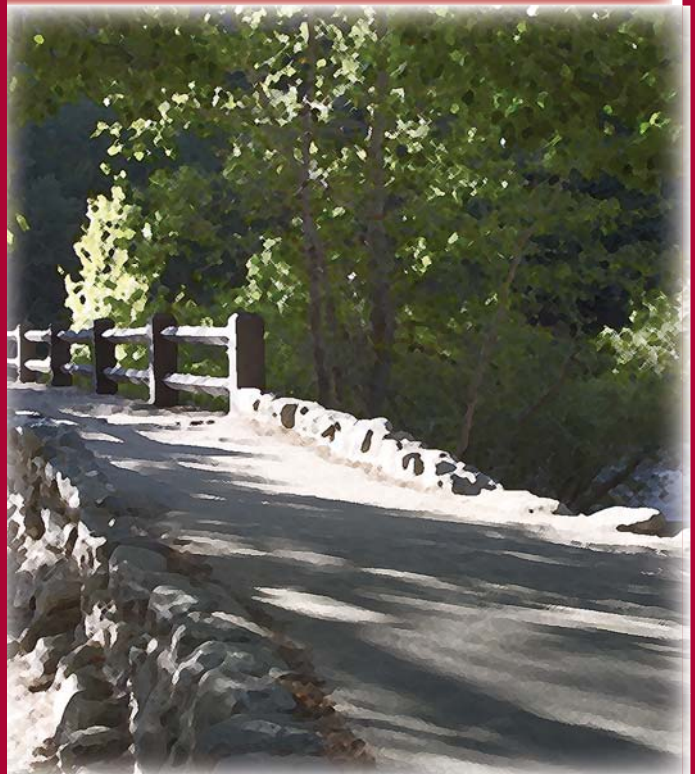




Local Roads & Streets Council

July 2004–2006 Biennial Report





LRSC

Local Roads & Streets Council

Advisory to the Wisconsin Secretary of Transportation

Please visit the Local Roads and
Streets Council Web site at:

www.dot.wisconsin.gov/localgov/lrsc/index.htm

**LOCAL ROADS AND STREETS COUNCIL
REPORT TO THE SECRETARY OF THE
WISCONSIN DEPARTMENT OF
TRANSPORTATION**

July 2004–2006 Biennial Report

Dear Secretary Busalacchi:

On behalf of the Local Roads and Streets Council (LRSC), I am pleased to submit to you the Council's biennial report for the period 2004–2006.

The Council reached its 10-year milestone in 2005, and celebrated its role in working to improve the quality of Wisconsin's local roads and streets. Over the past two years, the Council worked diligently on several initiatives including the Wisconsin Information System for Local Roads (WISLR). After years of continuous development, WISLR is complete and has been deployed as the platform for certification of local road mileage and other data, pavement analysis information, and a multi-year budget-planning tool.

Other initiatives the Council has worked on during this biennium include: a GTA Incentive Program, implementing a single point of contact with DNR for local road projects, addressing over-size trucking impacts on the local road system, advising WisDOT on development of the local roads element of their long-range transportation multi-modal plan (Connections 2030), and continuing to educate the public and legislature about the use of General Transportation Aids (GTA).

In performing these tasks, the Council has attempted to foster existing partnerships and to develop new ones in support of the preservation, improvement and maintenance of local roads and streets as an integral part of the statewide transportation system. The Council appreciates the support provided by the Wisconsin Department of Transportation in maintaining this successful partnership, and looks forward to the next decade of partnering to improve the quality of Wisconsin's local roads and streets.

This report is respectfully submitted this 3rd day of July, 2006.

Sincerely,



Paula Vandehey, *Chair*
Local Roads and Streets Council

2004-2006
LOCAL ROADS AND STREETS COUNCIL
MEMBERSHIP

Wisconsin Towns Association

- Marilyn Bhend, Johnson-Marathon
- Arlyn Helm, Springbrook-Washburn
- Eugene Lueck, Bloomer-Chippewa
- Terry McMahan, Yorkville

Wisconsin Counties Association

- Dan Fedderly, Dunn County
- Roger Laning, Sheboygan County
- Dick Leffler, Florence County
- Emmer Shields, Ashland County

WisDOT Staff

- Mary Forlenza, *Chair* WisDOT Staff
- Rod Clark, *Director*, BTLR
- Scott Bush, *Unit Leader*,
Local State Programs
- John Duffe, *Program Manager*,
Local Federal Programs
- Michael Erickson, *Program Manager*,
Local Federal Programs
- Susie Forde, Data Management, DTIM
- Joe Nestler, Program Development
and Analysis Section, DTIM

