



Southeastern Wisconsin Regional Freeway System Reconstruction Study



April 2, 2003



Advisory Committee Preliminary Recommended Plan for Freeway System Reconstruction

- **At the last Advisory Committee meeting of March 21, 2002, the Commission staff recommended a preliminary plan for freeway system reconstruction.**
 - **Rebuild to Modern Design Standards**
 - **Rebuild with Additional Lanes on 127 Miles of Freeway**



Preliminary Plan – Design Improvements

- **Reconfigure freeway-to-freeway system interchanges**
 - **Relocate left hand on- and off-ramps to right hand side of freeway**
 - **Minimize lane drops and provide route continuity**
 - **Improve freeway-to-freeway ramps to provide ramp speeds that are closer to freeway mainline speeds**
 - **Address closely spaced service interchanges**





Preliminary Plan – Design Improvements (continued)

- **Improve freeway system service interchanges**
 - **Lengthen and widen ramp tapers**
 - **Convert multi-point exits to single point exits**
 - **Separate ramps from frontage roads in Kenosha and Racine Counties**
 - **Provide selected auxiliary lanes to address closely spaced interchanges**

- **Improve freeway mainline**
 - **Improve freeway horizontal and vertical curvature, grades, and vertical clearance to meet standards**
 - **Provide full inside and outside shoulders**

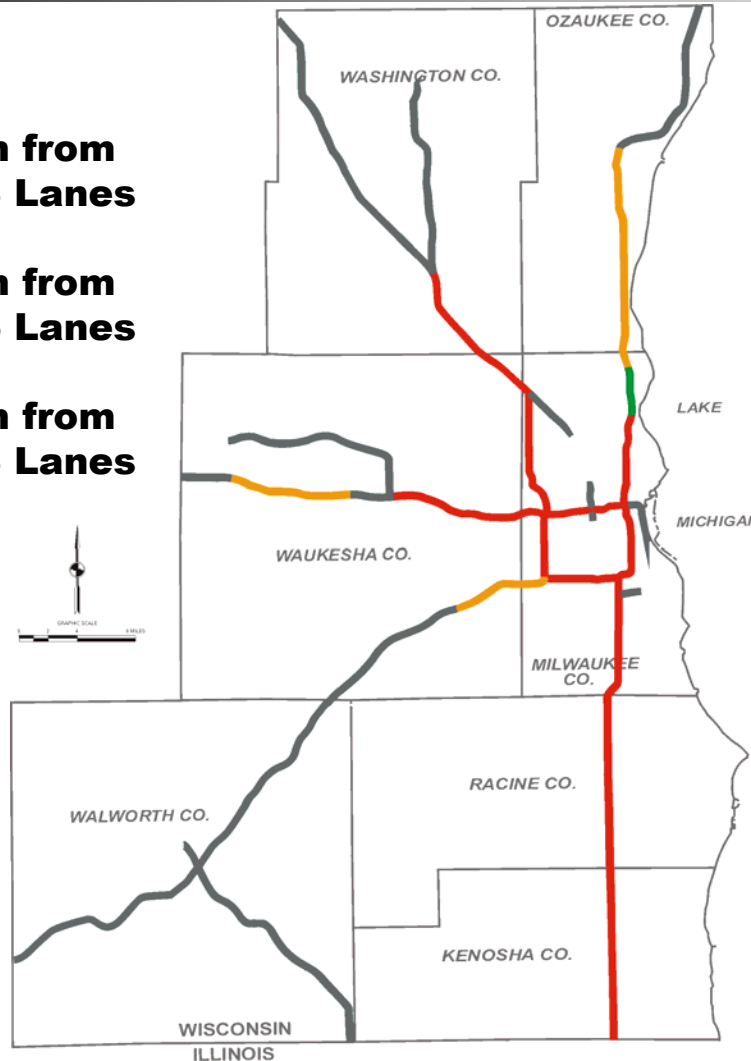


Preliminary Plan—Additional Lanes

 **Widen from
6 to 8 Lanes**

 **Widen from
4 to 6 Lanes**

 **Widen from
4 to 8 Lanes**



■ Proposed Additional Lanes

- **127 miles, or 47 percent of the regional freeway system**
- **Address existing and forecast traffic congestion**
- **Most proposed lane additions are:**
 - **6 lanes to 8 lanes**
 - **4 lanes to 6 lanes**





