



**Wisconsin Department of Transportation**  
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September 1, 2019

Glenn Fulkerson, Division Administrator  
Federal Highway Administration, Wisconsin Division  
525 Junction Road, Suite 8000 S  
Madison, Wisconsin 53717

**RE: Wisconsin's Critical Freight Corridors**

Dear Mr. Fulkerson,

As required by 23 U.S.C 167(g), the tables in the attached report, "*Critical Freight Corridors, Summary of Proposed Corridor Designations*", identify the designated critical freight corridors for the State of Wisconsin.

**Critical Urban Freight Corridor (CUFC) Certificate**

I hereby certify that the public roads listed in Table 1: Wisconsin CUFC Routes and Connectors and Table 2: Milwaukee UZA CUFC Routes and Connectors meet the requirements of 23 U.S.C. 167(f) as designated CUFC routes and connectors. I further certify that the applicable consultation requirements under 23 U.S.C. 167(f)(1) or (2) have been satisfied.

I further certify that the length in centerline mileage is accurate and does not exceed the maximum mileage limit, that the designated freight corridors have been coordinated with the appropriate stakeholder groups, and that the freight corridors will be incorporated into the State Freight Plan prior to authorization of National Highway Freight Program (NHFP) funds.

As Milwaukee is the only urbanized area in Wisconsin with a population greater than 500,000 individuals, per 23 U.S.C. 167(f)(1), the Southeastern Wisconsin Regional Planning Commission (SEWRPC) serving as the MPO for the Milwaukee Urbanized Area, has designated, in consultation with WisDOT, the CUFC's for the Milwaukee Urbanized Area. Please see Appendix C: Southeastern Wisconsin Regional Planning Commission's Critical Urban Freight Corridors Designation Process for the methodology and corridors identified by SEWRPC as the candidate CUFC's for the Milwaukee Urbanized Area.

**Critical Rural Freight Corridor (CRFC) Certificate**

I hereby certify that the public roads listed in Table 3: Wisconsin CRFC Routes and Connectors meet the requirements of 23 U.S.C. 167(e) as designated CRFC routes and connectors.

I further certify that the length in centerline mileage is accurate and does not exceed the maximum mileage limit, that the designated freight corridors have been coordinated with the appropriate stakeholder groups, and that the freight corridors will be incorporated into the State Freight Plan prior to authorization of National Highway Freight Program (NHFP) funds.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Thompson".

Craig Thompson, Secretary  
Wisconsin Department of Transportation



# Critical Freight Corridors

## Summary of Proposed Corridor Designations

### PURPOSE

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) requires the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct federal resources and policies toward improved performance of the NHFN.

The NHFN consists of four subsystems (23 U.S.C. 167(c)):

1. Primary Highway Freight System (PHFS)
2. Those portions of the Interstate System not part of the PHFS
3. Critical Rural Freight Corridors (CRFCs)
4. Critical Urban Freight Corridors (CUFCs)

In urbanized areas with a population of more than 500,000, the MPO, in consultation with the State, is responsible for designating CUFCs. In an urbanized area with a population of less than 500,000, the State, in consultation with the MPO, is responsible for designating CUFCs.

The designation of CRFCs and CUFCs will increase the State's NHFN, allowing expanded use of NHFP formula funds and FASTLANE Grant Program funds for eligible projects. Wisconsin may designate up to 150 miles as CRFC and 75 miles as CUFC.

### METHODOLOGY

#### Quantitative Analysis

The quantitative analysis of critical corridors consisted of a normalized score developed using the following criteria and weighting:

- Freight Factor Score – 50%
  - Daily Trucks per Lane – 35%
  - Truck Percentage – 25%
  - Over Size Over Weight (OSOW) Permit Frequency – 15%
  - Truck Commodities by Value – 10%
  - Truck Commodities by Weight – 10%
  - NHS Intermodal Connectors 5%
- Connectivity Score – 30%
  - Proximity to airports, ports, rail yards, transload/intermodal, warehouse/distribution and freight generators/receivers.
- Safety/Crash Data – 20%
  - Average number of crashes per year over the most recent 5-year period.

Corridors nominated in 2018 to be part of the National Multimodal Freight Network (NMFN) were excluded from consideration.



## Qualitative Considerations

- Suggested routes from MPOs and RPCs based on local knowledge of the area
- Comments and suggestions from the Freight Advisory Committee
- Institutional knowledge of current conditions of the road
- Connectivity to PHFS and/or NMFN nominations
- Eligibility for other types of federal funding
- Consideration (deemphasis) of corridors that have received new pavement in the past 5 years

## COORDINATION AND CONSULTATION

During the corridor nomination process, WisDOT coordinated with all fourteen of Wisconsin's Metropolitan Planning Organizations (MPOs), and the Freight Advisory Committee (FAC) through a series of presentations, exercises, and requests for comments to satisfy the coordination requirements in 23 U.S.C. 167(f)(1) and (2). A summary of the coordination efforts is below:

- Metropolitan Planning Organizations
  - o Presentation and comments received - Quarterly Director's Meeting, September 2017
  - o Email request for comments - August 2018
  - o Email request for comments - December 2018
- Freight Advisory Committee
  - o Presentation and exercise - FAC Meeting, May 2018
  - o Email Request for comments - August 2018
  - o Presentation - FAC Meeting, November 2018

As Milwaukee is the only urbanized area in Wisconsin with a population greater than 500,000 individuals, per 23 U.S.C. 167(f)(1), the Southeastern Wisconsin Regional Planning Commission (SEWRPC) serving as the MPO for the Milwaukee Urbanized Area, has designated in consultation with WisDOT, the CUFC's for the Milwaukee Urbanized Area. SEWRPC consulted with WisDOT throughout the nomination process for all urban corridors within the Milwaukee Urbanized Area to ensure the overall mileage does not exceed the statewide maximum mileage limit.



## **Appendix A: Tables**



## WISCONSIN'S CUFC & CRFC NOMINATIONS

Table 1: Wisconsin CUFC Routes and Connectors

State	City/Village	Highway	Start Point	End Point	Length
WI	Beloit	STH 81	USH 51	I-39	3.25
WI	Eau Claire - Chippewa Falls	US 53	CTH S	STH 29	5.45
WI	Eau Claire - Chippewa Falls	US 12	STH 312	STH 312	2.42
WI	Eau Claire - Chippewa Falls	STH 312	CTH EE	US 12	0.63
WI	Eau Claire - Chippewa Falls	STH 312	US 12	US 53	5.32
WI	La Crosse	US 14	US 53	STH 35	4.78
WI	La Crosse	US 53	I-90	US 14	4.35
WI	Madison	US 12	US 14	Gammon Rd	3.9
WI	Madison	US 14	Urbanized Boundary	US 12	1.4
WI	Madison	STH 19	STH 113	Urbanized Boundary	2.69
WI	Madison	STH 19	Urbanized Boundary	CTH CV	0.32
WI	Madison	US 51	I-39	USH 30	5.34
WI	Madison	US 151	Blair St	I-39	5.83
WI	Milwaukee	See Table 2: Milwaukee UZA CUFC Routes and Connectors			13.21
WI	Racine	STH 20	I-41	West Blvd	7.09
WI	Round Lake Beach	STH 50	Urbanized Boundary	Urbanized Boundary	2.5
WI	Superior	USH 53	I-535	USH 2	1.71
WI	Superior	USH 2	USH 53	31st Ave	2.31
				Total Mileage	72.50



Table 2: Milwaukee UZA CUFC Routes and Connectors

State	Urbanized Area	Highway	Start Point	End Point	Length
WI	Milwaukee	Redford Boulevard (CTH F)	Watertown Rd (CTH M)	I-94	0.80
WI	Milwaukee	Barstow Street	E. North St	Wisconsin Ave	0.51
WI	Milwaukee	S. Moreland Road (CTH O)	W. Grange Ave	College Ave (CTH HH)	1.07
WI	Milwaukee	W. Dekora Street/E. Green Bay Avenue (STH 33)	N. Dekora Woods Boulevard	0.1 Mile East of S. Riverside Drive (CTH W)	1.16
WI	Milwaukee	W. Brown Deer Road (STH 100)	N. Green Bay Rd (STH 57)	I-43	2.15
WI	Milwaukee	Fond Du Lac Freeway (STH 145)	N. 124 <sup>th</sup> St	91 <sup>st</sup> St	2.84
WI	Milwaukee	Frederick Miller Way/W. Canal Street	Miller Park Way	N. 6 <sup>th</sup> St	3.17
WI	Milwaukee	College Avenue (CTH ZZ)	S. Howell Ave (STH 38)	S. Pennsylvania Ave	1.51
				Total Mileage	13.21



