

I-43 Public Involvement Meeting Handout



Public Involvement Meeting I-43 North-South Freeway Project

(Silver Spring Drive to WIS 60)

Milwaukee and Ozaukee counties

Project ID: 1229-04-01

Mequon City Hall

January 21, 2020 *from 4 to 7 p.m.*

Nicolet High School

January 22, 2020 *from 4 to 7 p.m.*



U.S. Department of Transportation
Federal Highway Administration

Handout Packet Contents

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Project Overview

The I-43 North-South Freeway between Silver Spring Drive on the south to WIS 60 on the north is approximately 14 miles in length. The project includes the reconstruction of the mainline freeway, adjacent arterial roads in Milwaukee and Ozaukee Counties, and the following existing interchanges:

- Good Hope Road
- Brown Deer Road
- County Line Road
- Mequon Road
- County C
- WIS 60

The project also includes the construction of a new interchange at I-43 and Highland Road.

WisDOT constructed I-43 during the 1950s and 1960s. I-43 provides access for manufacturers, merchants, commuters, and tourists within southeastern Wisconsin and the Milwaukee metropolitan area and to and from other areas including Green Bay, Sheboygan, Manitowoc, and Chicago.

The I-43 North-South Freeway is among the busiest routes in the state and is recommended for widening in the *Southeastern Wisconsin Regional Planning Commission's (SEWRPC) Vision 2050, A Regional Land Use and Transportation Plan for Southeast Wisconsin*.

The purpose of this project is to:

- Accommodate existing and projected future traffic volume
- Address pavement and structural needs
- Address safety issues relating to design deficiencies such as:
 - Merge distances
 - Insufficient shoulders
 - Curves
 - Interchange ramps
 - Bridge clearances



Purpose and Need

The purpose and need for the I-43 North-South Freeway project is demonstrated through the combination of factors listed below:

Pavement, freeway design and geometric deficiencies:

Design standards evolve over time and many features that met design criteria when this facility was originally constructed more than 50 years ago do not meet today's standards. Furthermore, the pavement has reached the end of its useful life and needs replacement.

Increasing traffic volumes:

Currently, the roadway carries between 50,100 vehicles per day near WIS 60 and 91,000 vehicles per day near Silver Spring Drive. Traffic is expected to increase and cause additional congestion and delay throughout the entire length of the corridor during the next 30 years.

Safety Issues:

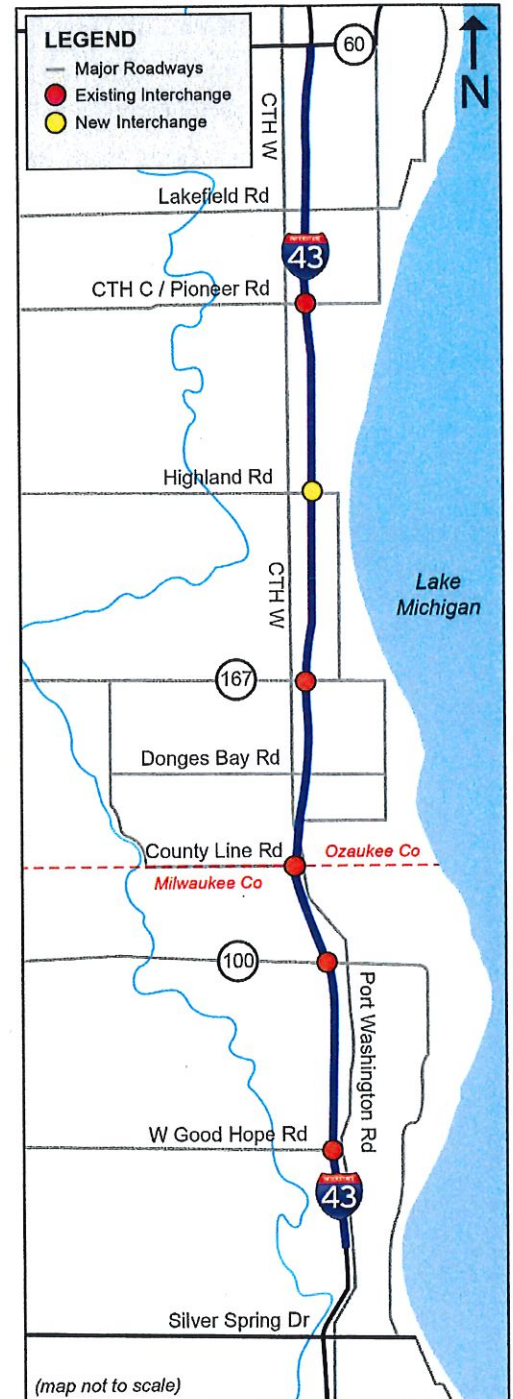
Between 2014 and 2018, there were 1,165 crashes on the I-43 mainline. Between Silver Spring Drive and Good Hope Road, rear-end crashes and side-swipe crashes are prevalent, indicating congested conditions.