Wisconsin Alliance of Cities

- Dave Botts, Beloit
- Rick Jones, *Past Chair*, Racine
- Jeff Mantes, Milwaukee
- Paula Vandehey, *Chair*, Appleton

League of Wisconsin Municipalities

- Bill Beil, Jr., Abbottsford
- Bill Handlos, *Vice Chair*, Manitowoc
- Dennis Jordan, Lake Geneva

**Regional Planning Commissions
& Metropolitan Planning
Organizations**

- Don Kush, *Past Chair*, West Central
Wisconsin RPC
- Walt Raith, East Central Wisconsin RPC
- Ken Yunker, Southeast Wisconsin RPC

Other Participants

- Tracey McKenney, Federal
Highway Administration

2004-2006
LOCAL ROADS AND STREETS COUNCIL
COMMITTEE MEMBERSHIP

Executive

- Paula Vandehey (WAC), *LRSC Chair*
- Mary Forlenza (WisDOT)
- Bill Handlos (LWM), *LRSC Vice-Chair*
- Rick Jones (WAC), *LRSC Past-Chair, Committee Chair*
- Don Kush (RPC), *LRSC Past-Chair*
- Roger Laning (WCA), *Committee Chair*
- Terry McMahon (WTA), *Representative*
- Emmer Shields (WCA), *Committee Chair*

Local Transportation Funding

- Rick Jones (WAC), *Chair*
- Dan Fedderly (WCA)
- Bill Handlos (LWM)
- Dennis Jordan (LWM)
- Don Kush (RPC)
- Terry McMahon (WTA)

Education & Communication

- Roger Laning (WCA), *Chair*
- Bill Beil, Jr. (LWM)
- Arlene Benrud (WCA)
- Arlyn Helm (WTA)
- Jeff Mantes (WAC)

Infrastructure Management

- Walt Raith (RPC), *Chair*
- Marilyn Bhend (WTA)
- Dave Botts (WAC)
- Susie Forde (WisDOT)
- Bill Handlos (LWM)
- Dick Leffler (WCA)
- Jeff Mantes (WAC)
- Steve Pudloski, *UW-Transportation Information Center*
- Paula Vandehey (WAC)
- Bob Wagner (WisDOT)

Regulatory, Environmental & Legislative

- Emmer Shields (WCA), *Chair*
- Don Kush (RPC)
- Gene Lueck (WTA)
- Jeff Mantas (WAC)

Local Roads and Streets Council Overview

Wisconsin's expansive 112,000-mile road network consists of local highways, roads and streets operated and maintained by many jurisdictions; including the state, counties, cities, villages and towns. This integrated road system provides a high level of mobility for both residents and non-residents for their trips to work, school, shopping, vacation travel, and other destinations. Wisconsin's road system is also vital to the state's economy and has been identified as a major catalyst in the state's "Grow Wisconsin" economic initiative.

The purpose of the Local Roads and Streets Council (LRSC) is to evaluate issues that impact this 100,000 mile local road system and make recommendations to the Secretary of the Wisconsin Department of Transportation (WisDOT) that promote the continued preservation, improvement, and maintenance of a quality local road system to meet the mobility and safety needs of the traveling public, as well as contributing to the state's economic well being.

Local Roads and Streets Council Organization

The creation of the LRSC by the WisDOT Secretary in 1995 was the beginning of a formal ongoing partnership between state and local government representatives dedicated to improving the quality of Wisconsin's local roads and streets. The LRSC is comprised of representatives from all levels of local government, including towns, villages, cities, counties, regional planning commissions and metropolitan planning organizations, along with WisDOT staff.

The LRSC continues to evolve and address a broader range of issues emerging from its initial charge. For example, the Council responded to a growing emphasis on pavement management, resulting from the development of the Wisconsin Information System for Local Roads (WISLR), by creating the Infrastructure Management (IM) Committee. The current charge of the IM Committee is to help facilitate implementation of the WISLR system. The product of this work is to identify and promote best management practices for local road officials to incorporate with their data analysis to address cost-effective road improvement needs.

