to the rail system and create local economic development potential	FRIPP loan
	FR-17	Zenda Grain	WSOR	Zenda	Grain storage; loading facility; spur track	This project will create local economic development potential, increased tax base, improved intermodal connections	Improved efficiency, estimated benefits of \$4,398,000	\$2,468,022		\$254,800	\$493,604	FRIPP loan invested in this project will create local economic development potential, increase the tax base, and provide improved intermodal connections	FRIPP loan
	FR-18	Zenda Grain	WSOR	Zenda	Rail spur extension	This project will improve access to the system, and create local economic development potential	Improved efficiency	n/a			X	FRIPP loan invested in this project will improve access to the rail system and create local economic development potential	

**Wisconsin Department of Transportation
Long Range Rail Investment Program: Freight Rail**

	ID	Owner	Operating Railroad	Project Location	Project Description	Public benefits	Private benefits	Estimated Total Project Cost	Federal	State	Local/Other	Correlation between public funding contributions and public benefits	Notes
Short-term (2010 - 2015)	FR-19	Duffy Grain	WSOR	Marshall	Rail dump pit	This project will improve freight operations	n/a	n/a			X	FRIP loan invested in this project will allow local sponsor to improve freight operations	FRIP loan, SFY 2011
	FR-20	Millard Grain	WSOR	Avalon	Grain scale; loadout; storage bin	This project will create local economic development potential, increased tax base, improved intermodal connections	Improved efficiency, estimated benefits of \$1,525,000	\$852,412		\$984,412	\$170,482	FRIP loan invested in this project will create local economic development potential, increase the tax base, and provide improved intermodal connections	FRIP loan, SFY 2011
	FR-21	United Coop	WSOR	Sauk City	Grain storage; loadout facility	This project will create local economic development potential, increased tax base, improved intermodal connections	Improved efficiency	\$1,550,000		\$1,550,000	\$310,000	FRIP loan invested in this project will create local economic development potential, increase the tax base, and provide improved intermodal connections	FRIP loan, SFY 2011
Long-range (2016 - 2030) - OR - entire planning period	FR-23	BNSF	BNSF	Aurora Subdivision Capacity Projects	Series of double tracking projects to expand capacity to accommodate future volumes and improve service reliability. Projects consist of connecting existing sections of double track at: 1. Ports - Crawford, approximately 2 miles 2. Sullivan - Graff, approximately 6 miles	n/a	Improved efficiency and service reliability	n/a			X		Privately funded
	FR-24	BNSF	BNSF	St. Croix Subdivision Capacity Projects	Series of track and signal projects to expand capacity to accommodate future volumes and improve service reliability. Projects consist of connecting existing sections of double track at: 1. Burns - Prescott, approximately 1 mile 2. Mears - Trevino, approximately 1 mile 3. East Winona - Winona Jct, approximately 2 miles Other projects include installation of crossovers at various locations and the conversion of the entire subdivision to Centralized Traffic Control (CTC).	n/a	Improved efficiency and service reliability	n/a			X		Privately funded
	FR-25	BNSF	BNSF	Lakes Subdivision Grade Crossing Closures	Grade crossing closures at various locations in the Superior, WI area	Improved safety	Improved safety	n/a			X	Enhanced safety between trains and motor vehicles by reducing the risk of accidents	Privately funded
	FR-26	BNSF	BNSF	Foxboro Siding Extension	Extension (and associated grade crossing work) of existing siding at Foxsboro, WI to accommodate longer trains	Improved safety	Improved safety	n/a			X	Enhanced safety between trains and motor vehicles by reducing the risk of accidents	Privately funded
	FR-27	UP	UP	Chippewa Falls bridge	Upgrade bridge from 268K to 286K capability	Improved safety	Improved efficiency	n/a			X		Privately funded
	FR-28	UP	UP	Altoona	Upgrade rail and ties	Improved safety	Improved safety and efficiency	n/a			X		Privately funded
	FR-29	UP	UP	Adam	Upgrade rail and ties	Improved safety	Improved safety and efficiency	n/a			X		Privately funded
	FR-30	UP	UP	Adam	Address three overhead clearance constraints for double stacks	Improved efficiency	Improved efficiency	n/a			X		Privately funded
	FR-31	UP	UP	Milwaukee	Address eight overhead clearance constraints for double stacks	Improved efficiency	Improved efficiency	n/a			X		Privately funded
	FR-32	CN	CN	none submitted	n/a	n/a	n/a	n/a					No response from CN regarding freight projects list
FR-33	CP	CP	none submitted	n/a	n/a	n/a	n/a					No response from CP regarding freight projects list	

*Project benefit/cost calculations include the net present value only for private benefits that may be realized from implementing the project with a goal of one-to-one or higher benefit/cost ratio.

n/a = not available

Private benefits: where marked n/a, private benefit calculations will be completed after FY2011 FRPP applications are finalized on May 30, 2010.

Public benefits: marked n/a in places because DOT has not historically quantified public benefits in this way, but rather has accounted for public benefits in application ranking.

However, freight rail projects create quantifiable public benefits such as reduced congestion, decreased air emissions and increased transportation safety.

RHS is planning to incorporate public benefits calculations into future grant cycles.

**Wisconsin Department of Transportation
Long Range Rail Investment Program: Commuter Rail**

	ID	Host Railroad	Location	Name	Description	Public benefits	Private benefits	Estimated Total Project Cost*	Federal*	State*	Local*	Other*	Correlation between public funding contributions and public benefits	Notes
Long-range (2016 - 2030) - OR - entire planning period	CR-1	UP	Kenosha, Milwaukee, Racine counties	Kenosha-Racine-Milwaukee commuter rail	Construct commuter rail service between Kenosha, Racine and Milwaukee	This project will provide Increased transportation options for the general public; provide local economic development potential; and help mitigate highway congestion	This project will potentially increase private property values near stations; increase personal mobility for the workforce; reduce traveler time lost in congestion; and create local economic development opportunities	\$ 284,100,000	\$ 188,500,000	\$ 46,500,000	\$ 49,100,000		FTA New Starts funds, state fixed guideway capital program funds, and local contributions will be used in this project to increase transportation options to the general public; create local economic development opportunities; and help mitigate highway congestion	Year of expenditure dollars; assumes 5309 New Starts - 60%; CMAQ - 6% ; state 85.11 16% ; RTA bonds - 3%; RTA direct investment - 14%
	CR-3	State/ WSOR	Dane County	Transport 2020	Construct commuter rail service between Middleton, Madison and Sun Prairie	This project will provide Increased transportation options for the general public; provide local economic development potential; and help mitigate highway congestion	This project will potentially increase private property values near stations; increase personal mobility for the workforce; reduce traveler time lost in congestion; and create local economic development opportunities	\$ 225,308,000	\$ 135,184,800	\$ 901,232	\$ 89,221,968		FTA New Starts funds, state fixed guideway capital program funds, and local contributions will be used in this project to increase transportation options to the general public; create local economic development opportunities; and help mitigate highway congestion	In 2007 dollars; assumes 5309 New Starts - 55.4%; other federal - 4.6%; state - 0.4%; RTA - 39.6%

Sources:
Kenosha-Racine-Milwaukee Request to Initiate Preliminary Engineering, June 2010.
Transport 2030 Environmental Impact Statement and New Starts Application: Request to Initiate Preliminary Engineering, June 2008.
* Rounding errors may result in costs identified by federal, state, local and other not equally the total cost.