Consistency with regional planning:

This project is an integral part of past and ongoing regional land use and transportation planning initiatives to meet continued population growth and travel demand. SEWRPC recommends widening and/or other improvements to provide significant additional capacity for the I-43 North-South Corridor in its *Vision 2050* long-range transportation plan.

Maintain regional transportation linkage:

I-43 is part of the National Interstate System and provides a critical commercial/commuter interstate link to major metropolitan areas in Wisconsin.



Purpose of Meeting

The purpose of the meeting is to provide a project update and to answer any questions you may have.

Project Status

In November of 2014, WisDOT and the Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement and Record of Decision (FEIS/ROD) regarding the reconstruction of this section of I-43.

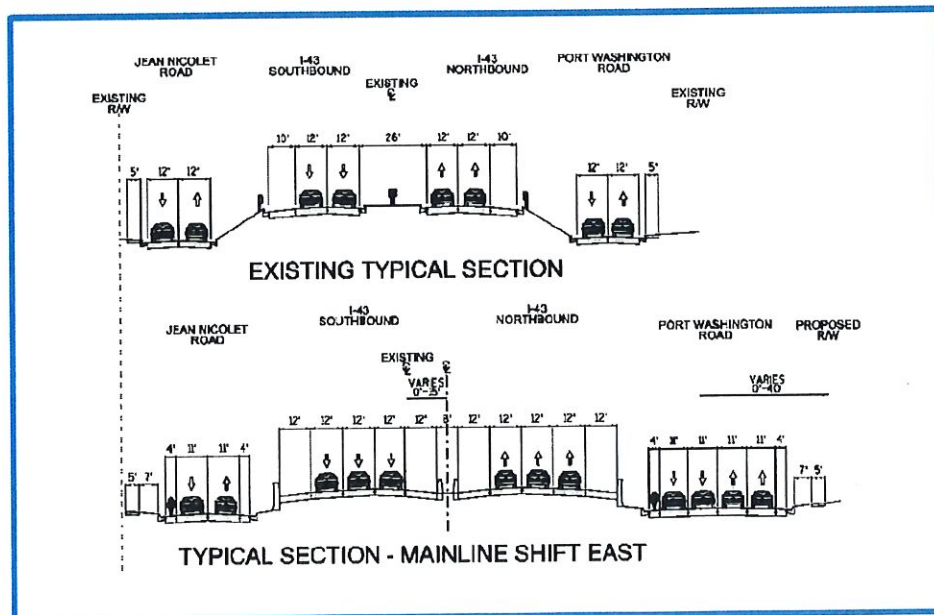
Governor Tony Evers and the state legislature authorized the construction of the project in the state budget this past July. WisDOT is preparing an environmental re-evaluation to address any changes since the FEIS/ROD was approved. This re-evaluation should be completed by the middle of 2020 and final engineering and plan preparation will begin soon thereafter. Construction may start as early as 2021 and is expected to be complete by 2025.