Table 3: Wisconsin CRFC Routes and Connectors

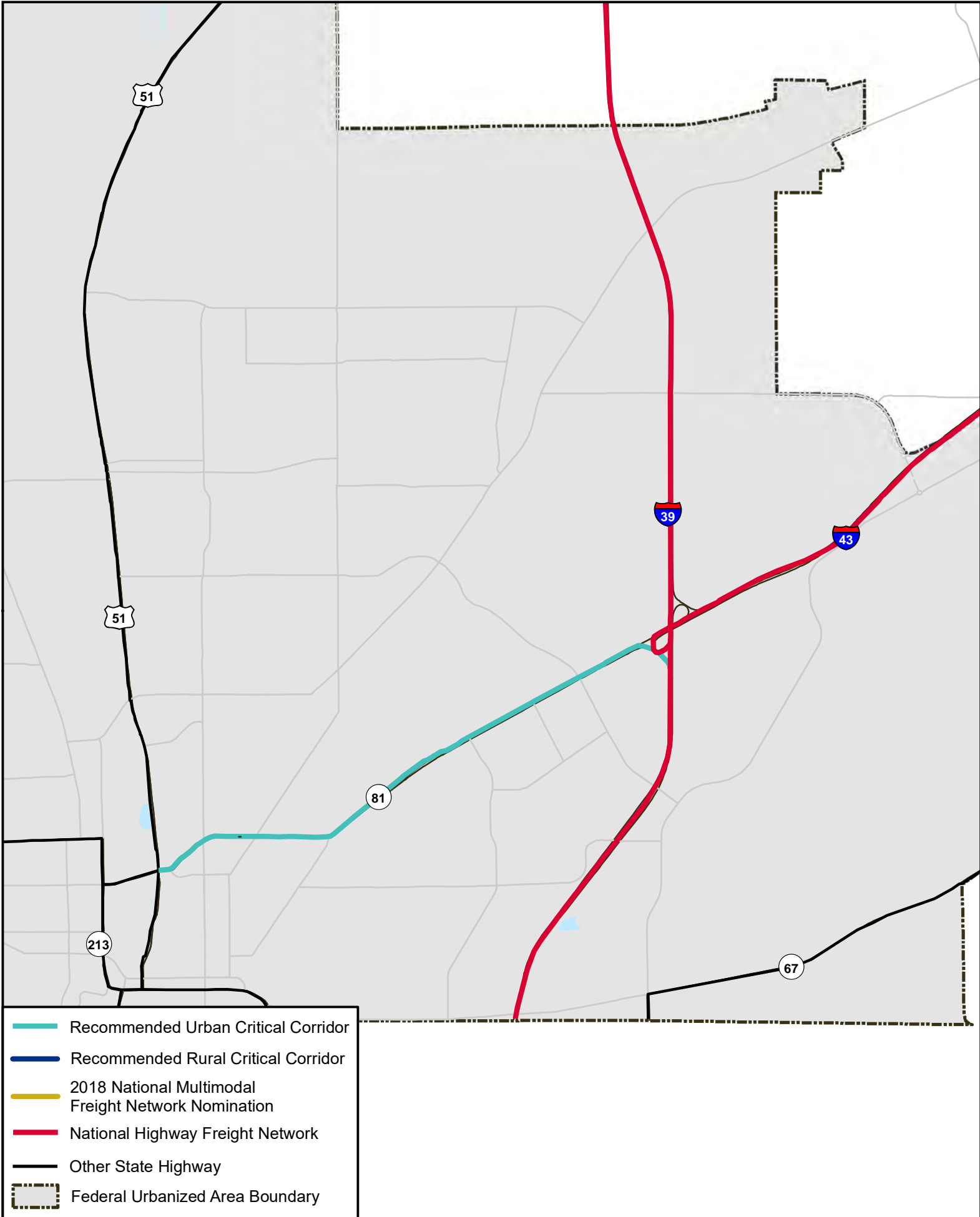
State	County/Countries	Highway	Start Point	End Point	Length
WI	Polk, Barron, Rusk	USH 8	Minnesota	USH 53	43.92
WI	Chippewa	USH 53	CTH B	Urbanized Boundary	2.51
WI	Trempealeau, Jackson	STH 95	USH 53	I-94	14.56
WI	Trempealeau	USH 53	STH 95	CTH C	6.5
WI	Shawano	STH 29	STH 22	STH 47	9.23
WI	Fond du Lac, Sheboygan	STH 23	CTH UU	STH 32	27.99
WI	Dodge	STH 33	STH 151	STH 28	10.11
WI	Dane	STH 19	CTH 113	I-39	3.09
WI	Kenosha	STH 50	STH 83	CTH F	5.24
WI	Kenosha	STH 50	216th Ave	W Frontage Road (City Border)	5.64
WI	Rock, Walworth	STH 14	CTH O	I-43	14.17
				Total Mileage	142.96