Preliminary Plan for Freeway System Reconstruction

- **Advisory Committee endorsed SEWRPC staff recommendation on preliminary plan, and directed that the SEWRPC staff conduct a plan review and feedback process.**





Extensive Efforts to Obtain Comment on the Preliminary Plan Over Past Year

- **Study newsletter-preliminary plan**
 - **Every City Mayor and Alderman, Village President and Trustee, and Town Chair and Supervisor**
 - **Every State Representative and Senator**
 - **Mailing list of 2000 interested persons**
 - **Media**

- **Study web site-all study materials**
 - **Newsletters**
 - **Study overview**
 - **Draft report**
 - **All Advisory Committee materials**
 - **Opportunity to comment**



Extensive Efforts to Obtain Comment on the Preliminary Plan Over Past Year (continued)

- **Eleven public informational meetings and hearings**
 - **310 oral and written comments on preliminary plan**
 - **19 neutral**
 - **46 supported plan**
 - **23 supported a plan subalternative**
 - **222 opposed plan-Also 1,483 Sierra Club-distributed postcards opposing highway expansion**



Extensive Efforts to Obtain Comment on the Preliminary Plan Over Past Year (continued)

- **Survey of over 15,000 resident households in Southeastern Wisconsin**

	<u>Region</u>	<u>Milwaukee County</u>	<u>City of Milwaukee</u>
Concerned with Severe and Growing Freeway Traffic Congestion	82%	83%	81%
Find Projected Doubling of Freeway Traffic Congestion Unacceptable	72%	72%	71%
Support Rebuilding to Modern Design Standards	87%	87%	86%
Support Adding Freeway Lanes in their County of Residence	75%	78%	76%
Support Widening of IH 94 between Marquette and Zoo Interchanges and IH 43 between Mitchell Interchange and Brown Deer Road	76%	74%	72%





Actions by Cities, Villages, and Towns

- **Cities of Brookfield and Racine have endorsed the preliminary plan.**
- **City of Milwaukee has endorsed rebuilding to modern design standards (with qualifications) and widening 108 miles of freeway, opposing widening 19 miles of IH 94 and IH 43 in the City.**
- **City of Glendale has opposed the proposed widening of IH 43 to 8 lanes within the City.**





Actions by Counties

- **A consensus-seeking process was followed to obtain formal comment on the preliminary plan by resolution from each of the 7 Counties.**
 - **The intent of this consensus-seeking process was to allow the Study Advisory Committee to shape a Final Plan generally consistent with the actions of the counties.**





Actions by Counties (continued)

- **Six County Boards endorsed the preliminary plan in its entirety.**
 - **Kenosha County - unanimous voice vote**
 - **Ozaukee County - 24 to 3 vote**
 - **Racine County - unanimous voice vote**
 - **Walworth County - unanimous voice vote**
 - **Washington County - 27 to 1 vote**
 - **Waukesha County - 29 to 3 vote**

- **Milwaukee County-No Official Position**
 - **County Board Action**
 - **Endorsed rebuilding to modern design standards – 17 to 8 vote**
 - **Endorsed rebuilding with additional lanes on 108 miles of freeway (Including limiting the widening of IH 43 between Silver Spring Drive and Brown Deer Road to 6 lanes) – 13 to 12 vote**
 - **Opposed rebuilding with additional lanes on 19 miles of freeway (IH 94 between Marquette and Zoo Interchanges and IH 43 between Mitchell Interchange and Silver Spring Drive) – 15 to 10 vote**
 - **County Executive vetoed Board resolution while agreeing with need for capacity expansion set forth in preliminary plan, and requesting that WisDOT attempt to minimize right-of-way acquisition and other impacts in preliminary engineering.**
 - **County Board failed to override the veto—16 to 9 vote.**





Actions by Counties (continued)

Other Recommendations by Milwaukee County Board

- **Recommendations for WisDOT in their preliminary engineering and environmental studies**
 - **Consider alternatives for redesign which would minimize costs and impacts**
 - **Identify all direct and indirect costs of freeway reconstruction alternatives**
 - **Examine community impacts, and prepare mitigation plan to address any loss of residences, businesses, noise, and other impacts and concerns**
 - **Develop and fund implementation of traffic mitigation plan to address traffic impacts during freeway reconstruction**
 - **Develop and implement noise mitigation plan as part of reconstruction (Noise barriers to be constructed only at local government request)**

WisDOT would address these items in preliminary engineering in the normal course of events.





