

PCE/KRY/PAP/gag  
4/13/01  
#41084

MINUTES OF THE SECOND MEETING

SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM ADVISORY COMMITTEE

DATE: March 22, 2001  
TIME: 3:30 p.m.  
PLACE: Tommy G. Thompson Youth Center  
Banquet Room 2  
Wisconsin State Fair Park  
640 South 84th Street  
West Allis, WI 53214

Committee Members Present

William R. Drew ..... Vice Chairman, SEWRPC  
Chairman  
Peter Beitzel ..... Vice President, International Trade,  
(representing Tim Sheehy) Transportation, and Business Development,  
Metropolitan Milwaukee Association of Commerce  
Kathryn C. Bloomberg ..... Mayor, City of Brookfield  
Brian G. DuPont ..... Highway Commissioner, Walworth County  
(representing Allen L. Morrison)  
Leland P. Esler ..... Chief of Staff, County Board,  
(representing James T. Dwyer) Waukesha County  
Theresa M. Estness ..... Mayor, City of Wauwatosa  
Leslie J. Fafard ..... Director, District 2,  
Wisconsin Department of Transportation  
Daniel M. Finley ..... Waukesha County Executive  
William K. Fung ..... Wisconsin Division Administrator,  
Federal Highway Administration,  
U.S. Department of Transportation  
John G. German ..... 1st Vice-Chairperson, Washington County,  
(representing Kenneth F. Miller) Board of Supervisors  
Robert L. Kufrin ..... City Administrator, City of Oak Creek  
(representing Dale J. Richards)  
Kenneth J. Leonard ..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
Gloria L. McCutcheon ..... Southeast Regional Director,  
Wisconsin Department of Natural Resources  
David A. Novak ..... Director,  
(representing F. Thomas Ament) Milwaukee County Department of Public Works  
Karen O. Ordians ..... Chairman, Milwaukee County Board  
Frederick J. Patrie ..... Director,  
(representing Allen K. Kehl) Kenosha County Department of Public Works  
Betty Pearson ..... Executive Director,  
West Bend Chamber of Commerce

Mariano A. Schifalacqua.....Commissioner, Department of Public Works,  
 (representing John O. Norquist) City of Milwaukee  
 Philip J. Scherer..... Executive Director,  
 Transportation Development Association of Wisconsin  
 Katherine L. Smith .....Chairperson, Ozaukee County Board  
 James G. White..... Milwaukee County Board Supervisor  
 Thomas H. Buestrin (Ex-Officio)..... Chairman, SEWRPC

Staff Members and Guests Present

Scott Arganek .....Area Manager,  
 Parsons Transportation Group, Inc.  
 Robert E. Beglinger ..... Chief Transportation Engineer, SEWRPC  
 Donna L. Brown ..... Urban Modal Manager, District 2,  
 Wisconsin Department of Transportation  
 Philip C. Evenson .....Executive Director, SEWRPC  
 Patrick E. Hawley..... Senior Traffic Engineer, HNTB  
 Gary K. Korb .....Regional Planning Educator,  
 University of Wisconsin-Extension  
 Thomas L. Millonzi ..... Organizer, Teamsters Local 200  
 Kenneth Pesch ..... Highway Commissioner,  
 Washington County  
 Patrick A. Pittenger ..... Senior Planner, SEWRPC  
 Patrick Riopelle .....Office of Policy and Budget,  
 Wisconsin Department of Transportation  
 Brian S. Swenson ..... Vice President, HNTB  
 Dennis A. Shook..... Reporter, Waukesha Freeman  
 Thomas J. Wontorek.....City Administrator, City of Wauwatosa  
 Kenneth R. Yunker..... Assistant Director, SEWRPC

WELCOME AND INTRODUCTIONS

Chairman Drew asked the members present to introduce themselves, and indicated that roll call would be accomplished with a sign in sheet being circulated by Commission staff.

CONSIDERATION OF APPROVAL OF MINUTES OF MEETING OF FEBRUARY 8, 2001

Chairman Drew asked if there were any questions or comments on the [minutes](#) of the Advisory Committee’s first meeting. There being no questions or comments, a motion to approve the minutes was made by Mr. Finley, seconded by Mr. Patrie, and carried unanimously by the Committee.