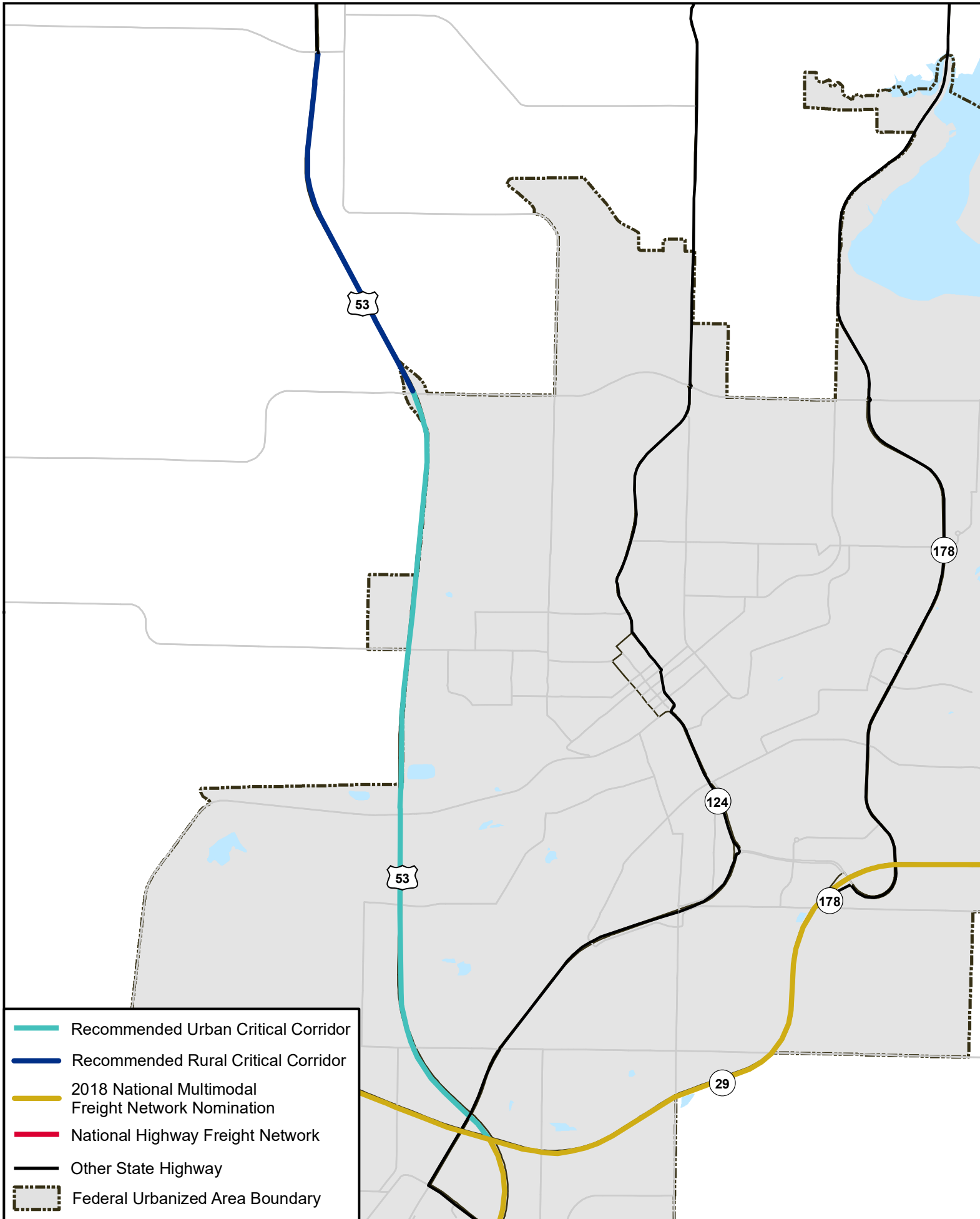
## **Appendix B: Maps**



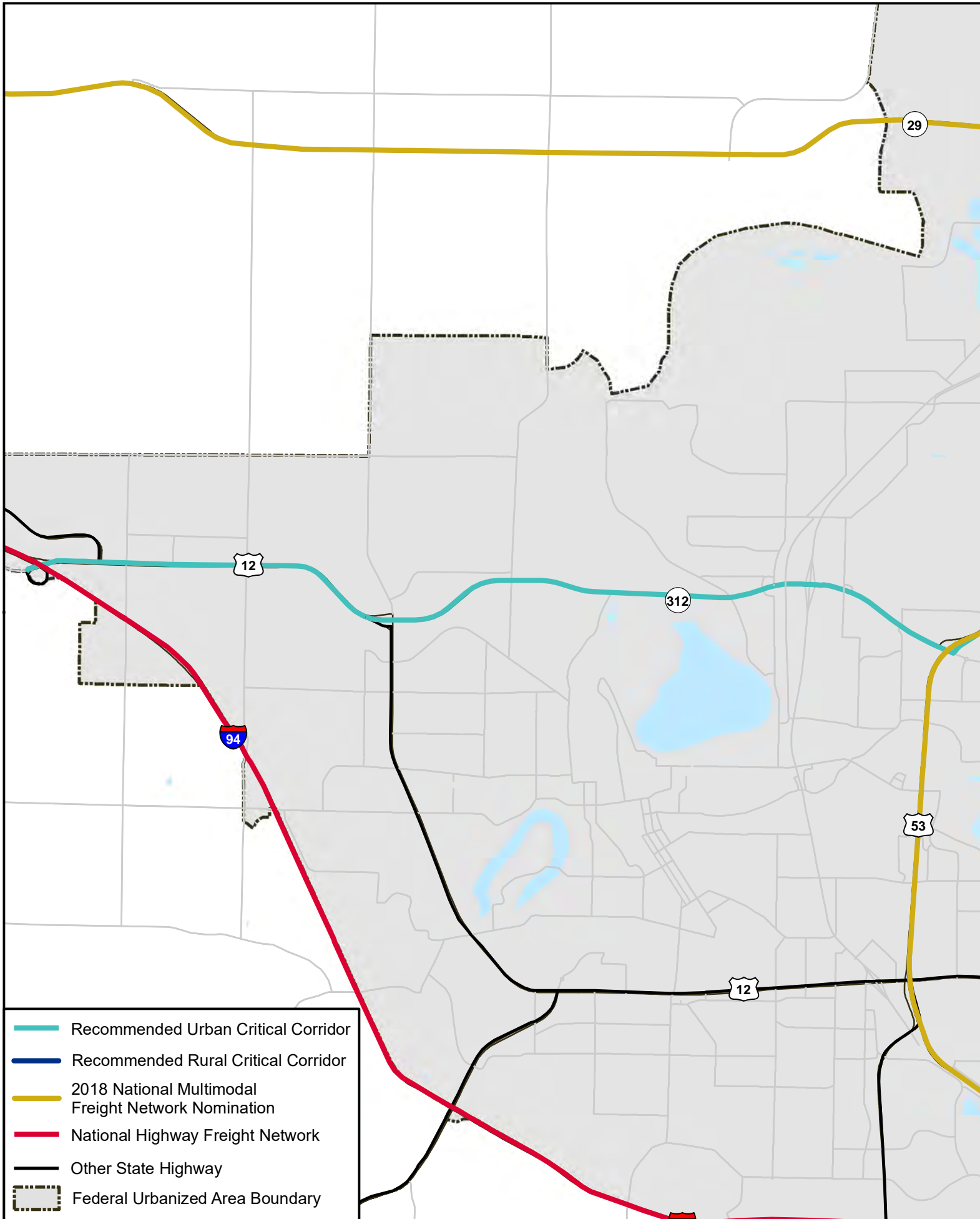
# URBAN - Beloit – STH 81 – 3.25 miles



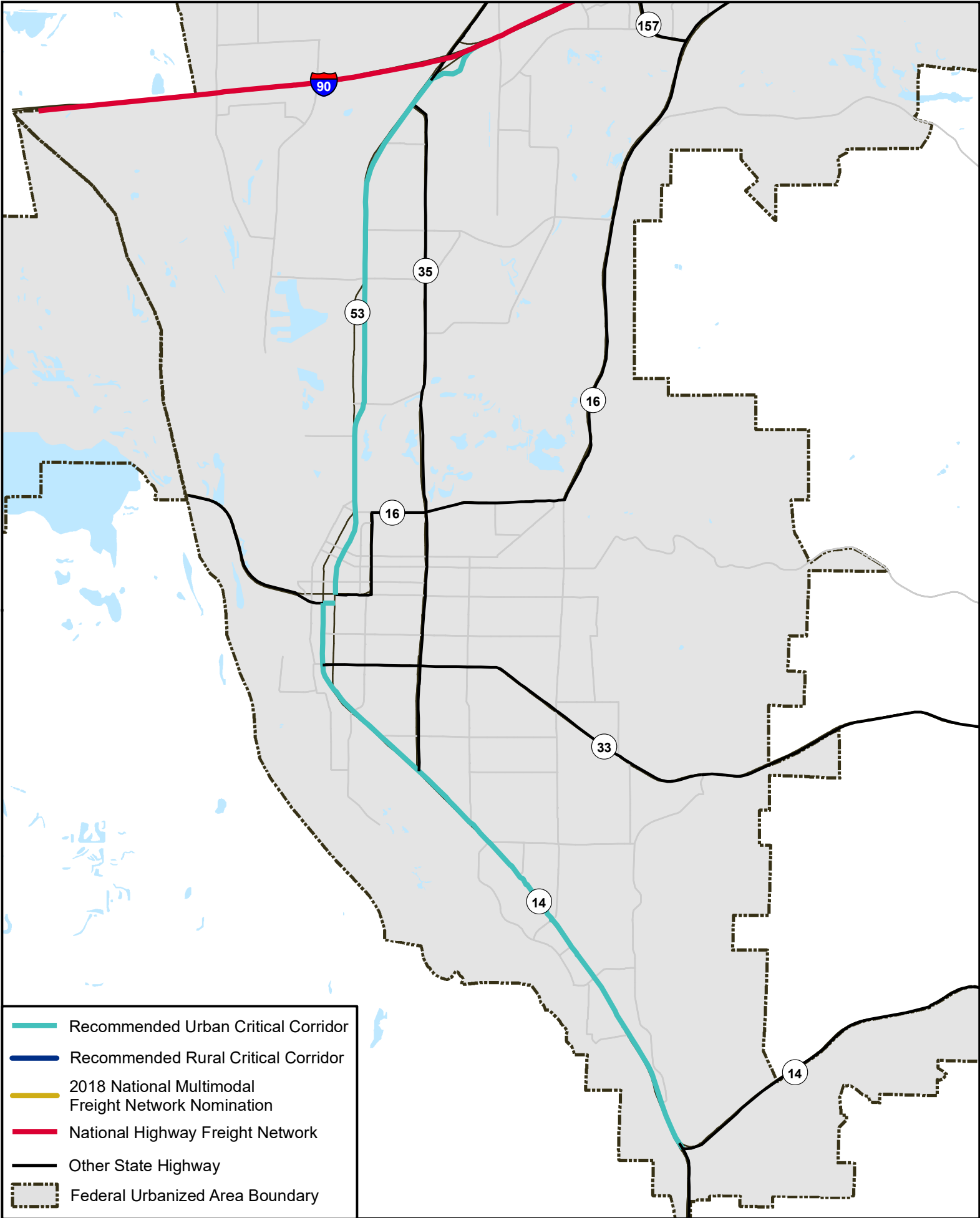
# URBAN - Eau Claire – Chippewa Falls – US 53 – 5.45 miles



