CROSSROADS

BUSINESS • PARK

Transportation Information

Transportation Information

1. Road serving site by name (number of lanes); indicate if improved for truck traffic. Include aerial map (Attach as exhibit)

   Attachments: Exhibit 1 – Roads Serving Sites

   - State Highway 59
     - 2 lanes
     - Northern boundary for all sites
     - Connects to current State Highway 26 / Janesville Street and the State Highway 26 Bypass (Complete in 2013)
   - State Highway 26 / Janesville Street
     - 2 lanes and 4 lanes north of Milton
     - Located approximately 1 mile west of the sites
   - State Highway 26 Bypass (Complete in 2013)
     - 4 lanes
     - Access to this road will be from State Highway 59
     - Western border of the City of Milton Site
   - County M
     - 2 lanes
     - Eastern border for the Hull Site
     - Western border for the Belardi Site
   - Putman Parkway
     - 2 lanes
     - Southern border for the Hull Site and runs to the City of Milton Site.

2. Nearest interstate or limited access 4-lane highway by name (distance from site). Include aerial map (Attach as exhibit)

   Attachments: Exhibit 2 – Location of Interstate from Sites

   - Interstate 90 / 39 – approximately 5 miles to the nearest access point in Janesville
   - State Highway 26 Bypass (Complete in 2013) – the road will run through the Crossroads Business Park. Refer to Exhibit 1 to see where the State Highway 26 Bypass will be located.

3. List proposed road improvements planned for the immediate site area, if so what is the funding source and expected completion date for each planned improvement?

   Attachments: Exhibit 3 - WIS 26 Corridor Map Project Design Segments
   Exhibit 4 - State Highway 59 Realignment
   Exhibit 5 - Townline Road to Bowers Lake Road
   Exhibit 6 - Bowers Lake Road to County Line Road

   Completion of the State Highway 26 Bypass Project –State of Wisconsin funded. The project is anticipated to be completed in the fall of 2013. In conjunction with this project, a realignment of State Highway 59 was completed in 2009 (Exhibit 4), which gave the City the opportunity to develop these sites and bring in the new Penn Color facility located between the City of Milton Site and the Hull Site.

4. List of proposed road improvements planned for the outlying site area (within an approximate 10-mile radius from site). If so, what is the funding source and expected completion date for each planned improvement?

   - I-39/90 reconstruction and expansion, scheduled to begin 2015 and last until at least 2019. Funding sources are National Highway System (NHS) and Wisconsin (WIS).

Transportation Information

- Parkview Drive reconstruction from E. High to Townline Road. Currently scheduled for 2016 and funding has yet to be determined.
- Parkview Drive/Goodrich Square project: reconstruction from E. High Street to HWY 59. Currently scheduled for 2016 and funding has yet to be determined.
- Merchant Row reconstruction from HWY 59 to Vernal Avenue. Currently scheduled for 2016 and funding has yet to be determined.

5. Has a traffic study been performed at the site or within a 10 mile radius of the site? If yes, attach as exhibit

No traffic studies have been conducted since 2006 when an operational analysis was done for the State Highway 59 and State Highway 26 Bypass diamond interchange ramp as part of the State Highway 26 Bypass Project in Milton.

Traffic counts are being conducted by the City's contracted engineer in October 2013, and a final report with recommendations for intersections affected by the State Highway 26 Bypass will be available in January 2014.

6. Is a traffic study necessary at the state or local level for development to occur at the site?

Attachments: Exhibit 7 - E-Mail from Franklin Marcos (DOT) Regarding Traffic Impact Analyses

A Traffic Impact Analysis would be required at the state level if there is concern over traffic congestion and the property is abutting a state highway. Refer to Exhibit 7. If it is deemed by the Wisconsin Department of Transportation that the proposed development requires a Traffic Impact Analysis, the City may fund the study through TIF District incentives.

7. Does rail serve the site, if so identify rail line. Include aerial map showing rail line serving the site. (Attach as exhibit). Also supply railroad contact information.

Attachments: Exhibit 8 – The Wisconsin & Southern Railroad Co. LLC.

Exhibit 9 – WSOR Potential Rail Spur at City of Milton Site

City of Milton Site

Wisconsin & Southern Railroad can service the site. See Exhibit 9 - WSOR Potential Rail Spur at City of Milton Site

Hull Site

Rail does not currently service the site. There is potential for a rail spur to be developed parallel to Putman Parkway off of the existing rail spur located along the eastern boundary of the City of Milton site. The development of this rail spur will be project dependent.

Belardi Site

Rail does not currently service the site. There is potential for a rail spur to be developed parallel to Putman Parkway off of the existing rail spur located along the eastern boundary of the City of Milton site. The development of this rail spur will be project dependent.

Fredrick Site

Rail does not currently service the site. There is potential for a rail spur to be developed parallel to Putman Parkway off of the existing rail spur located along the eastern boundary of the City of Milton site. The development of this rail spur will be project dependent.

Contact Information for Wisconsin & Southern Railroad:

- Ken Clemmons, Manager of Sales & Industrial Development (Primary Contact)
  1890 E. Johnson Street, Madison, WI 53704

Transportation Information

Office – (608) 620-2039
Cell – (414) 750-6417
E-Mail – kclemmons@watcocompanies.com

- Brent Marsh, Engineering
  (414) 750-6433 (cell)
- Ben Meighan, Superintendent of Track
  1890 E. Johnson Street, Madison, WI 53704
  Office – (608) 620-2037
  Cell – (414) 750-6412
  E-Mail – bmeighan@wsorrailroad.com
- Katie Sackett, Director of Sales & Marketing
  1890 E. Johnson Street, Madison, WI 53704
  Office – (608) 620-2041
  Cell – (414) 750-7237
  E-Mail - ksackett@wsorrailroad.com

8. Specify rail service on a weekly basis

Rail service is provided 5 days per week to Milton and Saturday if necessary.

9. Has the railroad conducted a study to determine location of rail spur? Is a conceptual plan illustrating the rail spur available? If yes, attach as exhibit

Attachments: Exhibit 9 - WSOR Potential Rail Spur at City of Milton Site

A conceptual drawing of a rail spur to service the City of Milton Site is provided as Exhibit 9 - WSOR Potential Rail Spur at City of Milton Site. No rail spur has been developed at the City of Milton Site at this time as this will depend on customer needs, such as commodity mix and rail equipment required. Please also see the responses to Question 7.

10. If not presently served by rail, could rail be extended to serve the site? Please discuss and include any easements or rights-of-way that must be granted by other property owners to extend rail to the site

Attachments: Exhibit 9 - WSOR Potential Rail Spur at City of Milton Site

A site survey is needed to determine if Wisconsin & Southern Railroad can develop a new spur off the existing rail to service the City of Milton Site. Attached as Exhibit 9 is a potential rail spur that could be developed on the City of Milton Site. Please also see the response to question 7 for information about the potential of rail serving the Hull Site, Belardi Site, and the Fredrick Site.

11. Location of nearest intermodal operation (time and distance from site)

Attachments: Exhibit 10 – Location of Nearest Intermodal Facility

Union Pacific (UPPR) Global III, the railroad's intermodal facility, is located in Rochelle, IL. It is located approximately 70 road miles from the site, or about 1 hour and 20 minutes.

12. Nearest commercial airport to site (time and distance from site)

Attachments: Exhibit 11 – Airport Locations
Exhibit 12 - Dane County Regional Airport Diagram

Transportation Information

Exhibit 13 - Chicago Rockford International Airport Diagram

Exhibit 14 - Milwaukee County's General Mitchell International Airport Diagram

Exhibit 15 - Chicago O'Hare International Airport Diagram

Nearest Commercial Airport:

Dane County Regional Airport, Madison, WI

Distance from Site – approximately 40 miles or about 1 hour from the site.

Length of Runway –

18/36 = 9,006' x 150'

3/21 = 7,200' x 150'

14/32 = 5,846' x 150'

Other Regional Airports:

- Chicago Rockford International Airport, Rockford, IL

  Distance from Site – approximately 50 miles or about 50 minutes

  Length of Runway –

  7/25 = 10,002' x 150'

  1/19 = 8,200' x 150'

- Milwaukee County's General Mitchell International Airport, Milwaukee, WI

  Distance from Site – approximately 62 miles or about 1 hour and 15 minutes

  Length of Runway

  7L/25R = 4,800' x 100

  13/31 = 5,538' x 150'

  1L/ 19R = 9,690' x 200'

  7R/ 25L = 8,300' x 150'

  1R/19L – 4,183' x 150'

- Chicago O'Hare International Airport, Chicago, IL

  Distance from Site – approximately 104 miles or about 1 hour and 45 minutes

  Length of Runway –

  14R/32L = 9,685 x 200

  9L/27R = 7,500 x 150

  U1/32R = 10,005 x 150

  4L/22R = 7,500 x 150

  9R/27L = 7,967 x 150

  4R/22L = 8,075 x 150

  10/28 = 13,001 x 150

13. Nearest cargo airport to site (time and distance)

Attachments: Exhibit 12 - Dane County Regional Airport Diagram

- Dane County Regional Airport, Madison, WI

  Distance from Site – approximately 40 miles or about 1 hour from the site.

  Length of Runway –

  18/36 = 9,006' x 150'

  3/21 = 7,200' x 150'

  14/32 = 5,846' x 150'

14. Nearest corporate or general aviation airport to site (time and distance from site.) Length of runway / Lighted (y/n)?

Transportation Information

Attachments: Exhibit 16 - Southern Wisconsin Regional Airport Diagram

- Southern Wisconsin Regional Airport, 4004 S. Oakhill Avenue, Janesville, WI 53546

  Distance from Site – approximately 17 miles or about 25 minutes

  Length of Runway –

  14/32 = 7,302' x 150'

  4/22 = 6,701' x 150'