Actions by Counties (continued)

- **Other Milwaukee County Board Recommendations**
 - **DBE goals in freeway reconstruction should be similar to those used for construction of Miller Park.**
 - **No cost share by local government**
 - **Fully reimburse Milwaukee County for freeway patrol**
 - **All counties should adopt “Smart Growth” plans.**





Staff Recommendation—Ancillary Recommendations to be Incorporated in Final Recommended Plan

- **WisDOT preliminary engineering and environmental impact studies**
- **Noise mitigation**
- **Stormwater management**
- **Minority business and labor force participation in freeway system reconstruction**
- **Local government cost share**
- **Milwaukee County freeway patrol**





Final Plan Recommendations for WisDOT Preliminary Engineering and Environmental Impact Studies

- **Conduct preliminary engineering within the next 5 years for freeway segments which may require property acquisition**
- **Implement advance acquisition program to acquire properties needed for reconstruction following preliminary engineering**
- **Consider and compare costs and benefits—direct and indirect—of freeway reconstruction alternatives for each freeway segment, including options for meeting freeway design standards which would minimize actual and perceived freeway impacts**
- **Prepare community mitigation plans to address identified and perceived negative impacts of freeway system and its reconstruction**
- **Develop traffic mitigation plan to address diversion of travel to transit and alternative routes during freeway reconstruction; fund with Federal and State funds the plan's proposed actions**





Other Final Plan Recommendations Addressed to WisDOT

■ Noise barriers

- **Need, feasibility, and location should be established in preliminary engineering.**
- **Should be built as integral part of freeway reconstruction, if supported by affected local government**
- **Provide more uniform, durable, aesthetically pleasing design, including landscaping**

■ Stormwater management

- **Identify and implement controls in cooperation with WisDNR and MMSD to improve stormwater runoff quality, and provide for no increase, and desirably a reduction, in stormwater runoff peak discharge rates, flood flows and stages, and stream bank erosion rates**





Other Final Plan Recommendations Addressed to WisDOT (continued)

- **Minority business and labor participation**
 - **Establish, monitor, and achieve substantial goals for minority business and labor force participation in freeway system reconstruction**
 - **Build upon work and recommendations of Marquette Interchange DBE Advisory Committee**
 - **Identify and remove barriers**
 - **Build capacity**
 - **Set, monitor, and achieve substantial goals**





Other Final Plan Recommendations Addressed to WisDOT (continued)

- **Local government cost share**
 - **Fully fund with Federal and State funds**
 - **Only exceptions under State law**
 - **10 percent local share for relocation of municipal infrastructure already in State right-of-way**
 - **Local responsibility for additional cost if local government requests local road or bridge be rebuilt with additional width**

- **Milwaukee County freeway law enforcement patrol**
 - **Fully fund with Federal and State funds**
Milwaukee County Sheriff's Department freeway patrol — only County in State without State Patrol