Wisconsin Department of Transportation
Long Range Rail Investment Program: Rail-Highway Interface Projects

ID	Project Schedule Date	Project Title/Location	Project Limit/Location	WisDOT Program	Project Concept/Description	Estimated Total Cost	Public Benefits	Private Benefits	Correlation between public funding contributions and public benefits	Notes
1	SFY10	USH 10 RAMPS FOR CTH P, RACINE ST	CN RR XING SURFACES	BACKBONE - NON-SE WI	693753T, 693752L, 693749D	\$ 324,000	Improves public safety; reduces maintenance; increases reliability	Improves personal safety; reduces wear-and-tear on private automobiles	Backbone rehabilitation funds used for this project will improve public safety at this crossing and increase system reliability by repairing or constructing new crossing surfaces	Fed/State/Other funding split varies for some Rail-Highway Interface projects. It can be assumed that some combination of federal and state funds are used for all.
2	SFY10	MONROE COUNTY LINE - NEW LISBON	CP RAILWAY CROSSING	LOCAL STP RURAL	RR - CROSSING	\$ 265,000				
3	SFY10	TOWN OF БЕЛОIT, INMAN PARKWAY	DM&E RR CROSSING	LOCAL STP URBAN 50,000 - 200,000	RR - RAIL CROSSING	\$ 215,000				
4	SFY10	SOUTH 2ND STREET	WEST NATIONAL AVE TO MENOMONEE RVR	LOCAL STP URBAN OVER 200,000	CONST/RR X-ING SURFACE/XING386491T	\$ 180,000	This series of projects will improve public safety, improve signal reliability, and decrease maintenance and signal outages	This series of projects will improve personal safety; reduce conflicts between trains and automobiles, and improve signal reliability for freight operations	Local Surface Transportation Program funds will improve public safety, reduce conflicts; and improve signal reliability at these locations	Funding breakdown: 80 percent federal funds; 20 percent state/local funds
5	SFY10	LINCOLN AVENUE	CALHOUN RD TO CTH O (MOORLAND RD)	LOCAL STP URBAN OVER 200,000	RR / INSTALL CONC PANEL RR CROSSING	\$ 100,000				
6	SFY10	S. 60th Street	W. Lincoln Ave. to North City Limit	LOCAL STP URBAN OVER 200,000	RR/Install Concrete Panel Crossing	\$ 156,000				
7	SFY10	WEST NATIONAL AVENUE	S 70TH STREET TO S 68TH STREET	LOCAL STP URBAN OVER 200,000	RR/UPGRADE SIGNALS TO LED LIGHTS	\$ 6,000				
8	SFY10	SOUTH 2ND STREET	WEST NATIONAL AVE TO MENOMONEE RVR	LOCAL-NON STP URBAN/RURAL	CONST/INSTALL QUADGATES/XING386491T	\$ 360,000				
9	SFY10	JEFFERSON BYPASS	(STH 89 - USH 18)	MAJORS	R/R OPS - NEW UP BIKE PATH CROSSING	\$ 21,000	This series of projects will improve public safety; reduce conflicts between trains, automobiles, bicycles and pedestrians; improve signal reliability; and decrease maintenance and signal outages	This series of projects will improve personal safety; reduce conflicts between trains, automobiles, bicycle and pedestrians; and improve signal reliability for freight operations	Major highway project funds used for this project will improve public safety; reduce conflicts between trains, automobiles, bicycles and pedestrians; improve signal reliability; and decrease maintenance and signal outages	Major highway project funds are paid for with Transportation Revenue Bonds
10	SFY10	JEFFERSON BYPASS	(STH 89 - USH 18)	MAJORS	R/R OPS - NEW UP BIKE PATH SIGNALS	\$ 10,000				
11	SFY10	JEFFERSON BYPASS	(STH 89 - USH 18)	MAJORS	R/R OPS - NEW UP RAIL CROSSING	\$ 71,000				
12	SFY10	JEFFERSON BYPASS	(STH 89 - USH 18)	MAJORS	R/R OPS - NEW UP RAIL SIGNALS	\$ 325,000				
13	SFY10	JOHNSON CREEK - WATERTOWN ROAD	UP RR SIGNALS & GATES AT CTH Y	MAJORS	RAILROAD CROSSING SIGNALS AND GATES	\$ 185,000	This series of projects will improve public safety; reduce conflicts between trains, automobiles, bicycles and pedestrians; improve signal reliability; and decrease maintenance and signal outages	This series of projects will improve personal safety; reduce conflicts between trains, automobiles, bicycle and pedestrians; and improve signal reliability for freight operations	Major highway project funds used for this project will improve public safety; reduce conflicts between trains, automobiles, bicycles and pedestrians; improve signal reliability; and decrease maintenance and signal outages	Major highway project funds are paid for with Transportation Revenue Bonds
14	SFY10	JOHNSON CREEK - WATERTOWN ROAD	UP RR CROSSING AT CTH Y	MAJORS	RAILROAD CROSSING UPGRADE	\$ 65,000				
15	SFY10	JOHNSON CREEK - WATERTOWN ROAD	CANADIAN PACIFIC XING @ WELSH RD	MAJORS	RAILROAD CROSSING UPGRADE	\$ 160,000				
16	SFY10	Pine Street(STH 83) City Burlington	N of Dunford Dr-Robert St	MAJORS	RR / Install RR Crossing Surface	\$ 143,000				
17	SFY10	Pine Street(STH 83) City Burlington	N of Dunford Dr-Robert St	MAJORS	RR / Install RR Signals	\$ 150,000				
18	SFY10	PRAIRIE DUCHIEN BYPASS/MAIN-LAPOINT	(WSOR RAIL CROSSING)	MAJORS	RR OPS - AT GRADE CROSSING	\$ 5,000				
19	SFY10	JOHNSON CREEK - WATERTOWN ROAD	CANADIAN PACIFIC RR @ WELSH RD	MAJORS	SIGNALS AND GATES	\$ 213,000				
20	SFY10	STH 32, NORTH OF HILBERT	CN XING SURFACES	RAILROAD CROSSING REPAIR		\$ 155,000				
21	SFY10	BEAVER DAM - FOND DU LAC	WSOR RR XING 387059K	RAILROAD CROSSING REPAIR	CONST OPS/CONCRETE PANEL CROSSING	\$ 154,000				
22	SFY10	STH 54, TOWN OF DEXTERVILLE	R/R, RAIL-HWY CROSSING REPAIR	RAILROAD CROSSING REPAIR	CROSSING #281 621U	\$ 89,000	This series of projects will make improvement to existing at-grade rail-highway crossings, increasing public safety and reducing road maintenance costs	This series of projects will make improvements to existing at-grade crossings, increasing personal safety and reducing wear and tear on private automobiles	Crossing repair funds used for this project will improve public safety and reduce road maintenance costs at these existing at-grade crossings	Railroad Crossing Repair projects are 85 percent state funds; 15 percent railroad company funding match
23	SFY10	STH 54, VILLAGE OF PLOVER WEST	R/R, RAIL-HWY CROSSING REPAIR	RAILROAD CROSSING REPAIR	CROSSING #693 765M	\$ 159,000				
24	SFY10	USH 45, CITY OF NEW LONDON EAST	R/R, RAIL-HWY CROSSING REPAIR	RAILROAD CROSSING REPAIR	CROSSING #693 839C	\$ 158,000				
25	SFY10	STH 17, CITY OF RHINELANDER NORTH	R/R, RAIL-HWY CROSSING REPAIR	RAILROAD CROSSING REPAIR	CROSSING #694 011D	\$ 35,000				
26	SFY10	V WHEELER, STATE ROAD 25	CANADIAN NATIONAL RAILROAD #692981C	RAILROAD CROSSING REPAIR	RAIL CROSSING REPAIR	\$ 92,000				
27	SFY10	USH 151 - EAST OF VALDERS	CN XING SURFACE	RAILROAD CROSSING REPAIR	RAILROAD XING 689773X	\$ 81,000				
28	SFY10	STH 60	MAIN STREET	RAILROAD CROSSING REPAIR	RR / CROSSING NO 178 932R	\$ 80,000				
29	SFY10	STH 83	GENESEE STREET	RAILROAD CROSSING REPAIR	RR / CROSSING NO 391 539D	\$ 80,000				