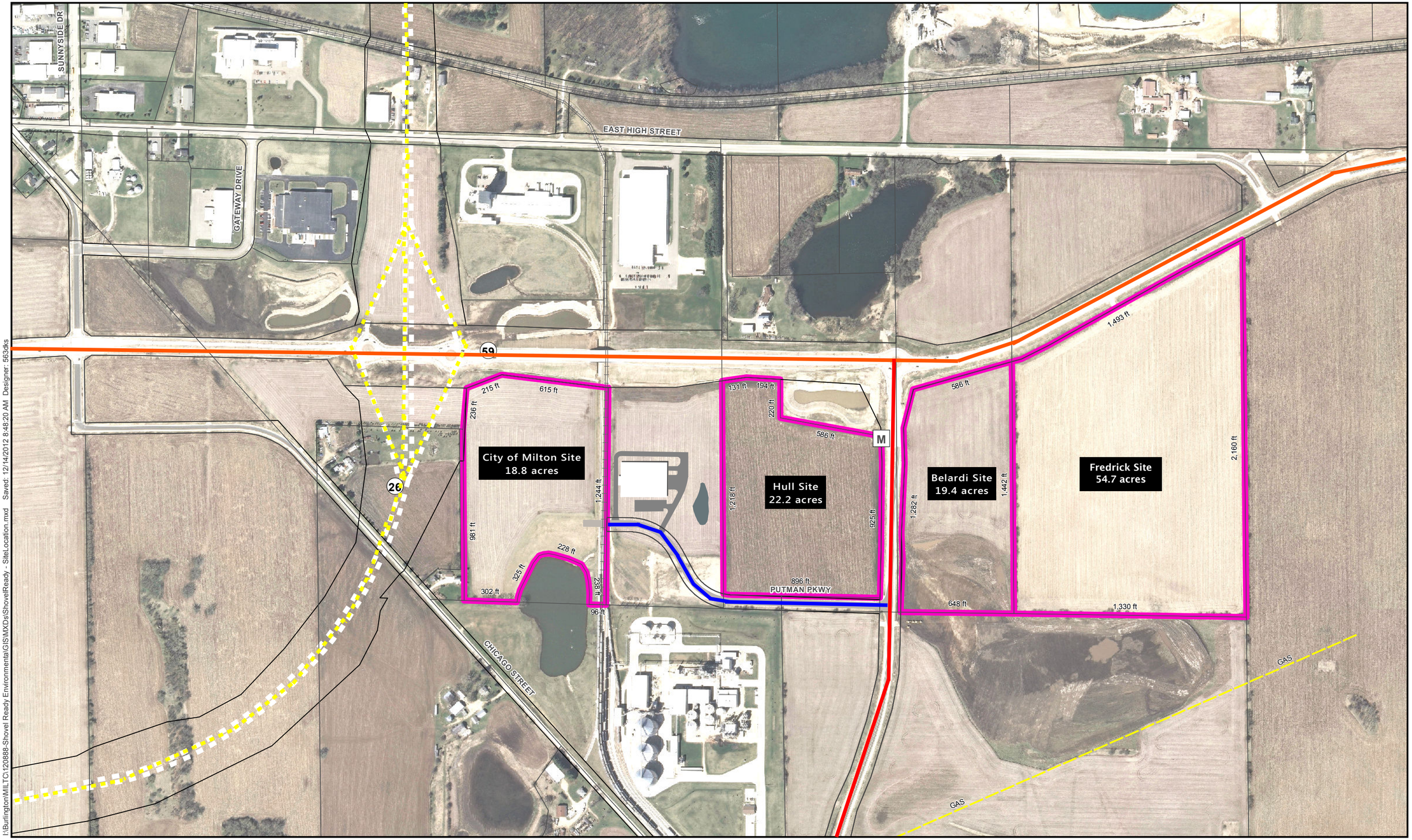
  18/36 = 5,004' x 75'

  Lighted – Yes

15. Show availability of site to public transportation if public transportation is available (Attach as exhibit)

Attachments: Exhibit 17 – Janesville Milton Whitewater Innovation Express Route Guide

The Common Council approved the City's participation in 2013 in an intergovernmental bus service known as the Innovation Express that began with limited service in 2012. The bus service expanded in 2013 and stops 5 times weekly in the City of Milton, 3 times on Saturday, and 2 times on Sunday. The bus has two designated stops in Milton – Piggly Wiggly (the local grocery store), 727 S. Janesville Street, and the corner of John Paul Road and E. Madison Avenue. The bus service will pick up people anywhere along the route. The Innovation Express is a partnership between the Cities of Milton, Whitewater, and Janesville; UW-Whitewater; and GENERAC (private sector company based in Whitewater). The service is paid for through a local cooperative intergovernmental agreement for 20% of the cost and the remaining 80% is federally funded through transportation aid grants. The service is designed to meet public transportation needs identified in a community needs survey conducted in 2009.



Source(s): -

BAXTER & WOODMAN Consulting Engineers

NORTH 1 " = 500 '

0 250 500 1,000 Feet

- 2 Lane Highway (State Highway 59 and County M)
- 4 Lane State Highway (State Highway 26 Bypass, complete in Fall 2013)
- 2 Lane Municipal Street (Putman Parkway)

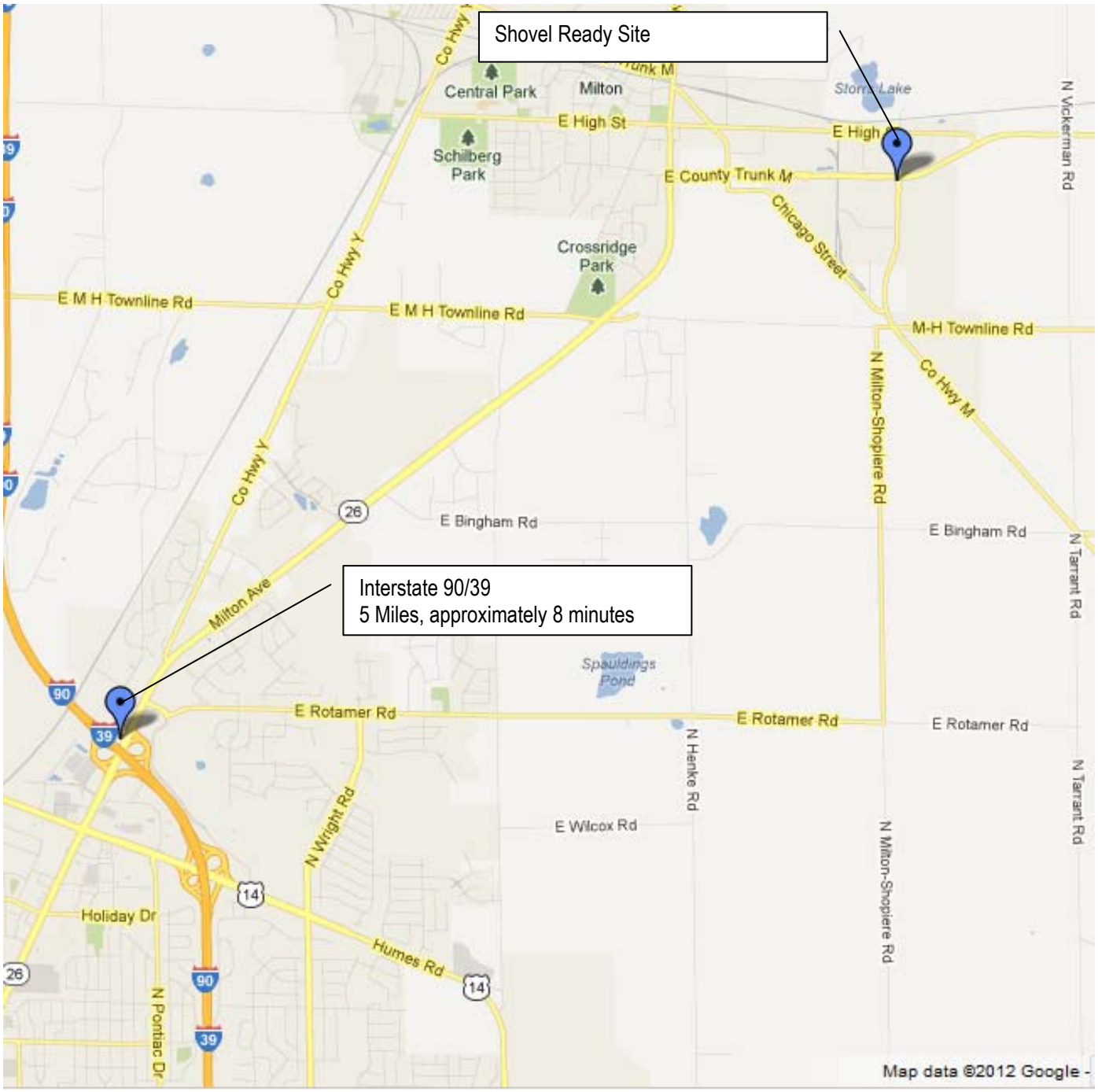
EXHIBIT 1 - ROADS SERVING SITES

Shovel Ready Site Designation
City of Milton, WI

I:\Burlington\MILT\120888-Shovel Ready Environmental\GIS\MXDs\ShovelReady - SiteLocation.mxd Saved: 12/14/2012 8:48:20 AM Designer: 563dks

EXHIBIT 2 -

Location of Interstate from Sites



Note: Map does not show the State Highway 26 Bypass (Complete in 2013)