The current five-committee structure enables the LRSC to maximize the time and

talents of members and other stakeholders. The committees also help to ensure smooth and efficient workflow for the Council's program initiatives. The committees are as follows:

- Executive Committee
- Local Transportation Finance Committee
- Regulatory, Environmental and Legislative Committee
- Education and Communication Committee
- Infrastructure Management Committee

The membership of each committee reflects a cross-section of the LRSC as a whole. Each committee is comprised of at least one member from various local government associations or groups (e.g. one member from the Wisconsin Towns Association, one representing regional planning agencies, etc.). In addition, committee membership frequently extends beyond the Council to include outside stakeholders, or non-Council local government representatives with special skills or expertise that can contribute to the committee's efforts.

This report highlights the LRSC's work activities and accomplishments that have occurred during the period July 2004–2006.

Local Roads and Streets Council Accomplishments

Executive Committee

The Council's Executive Committee is comprised of the LRSC chair, vice-chair, immediate past chair, all committee chairs, and WisDOT's staff chair to the Council. This committee has continued to fulfill its role in providing leadership to the LRSC through prioritizing and directing the Council's wide array of work efforts, ensuring consistency across Council activities, and serving as a focal point for interaction with WisDOT. The Executive Committee meets with the WisDOT Secretary twice a year to update department leadership on the Council's activities and to seek input on WisDOT priorities concerning local road issues. Additional meetings with WisDOT and other agency leadership have been conducted as necessary to ensure coordination of efforts and to maintain open lines of communication on activities and interests.

A mutual concern of the Executive Committee and the WisDOT Secretary's Office has been the impact of the budget reductions from the last biennial budget cycle on the ability of WisDOT to provide adequate staff support to the Council's efforts. The Executive Committee recognizes the importance of WisDOT staffing assistance to the overall functioning and effectiveness of the Council's work activities. Secretary Busalacchi, in recognition of the importance of this state/local partnership, committed his office to ongoing support for adequate staffing of Council activities. The confidence expressed by the Secretary in the value of the Council's work to WisDOT and the reassurance of continued WisDOT support exemplify the strengthening of state/local partnerships that are key to a more effective and efficient public service to the residents of Wisconsin. The Executive Committee of the LRSC will continue to strive to enhance and expand this statewide model of effective state and local cooperation.

Local Transportation Finance Committee

The LRSC's Local Transportation Finance (LTF) Committee has continued its work on issues relevant to funding local transportation projects. This work effort involves the examination of federal and state transportation budget information for its respective impact on local transportation programs, as well as addressing concerns over the distribution and effective use of local program funds. The LTF Committee continues its work to clarify the intent of the General Transportation Aids (GTA) program and efforts to help address concerns over specific transportation expenditures that are eligible for use of GTA funds by local units of government.

The Local Transportation Finance Committee is developing a GTA incentive program to continually expand accountability for the use of local program funds through the use of available data and technical applications in local transportation investment decision-making. The incentive program focuses on the use of the PASER road rating system, the WISLR database, and newly developed pavement analysis tools. The incentive program will encourage local municipalities to incorporate these tools as part of the development of their pavement management strategy to promote more cost-effective transportation investments.

The Committee also began the examination of transportation cost data and breaking it down among urban and rural systems. By examining these costs and understanding if the Pavement Condition Index (PCI) is different between these systems the Committee can make appropriate recommendations to the WisDOT Secretary's Office on future policy funding decisions. A by-product of this study may be that best management practices emerge and can be formulated for future use.

Regulatory, Environmental and Legislative Committee

Over the past several years, the LRSC's Regulatory, Environmental and Legislative (REAL) Committee has worked cooperatively with the Department of Natural Resources (DNR), WisDOT, and local government associations on a proposal to improve the environmental review process and increase the effectiveness of oversight on local transportation projects. This proposal is in keeping with Governor Doyle's priority for more efficient government and will improve state agency service to local communities. The proposal incorporates new initiatives for better environmental results for municipally funded transportation improvement projects. WisDOT Secretary Busalacchi and DNR Secretary Hassett have supported the development of this proposal and staff resources in working to implement this new review process.

The intended outcome of this streamlining initiative is to consolidate the currently fragmented permitting process for local transportation projects, resulting in savings of both administrative time and project cost. In addition, a single point of contact for local government officials will help to foster the development of positive relationships in a sometimes confusing and adversarial regulatory process. Improving these relationships will lead to improved compliance with the environmental regulations required of local transportation projects.

The REAL Committee also has continued to stay connected with the Secretary's Committee on Local Program Streamlining (SCOLPS) on other related environmental issues such as wetland mitigation. Both the REAL and SCOLPS Committees are interested in addressing the impacts of transportation projects on wetlands through improvements to the wetlands banking program.