Potential Schedule for Reconstruction Projects

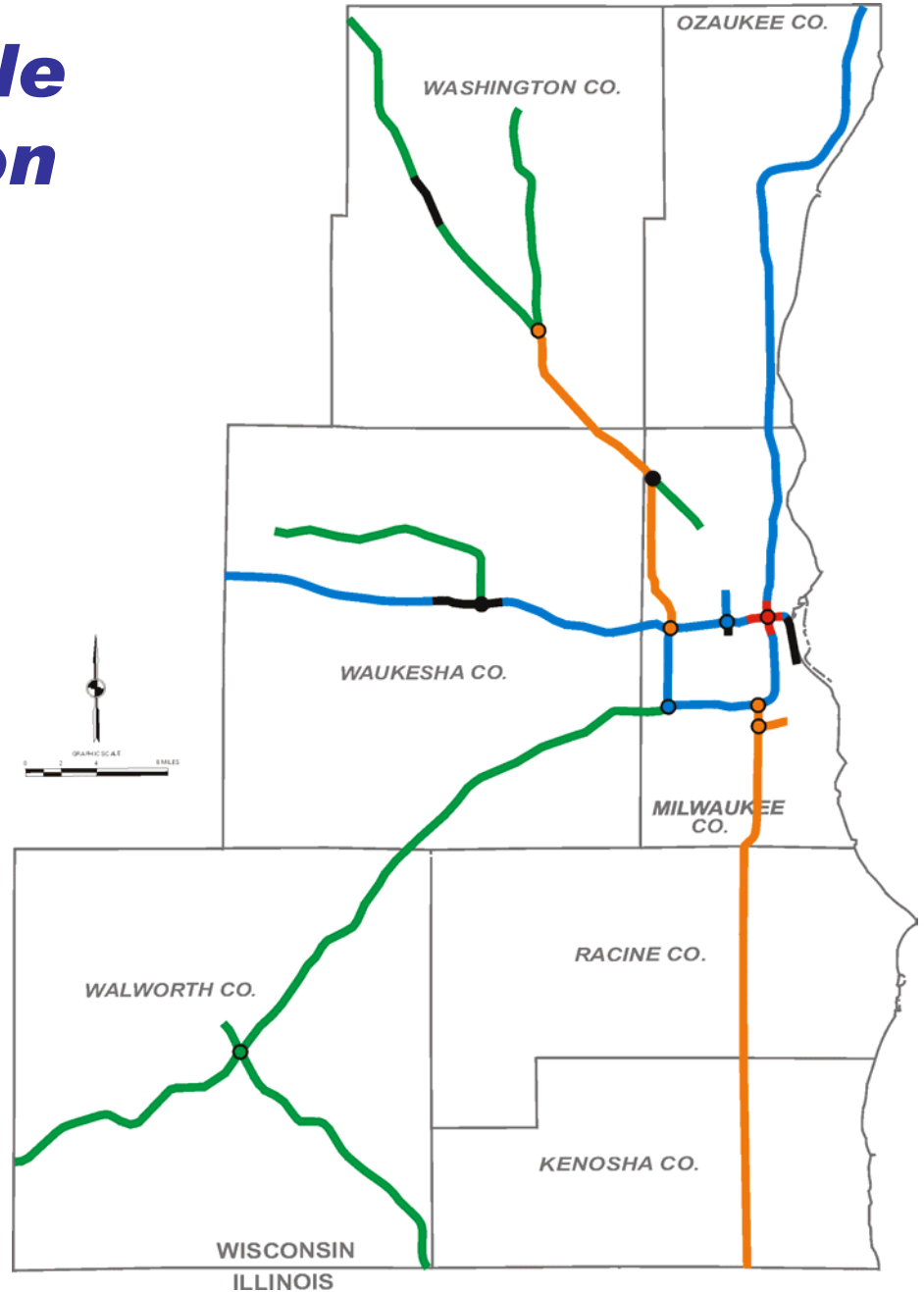
- **Illustrative schedule for reconstruction has been developed.**
 - **Remaining useful life of freeway pavement and bridges**
 - **Maintaining level amount of annual funding need**
 - **Logical grouping of segments**
- **Actual schedule for reconstruction may be expected to vary, as freeway pavements and bridges last longer or fail earlier than expected, and delays occur in preliminary or final engineering.**



Potential Schedule for Reconstruction Projects



- TIME PERIOD OF RECONSTRUCTION
- 2005-2008
 - 2009-2015
 - 2016-2025
 - 2026-2035
 - RECENTLY RECONSTRUCTED





Freeway System Reconstruction – How Will It be Funded?

