

SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY



STUDY NEWSLETTER 4

June 2001

In This Issue

The study of the regional freeway system is well under way. The life expectancy of the freeway system, and its congestion, safety and design deficiencies have been identified. The development and evaluation of alternatives for the reconstruction of the freeway system has been initiated.

This newsletter announces several upcoming public information meetings in July and August, and describes the freeway reconstruction alternatives expected to be considered in the study.

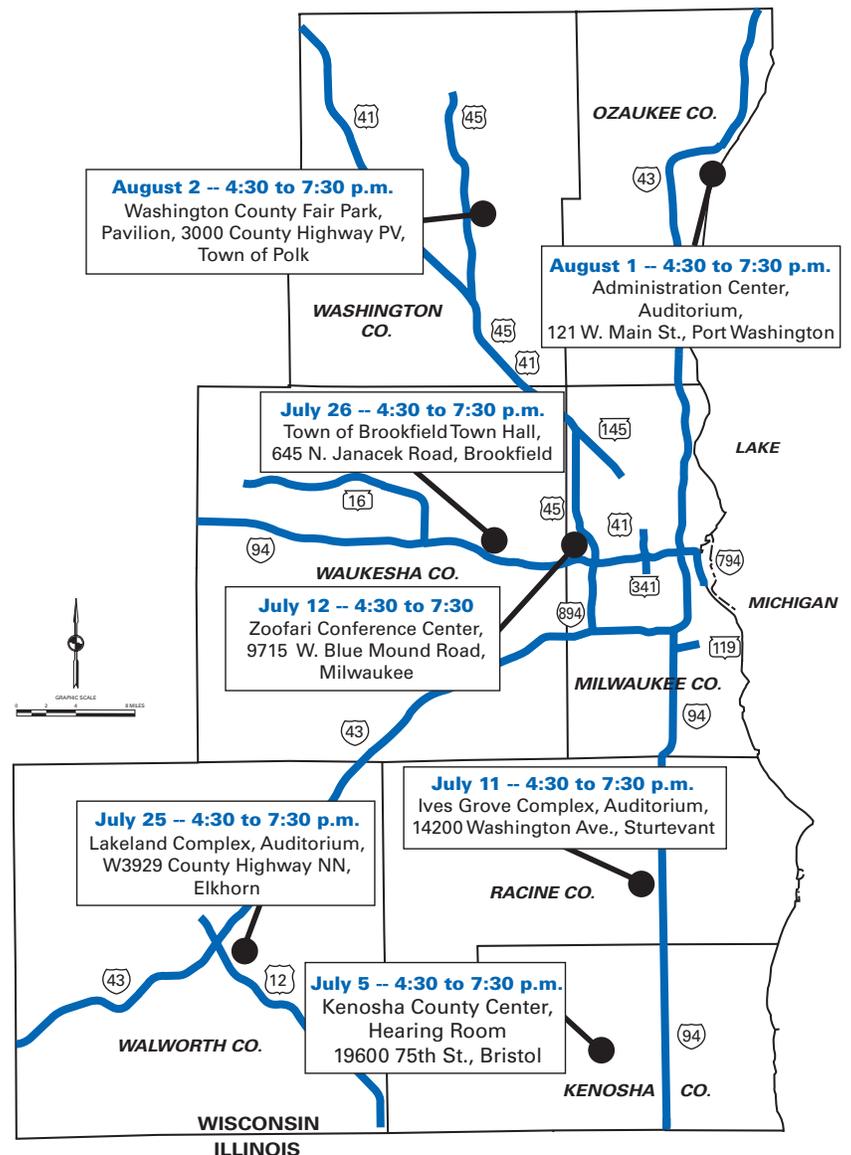
Previous issues of the study newsletter have described the scope of the study and summarized the work completed to date:

- Newsletter 1 – Scope of the Study
- Newsletter 2 – Need for Freeway Reconstruction
- Newsletter 3 – Freeway Design, Safety, and Congestion Problems

Public Information Meetings in July and August

A series of “open house” public information meetings are scheduled throughout the Region in July and August. The information meetings provide an opportunity to receive additional information, ask questions, and provide feedback and input on the progress and direction of the study. The map to the right highlights the dates and locations of the upcoming meetings. Please mark these dates on your calendar. Each public information meeting will begin at 4:30 p.m., end at 7:30 p.m., and include a presentation of the study at 6:30 p.m.

STUDY PUBLIC INFORMATION MEETINGS



The information to be presented at the public information meetings includes: the construction and resurfacing history of the freeway system; the life expectancy of the pavement and bridges; the design, safety and congestion problems of the freeway system; the vision for the reconstruction of the freeway system; and the project schedule.