The REAL Committee has also undertaken an evaluation of the impacts of oversize

and overweight vehicles on the local road system. With a statewide priority on system preservation, the damage to local roads from oversize and overweight vehicles counters the transportation investments devoted to road maintenance and improvement. Strict enforcement of regulations concerning oversize and overweight vehicles will be a focus of the REAL Committee efforts continuing throughout 2006.

Education and Communication Committee

The Education and Communication (E & C) Committee has continued to play a pivotal role in coordinating information and developing news articles and other educational efforts in support of the many LRSC activities. Much of the work of the E & C Committee relies on the assistance of WisDOT support staff for product finalization and delivery. This collaboration has helped to advance the communications of the LRSC to reach a broader audience in a more cost-effective fashion.

On June 23, 2005, Governor Jim Doyle recognized the Local Roads and Streets Council on its 10th anniversary during a ceremony at the State Capitol. The Governor presented LRSC members with a plaque recognizing the Council's "significant contributions to the quality of our transportation system and the strength of our economy." The Governor went on to say, "For the last decade, the Local Roads and Streets Council has served as a model of state and local government cooperation that helps ensure the continued efficient use of public investments in the local transportation system." Created in June 1995, the LRSC has worked closely with WisDOT over the last decade to provide invaluable input on policies and programs impacting Wisconsin's 100,000-mile local road network.

The LRSC launched a Web site in 2002 as part of WisDOT's Internet site. The LRSC homepage is: www.dot.wisconsin.gov/localgov/lrsc/index.htm. With the availability

of this electronic media, the E & C Committee is able to maximize its efforts to provide information about the Council and its activities in the timeliest manner. This Web site includes information about the Council's history with its charge by the WisDOT Secretary, its priorities, membership and committee structure, along with other relevant information and contacts. In addition, LRSC quarterly newsletters and past biennial reports are available on this Web site, and the newsletter is e-mailed quarterly to more than 900 addresses statewide.

The E & C Committee also develops issue papers on critical topics such as the impact of the Tax Payers Bill of Rights (TABOR) and the state highway maintenance issue. They also updated the GTA brochure, which provides an overview of the program and how it acts as a catalyst for increased local road investments. The brochure also focused on accountability and the importance of maintaining appropriate funding levels.

These informational pieces by the E & C Committee further the charge of the LRSC to "enhance and facilitate communication" among the various state associations, WisDOT, and the general public. This communication fosters cooperative state/local partnerships on local transportation issues and to ensure the continued efficient use of public funds. The E & C committee will continue to play a major role in supporting LRSC activities in 2006 as the Council works to provide a better public understanding of the value of the local transportation system.

Infrastructure Management Committee

The Infrastructure Management Committee was created by the LRSC in 2003. The group initially identified the need and recommended the development of a mechanism to measure pavement conditions on Wisconsin's local road system. Through efforts such as this,

the IM Committee enables the Council to focus on several ongoing initiatives, as well as address newly emerging issues.

The IM Committee became the Council's principle contact with WisDOT programmers during the final stages of the development of the Wisconsin Information System for Local Roads (WISLR), and continues to provide local feedback on WISLR implementation and training sessions. The long wait for WISLR has been worth it. This single platform for local road data and pavement analysis provides a multi-year budget planning tool for local officials to maximize their investment dollars.

The IM Committee, in consultation with the E & C Committee and WisDOT, will determine the best approach to promote responsible use of WISLR by local units of government. A major focus will be on defining responsible uses of this data, and how this information can help counties and local governments make sound infrastructure and budget decisions.

The IM Committee also reviews and identifies best management practices to assist local road officials with cost-effective implementation of their pavement management strategies. This activity continues the focus on improving local road management techniques that started with the application of improved pavement data provided by WISLR.

Another ongoing activity for the IM Committee has been its involvement with WisDOT's Bureau of Planning in the development of the state's long-range transportation plan, *Connections 2030*. Because of the Council's work with updating WisDOT's local roads database and promotion of pavement management strategies, the Council's input was considered essential for the development of the local roads element of the long-range plan. This coordination activity will continue to be a priority with the IM Committee in 2006.

Chair's Summary

The past two years of the Council's activities can be summarized as a period of accomplishment of work efforts and the strengthening of state and local partnerships in the transportation arena. Since its first meeting on June 20th of 1995, the Council has pursued several long-term initiatives that are now being realized. I would like to take this opportunity to highlight those accomplishments and acknowledge the diligent work efforts that contributed to their success.