# URBAN - Eau Claire – Chippewa Falls – US 12 & STH 312 – 8.37 miles

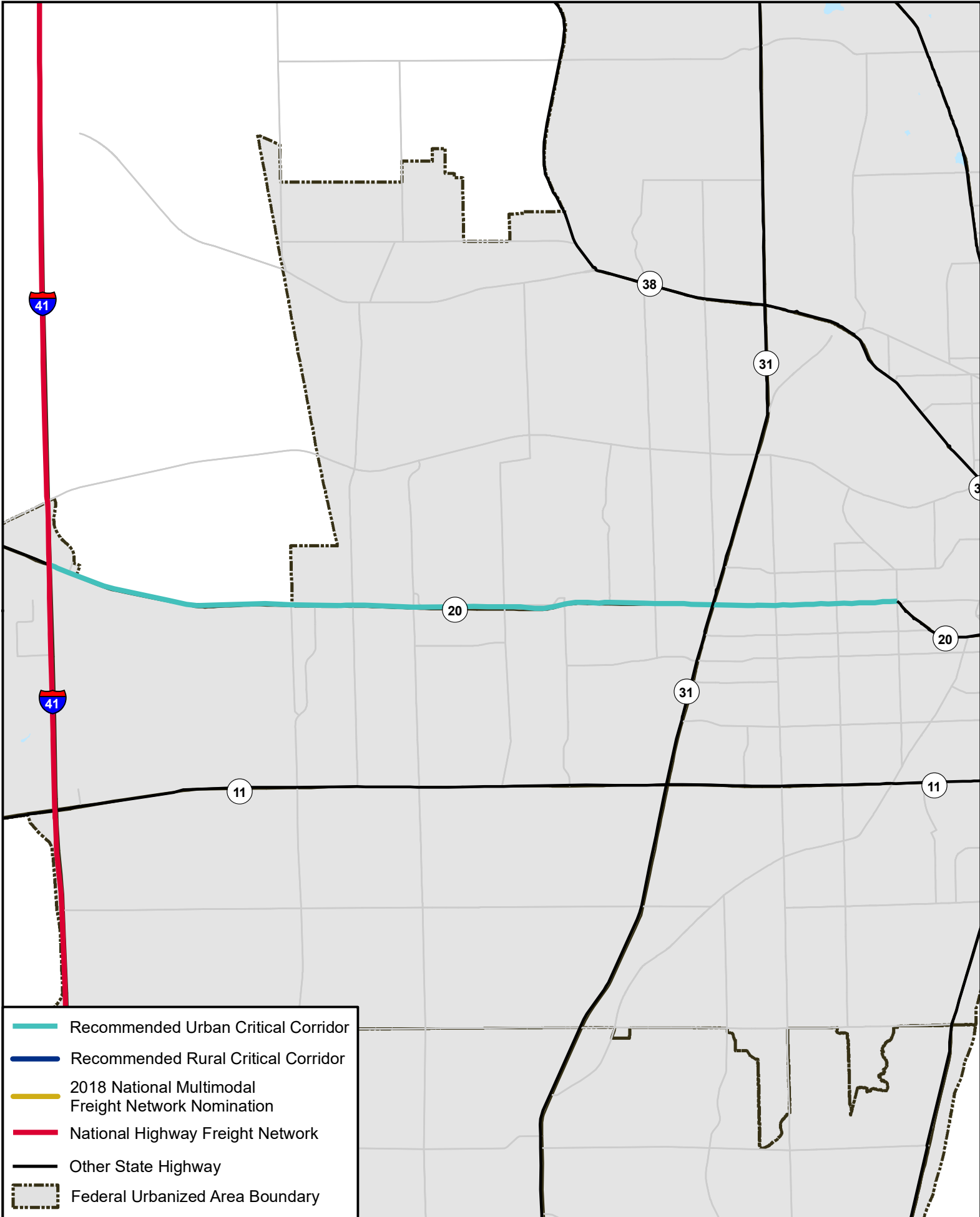


URBAN - La Crosse – USH 14 and USH 53 – 9.13 miles

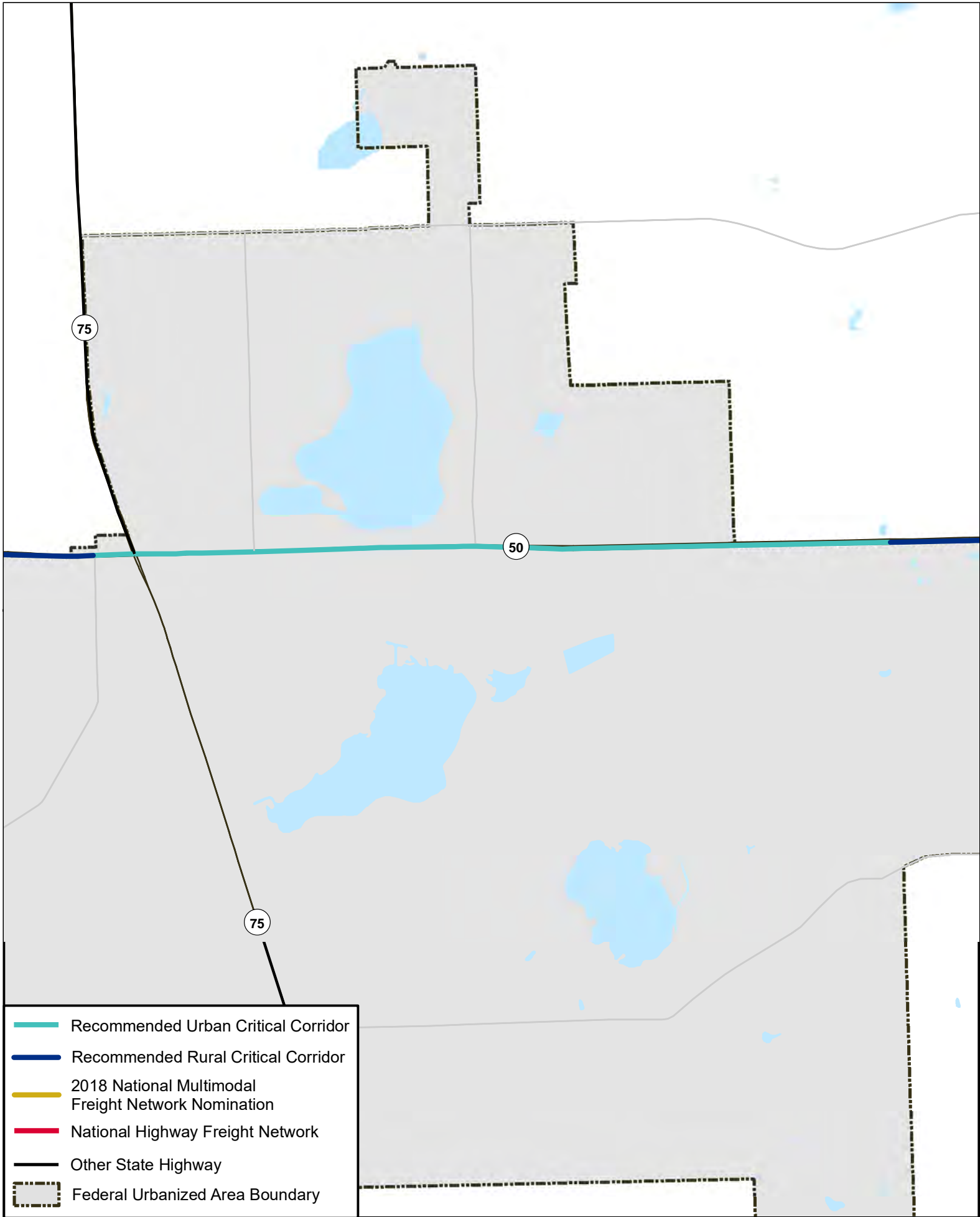




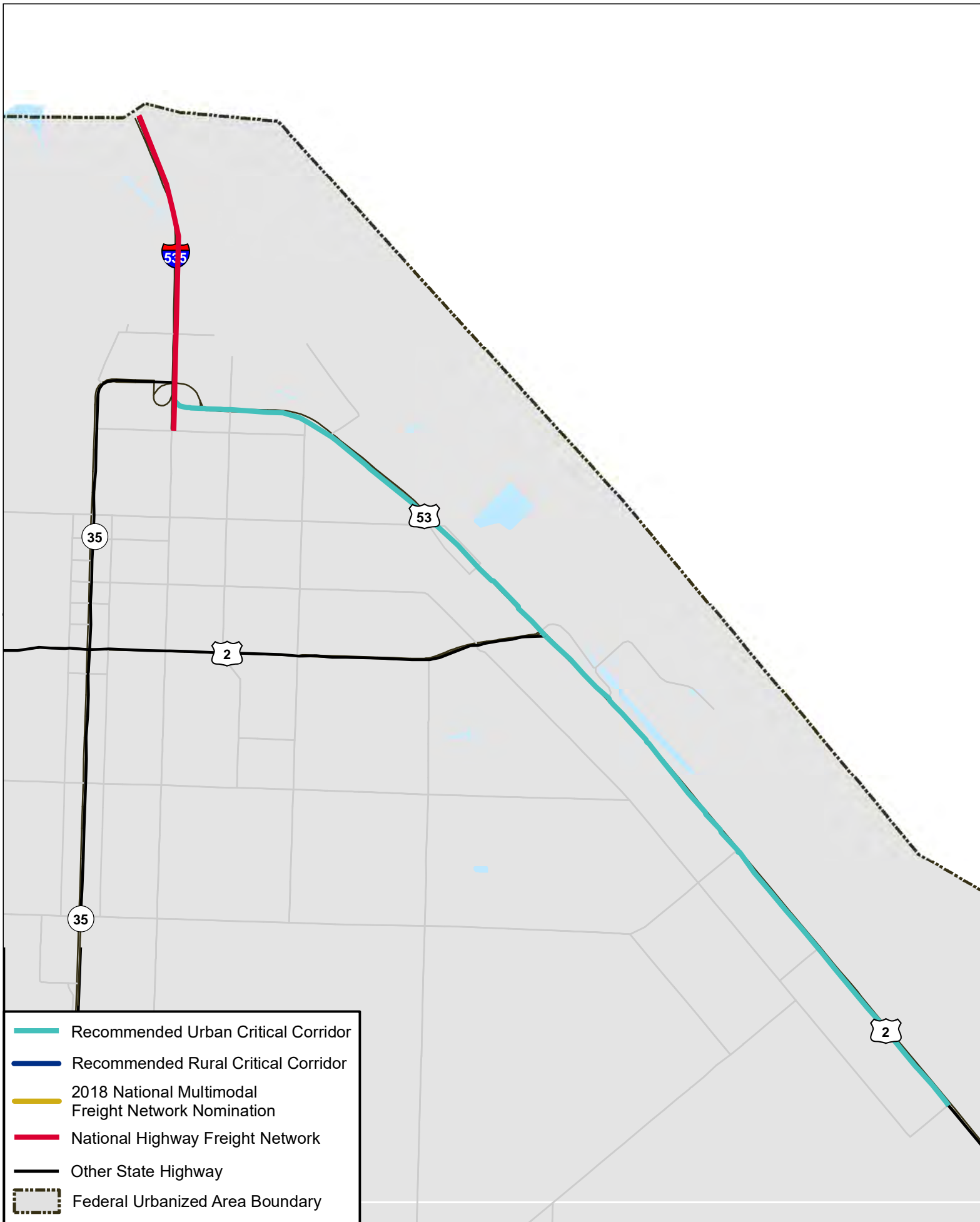
# URBAN - Racine - STH 20 - 7.09 miles