Vision for the Reconstruction of the Freeway System

The Study Advisory Committee has endorsed a proposed vision for a reconstructed regional freeway system, which states the goals and objectives to be attained upon freeway system reconstruction. This vision is as follows:

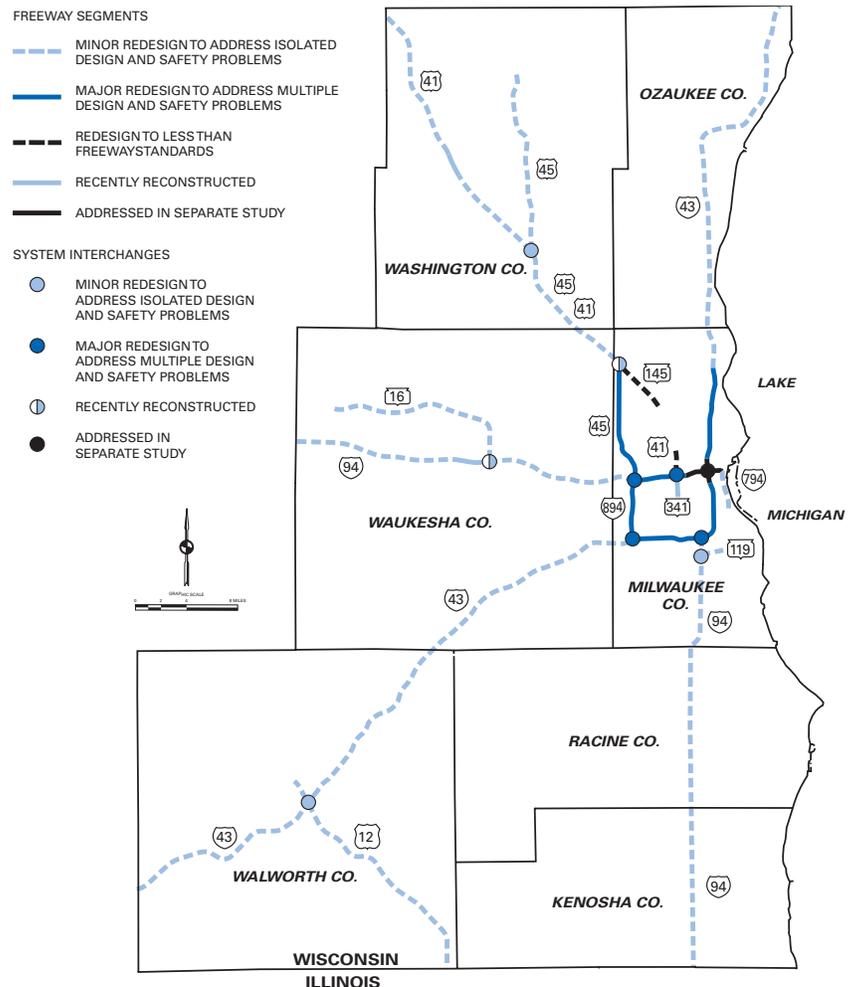
- Improve traffic safety by addressing freeway crash and design problems.
- Avoid a substantial increase in future freeway traffic congestion and reduce the extent, severity, and duration of existing congestion. Reduce the attendant diversion of traffic to surface arterial roadways.
- Provide the capacity and accessibility to serve existing and future businesses in the Region, and interstate movement of people and goods between and through Southeastern Wisconsin.
- Minimize any land acquisitions or takings of residences, businesses, or agricultural land by striving to construct all improvements within the existing right-of-way. Minimize and mitigate noise impacts.
- Minimize any takings of wetlands or environmentally significant lands by striving to construct all improvements within the existing right-of-way. Reduce vehicle air pollution emissions and energy consumption, and improve storm-water management.
- Provide a more aesthetically pleasing freeway system through design, materials, and landscaping.
- Assure that the reconstructed freeway system is compatible with, and will promote the development of, a desirable regional land use pattern. Provide improvements

in accessibility in areas where development and redevelopment are recommended and lower accessibility where development is not recommended.

- Achieve the above objectives while minimizing cost, and at a modest increment in cost compared to an alternative of rebuilding the freeway system “as is.”
- Continue to implement the transportation improvements recommended in the regional transportation plan, including surface arterial widenings and extensions, and public transit improvements and expansions, as well as implementing the recommendations of the regional land use plan.

Some of these objectives may conflict, requiring resolution through compromise. For example, addressing freeway traffic safety and congestion on some existing freeway segments may entail right-of-way acquisition.