One portion of the project, the replacement of the Green Tree Road bridge over I 43, was constructed as a standalone project in 2018.

Proposed Improvements

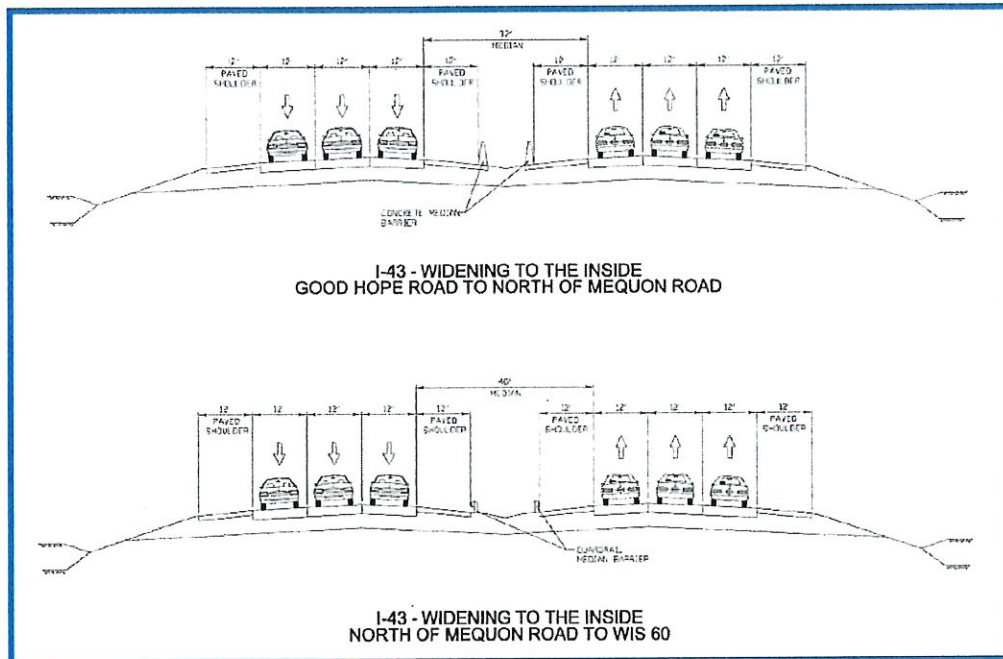
Six lane modernization

South Segment I-43 Mainline: Silver Spring Drive to Green Tree Road WisDOT is going to add a travel lane in each direction and reconstruct I-43 to modern design standards. Between Silver Spring Drive and Bender Road, I-43 will be reconfigured to six lanes with spot improvements that replace median barriers and improve inside and outside shoulders. I-43 would then be widened with a “best fit” alignment between Bender Road and the Union Pacific Railroad (UPRR) bridge but generally offset to the east of the existing freeway centerline from the UPRR bridge to Green Tree Road. The project will replace the



UPRR bridge. Jean Nicolet Road will be reconstructed with an added sidewalk and bike lanes. The existing two-lane section of Port Washington Road will be reconstructed as a four-lane road between Bender Road and Daphne Road, with an added sidewalk and bike lanes.

North Segment I-43 Mainline: Green Tree Road to WIS 60 WisDOT will reconstruct the North Segment I-43 to modern design standards and replace the existing four-lane freeway with six lanes. Widening will occur on the inside (median) south of Mequon Road to minimize right-of-way and wetland impacts in both the Milwaukee and Ozaukee county portions of the I-43 mainline. Widening will also occur on the outside of the existing roadway north of Mequon Road. Barrier treatment options in the median include a concrete barrier and beam guard.



Interchanges

Good Hope Road Interchange

WisDOT will reconstruct this interchange to a Tight Diamond, which would include reconstructing ramps to current design standards to improve safety and to move ramps on the east side closer to I-43 to maximize the distance between the ramps and the Port Washington Road/Good Hope Road intersection for better traffic operations. The proposed improvement will retain the recently reconstructed Good Hope Road bridges over I-43.