The Council's promotion of the use of the PASER road evaluation system has contributed to another extremely high rate of compliance by local municipalities for the third round of the required pavement rating submittals in 2005—95% compliance statewide. This continued to occur despite the fact that the requirement carries no penalty for non-compliance. The high level of compliance is a testament to the strong local commitment to this effort, and its potential for immediate and long-term benefits.

The Regulatory, Environmental and Legislative (REAL) Committee continues to pursue an environmental streamlining initiative that will enhance the overall efficiency of project delivery without compromising environmental quality. This extensive effort will lead to implementation of this initiative in the near future.

The WISLR database system and related pavement analysis tools were successfully implemented and deployed in late 2005. Implementation and training schedules are being developed for users of this valuable tool. The completion of both of these projects was delayed due to programming difficulties between WISLR and PASERWARE. In 2005 it was determined that WISLR would provide a combined package that includes a data platform, pavement analysis tools, and multi-year budget planning functionality. The

development and application of this system will increase the effectiveness of WisDOT and local officials in assessing pavement management needs and in establishing road improvement priorities.

The Education and Communication (E & C) Committee also has made significant contributions toward improving public awareness of the Council and its activities. In 2005, the committee developed position papers on the impact of "Tax Payers Bill of Rights" proposed legislation (TABOR) and the funding of state highway maintenance. The E & C Committee also was instrumental in the LRSC 10-year anniversary celebration and updating several informational brochures for public distribution.

What cannot be emphasized strongly enough in highlighting the Council's accomplishments over the past two years is the active participation of the Council and Committee members, and in particular, the highly dedicated and professional staff assistance provided by WisDOT in support of the Council's activities. While position reductions and operating cuts over the past couple of years have at times strained WisDOT staff resources, Secretary Busalacchi and his office have committed their ongoing support for adequate staffing of Council activities. As this partnership continues to strengthen and grow, others have been formed through changing membership on the Council and work efforts that have involved other agencies and participants. While we have said goodbye to some long time members, the Council has been fortunate to receive new members with new ideas and energy, and a continued commitment to improving the quality of Wisconsin's local roads and streets.

While highlighting the accomplishments of the work completed, I would be remiss to overlook the importance of the ongoing work

activities of the Council and its Committees. The Council continues to be actively involved in several work efforts that will become increasingly important to state and local officials who are trying to stretch fewer dollars to meet road improvement needs. The LTF Committee will continue to examine the GTA Program and the supporting role it plays in funding local roads and streets. The LTF Committee is continuing to evaluate an incentive program to encourage local municipalities to advance their expertise in pavement management through the application of improved technology and best management practices.

The IM Committee continues to work on and refine best management practices that fit the needs of local municipalities. The IM Committee serves as the primary coordinator for the Council's input on local road and street issues for WisDOT's long-range plan—*Connections 2030*. In addition to wetland

issues, the REAL Committee will continue to evaluate and provide input on the issue of damage to bridges, local roads, and highways caused by oversized and overweight trucks.

As the Council moves beyond its 10-year anniversary in 2005, we can look back on the past biennium with a sense of pride and accomplishment in the Council's work to date, and a growing feeling of confidence in the service provided by the Council to both state and local officials. The greatest issue facing the Council and WisDOT going into the next biennium will be the unknown fiscal impacts of federal and state budget deliberations, and their trickle-down effect on the operations of local and state government. I am, however, confident that the Local Roads and Streets Council, in partnership with WisDOT and others, can continue to provide the analytical expertise and consensus-building platform on local road issues to face the challenges ahead.

Vehicle Miles of Travel (VMT) by Highway System, 2005

BY ADMINISTRATIVE JURISDICTION

System	Miles	% Total Mileage	Annual VMT (Mill.)	Daily VMT (000)	% Total VMT	Average AADT
Rural Interstate	480	0.4%	5,186	14,207	8.6%	29,600
Urban Interstate	263	0.2%	5,174	14,175	8.6%	53,900
Interstate Subtotal	743	0.7%	10,359	28,382	17.3%	38,200
Other Rural STH	9,275	8.1%	14,536	39,824	24.2%	4,300
Other Urban STH	1,765	1.5%	10,747	29,443	17.9%	16,700
State Trunk Highways Total	11,783	10.3%	35,642	97,649	59.4%	8,300
National Highway System	4,107	3.6%	25,455	69,739	42.4%	17,000
Rural CTH	18,276	16.0%	6,291	17,235	10.5%	900
Urban CTH	1,493	1.3%	4,201	11,509	7.0%	7,700
County Trunk Highways Total	19,769	17.3%	10,492	28,744	17.5%	1,500
Town Roads	61,921	54.2%	2,439	6,681	4.1%	100
Municipal Roads*	18,836	16.5%	11,381	31,180	19.0%	1,700
Other Roads**	1,833	1.6%	66	180	0.1%	100
GRAND TOTAL	114,141	100.0%	60,018	164,434	100.0%	1,400

* City and village streets.