POTENTIAL LEVEL OF REDESIGN TO BE CONSIDERED UNDER PROPOSED VISION FOR SOUTHEASTERN WISCONSIN FREEWAY SYSTEM



Potential Alternatives to Be Considered for the Reconstruction of the Freeway System

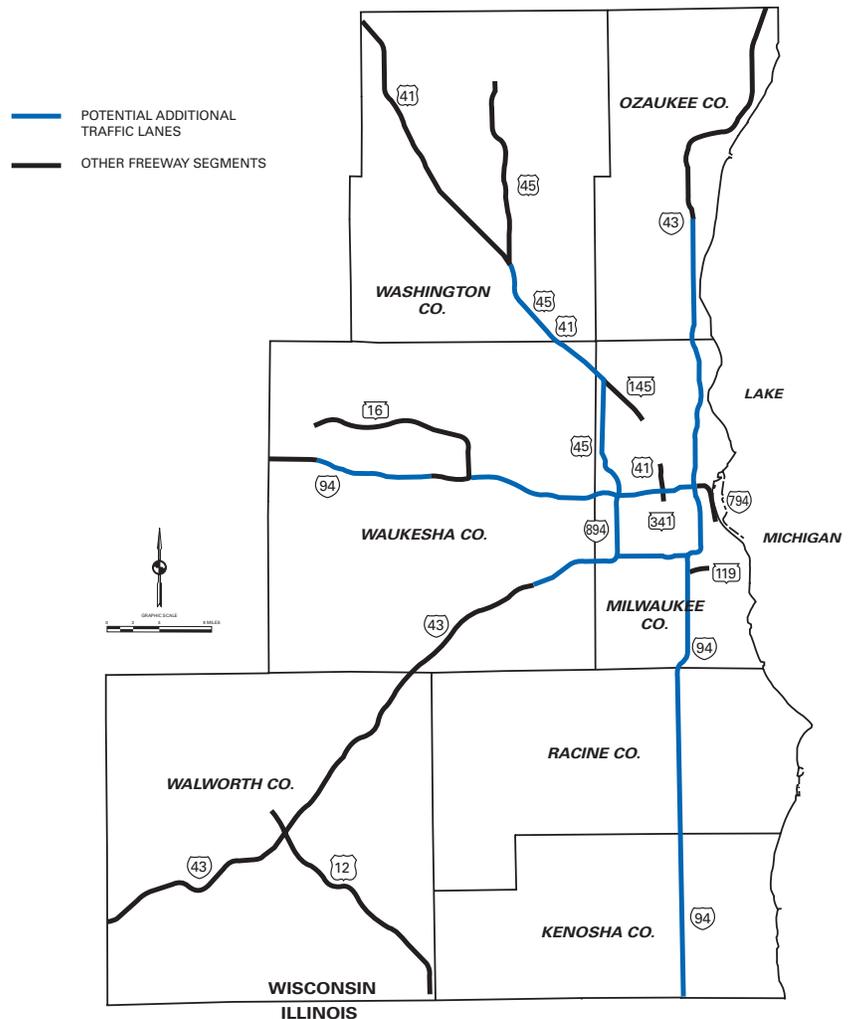
To address the identified freeway system design and traffic safety deficiencies, it is proposed, as shown on the map on page 2 of this Newsletter, that much of the freeway system be reviewed in the next few months for redesign.

- **Minor Redesign:** Segments of freeway and system interchanges with isolated design and safety problems. Minor redesign to be considered to address the identified limited problems.
- **Major Redesign:** Segments of freeway and system interchanges with multiple design and safety problems along their full length. Major or complete redesign to be considered, including reconstruction, to eliminate left-hand exit and entrance ramps.
- **Redesign to Less than Freeway Standards:** Segments of freeway which may be considered for redesign to less than freeway standards. The costs and benefits of their reconstruction as freeways will be compared to that of reconstruction to less than freeway standards.
- **Recently Reconstructed:** Segments of freeway and system interchanges which have already been reconstructed.

In addition, the potential alternatives to be considered for the reconstruction of the freeway system will consider whether or not to provide additional traffic lanes on about 50 percent of the freeway system as shown on the map to the right.

At this time, it is anticipated that only one new freeway segment will be studied: a new freeway connecting IH 43 and USH 45 in a corridor located three to six miles north and south of the Milwaukee-Ozaukee County line. A second series of public information meetings is anticipated in late 2001 to present the freeway system reconstruction alternatives.

POTENTIAL ADDITIONAL TRAFFIC LANES TO BE CONSIDERED UNDER PROPOSED VISION FOR SOUTHEASTERN WISCONSIN FREEWAY SYSTEM



Next Steps of Study

The next steps of the study are to design and evaluate alternatives for the reconstruction of the freeway system. This will be done for each segment of the freeway system, and ultimately for alternative system plans for freeway system reconstruction.

Merging into the Freeway Study

The project newsletters are being distributed to the SEWRPC *Newsletter* mailing list, plus all local elected officials in the Region. If you would like to directly receive Freeway Reconstruction Study mailings, please let us know. It would be helpful to know your e-mail address—especially for mailing list additions—so that you can receive materials promptly while postage expenses and paper consumption are minimized. We want to keep you informed.

An electronic version of the newsletters, report chapters, meeting minutes, public meeting notices and other project materials is currently available on the worldwide web at www.sewrpc.org/freewaystudy. Please contact us at freewaystudy@sewrpc.org or (262) 547-6721 for these purposes. Thank you.



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