30	SFY10	68TH, 70TH, 72ND STREETS	CITY OF WAUWATOSA	WisDOT RAIL-HIGHWAY CROSSING SAFETY	CP - 3 HSR GRADE CROSSING UPGRADES	\$ 617,000	This series of projects will improve public safety by reducing interference between trains and automobiles; improve signal reliability; improve on-time performance; enhance operating safety; decrease maintenance and signal outages	This series of projects will improve personal safety; improve communication and signal reliability for freight operations; enhance the quality of freight service, while reducing freight train delays and operational conflicts with passenger trains	The use of grade crossing safety and HSR grade crossing safety funds for these projects will improve public safety; improve signal reliability; improve on-time performance; and decrease maintenance and signal outages	Combination of WisDOT Warning Devices program and WisDOT Rail/Highway Crossing Elimination of Hazards program. 90 percent federal funding; 10 percent state or local funding match
31	SFY10	113TH STREET	TOWN OF PLEASANT PRAIRIE	WisDOT RAIL-HIGHWAY CROSSING SAFETY	CP - HSR CROSSING SIGNALS	\$ 253,000				
32	SFY10	113TH STREET	TOWN OF PLEASANT PRAIRIE	WisDOT RAIL-HIGHWAY CROSSING SAFETY	CP - HSR Grade Crossing Upgrades	\$ 250,000				
33	SFY10	BRAUN ROAD	TOWN OF MT. PLEASANT	WisDOT RAIL-HIGHWAY CROSSING SAFETY	CP - HSR GRADE SEPARATION	\$ 1,537,000				
34	SFY10	HSR Grade Crossing Improvement	E JOHNSON STREET -MADISON	WisDOT RAIL-HIGHWAY CROSSING SAFETY	WSOR - HSR GRADE CROSSING SURFACE	\$ 256,000				
35	SFY10	SUPERIOR R/R CROSSINGS	UPGRADE OF 11 CROSSINGS	WisDOT RAIL-HIGHWAY CROSSING SAFETY	FEDERAL DEMO PROJECT, WI020	\$ 122,000				
36	SFY10	CTH N, NIAGARA	E&LS R/R SIGNALS	WisDOT RAIL-HIGHWAY CROSSING SAFETY	R/R XING 388235J	\$ 66,000				
37	SFY10	CTH W HENRIETE AVE, CRIVITZ	E&LS R/R SIGNALS	WisDOT RAIL-HIGHWAY CROSSING SAFETY	R/R XING 388536E	\$ 95,000				
38	SFY10	CTH E, ABRAMS	E&LS R/R SIGNALS	WisDOT RAIL-HIGHWAY CROSSING SAFETY	R/R XING 388685F	\$ 66,000				
39	SFY10	TOWN OF POTOSI, PARK LANE	BNSF RR CROSSING 069929H	WisDOT RAIL-HIGHWAY CROSSING SAFETY	RR - LIGHTS, GATES & TIME CIRCUITRY	\$ 231,000				
40	SFY10	TOWN OF WYALUSING, LONG VALLEY ROAD	BNSF RR CROSSING 069957L	WisDOT RAIL-HIGHWAY CROSSING SAFETY	RR - LIGHTS, GATES & TIME CIRCUITRY	\$ 235,000				
41	SFY10	MAIN ST, VILLAGE OF COTTAGE GROVE	WSOR RR CROSSING 177344E	WisDOT RAIL-HIGHWAY CROSSING SAFETY	RR OPS - INSTALL FLASHING LIGHTS	\$ 101,000				
42	SFY10	STH 33 (DEKORA STREET)	CANADIAN NATIONAL RR	WisDOT RAIL-HIGHWAY CROSSING SAFETY	CONST/RR xing NO 387 154F	\$ 159,000				
43	SFY10	BLAIR - MERRILLAN	CANADIAN NATIONAL RAILROAD 913796W	WisDOT RAIL-HIGHWAY CROSSING SAFETY	RR OPS/INSTALLATION CANTILEVERS	\$ 82,000				
44	SFY10	CTH K (1st St.)	City of New Richmond	OCR SAFETY - RAILROAD WARNING DEVICES	CN CROSSING SIGNALS/Gates	\$ 154,000				
45	SFY10	CONOCO ROAD	CITY OF LACROSSE	OCR SAFETY - RAILROAD WARNING DEVICES	CP CROSSING CWT UPGRADE	\$ 76,000				
46	SFY10	Allen Road	City of New Lisbon	OCR SAFETY - RAILROAD WARNING DEVICES	CP CROSSING SIGNALS & GATES	\$ 320,000				
47	SFY10	BOECK ROAD	CITY OF PORTAGE	OCR SAFETY - RAILROAD WARNING DEVICES	CP CROSSING SIGNALS & GATES	\$ 202,000				
48	SFY10	15th Ave (Reuse)	Village of Bloomer	OCR SAFETY - RAILROAD WARNING DEVICES	Progressive Rail Signal Reuse	\$ 125,000				
49	SFY10	CTH T	Town Of Hammond	OCR SAFETY - RAILROAD WARNING DEVICES	UP - Crossing Signals & Gates	\$ 219,000				
50	SFY10	CTH E	Town of Red Cedar	OCR SAFETY - RAILROAD WARNING DEVICES	UP - CROSSING SIGNALS & GATES	\$ 184,000				
51	SFY10	CTH KR	TOWN OF MT PLEASANT	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS	\$ 264,000				
52	SFY10	CTH EF	Village Of Friesland	OCR SAFETY - RAILROAD WARNING DEVICES	UP Crossing Signals & Gates	\$ 205,000				
53	SFY10	CTH P	Town of Randolph	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 188,000				
54	SFY10	CTH HH	TOWN OF SCOTT	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 194,000				
55	SFY10	Winnebago Street	Village Of Friesland	OCR SAFETY - RAILROAD WARNING DEVICES	UP Crossing Signals & Gates	\$ 224,000				
56	SFY10	Old Spring Street	Town Of Mt Pleasant	OCR SAFETY - RAILROAD WARNING DEVICES	UP Crossing Signals & Gates	\$ 295,000	This series of projects will improve public safety by reducing interference between trains and automobiles; improve signal reliability; improve on-time performance; enhance operating safety; decrease maintenance and signal outages	This series of projects will improve personal safety; improve communication and signal reliability for freight operations; enhance the quality of freight service, while reducing freight train delays and operational conflicts with passenger trains	The use of Office of the Commissioner of Railroads funds for these projects will improve public safety; improve signal reliability; improve on-time performance; and decrease maintenance and signal outages	Office of the Commissioner of Railroads - Warning Devices program: 65 percent federal funds; 35 percent state funds (this ration can be adjusted by OCR based on state funds available)
57	SFY10	CTH S	Town of Beaver Dam	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 204,000				
58	SFY10	CTH CW	Village of North Lake	OCR SAFETY - RAILROAD WARNING DEVICES	UP Crossing Signals & Gates	\$ 204,000				
59	SFY10	1st Street	City Of Merrill	OCR SAFETY - RAILROAD WARNING DEVICES	WCL - Crossing Signals & Gates	\$ 170,000				
60	SFY10	Highland Ave	City of Madison	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR Cross Signals & Gates	\$ 155,000				
61	SFY10	SPRING STREET	CITY OF BEAVER DAM	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 185,000				
62	SFY10	COTTAGE GROVE ROAD	CITY OF MADISON	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 212,000				
63	SFY10	WSOR LED Project #3	VARIOUS CROSSINGS	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR LED Replacements	\$ 152,000				
64	SFY10	STH 80 (MONROE STREET)	City of New Lisbon	OCR SAFETY - RAILROAD WARNING DEVICES	CN CROSSING SIGNALS & GATES	\$ 205,000				
65	SFY10	STH 54	TOWN OF BROCKWAY	OCR SAFETY - RAILROAD WARNING DEVICES	UP - CROSSING SIGNALS	\$ 266,000				
66	SFY10	N-S FREEWAY - N MILWAUKEE CO RDWY	NORTH LEG ADVANCE WORK	SE FREEWAY-I94 KEN/RAC/MIL	RR/TEMPORARY RR CONST CROSSING	\$ 15,000	This project will allow rail operations continue during highway construction while maintaining public safety at the crossing	This project will allow freight operations to continue during highway construction while maintaining personal safety	Southeastern Wisconsin Freeway funds used on this project will provide maintained safety for rail and highway travelers and freight operations	Fed/State/Other funding split varies for some Rail-Highway Interface projects. It can be assumed that some combination of federal and state funds are used for all.