** Other Roads include US, state, and county park and forest roads, Bureau of Indian Affairs Roads, and other county roads not on the CTH system.

System VMT estimates most reliable at STH system and above.

Source: Highway Performance Monitoring System universe data.

WisDOT: DTIM - Traffic Forecasting Section

Total Miles for Roads in Wisconsin for Year-Ending 2005

County	Mileage For State Trunk Network			County Trunk Highways			Local Roads and Streets				Other Roads	Total All Systems	
	Rural	Municipal Extension	Connecting Highways	Total	Rural	Municipal	Total	Town Roads	Village Streets	City Streets			Total
ADAMS	89.18	2.28	0.00	91.46	225.78	1.26	227.04	1091.70	7.36	20.67	1119.73	1.20	1439.43
ASHLAND	103.74	12.15	4.17	120.06	88.50	4.75	93.25	786.99	5.58	77.02	869.59	84.60	1167.50
BARRON	126.12	13.95	1.71	141.78	272.09	18.70	290.79	1385.51	41.14	131.85	1558.50	1.10	1992.17
BAYFIELD	150.42	4.64	0.00	155.06	169.99	2.90	172.89	1734.20	2.61	40.54	1777.35	88.52	2193.82
BROWN	106.03	52.53	26.56	185.12	222.18	135.15	357.33	650.78	582.45	516.28	1749.51	23.80	2315.76
BUFFALO	126.56	21.29	0.00	147.85	307.11	10.96	318.07	514.97	6.66	54.82	576.45	0.00	1042.37
BURNETT	101.07	5.33	0.00	106.40	215.58	1.72	217.30	1170.16	36.55	0.00	1206.71	43.67	1574.08
CALUMET	78.06	10.49	5.20	93.75	119.87	15.53	135.40	475.60	33.74	117.23	626.57	0.00	855.72
CHIPPEWA	177.87	26.75	5.78	210.40	466.70	26.21	492.91	1121.85	98.92	180.18	1400.95	21.44	2125.70
CLARK	147.49	6.77	1.71	155.97	287.15	13.77	300.92	1568.72	23.29	89.74	1681.75	56.09	2194.73
COLUMBIA	242.99	25.26	9.69	277.94	339.06	18.37	357.43	911.43	68.97	113.08	1093.48	0.00	1728.85
CRAWFORD	146.07	30.65	3.41	180.13	125.59	7.15	132.74	651.29	65.00	49.51	765.80	3.00	1081.67
DANE	310.08	72.39	19.43	401.90	454.38	87.16	541.54	1603.65	337.88	1154.97	3096.50	0.70	4040.64
DODGE	205.68	20.19	8.62	234.49	534.53	11.97	546.50	1000.33	52.17	204.56	1257.06	0.00	2038.05
DOOR	87.86	14.13	0.00	101.99	271.32	8.35	279.67	753.78	43.64	78.38	875.80	0.00	1257.46
DOUGLAS	134.77	14.79	12.26	161.82	315.60	21.53	337.13	1223.31	82.14	189.94	1495.39	96.63	2090.97
DUNN	177.65	22.22	5.88	205.75	418.04	7.32	425.36	985.36	41.86	90.14	1117.36	0.00	1748.47
EAU CLAIRE	122.91	26.73	0.19	149.83	404.72	16.16	420.88	608.05	14.51	358.23	980.79	18.84	1570.34
FLORENCE	66.84	0.00	0.00	66.84	49.18	0.00	49.18	376.05	0.00	0.00	376.05	36.39	528.46
FOND DU LAC	179.85	17.40	22.00	219.25	348.93	26.52	375.45	906.09	54.17	218.23	1178.49	0.19	1773.38
FOREST	147.94	4.58	0.00	152.52	108.39	0.62	109.01	749.40	0.00	25.34	774.74	21.20	1057.47
GRANT	229.11	23.05	6.56	258.72	302.69	8.21	310.90	1339.58	75.28	131.96	1546.82	0.00	2116.44
GREEN	112.21	7.09	3.43	122.73	270.68	8.08	278.76	714.36	39.36	98.99	852.71	0.00	1254.20
GREEN LAKE	60.17	6.98	2.83	69.98	225.02	3.84	228.86	327.29	6.16	68.63	402.08	0.00	700.92
IOWA	150.84	15.94	3.10	169.88	355.20	9.52	364.72	673.29	50.33	56.64	780.26	0.00	1314.86
IRON	107.34	6.67	0.00	114.01	65.41	1.58	66.99	520.43	0.00	29.76	550.19	66.77	797.96