EXHIBIT 3

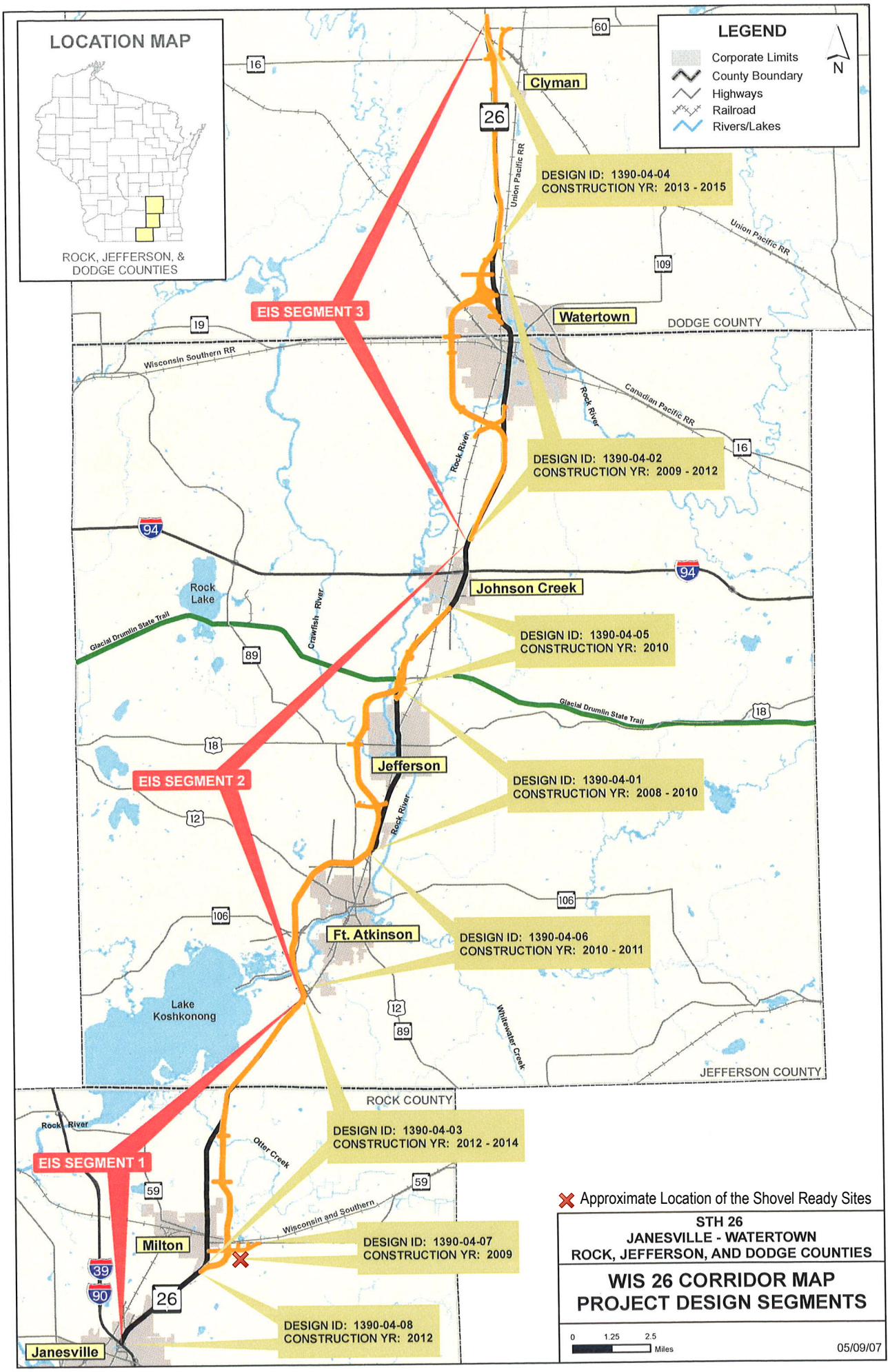

LOCATION MAP
ROCK, JEFFERSON, & DODGE COUNTIES
LEGEND
Corporate Limits
County Boundary
Highways
Railroad
Rivers/Lakes
N
Clyman
Watertown
DODGE COUNTY
Johnson Creek
Jefferson
Ft. Atkinson
Milton
Janesville
ROCK COUNTY
JEFFERSON COUNTY
EIS SEGMENT 3
EIS SEGMENT 2
EIS SEGMENT 1
DESIGN ID: 1390-04-04
CONSTRUCTION YR: 2013 - 2015
DESIGN ID: 1390-04-02
CONSTRUCTION YR: 2009 - 2012
DESIGN ID: 1390-04-05
CONSTRUCTION YR: 2010
DESIGN ID: 1390-04-01
CONSTRUCTION YR: 2008 - 2010
DESIGN ID: 1390-04-06
CONSTRUCTION YR: 2010 - 2011
DESIGN ID: 1390-04-03
CONSTRUCTION YR: 2012 - 2014
DESIGN ID: 1390-04-07
CONSTRUCTION YR: 2009
DESIGN ID: 1390-04-08
CONSTRUCTION YR: 2012
Union Pacific RR
Wisconsin Southern RR
Canadian Pacific RR
Rock River
Crawfish River
Glacial Drumlin State Trail
Rock Lake
Lake Koshkonong
Whitewater Creek
Otter Creek
Wisconsin and Southern
Approximate Location of the Shovel Ready Sites
STH 26
JANESVILLE - WATERTOWN
ROCK, JEFFERSON, AND DODGE COUNTIES
WIS 26 CORRIDOR MAP
PROJECT DESIGN SEGMENTS
0 1.25 2.5 Miles
05/09/07

EXHIBIT 4 - STATE HIGHWAY 59 REALIGNMENT

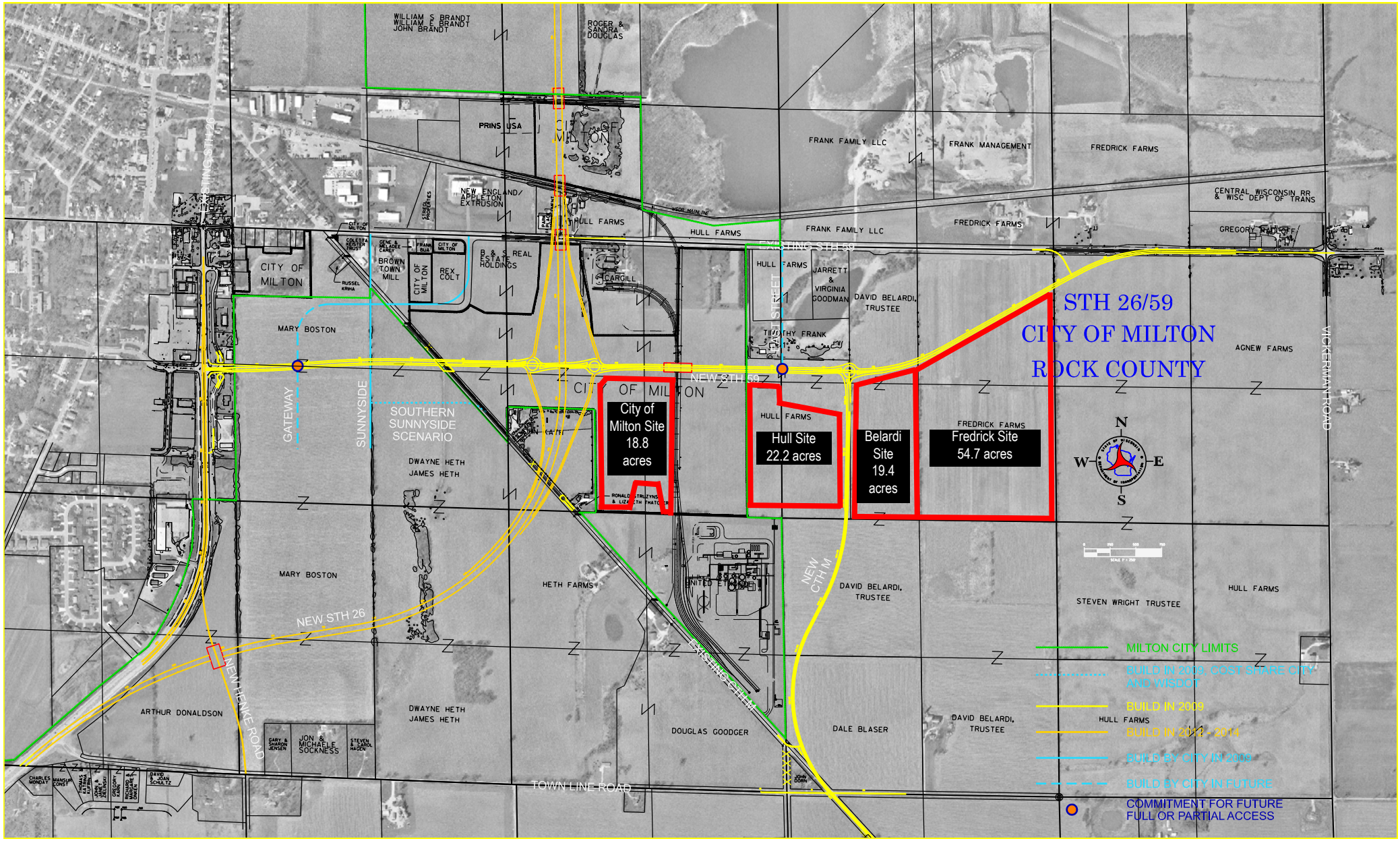


EXHIBIT 5 - TOWNLINE ROAD TO BOWERS LAKE ROAD

Approximate boundaries of the Shovel Ready Sites

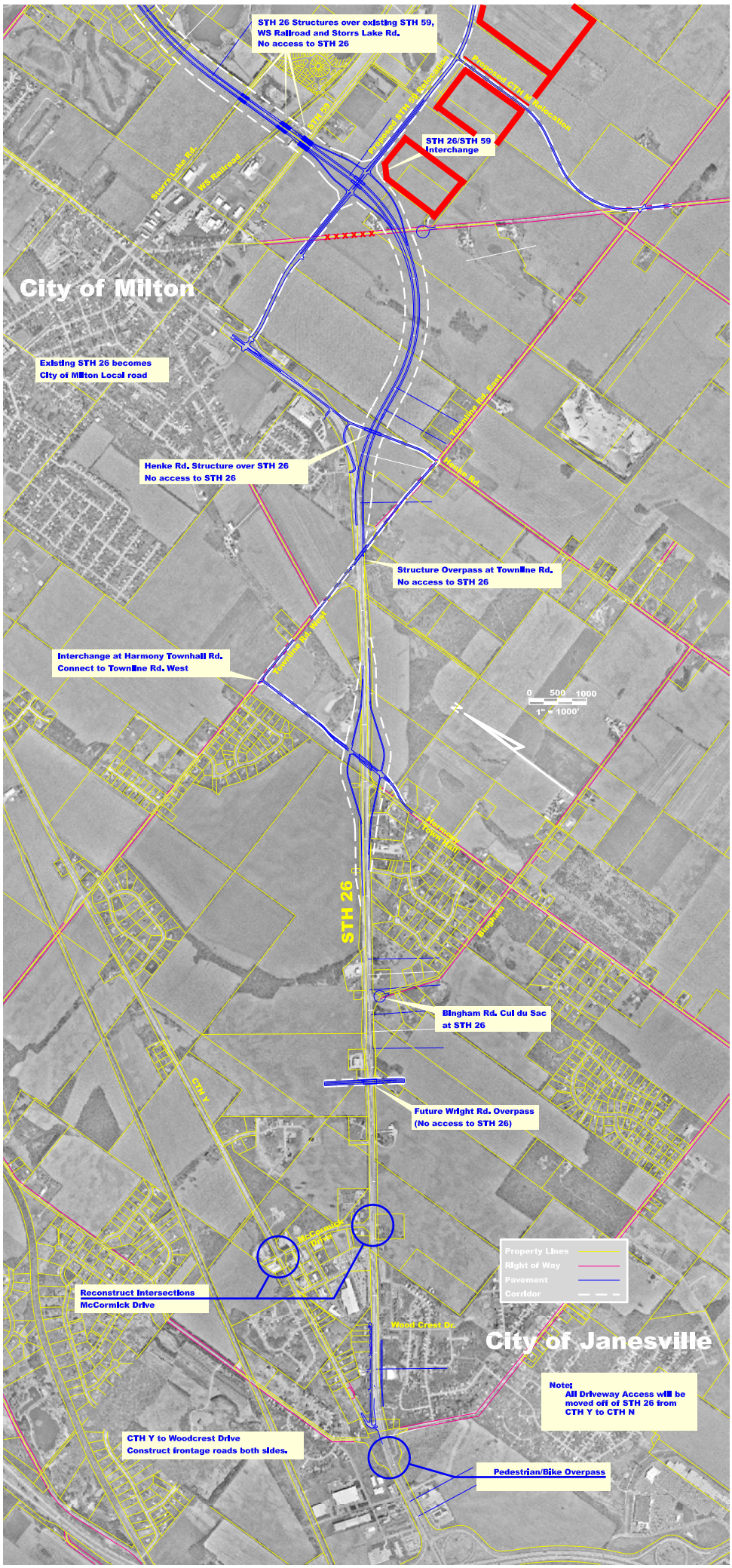
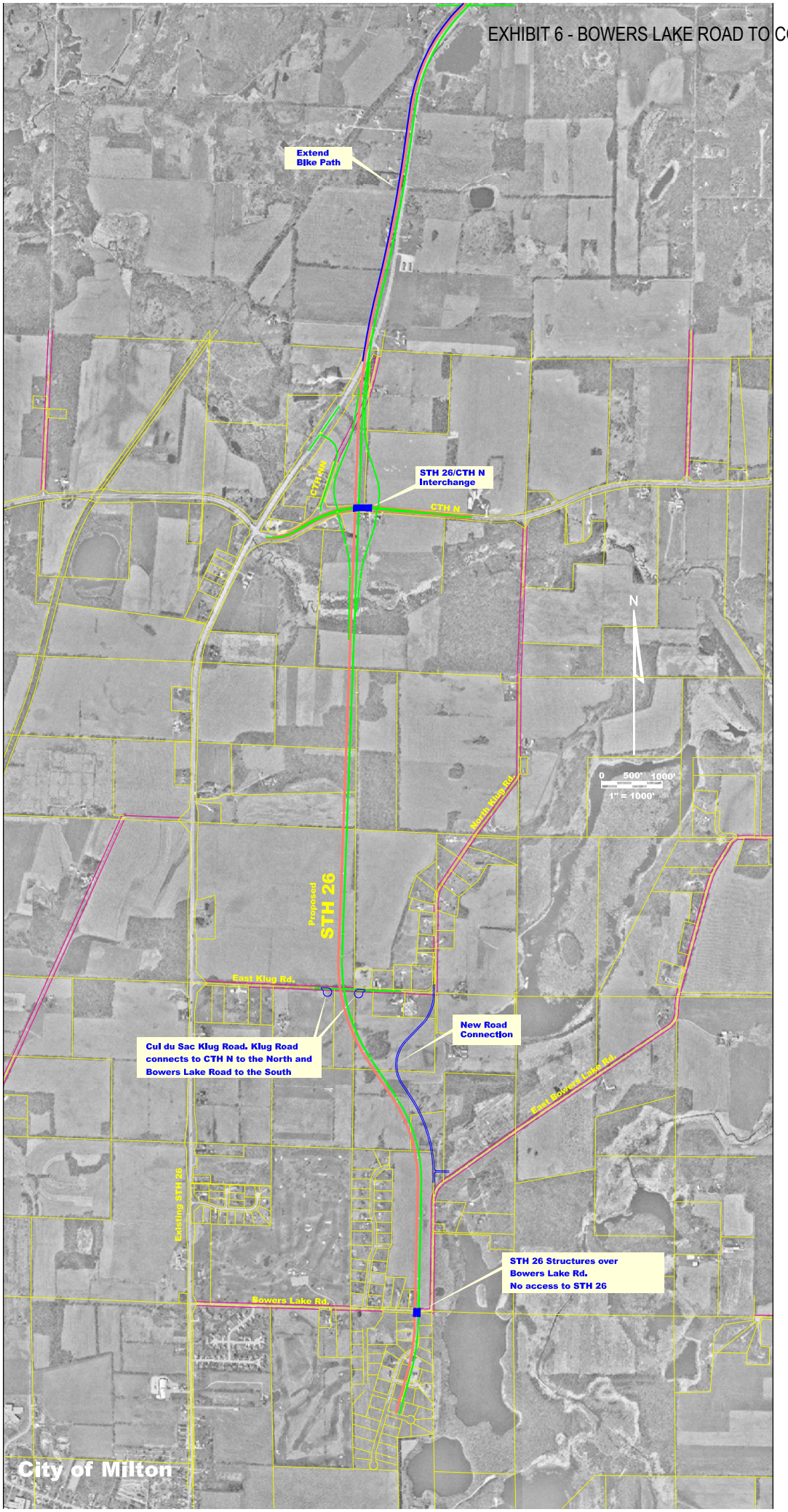