- **Entirely with Federal and State funds**
 - **Responsibility of the State of Wisconsin and Wisconsin Department of Transportation (potential 80 to 90 percent Federal funding share and no local funding share)**
- **Purpose of freeway reconstruction study is to define what is needed for southeastern Wisconsin freeway system.**
 - **Just as Corridors 2020 Statewide major highway study, and studies of other major highway projects have done for the rest of the State – STH 29, USH 10, USH 53, USH 151, STH 26, USH 41, and others**
 - **State Legislature and Governor, and WisDOT, will then determine how, and on what schedule, to fund.**





Freeway System Reconstruction – How Will It be Funded? (continued)

- **Funding need for implementation of freeway system reconstruction plan -- about \$200 million per year**
 - **\$50 million annually spent now on freeway resurfacing**
 - **\$50 million annually already set aside by State Legislature**
 - **Remainder**
 - **More Federal aid**
 - **\$850 million annually spent by State on State highway construction. Governor and Legislature have the responsibility to prioritize spending needs.**

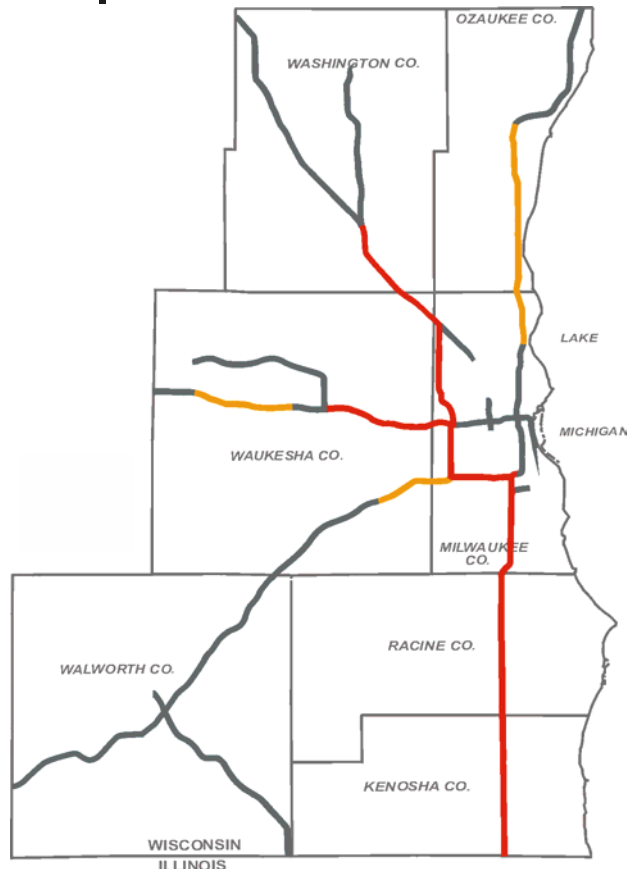


Staff Recommendation on Final Plan for Freeway System Reconstruction

- **The results of the consensus-seeking process indicate the following actions taken by each of the seven counties with respect to the preliminary plan:**
 - **Agreement by 7 counties with respect to rebuilding to modern design standards**
 - **Agreement by 7 counties with respect to rebuilding with additional lanes on 108 miles of freeway**
 - **Lack of agreement with respect to widening the remaining 19 miles of freeway in Milwaukee County**
 - **IH 94 between Marquette and Zoo Interchanges**
 - **IH 43 between Mitchell Interchange and Silver Spring Drive**
 - **Six counties supported widening the 19 miles. Milwaukee County Board did not support widening the 19 miles; Milwaukee County Executive supported that widening.**



Staff Recommendation on Final Plan for Freeway System Reconstruction (continued)



— Widen from 6 to 8 Lanes — Widen from 4 to 6 Lanes

- **Include in final plan all proposals agreed to by all seven counties**
 - **Rebuild to modern design standards**
 - **Rebuild with additional lanes on 108 miles of freeway**
- **Include in final plan all ancillary recommendations to WisDOT and proposed construction schedule**
- **Advise SEWRPC to address unresolved freeway capacity issues in Milwaukee County at an appropriate time**





Remaining Steps for Advisory Committee

- **Consider and approve remainder of Chapter VI--
summary of comment on preliminary plan**
- **Consider and approve pages 1-14 of Chapter VII**
 - **Findings and conclusions of consensus-seeking
process**
 - **Ancillary recommendations to WisDOT**
 - **Reconstruction schedule and funding requirements**
- **Consider staff recommendation for final action by
Advisory Committee (pages 14-19 of Chapter VII)**