JACKSON	173.87	9.71	2.40	185.98	227.06	4.37	231.43	980.50	23.57	27.97	1032.04	36.13	1485.58
JEFFERSON	147.33	14.35	16.05	177.73	253.04	5.11	258.15	709.83	34.82	228.47	973.12	0.00	1409.00
JUNEAU	165.27	24.07	2.53	191.87	225.00	9.18	234.18	995.80	35.02	52.63	1083.45	15.99	1525.49
KENOSHA	73.94	33.14	10.13	117.21	220.53	42.35	262.88	208.14	180.85	304.64	693.63	0.15	1073.87
KEWAUNEE	52.05	4.73	4.37	61.15	206.10	8.99	215.09	482.21	21.66	42.17	546.04	0.18	822.46
LA CROSSE	110.88	25.90	22.43	159.21	265.36	19.27	284.63	394.98	66.70	272.45	734.13	0.90	1178.87
LAFAYETTE	116.20	10.72	0.00	126.92	265.90	6.64	272.54	694.06	33.87	27.62	755.55	0.00	1155.01
LANGLADE	137.70	0.58	4.23	142.51	267.62	3.38	271.00	664.55	7.68	55.88	728.11	7.67	1149.29
LINCOLN	144.13	3.98	7.33	155.44	265.51	2.98	268.49	759.75	0.00	105.40	865.15	27.25	1316.33
MANITOWOC	120.17	17.51	17.44	155.12	252.93	33.35	286.28	931.69	50.19	233.43	1215.31	0.00	1656.71
MARATHON	229.35	36.64	12.10	278.09	586.12	26.11	612.23	1831.70	333.50	284.25	2449.45	11.98	3351.75
MARINETTE	139.00	6.68	7.45	153.13	328.95	9.60	338.55	1467.69	32.59	113.99	1614.27	225.16	2331.11
MARQUETTE	79.24	7.89	0.00	87.13	233.07	4.21	237.28	493.44	31.20	9.38	534.02	0.00	858.43
MILWAUKEE	0.00	165.62	88.00	253.62	0.00	143.88	143.88	0.00	308.33	2292.57	2600.90	2.97	3001.37
MONROE	213.67	19.28	5.27	238.22	335.12	9.72	344.84	917.79	33.27	99.82	1050.88	4.30	1638.24
OCONTO	141.68	4.51	3.31	149.50	304.45	8.94	313.39	1443.29	10.90	70.61	1524.80	38.08	2025.77
ONEIDA	156.74	2.99	0.00	159.73	171.30	0.94	172.24	1278.98	0.00	55.76	1334.74	36.77	1703.48
OUTAGAMIE	146.36	27.02	13.82	187.20	307.51	40.39	347.90	946.85	130.74	348.76	1426.35	3.50	1964.95
OZAUKEE	44.18	27.04	11.07	82.29	125.54	26.52	152.06	267.62	109.59	313.47	690.68	0.00	925.03
PEPIN	41.28	6.68	0.00	47.96	152.16	2.64	154.80	232.22	10.94	14.31	257.47	0.00	460.23
PIERCE	147.51	15.37	2.12	165.00	240.07	8.31	248.38	761.53	52.34	66.64	880.51	0.00	1293.89
POLK	136.33	22.90	0.00	159.23	320.55	12.23	332.78	1324.19	101.10	41.31	1466.60	15.71	1974.32
PORTAGE	127.70	18.92	9.18	155.80	410.68	19.89	430.57	1023.07	136.62	130.39	1290.08	0.00	1876.45
PRICE	144.50	7.52	2.85	154.87	211.74	8.30	220.04	992.48	20.03	37.54	1050.05	15.12	1440.08
RACINE	127.56	10.93	21.41	159.90	108.77	51.91	160.68	335.60	367.56	281.84	985.00	0.00	1305.58
RICHLAND	139.79	7.48	2.96	150.23	294.06	2.46	296.52	630.90	20.19	28.79	679.88	4.00	1130.63
ROCK	205.73	15.06	31.02	251.81	202.36	13.84	216.20	999.04	25.94	553.84	1578.82	0.00	2046.83
RUSK	92.90	10.57	1.79	105.26	248.29	6.98	255.27	789.17	37.41	31.99	858.57	20.80	1239.90
ST CROIX	182.76	17.70	3.18	203.64	329.33	9.57	338.90	1100.08	101.48	151.11	1352.67	0.00	1895.21
SAUK	190.55	23.43	7.26	221.24	291.33	11.17	302.50	1045.07	117.60	112.86	1275.53	8.30	1807.57
SAWYER	153.61	7.72	0.00	161.33	225.52	3.49	229.01	1055.02	17.69	22.98	1095.69	27.49	1513.52