# URBAN - Round Lake Beach – STH 50 – 2.5 miles



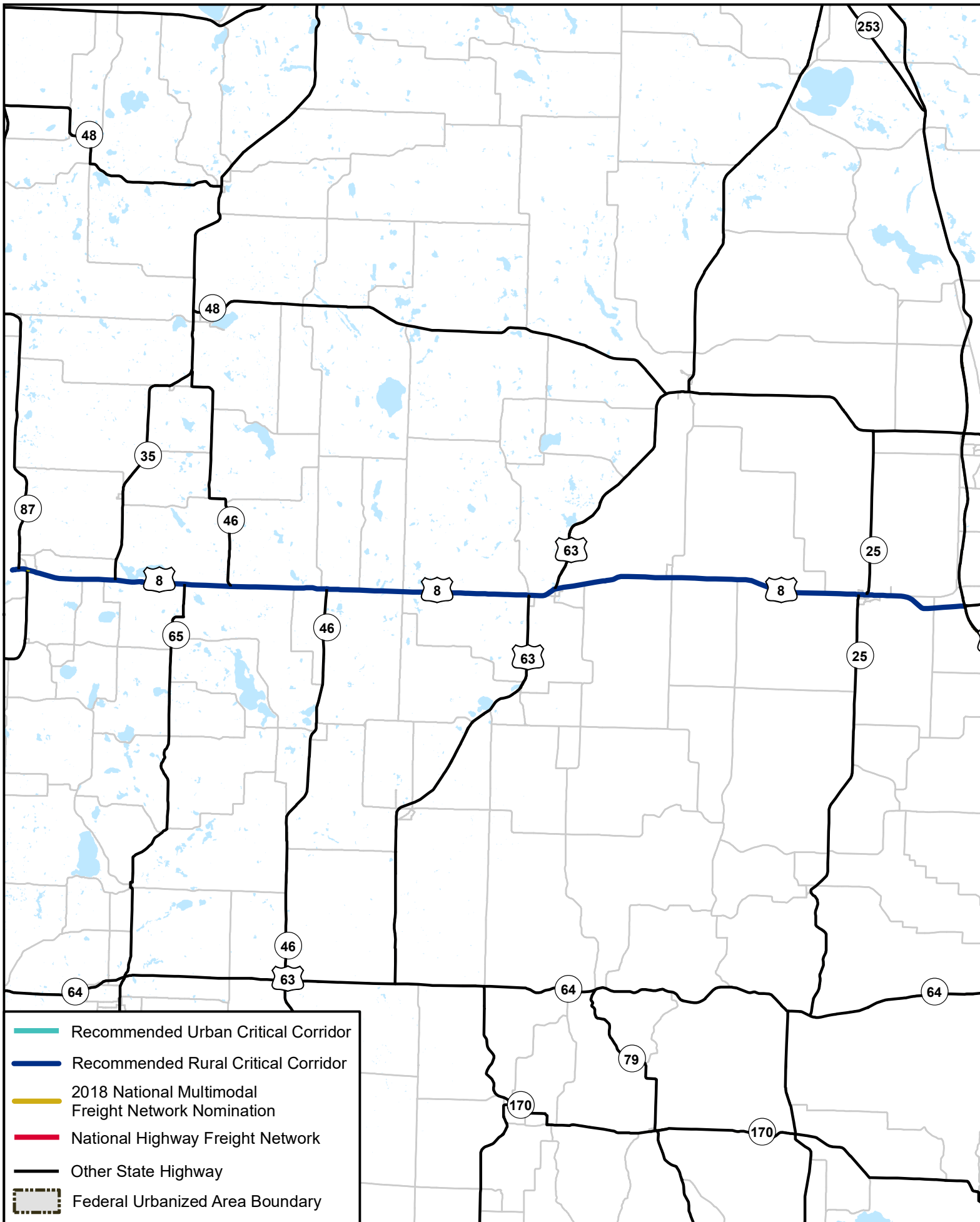
# URBAN - Superior – USH 2 and USH 53 – 4.02 miles



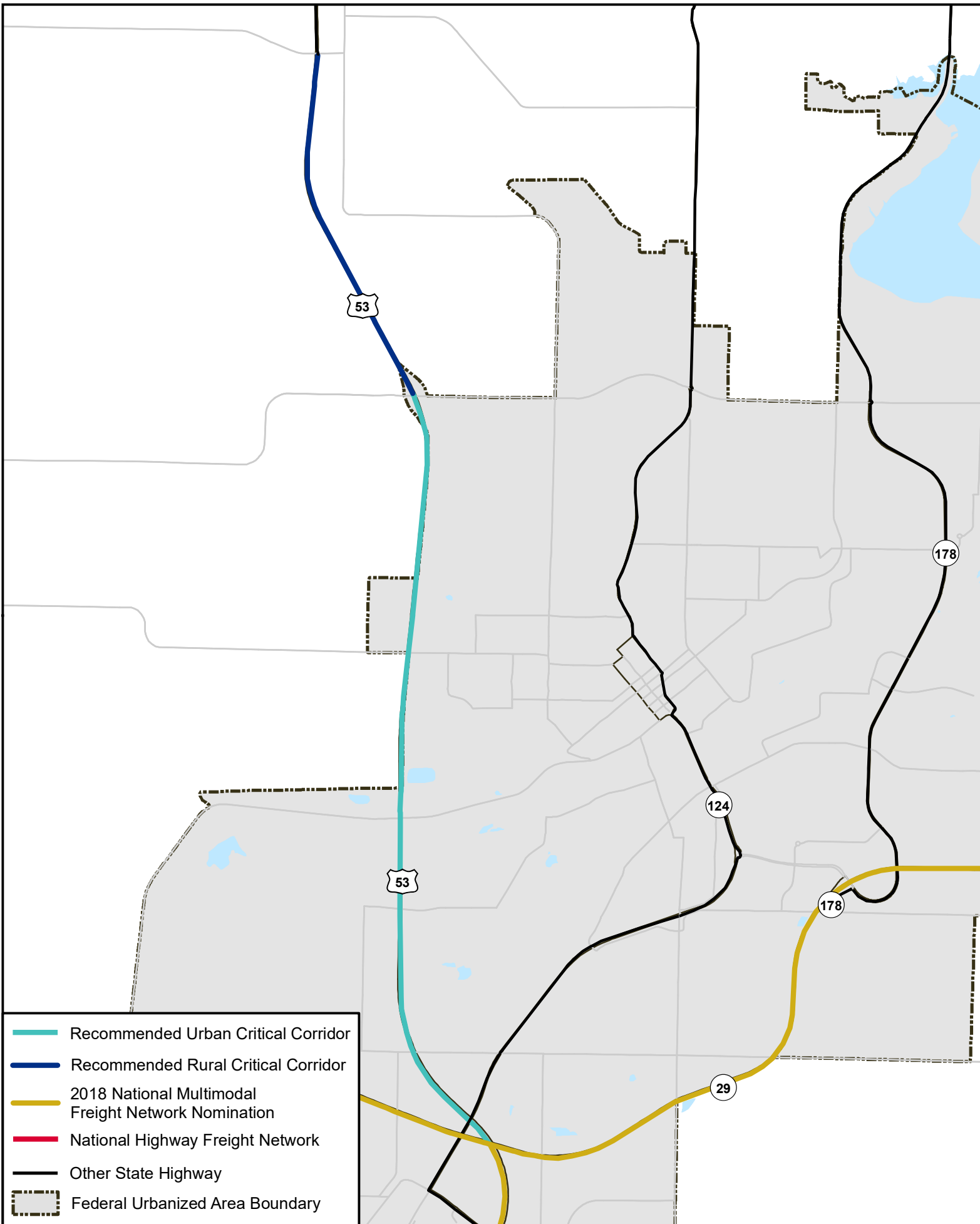




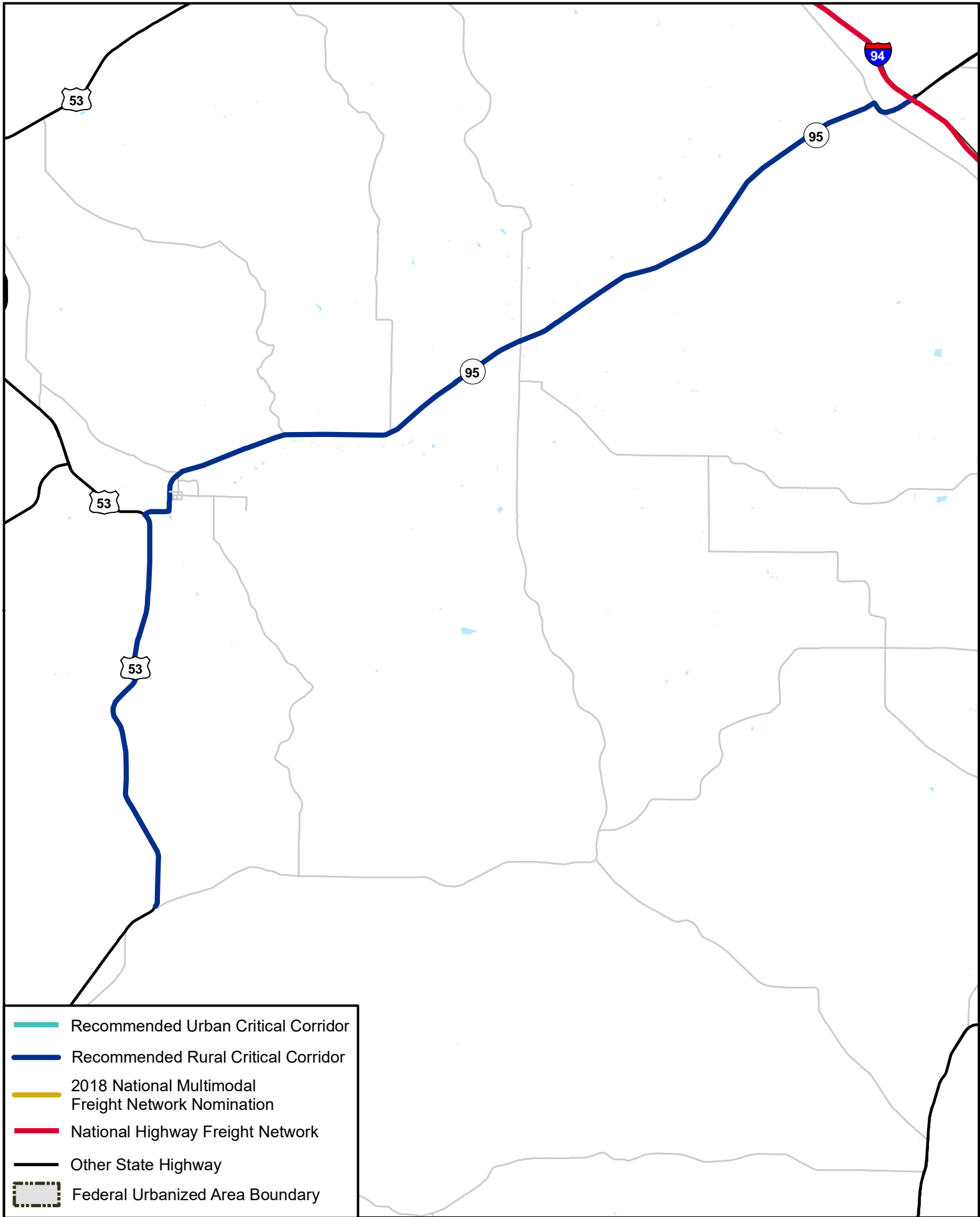
# RURAL – USH 8 – Polk, Barron and Rusk Counties – 43.92 miles