Short-term (2010 - 2015)

Wisconsin Department of Transportation
Long Range Rail Investment Program: Rail-Highway Interface Projects

Short-term (2010 - 2015)

ID	Project Schedule Date	Project Title/Location	Project Limit/Location	WisDOT Program	Project Concept/Description	Estimated Total Cost	Public Benefits	Private Benefits	Correlation between public funding contributions and public benefits	Notes
67	SFY10	GROVE STREET BRIDGE & APPROACHES	CN RR XING SURFACE 389189N	STATE 3R	BRIDGE R/W=YES	\$ 59,000				
68	SFY10	VILLAGE OF BRANDON, CTH TC - WCPL	WSOR RR XING SURFACE	STATE 3R		\$ 116,000				
69	SFY10	STH 64 & USH 41. CITY OF MARINETTE	E&LS RR XINGSURFACE 388576C&388578R	STATE 3R		\$ 135,000				
70	SFY10	JACKSON ST. CITY OF OSHKOSH	CN RR XING SURFACE 179802X	STATE 3R		\$ 66,000				
71	SFY10	JACKSON ST. CITY OF OSHKOSH	CN RR XING SIGNALS 179802X	STATE 3R		\$ 25,000				
72	SFY10	VILLAGE OF BRANDON, CTH TC - WCPL	WSOR RAILROAD SIGNALS	STATE 3R		\$ 182,000				
73	SFY10	WESTBORO - PRENTICE	TAYLOR COUNTY LINE - CTH A (NORTH)	STATE 3R	CROSSING SIGNALS	\$ 10,000				
74	SFY10	CITY OF MERRILL, EAST 1ST ST	STH 107-N SCOTT AVE/MILL ST-CENTER	STATE 3R	CROSSING SURFACE	\$ 76,000				
75	SFY10	WESTBORO - PRENTICE	TAYLOR COUNTY LINE - CTH A (NORTH)	STATE 3R	CROSSING SURFACE	\$ 60,000				
76	SFY10	POST ROAD, VILLAGE OF WHITING	BUS 51 & MINNESOTA AVE INTERSECTION	STATE 3R	MCDILL POND - CN RR	\$ 127,000				
77	SFY10	POST ROAD, VILLAGE OF WHITING	BUS 51 & MINNESOTA AVE INTERSECTION	STATE 3R	MCDILL POND - CN RR	\$ 74,000				
78	SFY10	STH 16 - STH 33 ROAD	(CTH A - CAMBRIA)	STATE 3R	R/R OPS-REHAB GRADE CROSSING	\$ 150,000				
79	SFY10	FAIRWATER-RIPON	WSOR XING SURFACE 387492D	STATE 3R	R/W-NO	\$ 111,000				
80	SFY10	FAIRWATER-RIPON	WSOR RR SIGNALS & GATES 387492D	STATE 3R	R/W-NO R/R3877492D	\$ 177,000				
81	SFY10	BIRCHWOOD - EXELAND	CANADIAN NATIONAL RR X-ING 679338L	STATE 3R	RAILROAD/CROSSING SURFACE	\$ 134,000				
82	SFY10	COLUMBIA CO LINE - KINGSTON	400'S COLUMBIA CO LNE - N JCT CTH H	STATE 3R	RR CROSSING #179 207E	\$ 50,000				
83	SFY10	MEQUON ROAD (STH 167)	STH 57 - I-43	STATE 3R	RR CROSSING SURFACE	\$ 110,000				
84	SFY10	MEQUON ROAD (STH 167)	STH 57 - I-43	STATE 3R	RR SIGNALS WORK	\$ 211,000				
85	SFY10	MEQUON ROAD, GERMANTOWN & MEQUON	STH 145 TO STH 181	STATE 3R	RR/INSTALL CONC PANEL RR XING SURFC	\$ 149,000				
86	SFY10	MEQUON ROAD, GERMANTOWN & MEQUON	STH 145 TO STH 181	STATE 3R	RR/INSTALL CONC PANEL RR XING SURF	\$ 100,000				
87	SFY10	STATE STREET-CITY RACINE	N MEMORIAL DR TO LASALLE ST	STATE 3R	RR/RECONSTRUCTION	\$ 272,000				
88	SFY10	MARSHFIELD TO SPENCER	26TH ROAD - STH 98	STATE 3R	SIDEROAD INT IMPROVEMENTS	\$ 60,000				
89	SFY10	MARSHFIELD TO SPENCER	26TH ROAD - STH 98	STATE 3R	SIDEROAD INT IMPROVEMENTS	\$ 71,000				
90	SFY10	MARSHFIELD TO SPENCER	APPLE STREET - STH 98	STATE 3R	WARNING DEVICE 689-932C	\$ 311,000				
91	SFY11	MRK TRAIL EXTENSION & BRIDGE	SIX MILE RD TO SEVEN MILE RD	LOCAL (CMAQ)	R.R./TRAIL, BRIDGE OVER UPRR	\$ 53,000				
92	SFY11	West Allis Cross-Town Connector	Bike and Pedestrian Trail	LOCAL ENHANCEMENTS	R.R./Bike/ped facility	\$ 52,000				
93	SFY11	CTH D	Bridge over Rock River	LOCAL LOW COST BRIDGE	R.R./Bridge Replacement	\$ 108,000				
94	SFY11	STH 34 - B STREET	MAIN STREET, VILLAGE OF RUDOLPH	LOCAL STP RURAL	CROSSING SIGNALS	\$ 180,000				
95	SFY11	STH 34 - B STREET	MAIN STREET, VILLAGE OF RUDOLPH	LOCAL STP RURAL	CROSSING SURFACE	\$ 20,000				
96	SFY11	C MENOMONIE, WILSON STREET	UNION PACIFIC RR CROSSING SIGNALS	LOCAL STP URBAN 5,000 - 20,000	RR/CROSSING #183-910B	\$ 253,000				
97	SFY11	C MENOMONIE, WILSON STREET	UNION PACIFIC RR CROSSING SURFACE	LOCAL STP URBAN 5,000 - 20,000	RR/RAIL CROSSING #183-910B	\$ 50,000				
98	SFY11	C MENOMONIE, CEDAR FALLS ROAD	UNION PACIFIC RAILROAD	LOCAL STP URBAN 5,000 - 20,000	RR/SIGNALS/RAIL XING #183911H	\$ 180,000				
99	SFY11	C MENOMONIE, CEDAR FALLS ROAD	UNION PACIFIC RAILROAD	LOCAL STP URBAN 5,000 - 20,000	RR/SURFACE/RAIL XING #183911H	\$ 18,000				
100	SFY11	PIONEER ROAD RAIL SEPARATION	RAILROAD TRACK ADJUSTMENT	LOCAL STP URBAN 50,000 - 200,000	CROSSING 179037M/690099P	\$ 1,515,000				
101	SFY11	NORTH 91ST STREET	W FLAGG AVENUE TO W MILL ROAD	LOCAL STP URBAN OVER 200,000	RECONSTRUCT/RR work	\$ 150,000				
102	SFY11	CTH JJ	TOWN OF KAUKAUNA	OCR SAFETY - RAILROAD WARNING DEVICES	CN CROSSING SIGNALS & GATES	\$ 167,000				
103	SFY11	2ND STREET	VILLAGE OF RUDOLPH	OCR SAFETY - RAILROAD WARNING DEVICES	CN CROSSING SIGNALS & GATES	\$ 167,000				