EXHIBIT 6 - BOWERS LAKE ROAD TO COUNTY LINE ROAD

Shovel Ready Sites not shown on this map.

This map shows the segment of the STH 26 North of the City of Milton.



Inga Jacobson

From: Marcos, Franklin - DOT <Franklin.Marcos@dot.wi.gov>
Sent: Wednesday, December 05, 2012 2:56 PM
To: Nolan, Terry
Subject: RE: Milton Industrial site

Terry, There was an operational analysis done in 2006 for the STH 59 and STH 26 diamond interchange ramp as part of the STH 26 bypass project in Milton. Traffic volumes were projected out to design year 2034.

When there is concern over traffic congestion and the property is abutting a state highway, the developer shall have a Traffic Impact Analysis (TIA) prepared by a licensed professional engineer for the total development at full build out. See verbiage below from the FDM.

10.2 Traffic Impact Analyses (TIAs)

A TIA is an engineering study that compares before and after traffic conditions on a road network due to a proposed land use change. Either a development driven request for a change in access controls or a request for a driveway permit may trigger the need for a TIA. A TIA is produced to identify, for both WisDOT and the developer, the optimum number and location of highway access points and any roadway changes needed to accommodate the traffic generated by the development. The study is an integral part of the site plan design. A TIA should be considered whenever traffic generated by the proposed development is expected to exceed 100 vehicles in the peak hour. Greater consideration should be given to requiring a TIA on an already congested
or unsafe highway than on one with lower traffic volumes and accident rates. Whenever WisDOT determines a TIA is necessary, the developer is required to provide it. Current policy requires the developer to pay all costs of making the necessary STH changes including the engineering, real estate and construction. In many cases, this involves providing the engineering, dedicating right-of-way and employing the construction contractor. The TIA must be prepared by a professional engineer. WisDOT staff must review and approve the TIA before any STH access changes are authorized. A TIA should include the following components:

1. A description of the proposed development and that portion of the road network that will be affected by the development.
2. A description of the existing conditions including access points, daily and hourly traffic volumes, accident data, and a capacity analysis of future traffic without the proposed development. (Existing and forecasted volumes without development should be obtained from WisDOT when available.) It should also include estimated traffic volumes resulting from any other known development proposals and a capacity analysis that

incorporates those volumes and/or those of any previously proposed *FDM 7-35 Corridor Access Management Page 4* roadway improvements.

3. An estimate of trips generated by the proposed development based on land use and/or possible tenants. The reference source of the trip estimates should be identified. Trip estimates should include hourly and directional distribution of the generated trips based on the developer's market share analysis.
4. Trip assignments distributed to existing and proposed access points and to alternative access locations. Generally, at least one alternative should be considered if more than one access to the STH is proposed, if local roads exist which can or will be used, or if terrain or other features may affect safety. In highly developed areas, assignments may extend to controlled intersections beyond the immediate development area.
5. Total volumes combining existing traffic, trips generated by other known developments and trips generated by the proposed development. These volumes should be estimated for each alternative being considered.
6. Capacity analyses for the proposed and alternative access arrangements.
7. Conclusions and recommendations.

The methodology for a TIA essentially superimposes the estimated trip generation volumes and directional distribution on the existing volumes and projected volumes similar to a design year concept in improvement project design. These trips are then assigned to alternative access locations and schemes for analysis of their individual impacts and merits. The process becomes more complicated when other adjacent land use plans or roadnet changes are imminent and must be considered in the analysis. This brings other entities into the process of reaching agreements; and a lead agency or landowner is often required to coordinate the separate proposals into an integrated plan including all agreements on access, cost sharing and implementation. It is important to recognize that these last two responsibilities often affect the final design. A TIA should be an integral part of the site plan development and review process. Since traffic circulation patterns are an integral part of the site plan and are dependent upon highway access locations, the decision to require a TIA should be made early in the site planning process. The amount of detail in the TIA should be commensurate with the size and scope of the development. An agreement to construct improvements to the roadway system identified by the TIA is required as a condition to granting legal authorization for new access points and for the driveway or access road permits. It is difficult to separate the TIA itself from the whole access approval process. As presented here, it is a tool but it differs from the others in that, by itself, it carries no authority. It is a study that produces recommendations which are executed under other access management regulations, usually the permit or platting processes. The three primary references on TIAs are: NCHRP 348, "Access Management Guidelines for

Activity Centers"; ITE "Trip Generation"; and the ITE Recommended Practice for "Traffic Access and Impact Studies for Site Development."

From: Nolan, Terry [mailto:nolant@ci.janesville.wi.us]
Sent: Tuesday, December 04, 2012 11:53 AM
To: Marcos, Franklin - DOT
Subject: Milton Industrial site

Hi Franco,

The City of Milton is pursuing shovel ready designation for property in their industrial park (see map). As part of the process, they asked me if a traffic study has been performed at the site or within a 10 mile radius. Can you let me know when the most recent traffic study in the area has been completed?

The other question they asked me is whether a traffic study would be required by the state before development could occur at the site. With the size of the site, I would think a traffic study would be warranted, but I'm not aware if the state has an official policy or recommendation.

Thank you for your assistance,

Terry Nolan, City of Janesville
Associate Planner
(608)755-3095
www.ci.janesville.wi.us

WSOR ***WISCONSIN & SOUTHERN RAILROAD COMPANY***

P.O. BOX 9229 MILWAUKEE, WI 53209-0229 (414) 438-8820
FAX (414) 438-8826 WEB SITE: www.wsorrailroad.com

THE WISCONSIN & SOUTHERN RAILROAD CO. LLC.

The City of Milton and the WSOR have been long term partners in attracting new businesses to locate in the Milton Industrial Park. The current rail served facilities in Milton are Air Products, Cargill, Farm City Elevators, NEX Performance Packaging and United Ethanol. The WSOR also serves nationally known companies such as Archer Daniels Midland, Bemis Curwood, Del Monte, Pinnacle Foods and Quadgraphics along the rail corridor. The WSOR operates approximately 650 track miles across Wisconsin and Northern Illinois.

Each year the WSOR partners with the State of Wisconsin and our participating counties in making continuous capital upgrades critical to the safe and efficient flow of rail freight through Southern Wisconsin. At the core of our railroad system, Rock County is centralized and is home to a vibrant and diversified customer base.

In order to improve service to Rock County businesses and enhance safety along our railroad rights of ways, the WSOR recently completed a major capital project between Madison, WI and Milton, WI. In partnership with the State of Wisconsin and Wisconsin River Rail Transit Commission, the 35-mile Madison Subdivision was rehabilitated to 286K railroad standards. Costing nearly $23 Million, this line now has over 24,000 new ties, 35 miles of new continuous welded rail, many new bridges & several newly constructed public at-grade railroad crossings. Operating speed is now a maximum 40 mph. Back in 2005, this same Public/Private Partnership banded together to replace ties, crossings & rail between Janesville and Milton-a 6 mile stretch – again in accordance with 286K standards.

The WSOR follows its "Customer First Foundation Principles" as it relates to improved service for the long-term. In order to provide efficient rail service for the long term-we will continue to invest.

MARKET ACCESS: WSOR provides direct access for shippers via the Chicago, IL gateway connecting with all major railroads via the Belt Railway of Chicago, Burlington Northern at Prairie Du Chien, WI, Union Pacific, Canadian Pacific and Canadian National at various points on the system. Access to barge facilities is available at Prairie Du Chien, WI and rail to truck, bulk transload terminals located in Madison, N. Milwaukee, Janesville and Oshkosh, WI.

COMMODITIES: WSOR has a varied commodity base represented by grain, grain products, coal, canned goods, foodstuff, lumber, paper, paper products, fertilizer, petroleum, chemicals, steel, scrap iron, scrap paper, aggregates and military vehicles.

MISSION: To promote that WSOR is to be recognized as the best transportation company in the State. WSOR's reputation depends on quality and to achieve this objective, WSOR will continually strive to meet the transportation needs of our customers to gain their confidence and commitment.