Brown Deer Road Interchange

WisDOT will reconstruct this interchange to a Diverging Diamond interchange (DDI). The DDI will move ramps on the east side closer to I-43 to maximize distance between the ramps and the Port Washington Road/Brown Deer Road intersection. The eastbound and westbound traffic on Brown Deer Road will cross to opposite lanes on the bridges over I-43 to facilitate turning movements. The proposed improvement will retain the Brown Deer Road bridges over I-43 that were reconstructed in 2010.

County Line Road Interchange

The existing County Line Road interchange is a partial interchange with I-43 access to and from the south only. FHWA regulations require that interchanges provide for all movements to and from freeways. To meet FHWA requirements, WisDOT will reconstruct the interchange as a Split Diamond Hybrid to provide full access.

The Split Diamond Hybrid will include full access with ramps split between County Line Road and Port Washington Road and will move the existing northbound exit ramp further north to eliminate weaving problems with the northbound entrance ramp from the Brown Deer Road interchange. Local access to Port Washington Lane will be maintained.

Mequon Road Interchange

WisDOT will reconstruct this interchange as a Tight Diamond, which will shift the I-43 mainline east and move southbound ramps closer to I-43 to maximize distance between the ramps and the Port Washington Road/Mequon Road intersection. The ramps will be reconstructed to current design standards to improve safety.

Highland Road Interchange (NEW)

WisDOT will construct a new Tight Diamond interchange. The Tight Diamond interchange will provide new access to and from I-43. Retaining walls and a new bridge will be built to minimize impacts to the Union Pacific Railroad.

County C Interchange

WisDOT will reconstruct the diamond interchange to provide more space between the west ramps and Port Washington Road/Pioneer Road intersection.



4(f) Property Impacts

Section 4(f) of the Transportation Act of 1966 requires that a federally funded project not be approved when it impacts publicly owned parks, recreation areas, wildlife and waterfowl refuges, or historic sites unless there are no feasible and prudent avoidance alternatives; the action includes all possible planning to minimize harm; or FHWA determines the impacts will be de minimis.

Note: A de minimis impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) or will have no adverse effect on a historic property.

WisDOT and FHWA have already determined the I-43 project would have a de minimis impact on the Northshore Water Treatment Plant (historic property) and Craig Counsell Park.

Reconstruction of the box culvert and construction of a new box culvert carrying Fish Creek under I-43, along with reconstruction of Katherine Drive would require 0.52 acre of temporary construction easement within Katherine Kearney Carpenter Park. Construction would occur over an 8-week period within the 2-year freeway construction timeframe. WisDOT will restore disturbed areas in the park to prior conditions.

A temporary impact does not constitute a use of a Section 4(f) property provided:

- The land use is of short duration (defined as less than the time needed for the construction of the project)
- There is no change in ownership of the property
- The scope of work is minor
- There are no temporary or permanent adverse changes to the activities, features, or attributes of the property
- The land will be fully restored to a condition at least as good as prior to the project

Traffic Control

WisDOT understands that construction creates disruption and stress on businesses, residents, other adjacent landowners, and commuters. The project will always maintain at least two lanes of traffic on the freeway during peak hours and avoid significant disruption to neighborhoods and businesses. Similar to other major construction projects, a comprehensive public information campaign will be implemented to inform the community of construction timeframes, closures, and detour routes.