104	SFY11	Washington Avenue	City of New Richmond	OCR SAFETY - RAILROAD WARNING DEVICES	CN Crossing Signals and Gates	\$ 162,000				
105	SFY11	SHEEP RANCH ROAD (2 XINGS - REUSE)	CITY OF LADYSMITH	OCR SAFETY - RAILROAD WARNING DEVICES	CN CROSSING SIGNALS REUSE	\$ 152,000				
106	SFY11	GUNS STREET	VILLAGE OF BELLEVUE	OCR SAFETY - RAILROAD WARNING DEVICES	CN CROSSING SIGNALS REUSE	\$ 167,000				
107	SFY11	HUDSON ROAD	TOWN OF OAKDALE	OCR SAFETY - RAILROAD WARNING DEVICES	CP CROSSING SIGNALS & GATES	\$ 202,000				
108	SFY11	19TH AVENUE	VILLAGE OF BANGOR	OCR SAFETY - RAILROAD WARNING DEVICES	CP CROSSING SIGNALS & GATES	\$ 202,000				
109	SFY11	FAIRY CHASM	VILLAGE OF BAYSIDE	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGHALS & GATES	\$ 202,000				
110	SFY11	REGENT ROAD	VILLAGE OF BAYSIDE	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGHALS & GATES	\$ 179,000				
111	SFY11	20th AVENUE	TOWN OF STRONGS PRAIRIE	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS	\$ 202,000				
112	SFY11	MAIN STREET	VILLAGE OF MERRILLAN	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 202,000				
113	SFY11	MILL STREET	VILLAGE OF MERRILLAN	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 198,000				
114	SFY11	OLD HIGHWAY 18	TOWN OF STOCKTON	OCR SAFETY - RAILROAD WARNING DEVICES	WCL CROSSING SIGNALS & GATES	\$ 202,000				
115	SFY11	1st Street	City of Wisconsin Rapids	OCR SAFETY - RAILROAD WARNING DEVICES	WCL Crossing Signals / Gates	\$ 162,000				
116	SFY11	CN Statewide LED Project #3	Canadian National RR	OCR SAFETY - RAILROAD WARNING DEVICES	WCL LED Replacements	\$ 259,000				
117	SFY11	RURAL STREET	CITY OF HARTFORD	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 167,000				
118	SFY11	GRANT STREET	CITY OF HARTFORD	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 167,000				
119	SFY11	WSOR LED Project #4	VARIOUS CROSSINGS	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR LED Replacements	\$ 101,000				
120	SFY11	STH 80 (BRIDGE STREET)	City of New Lisbon	OCR SAFETY - RAILROAD WARNING DEVICES	CN CROSSING SIGNALS & GATES	\$ 206,000				
121	SFY11	STH 21 (THIRD RD)	VILLAGE OF NECEDAH	OCR SAFETY - RAILROAD WARNING DEVICES	CN CROSSING SIGNALS & GATES	\$ 202,000				
122	SFY11	STH 83 (MAIN STREET)	CITY OF HARTFORD	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 213,000				
123	SFY11	MARSHFIELD TO SPENCER	APPLE STREET - STH 98	STATE 3R	CROSSING SURFACE 689-932C	\$ 81,000				
124	SFY11	Capitol Dr-VII/City Pewaukee & Brookfield	STH 74 to 124th Street	STATE 3R	R.R./Canadian National RR	\$ 5,000				
125	SFY11	NEW LISBON - MAUSTON	ORANGE RD - STATE STREET	STATE 3R	R/R OPS - CROSSING	\$ 66,000				
126	SFY11	OCONOMOWOC - MAYVILLE	WISCONSIN & SOUTHERN RAILROAD	STATE 3R	R/R OPS - FLS AND GATES	\$ 202,000				
127	SFY11	NEW LISBON - MAUSTON	ORANGE RD - STATE STREET	STATE 3R	R/R OPS - SIGNALS	\$ 182,000				
128	SFY11	STH 16 - STH 33 ROAD	(CTH A - CAMBRIA)	STATE 3R	R/R OPS-REHAB GRADE CROSSING	\$ 60,000				
129	SFY11	Downtown to Bayview	E Russell Ave to N Milwaukee St	STATE 3R	RR / CROSSING SURFACES NO. 177 160E	\$ 100,000				
130	SFY11	Downtown to Bayview	E Russell Ave to N Milwaukee St	STATE 3R	RR / RAILROAD SIGNALS 177 160E	\$ 100,000				
131	SFY11	V MERRILLAN, WASHINGTON & HAMMOND	CANADIAN NATIONAL RR X-ING 281716C	STATE 3R	RR OPS/INSTALLATION GATES & SIGNALS	\$ 182,000				
132	SFY11	PACKERS & NORTHPORT, C OF MADISON	INTERNATIONAL LN TO 300'N OF R/R	STATE 3R	RR OPS/NEW GATES & SIGNALS	\$ 303,000				
133	SFY11	V MERRILLAN, WASHINGTON & HAMMOND	CANADIAN NATIONAL RR X-ING 281716C	STATE 3R	RR OPS/SURFACE	\$ 104,000				
134	SFY11	256TH AVENUE	STH 50 TO STH 11	STATE 3R	RR/INSTALL CONCRETE PANEL RR XING	\$ 71,000				
135	SFY11	MEQUON ROAD, GERMANTOWN & MEQUON	STH 145 TO STH 181	STATE 3R	RR/INSTALL FLS W/ 12" LEDS & GATES	\$ 160,000				
136	SFY11	MEQUON ROAD, GERMANTOWN & MEQUON	STH 145 TO STH 181	STATE 3R	RR/INSTALL FLS W/ 12" LEDS & GATES	\$ 160,000				
137	SFY11	Downtown to Bayview	E Russell Ave to N Milwaukee St	STATE 3R	RR/INSTALL RR CROSSING SURFACE	\$ 100,000				
138	SFY11	Downtown to Bayview	E Russell Ave to N Milwaukee St	STATE 3R	RR/INSTALL RR CROSSING SURFACE	\$ 100,000				
139	SFY11	Downtown to Bayview	E Russell Ave to N Milwaukee St	STATE 3R	RR/INSTALL RR CROSSING SURFACE	\$ 100,000				
140	SFY11	Downtown to Bayview	E Russell Ave to N Milwaukee St	STATE 3R	RR/INSTALL RR CROSSING SURFACE	\$ 100,000				