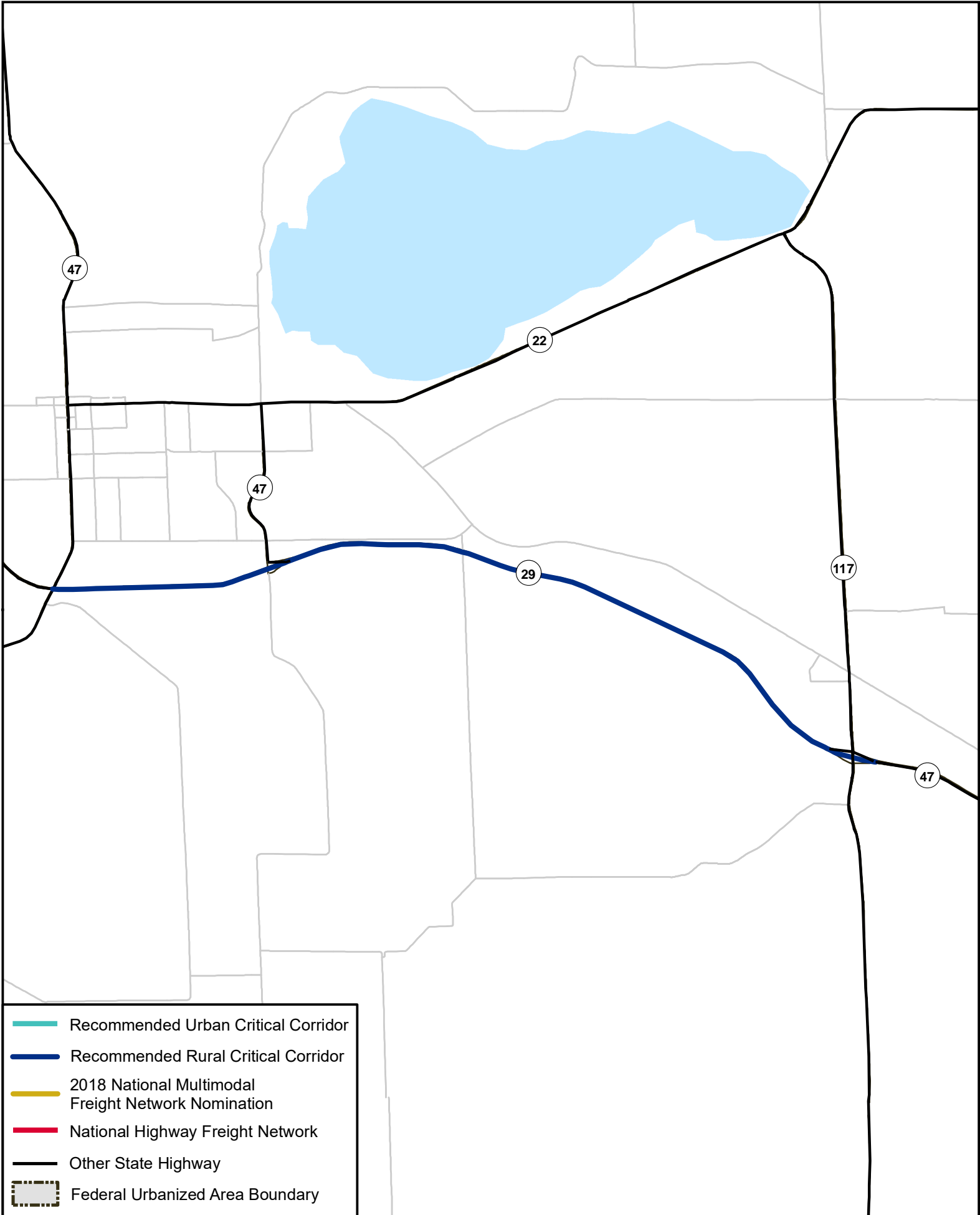
# RURAL - US 53 - Chippewa County – 2.51 miles



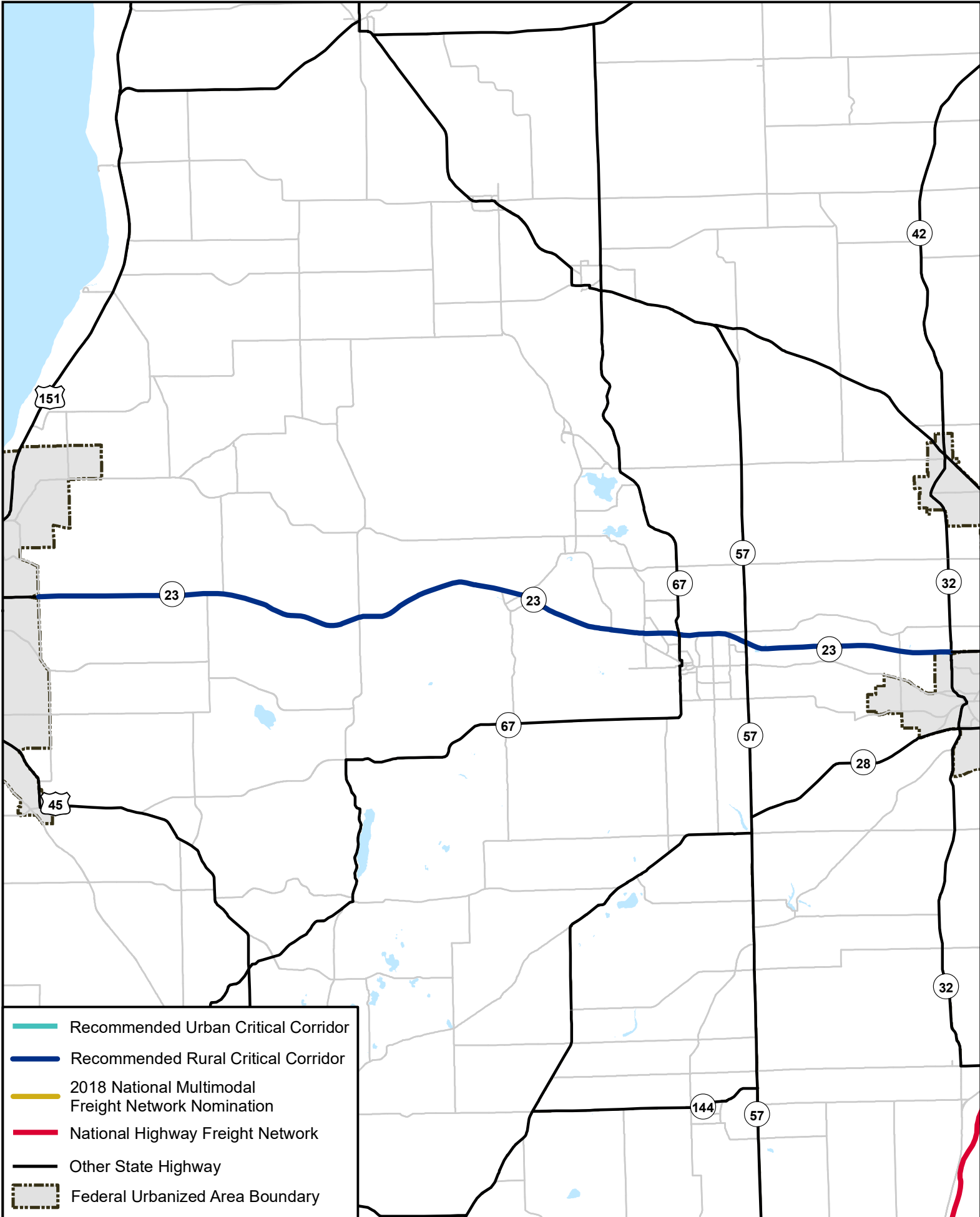
# RURAL – US 53 and STH 95 – Trempealeau and Jackson Counties – 21.06 miles