CONSIDERATION OF APPROVAL OF FINAL DRAFTS OF STUDY REPORT AS APPROVED BY THE TECHNICAL SUBCOMMITTEE

Chairman Drew asked if there were any comments regarding [Chapter I, “Introduction”](#). Mr. Fung suggested that the first sentence of the third paragraph on page 1 be revised to indicate that the Federal government was also represented on the Advisory Committee. He also suggested that the third sentence of the first complete paragraph on page 2 be revised, and stated that he would provide his suggested revision to Commission staff. Regarding the sixth sentence of the same paragraph, Ms. McCutcheon

suggested that the sentence be revised, and stated that she would provide revised text to Commission staff. Chairman Drew indicated that these Committee member suggested text changes would be referred to the Technical Subcommittee for consideration at its April 11, 2001, meeting, with any text revisions to be approved by the Technical Subcommittee, and then reported to the Advisory Committee in a future set of Advisory Committee minutes. He asked Advisory Committee members to consider in the future providing similar comments on study report chapters through their Technical Subcommittee representatives for consideration by the Technical Subcommittee. There being no further questions or comments, a motion to approve Chapter I, "Introduction," was made by Mayor Bloomberg, seconded by Mr. Scherer, and carried unanimously by the Committee.

Chairman Drew asked if there were any questions or comments regarding the final draft of [Chapter II, "Overview of Regional Freeway and Transportation System"](#). Mr. Fung noted that there are a few freeway segments outside of Southeastern Wisconsin that constitute exceptions to the definition of a freeway included on the first page of Chapter II. Mr. Drew stated that Mr. Fung's comment would be considered like the previous comments for Chapter I, and would be referred to the Technical Subcommittee. There being no further questions or comments, a motion to approve Chapter II, "Overview of Regional Freeway and Transportation System," was made by Mr. Schifalacqua, seconded by Mr. DuPont, and carried unanimously by the Committee.

#### OVERVIEW OF THE FUNCTION OF THE REGIONAL FREEWAY SYSTEM

Chairman Drew asked Mr. Yunker to provide an overview of the function of the regional freeway system to the Advisory Committee. Commission staff distributed copies of the presentation for this agenda item and the next agenda item.

[Secretary's Note: A copy of the [presentation](#) distributed at the meeting is included in Attachment A to these minutes.]

During Mr. Yunker's review of the topic, Advisory Committee members raised the following questions and comments:

1. Mr. Finley noted that some stub and spur segments on the regional freeway system were included in the most important "Corridor 2020 Backbone" subsystem of the State trunk highway system. He further noted that the information in the presentation showed that these stub and spur segments were not forecast to carry significant levels of traffic through the county within which they are located. Mr. Yunker noted that some of the stub and spur freeway segments served other very important functions, such as the Airport Spur Freeway (STH 119) providing direct freeway access to General Mitchell International Airport and IH 794 providing direct access to the Milwaukee central business district, the largest and most dense concentration of employment in the State. Mr. Schifalacqua agreed that some freeways may not carry significant levels of through trips but do provide important access to major trip generators such as General Mitchell International Airport and the Port of Milwaukee. Mr. Evenson indicated that the text of the Chapter would include a discussion of the importance of land use service of the freeway system in addition to serving through trips.

Mr. Finley questioned whether some of the "Corridors 2020 Backbone" freeway segments carried lower volumes of traffic than some roads not included in the freeway system, such as Moorland Road (CTH O), Blue Mound Road (USH 18), and STH 100. Mr. Yunker responded that IH 794 between the Marquette Interchange and the lakefront carries traffic volumes of 50,000 to 90,000

vehicles per average weekday, which exceed the 30,000 to 50,000 vehicles per weekday carried by those and other heavily traveled surface arterials.

2. In reference to the maps that displayed the freeway segments in the Region which carry significant levels of intercounty or through trips, Mr. Novak asked how the thresholds used to determine which levels of traffic were significant were determined. Mr. Yunker indicated that the thresholds were determined by Commission staff to display logical breaks in the data, and added that Chapter III of the study report will include a table presenting the forecast traffic volumes for selected segments of the freeway system by type of travel. Mayor Bloomberg asked if there was a national standard that was applied for this analysis. Mr. Yunker responded that no national standard existed for this analysis.
3. In reference to the maps which displayed the segments of the regional freeway system which were forecast to carry significant levels of through and intercounty trips, Mr. DuPont asked if the information presented assumed the extension of USH 12 as a new freeway segment in northwestern Walworth County. Mr. Yunker indicated that the data presented were for the forecast year 2020, and included the planned freeway system. He stated that the year 2020 regional transportation plan included the initial two lanes on new alignment of the extension of USH 12. Mr. Evenson noted that the amount of travel on the extension of USH 12 will be determined not only by the development and travel patterns within the Region but also by development of connecting transportation facilities in the State of Illinois.
4. In reference to the map of through travel forecast for the year 2020 with both trip ends outside of the seven county Southeastern Wisconsin Region, Mr. Kufirin noted that IH 94 from the Jefferson County and Waukesha County line to the Zoo Interchange in Milwaukee County was not displayed as serving substantial amounts of through-the-region travel. Mr. Yunker indicated that while there were trips of that type forecast--about 5000 vehicle trips per weekday--there was an insufficient volume of such trips to be displayed as "substantial"--7500 or more vehicle types per weekday. Mr. Evenson stated that while there is travel forecast on IH 94 between Milwaukee and Madison, a substantial amount of travel between Chicago and Madison travels on IH 90 in Illinois and in Wisconsin west of the Region.