**Wisconsin Department of Transportation
Long Range Rail Investment Program: Rail-Highway Interface Projects**

ID	Project Schedule Date	Project Title/Location	Project Limit/Location	WisDOT Program	Project Concept/Description	Estimated Total Cost	Public Benefits	Private Benefits	Correlation between public funding contributions and public benefits	Notes
141	SFY12	STEVENS POINT - WAUSAU	MAPLE RIDGE ROAD INTERCHANGE	BACKBONE - NON-SE WI	R/R CROSSING #392 786Y SURFACE	\$ 81,000	Improves public safety; reduces maintenance; increases reliability; and reduces conflicts between trains and automobiles	Improves personal safety; reduces wear-and-tear on private automobiles; increases reliability of freight operations; reduces conflicts	Backbone rehabilitation funds used for this project will improve public safety at this crossing by reducing conflicts and increase system reliability by repairing or constructing new crossing surfaces	Fed/State/Other funding split varies for some Rail-Highway Interface projects. It can be assumed that some combination of federal and state funds are used for all.
142	SFY12	STEVENS POINT - WAUSAU	MAPLE RIDGE ROAD INTERCHANGE	BACKBONE - NON-SE WI	R/R CROSSING #392 786Y WARNING DEV	\$ 116,000			Local Surface Transportation Program funds will improve public safety by reducing conflicts between trains and pedestrians	Funding breakdown: 80 percent federal funds; 20 percent state/local funds
143	SFY12	CENTRAL PARK, CITY OF MADISON	GATEWAY WSOR RAILROAD CROSSING	LOCAL ENHANCEMENTS	R/R OPS - INSTALL SIDEWALK CROSSING	\$ 10,000	This project will improve public safety by reducing conflicts between trains and pedestrians	This project will improve personal safety and reduce trespassing on railroad right-of-way		
144	SFY12	STINSON / 24TH AVENUE	CITY OF SUPERIOR	OCR SAFETY - RAILROAD WARNING DEVICES	SOO LINE CROSSING SIGNALS & GATES	\$ 202,000	This series of projects will improve public safety by reducing interference between trains and automobiles; improve signal reliability; improve on-time performance; enhance operating safety; decrease maintenance and signal outages	This series of projects will improve personal safety; improve communication and signal reliability for freight operations; enhance the quality of freight service, while reducing freight train delays and operational conflicts with passenger trains	The use of Office of the Commissioner of Railroads funds for these projects will improve public safety; improve signal reliability; improve on-time performance; and decrease maintenance and signal outages	Office of the Commissioner of Railroads - Warning Devices program: 65 percent federal funds; 35 percent state funds (this ration can be adjusted by OCR based on state funds available)
145	SFY12	CATLIN AVENUE	CITY OF SUPERIOR	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 354,000				
146	SFY12	GRAND AVENUE	CITY OF SUPERIOR	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 303,000				
147	SFY12	9TH STREET (WINTER)	CITY OF SUPERIOR	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 303,000				
148	SFY12	Center Valley	Town of Center	OCR SAFETY - RAILROAD WARNING DEVICES	WCL - Crossing Signals & Gates	\$ 167,000				
149	SFY12	CTH S	Town of Center	OCR SAFETY - RAILROAD WARNING DEVICES	WCL - Crossing Signals & Gates	\$ 167,000				
150	SFY12	CTH A	Town of Black Creek	OCR SAFETY - RAILROAD WARNING DEVICES	WCL - Crossing Signals & Gates	\$ 167,000				
151	SFY12	CTH O	Town of Center	OCR SAFETY - RAILROAD WARNING DEVICES	WCL - Crossing Signals & Gates	\$ 167,000				
152	SFY12	PUETZ ROAD	OAK CREEK	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
153	SFY12	2ND STREET	CITY OF DELAVAN	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS	\$ 167,000				
154	SFY12	WRIGHT STREET	CITY OF DELAVAN	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS	\$ 167,000				
155	SFY12	COUNTY LINE ROAD	CITY OF GERMANTOWN	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
156	SFY12	COUNTRY AIRE ROAD	CITY OF GERMANTOWN	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
157	SFY12	MAIN STREET	CITY OF GERMANTOWN	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
158	SFY12	RIVER LANE	CITY OF GERMANTOWN	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
159	SFY12	FREISTADT ROAD	CITY OF GERMANTOWN	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
160	SFY12	MAPLE ROAD	CITY OF GERMANTOWN	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
161	SFY12	CTH Y (GOLDENDALE RD)	CITY OF GERMANTOWN	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
162	SFY12	USH 2 (BELKNAP ST)	CITY OF SUPERIOR	OCR SAFETY - RAILROAD WARNING DEVICES	SOO LINE CROSSING SIGNALS & GATES	\$ 202,000				
163	SFY12	STH 32 (GRAND AVE)	PORT WASHINGTON	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 202,000				