"Satisfying customer needs through continuous improvement"

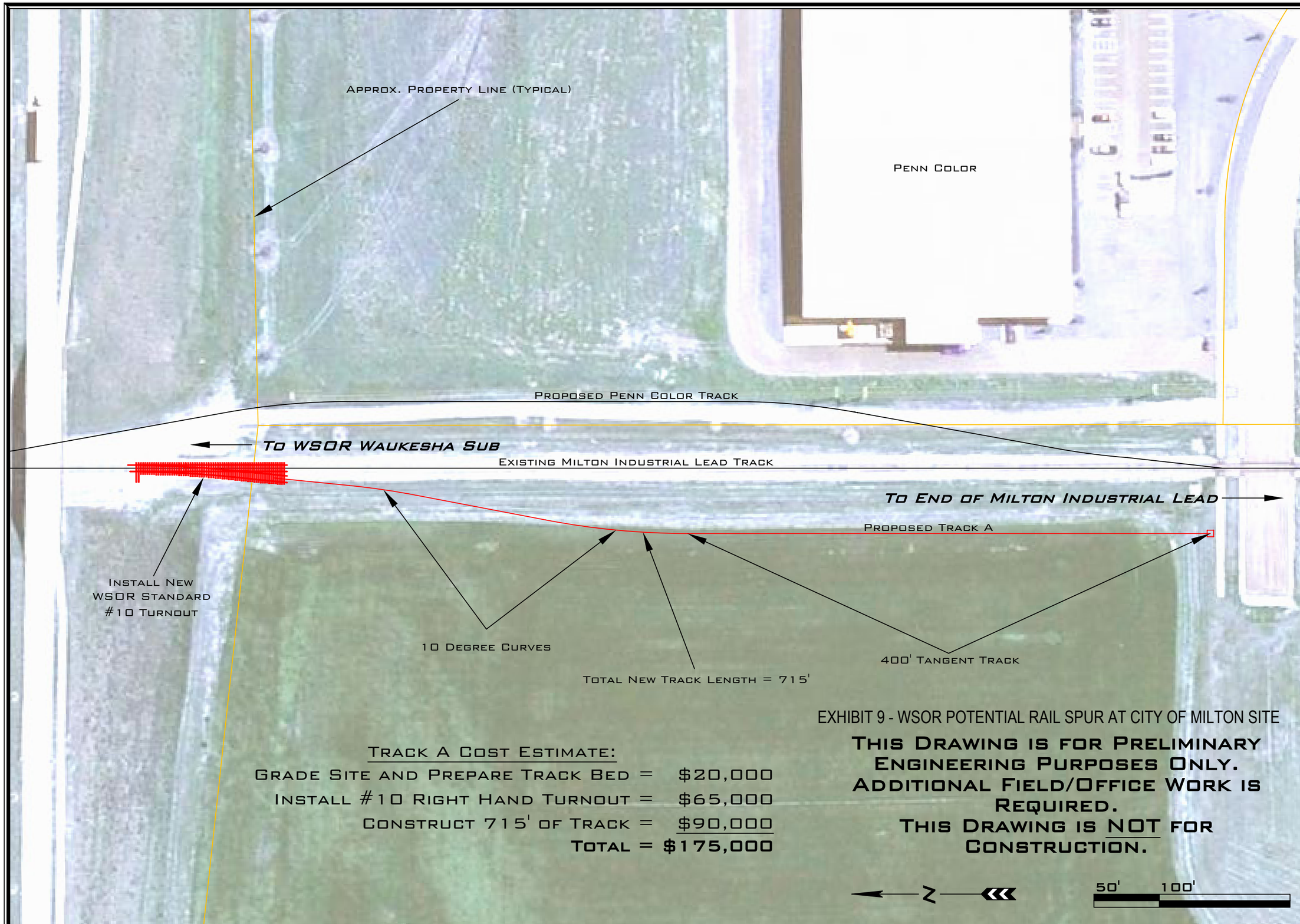


EXHIBIT 9 - WSOR POTENTIAL RAIL SPUR AT CITY OF MILTON SITE

Track A Cost Estimate:

Grade Site and Prepare Track Bed =	$20,000
Install #10 Right Hand Turnout =	$65,000
Construct 715' of Track =	$90,000
Total =	**$175,000**

This Drawing is for Preliminary Engineering Purposes Only. Additional Field/Office Work is Required.

This Drawing is NOT for Construction.

Revisions:			
No.	Date:	By:	Description:

Date: 11-12-12
Scale: As Shown
Division: Southern
Designed/ Drawn By: BJM
Checked By:
Survey By:

Wisconsin & Southern Railroad

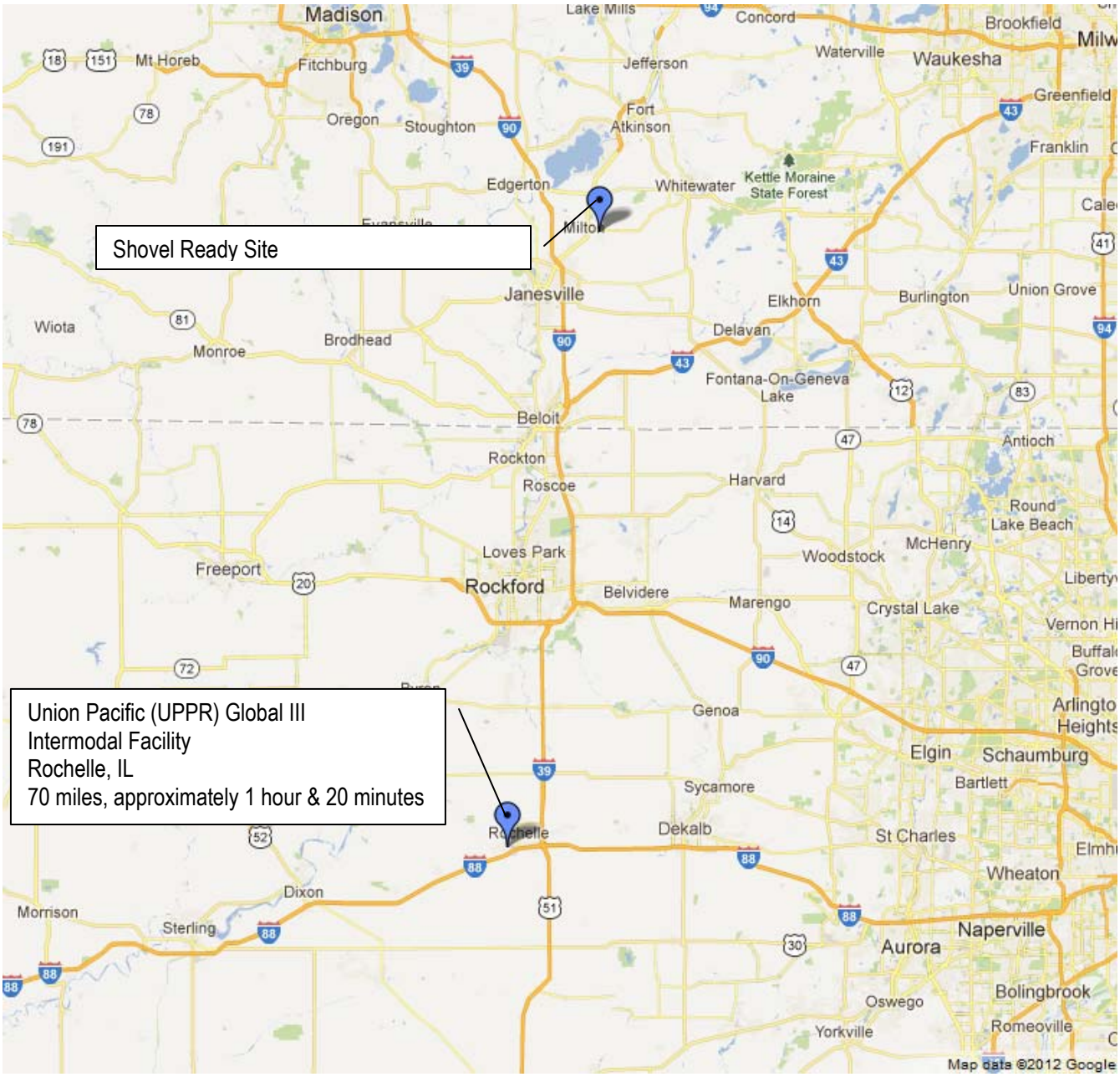
Preliminary Layout
Proposed Track A
Milton Industrial Park
Waukesha Subdivision

Revision: 0 | Sheet 1 Of 1

WSOR-Prelim-Wau-Mil-TrkA

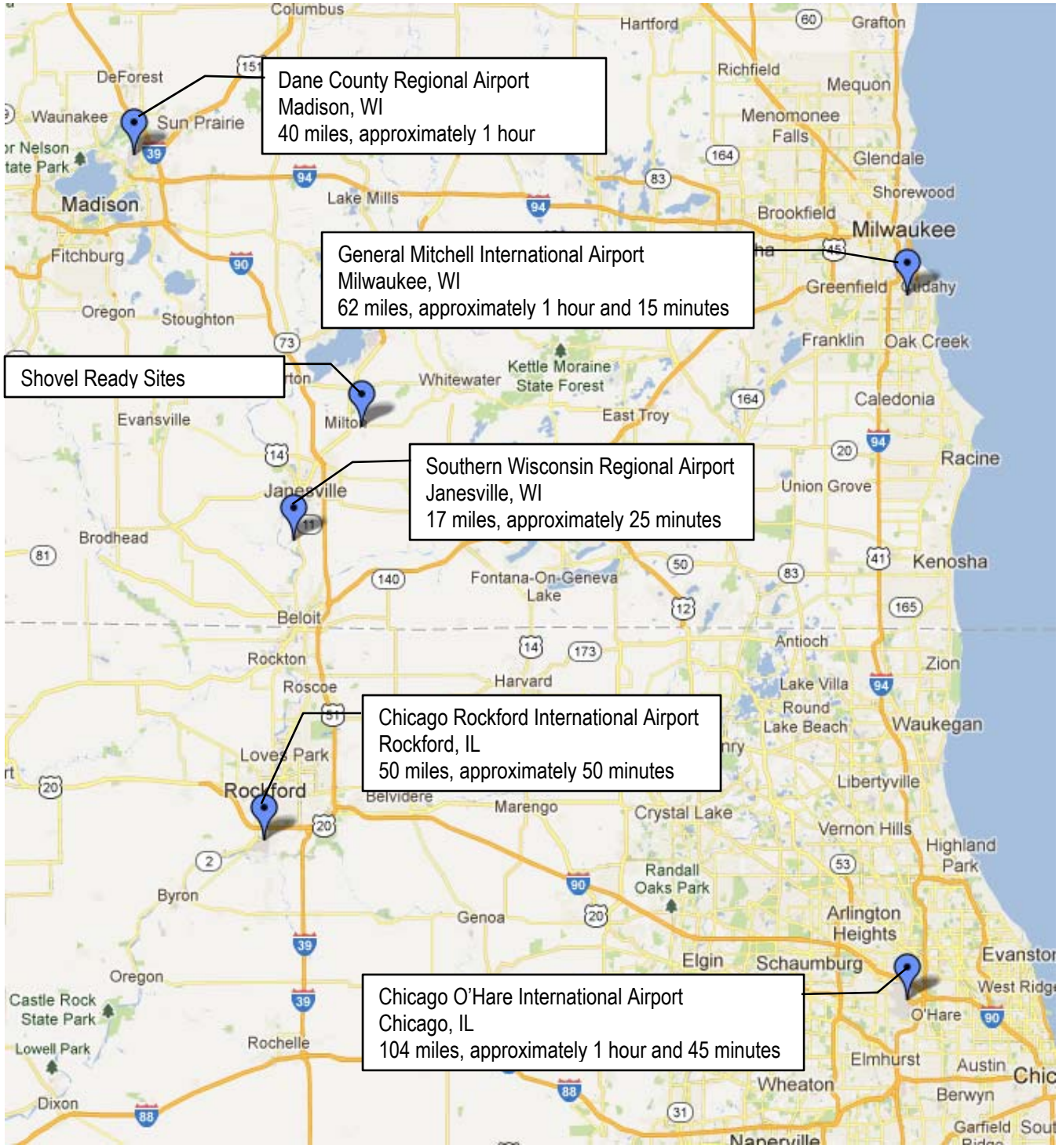
EXHIBIT 10 -

Location of Nearest Intermodal Facility



Note: Map does not show the State Highway 26 Bypass (Complete in 2013)