#### OVERVIEW OF THE NEED FOR RECONSTRUCTION OF THE REGIONAL FREEWAY SYSTEM

Chairman Drew asked Mr. Yunker to provide the Advisory Committee with an overview of the need for reconstruction of the regional freeway system. During Mr. Yunker's review of the topic, Advisory Committee members raised the following questions and comments:

1. Regarding the actual experienced life expectancies of the freeway of southeastern Wisconsin compared to the original design life expectancies, Mr. Patrie asked if the increasing levels of truck traffic in the Region were a factor in the life expectancy of pavement on the Region's freeways. Mr. Yunker responded that truck traffic was indeed a factor, and noted that the time period after the original construction before rehabilitation was required was approximately 19 years on average instead of the originally expected 20 to 25 years. Mr. Evenson added that another factor is the use of studded tires, which is no longer permitted.
2. In regards to the analysis of bridge life expectancy in the region, Mr. Kufirin asked if the analysis included structures for streets that cross the freeway system as overpasses. Mr.

Pesch asked if box culverts were included in the analysis as structures on the freeway system. Mr. Yunker indicated that such overpasses and box culverts were included in the analysis.

Also regarding the analysis of bridge life expectancy, Mr. Fung asked if the only remedy to the deterioration of bridges in the Region considered was the complete reconstruction of the structures. Mr. Yunker responded that this analysis projected only the time period when reconstruction of the structures would be required. Mr. Evenson added that there were numerous variables and alternatives that would need to be considered on a structure-by-structure basis by the WisDOT at the time of reconstruction. Mr. Schifalacqua concurred, noting that this analysis was being conducted at a systems level and he believed that the results of the evaluation were appropriate for this analysis.

3. In regards to the map presented of segments which had been rehabilitated for a third time, Mr. DuPont noted that portions of IH 894 were displayed as having been rehabilitated for a third time and were also displayed on a map of program projects as having an additional rehabilitation scheduled. Mr. Yunker stated that indeed portions of IH 894 were programmed for their fourth rehabilitation. Mr. Fafard added that the additional rehabilitation had been programmed to ensure its completion prior to the commencement of reconstruction of the Marquette Interchange, because IH 894 serves as a bypass to the Marquette Interchange.
4. Regarding the life expectancy of the bridges on the freeway system, Mr. DuPont stated that he believed that a WisDOT staff member had recently indicated that IH 794 between the Marquette Interchange and the Lakefront may require reconstruction within the next 5 to 10 years. He noted that the presentation today indicated that the bridge life expectancy for that structure was approximately 10 to 15 years. Mr. Yunker responded that the Commission had fully coordinated with WisDOT staff members involved with the Marquette Interchange preliminary engineering study during the development of the projected life expectancies. Ms. Ordinans stressed the importance of coordination with the Marquette Interchange study. Mr. Evenson stated that the Commission is sensitive to this and that further contact would be made with the WisDOT staff to insure that they concur with the results of this analysis. Mr. Yunker added that at an appropriate point in this study, WisDOT staff members will be asked to present information to this Advisory Committee concerning the alternatives for the reconstruction of the Marquette Interchange based on their ongoing preliminary engineering study.
5. Mr. Patrie asked if Commission staff had been in contact with utility companies in the Region to coordinate the planning of reconstruction of the freeway system with any utility construction efforts. Mr. Yunker stated that this will be done at a later point in the study during the development of a program for freeway system reconstruction.

Mr. Drew indicated that the same procedures for the development and review of the chapter would be followed as were followed with Chapters I and II. Preliminary drafts of Chapter III, "The Function of the Freeway System and Its Components", and IV, "The Condition of the Freeway System and Need for Reconstruction", would be distributed. The Technical Subcommittee would be asked to review the chapters at its April 11, 2001, meeting, and final drafts would be distributed to the Advisory Committee for review and approval at its April 19, 2001 meeting.

OTHER BUSINESS

There was no other business to come before the Advisory Committee.

CONFIRMATION OF NEXT MEETING DATE

Chairman Drew stated that the next Advisory Committee would be held at 3:30 p.m. on April 19, 2001, at the Wauwatosa Civic Center. Mr. Yunker added that, starting in May 2001, all subsequent meetings would be held at the Tommy G. Thompson Youth Center at State Fair Park.

ADJOURNMENT

The second meeting of the Advisory Committee was adjourned at 4:55 p.m.

Signed

Philip C. Evenson  
Recording Secretary