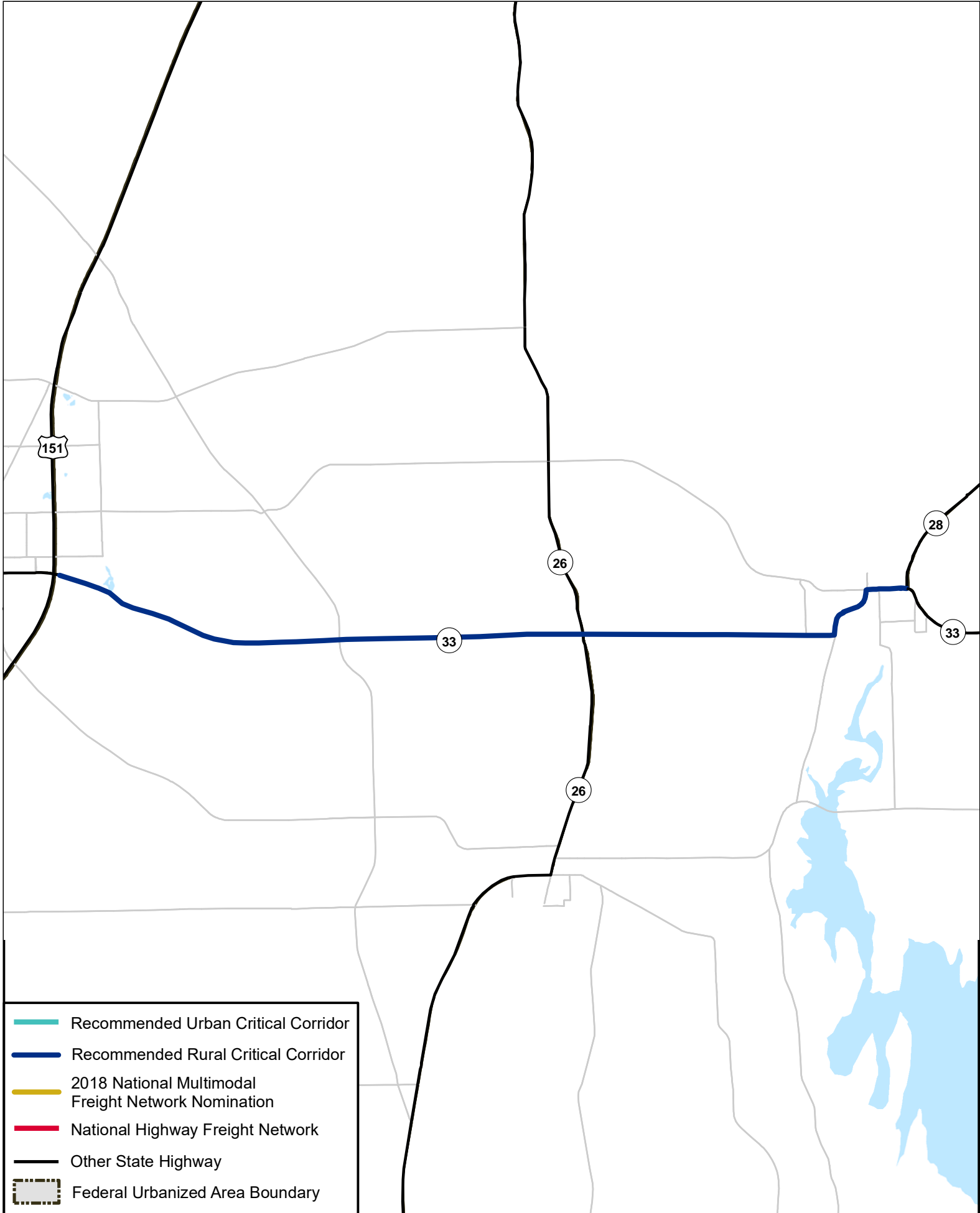
# RURAL – STH 29 – Shawano County – 9.23 miles



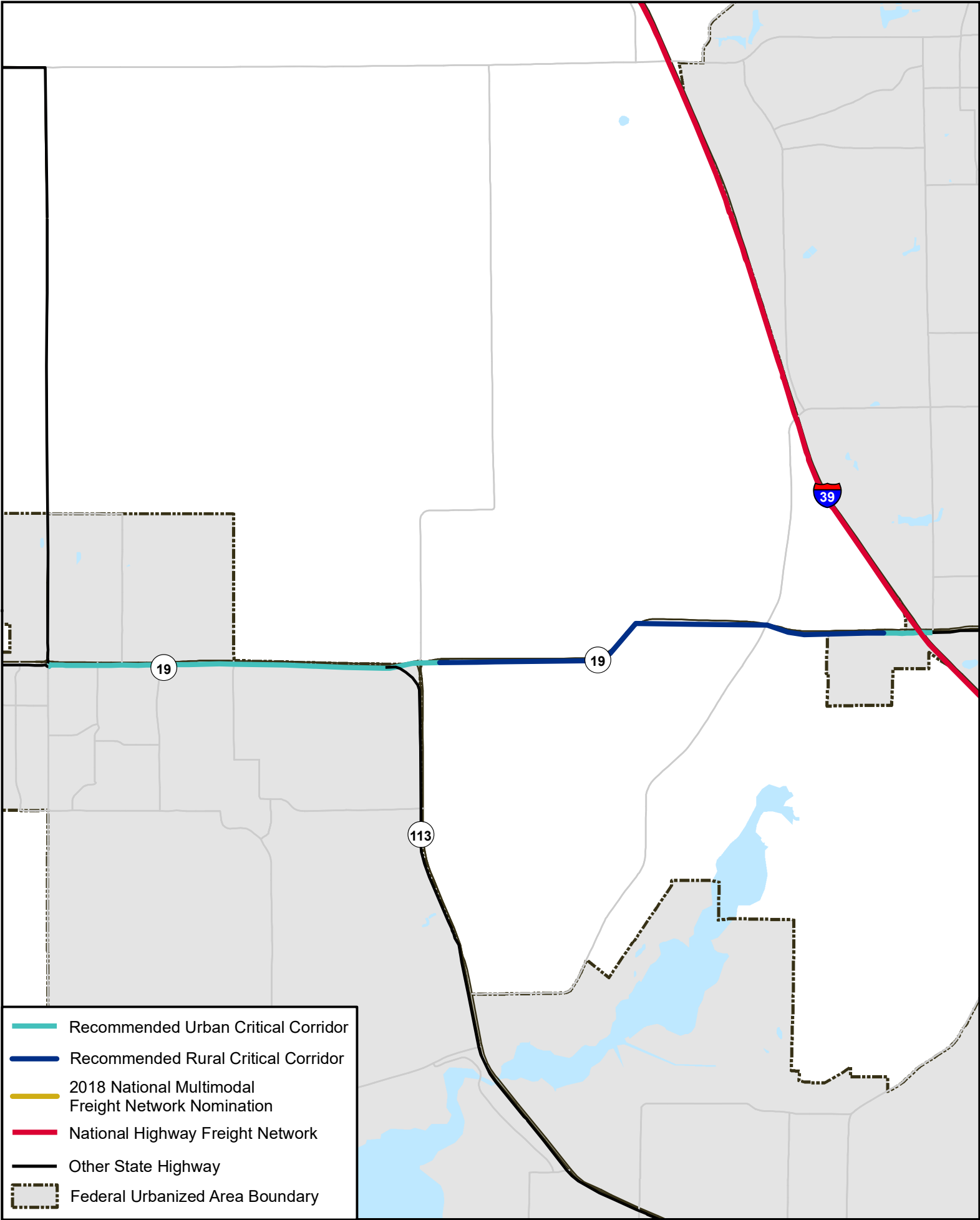
# RURAL – STH 23 – Fond du Lac and Sheboygan Counties – 27.99 miles