SHAWANO	163.30	11.73	4.03	179.06	273.92	19.32	293.24	1121.98	67.09	55.99	1245.06	106.24	1823.60
SHEBOYGAN	138.19	18.59	9.86	166.64	415.73	35.06	450.79	582.60	88.20	257.00	927.80	0.00	1545.23
TAYLOR	101.95	7.14	1.12	110.21	242.79	5.57	248.36	1020.44	28.10	28.65	1077.19	17.36	1453.12
TREMPEALEAU	158.87	17.59	0.00	176.46	279.72	12.01	291.73	775.74	32.19	71.86	879.79	0.00	1347.98
VERNON	186.20	24.30	3.52	214.02	281.60	3.66	285.26	1046.29	40.46	56.18	1142.93	5.20	1647.41
VILAS	134.54	1.65	0.00	136.19	204.17	0.00	204.17	1103.63	0.00	23.12	1126.75	126.60	1593.71
WALWORTH	173.52	25.91	16.13	215.56	183.60	15.96	199.56	839.07	96.59	158.34	1094.00	0.00	1509.12
WASHBURN	129.12	7.98	0.00	137.10	192.40	6.68	199.08	905.10	21.47	50.90	977.47	94.14	1407.79
WASHINGTON	141.42	31.78	14.80	188.00	163.35	23.40	186.75	743.08	199.06	190.99	1133.13	0.00	1507.88
WAUKESHA	110.22	107.68	18.07	235.97	221.47	174.68	396.15	772.35	522.49	1065.21	2360.05	0.57	2992.74
WAUPACA	171.51	20.79	6.31	198.61	313.15	29.19	342.34	957.22	25.94	133.51	1116.67	0.00	1657.62
WAUSHARA	120.51	11.81	0.00	132.32	331.15	2.41	333.56	791.44	55.27	18.44	865.15	0.00	1331.03
WINNEBAGO	134.66	22.26	16.21	173.13	206.29	10.82	217.11	692.16	18.33	437.15	1147.64	0.00	1537.88
WOOD	143.99	19.37	20.49	183.85	306.80	17.97	324.77	888.57	57.97	297.94	1244.48	21.22	1774.32
MENOMINEE	40.68	0.00	0.00	40.68	36.51	0.00	36.51	79.05	0.00	0.00	79.05	297.30	453.54
TOTAL	9819.51	1399.47	562.77	11781.75	18492.31	1380.78	19873.09	61920.13	5476.31	13354.84	80751.28	1735.22	114141.34



Governor Doyle commends Local Roads and Streets Council on 10-year anniversary

On June 23rd, during a State Capitol ceremony, Governor Doyle presented the LRSC members with a plaque recognizing the Council's "significant contributions to the quality of our transportation system and the strength of our economy."

"For the last decade, the Local Roads and Streets Council (LRSC) has served as a model of state and local governmental cooperation that helps ensure the continued efficient use of public investments in the local transportation system," Governor Doyle said.

Created in June 1995, the 20-member LRSC is comprised of representatives from all levels of local government including the Wisconsin Towns Association, Wisconsin Counties Association, Wisconsin Alliance

of Cities, League of Wisconsin Municipalities, planning organizations, and Wisconsin Department of Transportation (WisDOT) staff. This broad cross-section of transportation stakeholders meet regularly to discuss and make recommendations on issues impacting the local road system. Don Kush, LRSC Chair and a Senior Transportation Planner with the West Central Wisconsin Regional Planning Commission in Eau Claire stated it best, "For over a decade now, the Council has brought together a diverse set of interests with the common goal to enhance our economically-vital local transportation network." The Council is committed to this goal and moves forward to continue this work into the future.