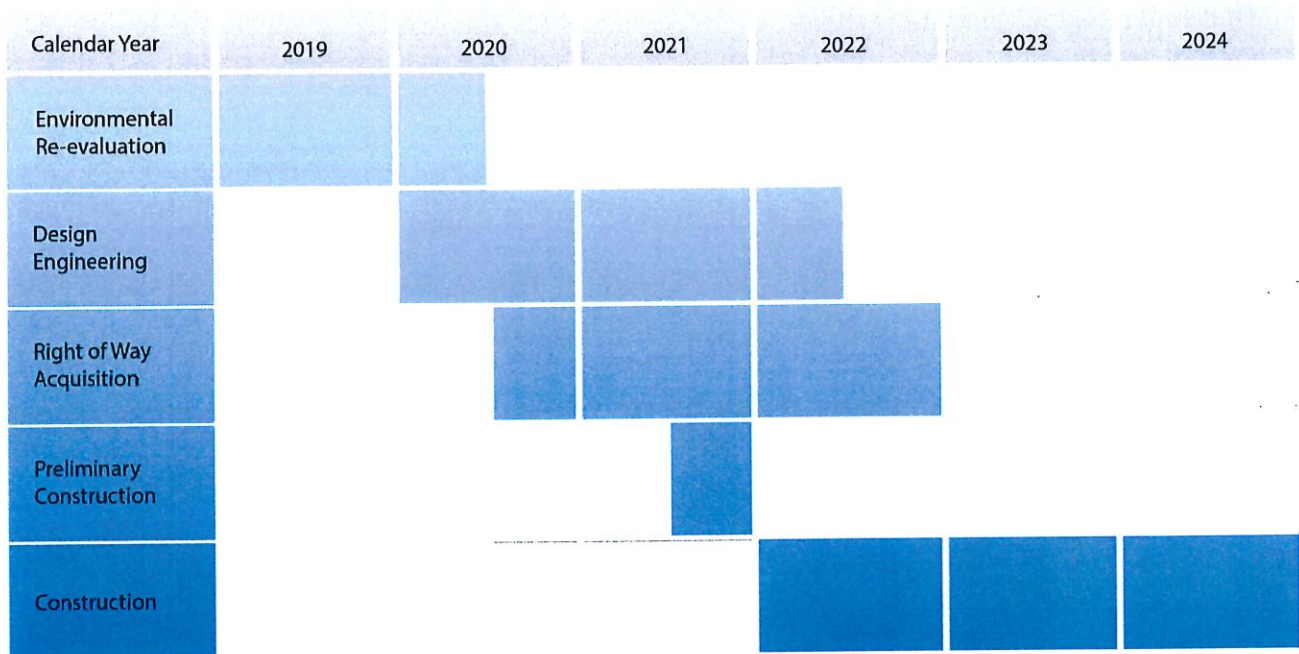
Impacts to, and potential improvement of, the local street system in and around I-43 will be analyzed to determine how to enhance traffic flow on those streets during and after construction.



Noise Barriers

Noise barriers that were determined to be feasible and reasonable in the FEIS/ROD must receive a vote of support from a simple majority of all votes cast by the owners and residents of the benefited areas before they can be built. The voting process, which includes a public information meeting about the noise walls, will occur later this year or next year. The public information meeting will also provide owners and/or residents of the surrounding area an opportunity to ask questions about the noise walls.

Schedule



Property Acquisition/Relocation Assistance and Benefits

The I-43 freeway project mainline, and interchange improvements require strip right-of-way acquisition for construction. The displays at tonight’s meeting show locations of proposed right-of-way and relocations.

Relocation assistance will be made available to anyone impacted by this project. Surveys conducted in 2013 indicated that there were sufficient housing, rental units, and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement housing and commercial property. This survey will be updated this year.



The "Relocation Assistance" brochure available tonight has been prepared to answer many of the general questions frequently asked concerning relocation assistance. Note that in addition to the cost of replacement housing and business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred. It is emphasized that no person shall be displaced unless a comparable and/or adequate replacement dwelling or business location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, he or she will be promptly advised of the procedure to follow in making an appeal. Property acquisition for this improvement will begin later this year.

Contacts

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Additional written comments should be sent to the WisDOT project manager at the address or email address given below. Comments will be added to the official meeting notes provided they are postmarked no later than January 31, 2020.

Steve Hoff, P.E.
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Southeast Region Project Development
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Website

For the latest project information, go to:

<http://www.dot.wisconsin.gov/projects/seregion/43>