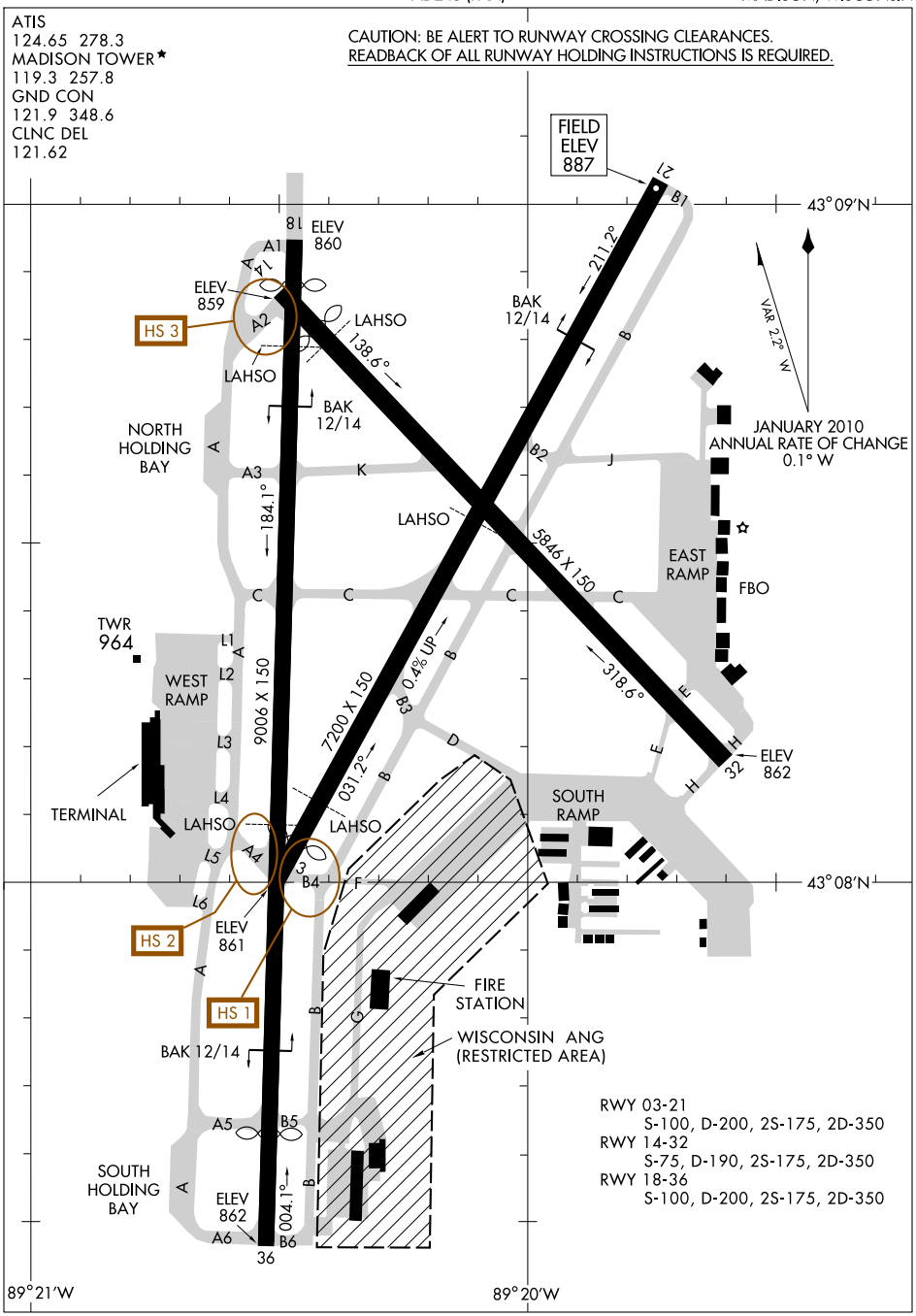
EXHIBIT 11 -
Airport Locations



12208

AIRPORT DIAGRAM

MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)
AL-245 (FAA)
MADISON, WISCONSIN



EC-3, 23 AUG 2012 to 20 SEP 2012

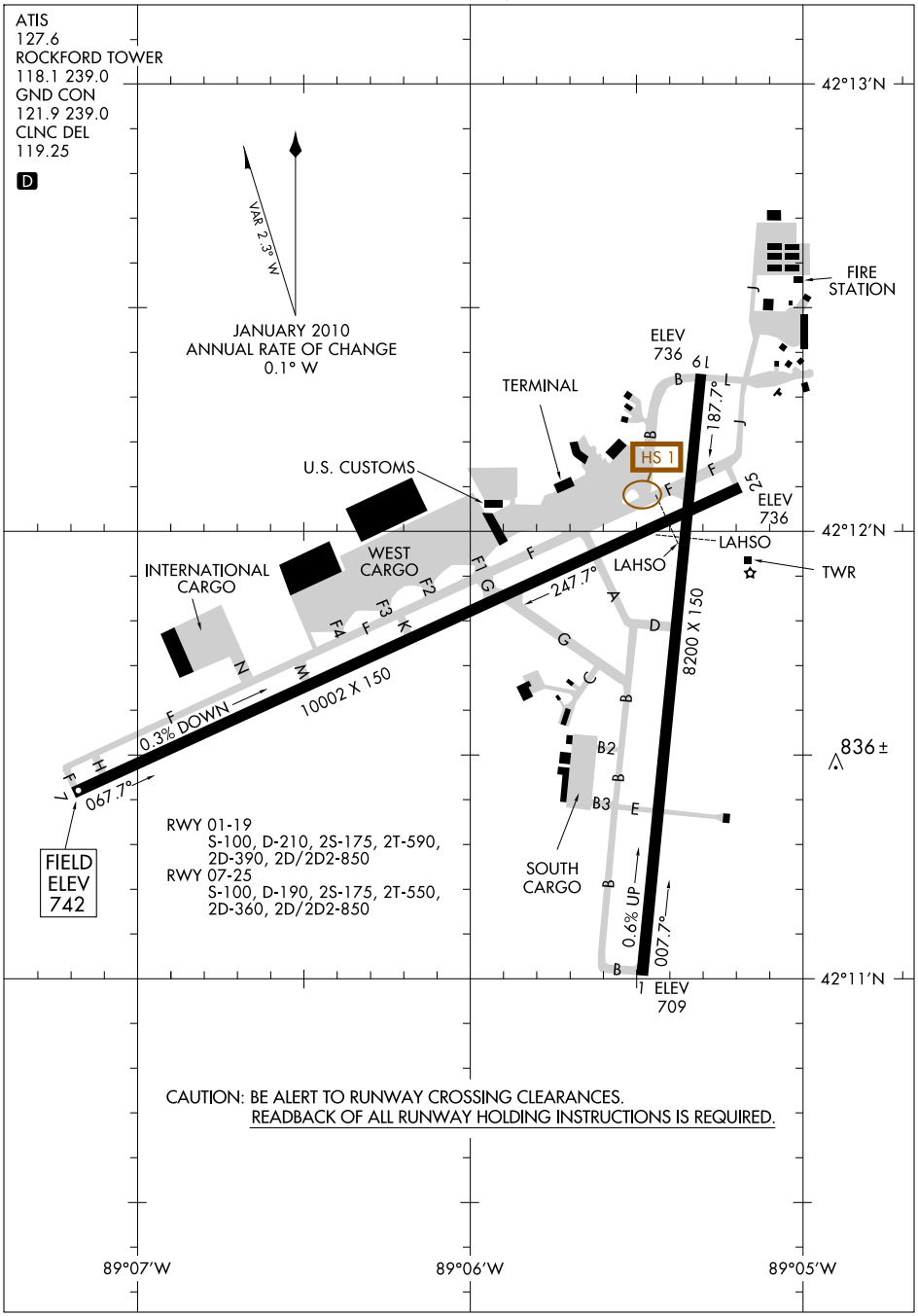
AIRPORT DIAGRAM
12208
MADISON, WISCONSIN
MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)

12096

AIRPORT DIAGRAM

AL-954 (FAA)

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS



EC-3, 23 AUG 2012 to 20 SEP 2012

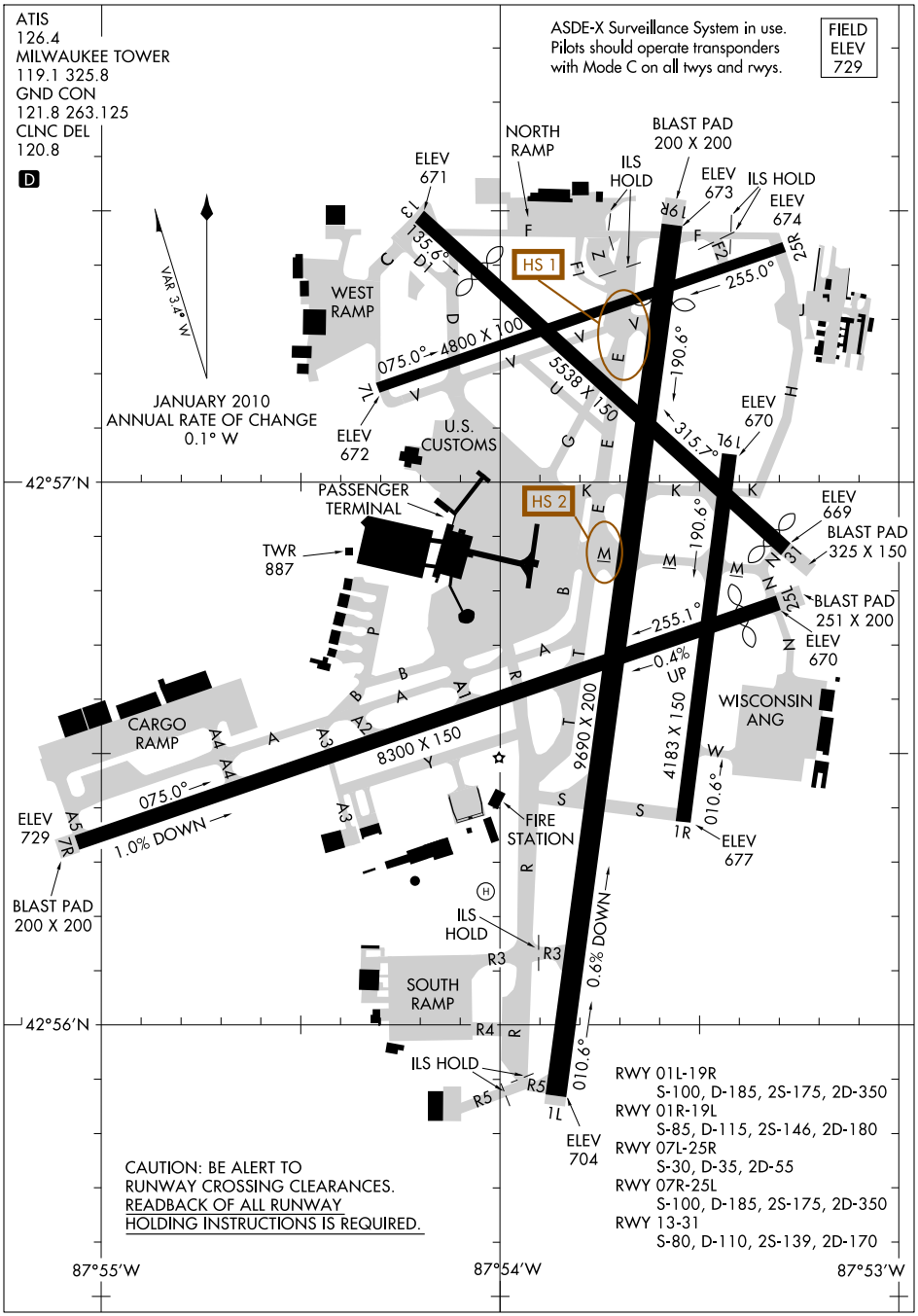
AIRPORT DIAGRAM
12096
CHICAGO/ROCKFORD, ILLINOIS
CHICAGO/ROCKFORD INTL (RFD)