164	SFY12	STH 145 (PILGRIM RD)	GERMANTOWN	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 202,000				
165	SFY12	CITY OF KAUKAUNA, DELANGLADE STREET	LAWE STREET - USH 41	STATE 3R		\$ 897,000				
166	SFY12	CTH A - E CPL VALDERS	CN RR XING SURFACE 690337F	STATE 3R	R/R CROSSING	\$ 91,000				
167	SFY12	STH 58/82 REDESIGNATION, MAUSTON	CANADIAN PACIFIC R/R	STATE 3R	R/R OPS/EXTEND CROSSING PANELS	\$ 11,000				
168	SFY12	STH 58/82 REDESIGNATION, MAUSTON	CANADIAN PACIFIC R/R	STATE 3R	R/R OPS/GATES & SIGNALS	\$ 202,000				
169	SFY12	THORP - INGRAM	CANADIAN NATIONAL RR X-ING #691313V	STATE 3R	RAILROAD/SURFACE	\$ 40,000				
170	SFY12	BARRON - STH 48	USH 8 TO 15TH AVENUE	STATE 3R	WI CENTRAL LTD RR 691-152C/ SIGNALS	\$ 155,000				
171	SFY12	BARRON - STH 48	USH 8 TO 15TH AVENUE	STATE 3R	WI CENTRAL LTD RR 691-152C/ SURFACE	\$ 52,000				
172	SFY13	SUBWAY ROAD	TOWN OF FRIENDSHIP	OCR SAFETY - RAILROAD WARNING DEVICES	CN - CROSSING GATES	\$ 141,000				
173	SFY13	CTH P	TOWN OF CURRAN	OCR SAFETY - RAILROAD WARNING DEVICES	CN - CROSSING SIGNALS & GATES	\$ 167,000				
174	SFY13	LINCOLN ROAD	TOWN OF FRIENDSHIP	OCR SAFETY - RAILROAD WARNING DEVICES	CN - CROSSING SIGNALS AND GATES	\$ 167,000				
175	SFY13	CEMETERY ROAD	TOWN OF FRIENDSHIP	OCR SAFETY - RAILROAD WARNING DEVICES	CN - CROSSING SIGNALS AND GATES	\$ 167,000				
176	SFY13	DEPOT ROAD	Town of Dale	OCR SAFETY - RAILROAD WARNING DEVICES	CN (WCL) CROSSING SIGNALS & GATES	\$ 202,000				
177	SFY13	SCHOOL ROAD	Town of Dale	OCR SAFETY - RAILROAD WARNING DEVICES	CN (WCL) CROSSING SIGNALS & GATES	\$ 202,000				
178	SFY13	SHAKY LAKE ROAD	Town of Dale	OCR SAFETY - RAILROAD WARNING DEVICES	CN (WCL) CROSSING SIGNALS & GATES	\$ 202,000				
179	SFY13	GARFIELD AVENUE	CITY OF MENASHA	OCR SAFETY - RAILROAD WARNING DEVICES	CN (WCL) CROSSING SIGNALS & GATES	\$ 202,000				
180	SFY13	12TH STREET	CITY OF SUPERIOR	OCR SAFETY - RAILROAD WARNING DEVICES	SOO LINE CROSSING SIGNALS & GATES	\$ 202,000				
181	SFY13	CTH Y (Lannon Rd)	City Of Menomonee Falls	OCR SAFETY - RAILROAD WARNING DEVICES	UP Crossing Signals & Gates	\$ 202,000				
182	SFY13	OGDEN AVENUE	CITY OF SUPERIOR	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 303,000				
183	SFY13	HILL VALLEY ROAD	CITY OF BURLINGTON	OCR SAFETY - RAILROAD WARNING DEVICES	WCL - Crossing Signals & Gates	\$ 202,000				
184	SFY13	HUNTERS ROAD	TOWN OF DALE	OCR SAFETY - RAILROAD WARNING DEVICES	WCL - Crossing Signals & Gates	\$ 167,000				
185	SFY13	SHERMAN ROAD	CITY OF OSHKOSH	OCR SAFETY - RAILROAD WARNING DEVICES	WCL CROSSING SIGNALS AND GATES	\$ 167,000				
186	SFY13	ZOO INTERCHANGE	INTERCHANGE STUDY	SE FREEWAY-ZOO INTERCHANGE	RR / TRACK WORK	\$ 1,000,000	This project will increase public safety; increase system reliability, efficiency and travel times	This project will improve personal safety; and increase reliability, efficiency and speed of freight operations	Southeastern Wisconsin Freeway funds used on this project will provide increased safety for rail and highway travelers and improve freight operations	Fed/State/Other funding split varies for some Rail-Highway Interface projects. It can be assumed that some combination of federal and state funds are used for all.
187	SFY13	CHESTNUT AVE, CITY OF OCONTO FALLS	RAILROAD XING SURFACE REPLACEMENT	STATE 3R	#181553U RW-N	\$ 41,000				
188	SFY13	CHESTNUT AVE, CITY OF OCONTO FALLS	INSTALL RAILROAD XING SIGNALS	STATE 3R	#181553U RW-N	\$ 135,000				
189	SFY13	MARINETTE - WAUSAUKEE	MARINETTE - CTH G	STATE 3R	E & LS RAILROAD SIGNALS, ID 389905	\$ 73,000				
190	SFY13	MAIN STREET, VILLAGE OF WAUNAKEE	WSOR RAIL CROSSING	STATE 3R	R/R OPS/CROSSING GATES	\$ 182,000				
191	SFY13	MAIN STREET, VILLAGE OF WAUNAKEE	WSOR RAIL CROSSING	STATE 3R	R/R OPS/REPLACE CROSSING	\$ 111,000				
192	SFY14	STEVENS POINT - WAUSAU	BUS 51 INTERCHANGE	BACKBONE - NON-SE WI	RR WARNING DEVICE TIP NEEDED	\$ 61,000	This project will increase public safety and reduce conflicts between trains and automobiles	This project will increase personal safety and reduce conflicts between trains and automobiles	Backbone rehabilitation funds used for this project will improve public safety at this crossing and reduce conflicts between trains and automobiles	Fed/State/Other funding split varies for some Rail-Highway Interface projects. It can be assumed that some combination of federal and state funds are used for all.
193	SFY14	DEPERE - SUAMICO	MEMORIAL DRIVE - CTH M	MAJORS	CN RR CROSSING / PARK ACCESS	\$ 40,000	This project will improve public safety and provide access	This project will improve personal safety and reduce conflicts	Major highway project funds used for this project will improve public safety; reduce conflicts between trains and automobiles and provide park access	Major highway project funds are paid for with Transportation Revenue Bonds