12096

AIRPORT DIAGRAM

AL-262 (FAA)

MILWAUKEE/GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN



EC-3, 23 AUG 2012 to 20 SEP 2012

EC-3, 23 AUG 2012 to 20 SEP 2012

AIRPORT DIAGRAM
12096
MILWAUKEE, WISCONSIN
MILWAUKEE/GENERAL MITCHELL INTL (MKE)

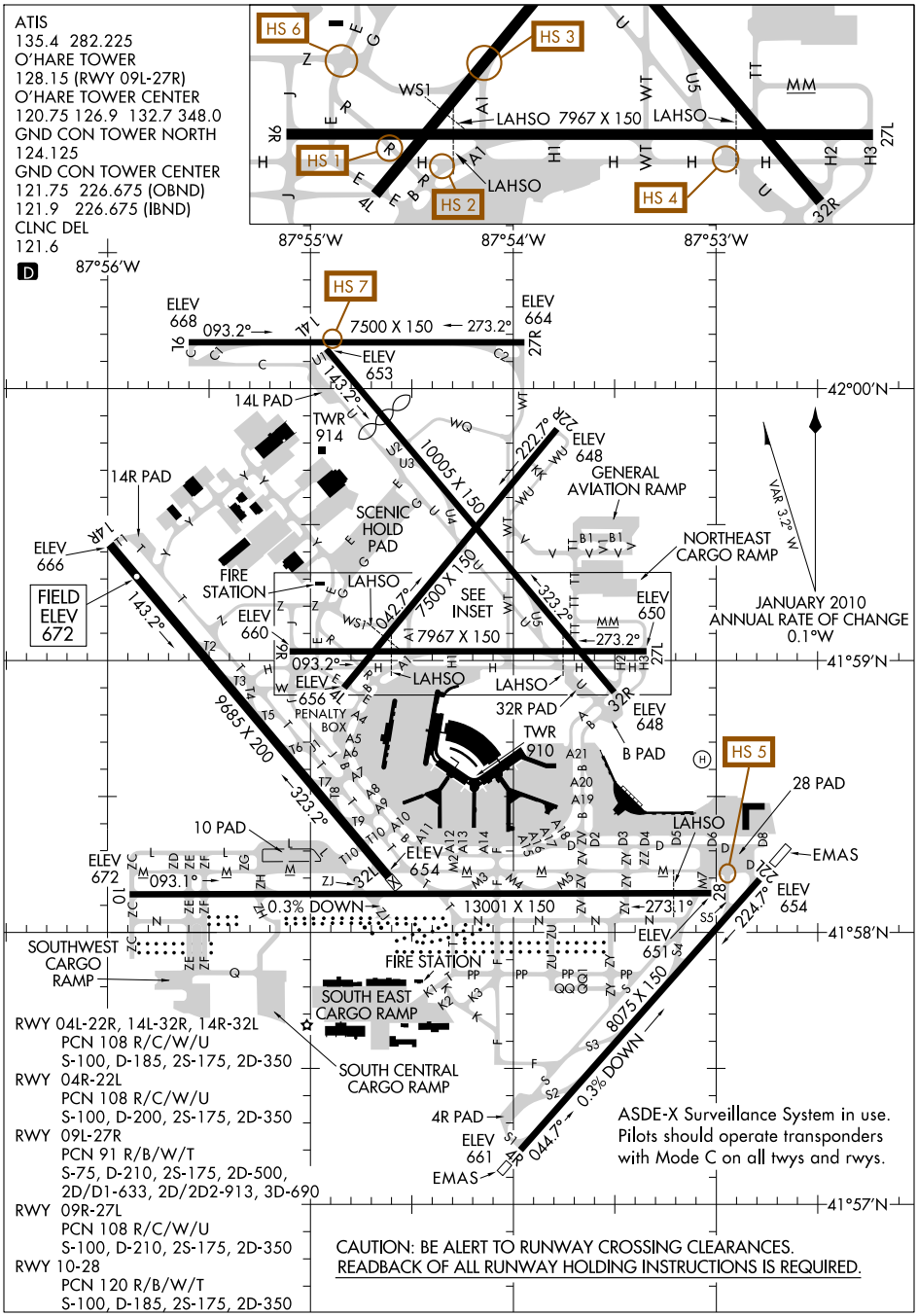
12208

AIRPORT DIAGRAM

AL-166 (FAA)

CHICAGO-O'HARE INTL (ORD)
CHICAGO, ILLINOIS

ATIS
135.4 282.225
O'HARE TOWER
128.15 (RWY 09L-27R)
O'HARE TOWER CENTER
120.75 126.9 132.7 348.0
GND CON TOWER NORTH
124.125
GND CON TOWER CENTER
121.75 226.675 (OBND)
121.9 226.675 (IBND)
CLNC DEL
121.6



RWY 04L-22R, 14L-32R, 14R-32L
PCN 108 R/C/W/U
S-100, D-185, 2S-175, 2D-350
RWY 04R-22L
PCN 108 R/C/W/U
S-100, D-200, 2S-175, 2D-350
RWY 09L-27R
PCN 91 R/B/W/T
S-75, D-210, 2S-175, 2D-500, 2D/D1-633, 2D/2D2-913, 3D-690
RWY 09R-27L
PCN 108 R/C/W/U
S-100, D-210, 2S-175, 2D-350
RWY 10-28
PCN 120 R/B/W/T
S-100, D-185, 2S-175, 2D-350

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 23 AUG 2012 to 20 SEP 2012

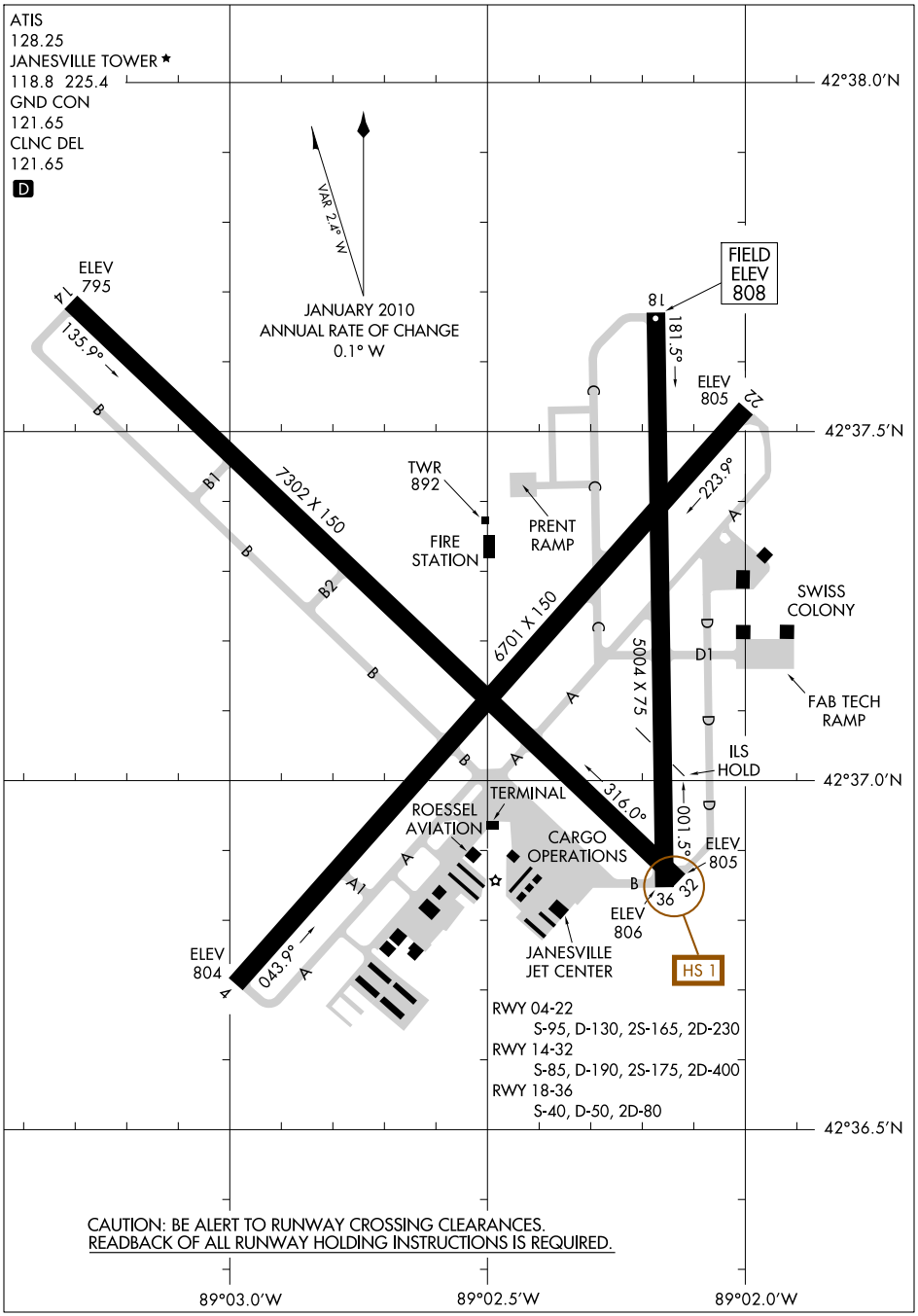
EC-3, 23 AUG 2012 to 20 SEP 2012

AIRPORT DIAGRAM
12208
CHICAGO, ILLINOIS
CHICAGO-O'HARE INTL (ORD)

12152

AIRPORT DIAGRAM

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)
AL-938 (FAA)
JANESVILLE, WISCONSIN



EC-3, 15 NOV 2012 to 13 DEC 2012

EC-3, 15 NOV 2012 to 13 DEC 2012

AIRPORT DIAGRAM
12152
JANESVILLE, WISCONSIN
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

REGIONAL TRANSIT

JANESVILLE MILTON WHITEWATER INNOVATION EXPRESS

Fare Information

Cash Fares*

$1.50 Within Janesville, Milton, or Whitewater
$1.90 Janesville to Milton
$2.50 Milton to Whitewater
$4.00 Janesville to Whitewater

10 Ride Passes:

$36.00 Janesville-Whitewater
$22.50 Milton-Whitewater
$17.00 Janesville-Milton

***Half Fare Regulations**

Senior Citizens, Disabled Persons, Federal Medicare cardholders pay half fare. Seniors must be age 65 or over. Proper ID is either a Transit ID or valid Medicare Card issued by the Social Security Administration. Special IDs are available at the Janesville Senior Center (seniors only), Janesville City Clerk's Office, and the UW-W Center for Students with Disabilities.

JTS will also honor valid reduced fare or paratransit certification cards from any U.S. transit system.

NON-DISCRIMINATION NOTICE

All routes, services, and accommodations on JTS are offered without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964. If you feel you have been discriminated against on the basis of race, color or national origin in the services offered by JTS, you have the right to submit a complaint to the JTS management and/or the Federal Transit Administration. For more Information call the JTS office.

Where to Buy Tokens/Passes

You can buy any JTS pass or token pack right on the bus, or at these locations:

Pick 'n' Save
1700 Center Avenue—Janesville
10 am—7 pm, 7days/week

Logli Supermarket
1501 Creston Park Drive—Janesville
7 am—8 pm, 7 days/week

Sentry East
2822 East Milwaukee Street—Janesville
6 am—11 pm, 7days/week

Sentry West
2501 West Court Street—Janesville
7 am—10 pm, 7days/week

Piggly Wiggly
727 S. Janesville Street— Milton
7 am—9 pm, 7 days/week

JTS Transfer Center
123 South River Street
6 pm—10 pm, M-F

JTS Office
900 N. Parker Drive
6 am - 5 pm M-F; 7:30 am - 3:30 pm Sat

Janesville Municipal Building (Clerk's office)

Milton Municipal Building (City office 2nd floor)

Whitewater Municipal Center (Finance office)

UW Whitewater Visitor's Center

Generac Human Resources Department
Employees may purchase passes directly or set up purchase of passes through pre-tax payroll deduction during normal business hours.

Need More Information?

Janesville Transit System

For information about all JTS routes, weekend services, Beloit Janesville Express, paratransit services or specific trip information, please visit the JTS website at www.ci.janesville.wi.us/jts or call JTS 6 am—10 pm M-F; 7:30 am—3:30 pm Sat.

(608)755-3150

Beloit Transit System

For information about routes within Beloit, contact the Beloit Transit System at (608) 364-2870 or visit the BTS website at www.ci.beloit.wi.us

Whitewater Shared Ride Taxi

Taxi service sponsored by the City of Whitewater is available 7 days a week, within the city and vicinity. Service times vary depending on the day of the week. For information and to schedule a ride, call (920)-563-6306

Información en Español

La información sobre las rutas transporte de JTS y servicios están disponibles en Español. Busque el folleto de color marfill.

Janesville Transfer Center

Historic Milton House (Photo by Rick Miller, Milton Courier)

Whitewater Innovation Center and UW-Whitewater

Welcome to the

Janesville Milton Whitewater *Innovation Express!*

The Janesville-Milton-Whitewater Innovation Express is operated by the Janesville Transit System (JTS) to meet the travel needs of the region.

All buses used on the Innovation Express are accessible to persons with disabilities, including those in wheelchairs. Service animals are welcome on buses when assisting disabled passengers.

Generac Employees:

Trip times in **red** are scheduled to meet Generac work shifts.

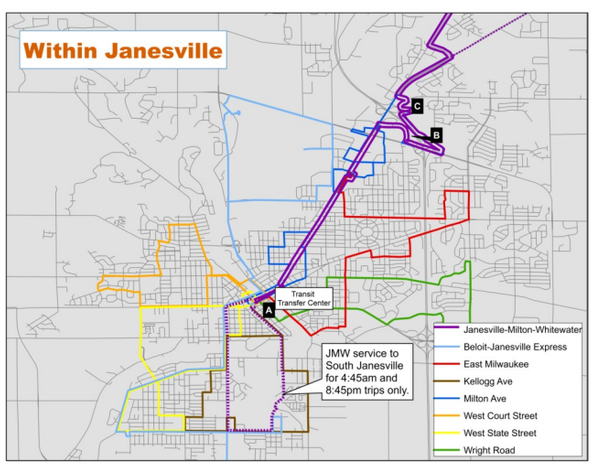
UW Whitewater Students:

Trip times shown in black are scheduled to best meet class times, shopping, and more.

Inter City Bus Connections:

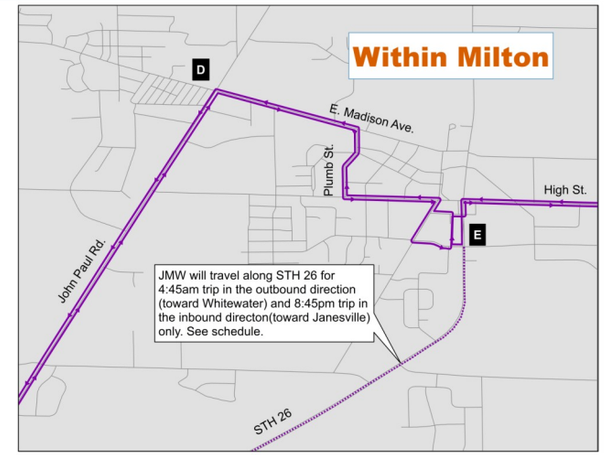
The Janesville-Milton-Whitewater Innovation Express serves the Van Galder Bus Depot in Janesville, a private bus company serving Madison, South Beloit, Rockford, O'Hare International Airport, and Downtown Chicago. Van Galder connects with Megabus, Badger Coach and Amtrak for service throughout the Midwest.

For information about Van Galder schedules visit the Coach USA/Van Galder website: www.coachusa.com/vangalder

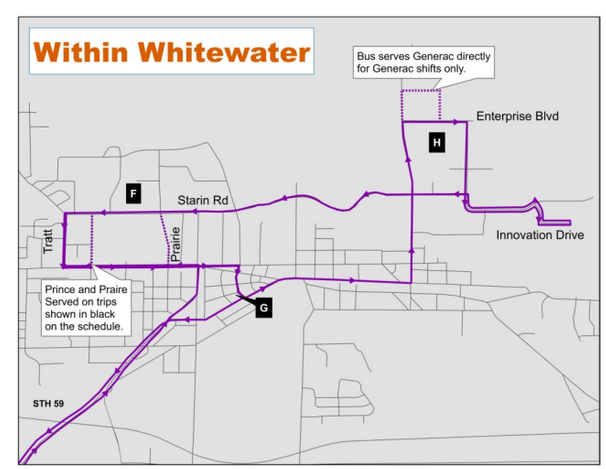


		Monday—Friday Service					Saturday Service			Sunday Service	
Time point	Location	Departure Time	Departure Time	Departure Time	Departure Time	Departure Time	Departure Time	Departure Time	Departure Time	Departure Time	Departure Time
—	Beloit Transfer Center	**NA**	7:00 AM See Note 3	**12:00 PM See Note 3**	3:00 PM	**NA**	NA	NA	NA	NA	**NA**
—	South Side Janesville (Job Center)	**4: 45 AM**	See Note 4	**See Note 4**	See Note 4	**See Note 5**	NA	See Note 4	NA	NA	**NA**
A	Downtown Janesville	**5:00 AM**	7:45 AM	**12:45 PM**	3:45 PM	**8:45 PM**	7:45 AM	12:45 PM	8:45 PM	12:45 PM	**8:45 PM**
B	Van Galder	**5:13 AM**	7:58 AM	**12:58 PM**	3:58 PM	**8:58 PM**	7:58 AM	12:58 PM	8:58 PM	12:58 PM	**8:58 PM**
C	Jvl. Wal-Mart	**5:20 AM**	8:05 AM	**1:05 PM**	4:05 PM	**9:05 PM**	8:05 AM	1:05 PM	9:05 PM	1:05 PM	**9:05 PM**
D	John Paul Rd. & E. Madison Ave.	**See Note 1**	8:15 AM	**1:15 PM**	4:15 PM	**9:15 PM**	8:15 AM	1:15 PM	9:15 PM	1:15 PM	**9:15 PM**
E	Milton Piggly Wiggly	**5:30 AM**	8:30 AM	**1:30 PM**	4:30 PM	**9:30 PM**	8:30 AM	1:30 PM	9:30 PM	1:30 PM	**9:30 PM**
F	UW-W Visitor Center	**NA**	8:47 AM See Note 2	**NA**	4:47 PM See Note 2	**NA**	8:47 AM	1:47 PM	9:47 PM	1:47 PM	**NA**
G	Whitewater Downtown	**5:45 AM**	8:55 AM	**1:45 PM**	4:55 PM	**9:45 PM**	8:55 AM	1:55 PM	9:55 PM	1:55 PM	**9:45 PM**
H	Whitewater University Technology Park	**5:50 AM**	9:00 AM	**1:50 PM**	5:00 PM	**9:50 PM**	9:00 AM	2:00 PM	10:00 PM	2:00 PM	**9:50 PM**
F	UW-W Visitor Center	**6:10 AM**	9:10 AM	**2:10 AM**	5:10 PM	**10:10 PM**	9:10 AM	2:10 PM	10:10 PM	2:10 PM	**10:10 PM**
G	Whitewater Downtown	**6:15 AM**	9:15 AM	**2:15 PM**	5:15 PM	**10:15 PM**	9:15 AM	2:15 PM	10:15 PM	2:15 PM	**10:15 PM**
E	Milton Piggly Wiggly	**6:30 AM**	9:30 AM	**2:30 PM**	5:30 PM	**10:30 PM**	9:30 AM	2:30 PM	10:30 PM	2:30 PM	**10:30 PM**
D	John Paul Rd. & E. Madison Ave.	**6:40 AM**	9:40 AM	**2:40 PM**	5:40 PM	**See Note 1**	9:40 AM	2:40 PM	See Note 1	2:40 PM	**See Note 1**
C	Jvl. Wal-Mart	**6:50 AM**	9:50 AM	**2:50 PM**	5:50 PM	**10:40 PM**	9:50 AM	2:50 PM	10:40 PM	2:50 PM	**10:40 PM**
B	Van Galder	**6:57 AM**	9:57 AM	**2:57 PM**	5:57 PM	**10:47 PM**	9:57 AM	2:57 PM	10:47 PM	2:57 PM	**10:47 PM**
A	Downtown Janesville	**7:10 AM**	10:10 AM	**3:10 PM**	6:10 PM	**11:00 PM**	10:10 AM	3:10 PM	11:00 PM	3:10 PM	**11:00 PM**
—	South side Janesville (Job Center)	**See Note 4**	See Note 4	**See Note 4**	See Note 5	**11:15 PM**	See Note 4	NA	NA	NA	**NA**
—	Beloit Transfer Center	**8:00 AM See Note 3**	11:00 AM See Note 3	**4:00 PM See Note 3**	NA	**NA**	NA	NA	NA	NA	**NA**

For Generac trips, the bus arrives at Generac to drop off workers. The bus then makes a loop through the University Technology Park to drop off and pick up workers at other locations, and returns to Generac to pick up workers leaving work.



Notes:

NA– Service does not operate to/from this location at these times.

1. For the early morning outbound and late evening inbound trips, the Innovation Express travels on STH 26 between Kettering Street in Janesville and St. Mary's Street (Piggly Wiggly) in Milton.
2. For trips shown in black on the schedule, the Innovation Express will serve the UW-Whitewater Visitor Center first, then downtown Whitewater and the University Technology Park. For all trips, the bus will pass the Visitor Center on its inbound trip at 10 minutes after the hour.
3. To/From Beloit via transfer to the Beloit Janesville Express. Times shown are departure/arrival times at Beloit Transfer Center with connections to Beloit city routes.
4. South Janesville stops served by transfer to/from the Kellogg Ave. route during normal city service hours.
5. South Janesville stops served by transfer to/from Nightside West route at/after 6:15 PM on weekdays.