Short-term (2010 - 2015)

**Wisconsin Department of Transportation
Long Range Rail Investment Program: Rail-Highway Interface Projects**

ID	Project Schedule Date	Project Title/Location	Project Limit/Location	WisDOT Program	Project Concept/Description	Estimated Total Cost	Public Benefits	Private Benefits	Correlation between public funding contributions and public benefits	Notes
194	SFY14	CTH S	TOWN OF LITTLE SUAMICO	OCR SAFETY - RAILROAD WARNING DEVICES	CN (SSAM) CROSSING SIGNALS & GATES	\$ 202,000				
195	SFY14	SOUTH STREET (NORTH RD)	VILLAGE OF AUBURNDALE	OCR SAFETY - RAILROAD WARNING DEVICES	CN (WCL) CROSSING SIGNALS AND GATES	\$ 202,000				
196	SFY14	GEORGE STREET	VILLAGE OF AUBURNDALE	OCR SAFETY - RAILROAD WARNING DEVICES	CN (WCL) CROSSING SIGNALS AND GATES	\$ 202,000				
197	SFY14	CTH T (DIVISION ST)	VILLAGE OF WITHEE	OCR SAFETY - RAILROAD WARNING DEVICES	CN (WCL) CROSSING SIGNALS & GATES	\$ 202,000				
198	SFY14	HAZELWOOD ROAD	TOWN OF SPARTA	OCR SAFETY - RAILROAD WARNING DEVICES	CP RR CROSSING SIGNALS	\$ 202,000				
199	SFY14	COLGATE ROAD	VILLAGE OF SUSSEX	OCR SAFETY - RAILROAD WARNING DEVICES	UP Crossing Signals & Gates	\$ 202,000				
200	SFY14	CTH KK (MOORE ROAD)	PORT WASHINGTON	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 202,000				
201	SFY14	OAKLAND AVENUE	PORT WASHINGTON	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 202,000				
202	SFY14	KETTLE MORAIN DR.	Village of Slinger	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 202,000				
203	SFY14	CTH E	TOWN OF ADAMS	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 202,000				
204	SFY14	CTH E (MAIN ST)	VILLAGE OF WARRENS	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 202,000				
205	SFY14	CTH F	TOWN OF HAY RIVER	OCR SAFETY - RAILROAD WARNING DEVICES	WCL - CROSSING SIGNALS & GATES	\$ 202,000				
206	SFY14	CTH KK (MINNESOTA ST)	VILLAGE OF OOSTBURG	OCR SAFETY - RAILROAD WARNING DEVICES	WCL CROSSING SIGNALS	\$ 202,000				
207	SFY14	TOWER DRIVE	VILLAGE OF AUBURNDALE	OCR SAFETY - RAILROAD WARNING DEVICES	WCL CROSSING SIGNALS AND GATES	\$ 167,000				
208	SFY14	OAKWOOD ROAD	OAK CREEK	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
209	SFY14	DREXEL ROAD	OAK CREEK	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
210	SFY14	FOREST HILL ROAD	OAK CREEK	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
211	SFY14	ELM ROAD	OAK CREEK	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
212	SFY14	COUNTY LINE ROAD	OAK CREEK	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
213	SFY14	RYAN ROAD	OAK CREEK	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 202,000				
214	SFY14	BROOKHILL ROAD	VILLAGE OF GENESEE DEPOT	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 167,000				
215	SFY14	STH 32 (ASHLAND AVE)	ASHWAUBENON	OCR SAFETY - RAILROAD WARNING DEVICES	CN (FVW) CROSSING SIGNALS & GATES	\$ 202,000				
216	SFY14	STH 173	VILLAGE OF WARRENS	OCR SAFETY - RAILROAD WARNING DEVICES	UP CROSSING SIGNALS & GATES	\$ 202,000				
217	SFY14	STH 52 (5TH ST)	CITY OF WAUSAU	OCR SAFETY - RAILROAD WARNING DEVICES	WCL CROSSING SIGNALS & GATES	\$ 167,000				
218	SFY14	STH 52 (6TH ST)	CITY OF WAUSAU	OCR SAFETY - RAILROAD WARNING DEVICES	WCL CROSSING SIGNALS & GATES	\$ 167,000				
219	SFY14	YSH 51	CITY OF EDGERTON	OCR SAFETY - RAILROAD WARNING DEVICES	WSOR CROSSING SIGNALS & GATES	\$ 167,000				
220	SFY14	N-S FREEWAY - STH 11 INTERCHANGE	STH 11 INTERCHANGE RRC#338-092G	SE FREEWAY-I94 KEN/RAC/MIL	RR/CROSSING SURFACE	\$ 89,000				
221	SFY14	N-S FREEWAY - STH 11 INTERCHANGE	STH 11 INTERCHANGE RRC#388-092A	SE FREEWAY-I94 KEN/RAC/MIL	RR/CROSSING SURFACE	\$ 89,000				
222	SFY14	N-S FREEWAY - STH 11 INTERCHANGE	STH 11 INTERCHANGE RRC#338-091G	SE FREEWAY-I94 KEN/RAC/MIL	RR/RR POLE LINE ALTERATION	\$ 9,000				
223	SFY14	N-S FREEWAY - STH 11 INTERCHANGE	STH 11 INTERCHANGE RRC#338-092G	SE FREEWAY-I94 KEN/RAC/MIL	RR/RR SIGNALS	\$ 67,000				
224	SFY14	N-S FREEWAY - STH 11 INTERCHANGE	STH 11 INTERCHANGE RRC#338-092E	SE FREEWAY-I94 KEN/RAC/MIL	RR/RR SIGNALS	\$ 67,000				
225	SFY14	DURAND AVENUE (STH 11)	Union Pacific Railroad Crossing	STATE 3R	CONST/TRACK WORK	\$ 1,050,000				
226	SFY14	INDEPENDENCE - NORTHFIELD	CANADIAN NATIONAL RR XING # 281801S	STATE 3R	RAILROAD OPS/RESURFACE CROSSING	\$ 71,000				
227	SFY14	INDEPENDENCE - NORTHFIELD	CANADIAN NATIONAL RR XING # 281801S	STATE 3R	RAILROAD OPS/SIGNALS & GATES	\$ 202,000				
228	SFY15	STEVENS POINT - WAUSAU	BUS 51 INTERCHANGE	BACKBONE - NON-SE WI	RR SURFACE TIP NEEDED	\$ 76,000				
229	SFY15	CITY OF KAUKAUNA, DELANGLADE STREET	CN RR XING SURFACE 180053T	STATE 3R		\$ 71,000				
230	SFY15	CITY OF KAUKAUNA, DELANGLADE STREET	CN RR XING SIGNALS 180053T	STATE 3R		\$ 81,000				
231	SFY15	WCPL WAUPUN - S CPL BRANDON	WSOR RR XING SURFACE	STATE 3R		\$ 41,000				
232	SFY15	WCPL WAUPUN - S CPL BRANDON	WSOR RR XING SIGNALS	STATE 3R		\$ 140,000				
233	SFY19	PESHTIGO - MARINETTE	COUNTRY MEADOW INTERSECTION	STATE 3R	CN R/R XING SURFACE 910730L R/W-YES	\$ 61,000				

Short-term (2010 - 2015)

Long-range (2016 - 2030) - OR - entire planning period

Program definitions:
Backbone (non-SE WI) Program - this sub-program manages funding for improvement projects on designated Backbone System routes not in WisDOT's Southeast Region. Sometimes railroads are within project limits.
Surface Transportation Program (STP) - see Chapter 10 - Funding Wisconsin's Rail System Investments for more information
Major Highway Development program or "Majors" - Major Highway Development project candidates are those with costs greater than \$5 million. They must also include at least one of the following: Constructs a new highway 2.5 or more miles long; Relocates 2.5 or more miles of existing highway; Adds at least one lane 5 or more miles in length to the existing highway; or Improves to freeway standards 10 or more miles of an existing divided highway with at least two lanes in each direction
Railroad Crossing Repair - this program manages the funding WisDOT reimburses railroad companies for 85 percent of the costs they incur in repairing the highway surface at rail-highway grade crossings. Only projects on the State Highway System are eligible for this state-funded program
WisDOT Rail-Highway Crossing Safety program (Warning Devices and Crossing Elimination of Hazards) - Warning Devices projects primarily involve active warning device installations and upgrades. Engineering assessment and benefit-cost analysis justify the appropriate warning device configuration for a specific crossing; Crossing Elimination of Hazards projects improve crossing geometrics or eliminate at-grade crossings with a separation structure or crossing closure
OCR Safety: Railroad Warning Devices - Wisconsin's Office of the Commissioner of Railroads (OCR) has statutory authority and supportive funding to investigate existing warning devices at rail-highway crossings for adequacy and to order appropriate improvements to those warning devices determined to be inadequate for protecting public safety. Both WisDOT and the OCR manage programs that provide funding for rail-highway crossing safety improvements, the difference being the OCR program is limited to warning devices only.
SE Freeway - The Southeast Freeway sub-program manages funding for improvement projects on the 270 miles of Interstate and non-Interstate freeways crossing the seven southeastern Wisconsin counties in and around Milwaukee. Sometimes railroads are within project limits.
State 3R - The State 3R (resurfacing, reconditioning, reconstruction) sub-program's objective is to identify and evaluate system needs, and select appropriate levels of improvement to maintain an acceptable level of service on the State Trunk Highway system while staying within dollar allocations. Sometimes railroads are within project limits.
CMAQ - see Chapter 10 - Funding Wisconsin's Rail System Investments for more information about the Congestion Mitigation and Air Quality program.
Local Enhancements - see Chapter 10 - Funding Wisconsin's Rail System Investments for more information
Note: Costs are estimated project delivery costs for only the rail component(s) of each project.