# RURAL – STH 33 – Dodge County – 10.11 miles

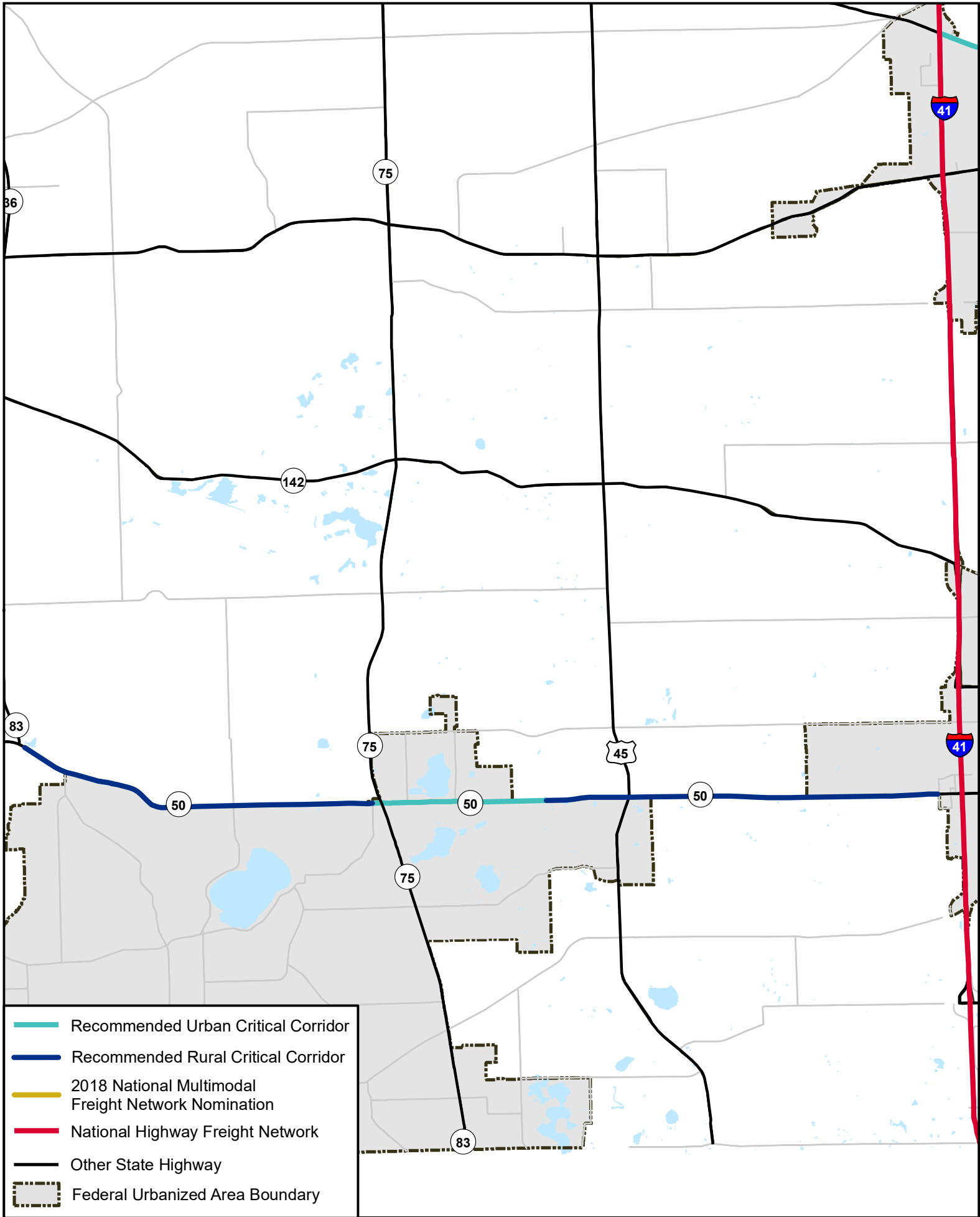


RURAL – STH 19 – Dane County – 3.09 miles

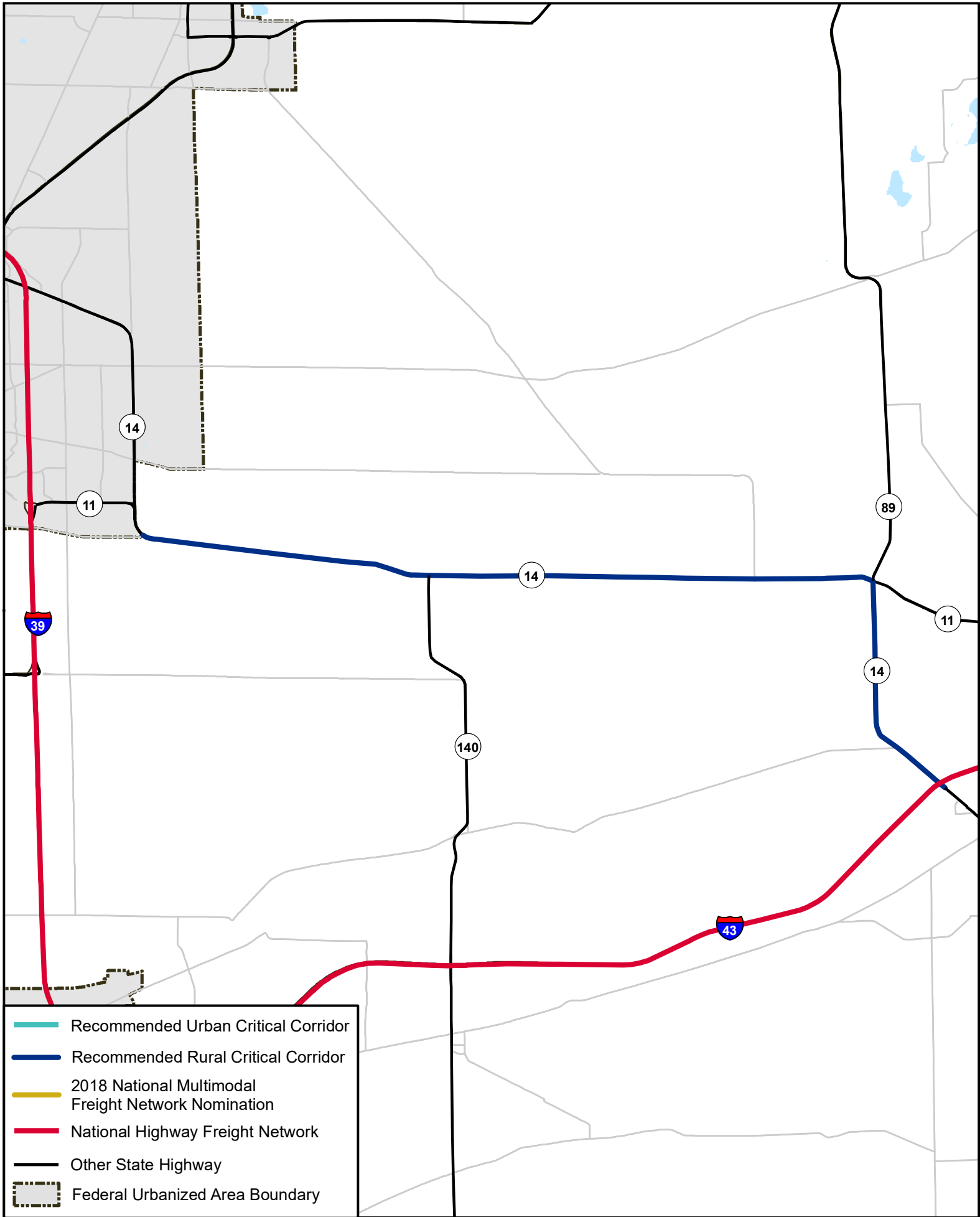




# RURAL - STH 50 – Kenosha County – 10.88 miles



# RURAL – STH 14 – Rock and Walworth Counties – 14.17 miles



**Appendix C: Southeastern Wisconsin Regional Planning  
Commission's Critical Urban Freight Corridors  
Designation Process**



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September 1, 2019

Kevin Muhs, Executive Director  
Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
Waukesha, WI 53187-1607

**RE: Critical Urban Freight Corridors Designation Process for the Milwaukee Urbanized Area**

Dear Mr. Muhs,

This letter is to serve as confirmation of the Southeastern Wisconsin Regional Planning Commission's (SEWRPCs) designated Critical Urban Freight Corridors (CUFCs) identified in the July 24, 2019 memorandum titled "*Critical Urban Freight Corridors Designation Process for the Milwaukee Urbanized Area*".

WisDOT concurs with SEWRPC's designated corridors and certifies that SEWRPC, serving as the Metropolitan Planning Organization (MPO) for the Milwaukee Urbanized Area, has consulted with Wisconsin Department of Transportation (WisDOT) to designate Critical Urban Freight Corridors (CUFCs) for the Milwaukee Urbanized Area per 23 U.S.C. 167(f)(1).

WisDOT also certifies that the public roads listed in the attached table meet the requirements of 23 U.S.C. 167(f) as designated CUFC routes and connectors, and that the length in centerline mileage is accurate and does not exceed the maximum statewide mileage limit when combined with all other designated CUFC corridors.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Thompson", written over a light blue circular stamp.

Craig Thompson, Secretary  
Wisconsin Department of Transportation

## Milwaukee UZA CUFC Routes and Connectors

State	City	Highway	Start Point	End Point	Length
WI	Milwaukee	Redford Boulevard (CTH F)	Watertown Rd (CTH M)	I-94	0.80
WI	Milwaukee	Barstow Street	E. North St	Wisconsin Ave	0.51
WI	Milwaukee	S. Moreland Road (CTH O)	W. Grange Ave	College Ave (CTH HH)	1.07
WI	Milwaukee	W. Dekora Street/E. Green Bay Avenue (STH 33)	N. Dekora Woods Boulevard	0.1 Mile East of S. Riverside Drive (CTH W)	1.16
WI	Milwaukee	W. Brown Deer Road (STH 100)	N. Green Bay Rd (STH 57)	I-43	2.15
WI	Milwaukee	Fond Du Lac Freeway (STH 145)	N. 124 <sup>th</sup> St	91 <sup>st</sup> St	2.84
WI	Milwaukee	Frederick Miller Way/W. Canal Street	Miller Park Way	N. 6 <sup>th</sup> St	3.17
WI	Milwaukee	College Avenue (CTH ZZ)	S. Howell Ave (STH 38)	S. Pennsylvania Ave	1.51
				Total Mileage	13.21

# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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## SEWRPC Staff Memorandum

### CRITICAL URBAN FREIGHT CORRIDORS DESIGNATION PROCESS FOR THE MILWAUKEE URBANIZED AREA

July 24, 2019

#### OVERVIEW

The Fixing America's Surface Transportation (FAST) Act directed the U.S. Department of Transportation (USDOT) to establish a National Highway Freight Network (NHFN) to strategically focus Federal resources and policies toward improved freight movement.<sup>1</sup> The four subsystems of the NHFN include: the Primary Highway Freight System (PHFS); those portions of the Interstate System that are not part of the PHFS; Critical Rural Freight Corridors (CRFCs); and Critical Urban Freight Corridors (CUFCs). The CRFCs and CUFCs are important freight corridors that provide regional and local connectivity to the NHFN. As specified in 23 U.S.C. 167(f), CUFCs are public roads in urbanized areas that meet at least one of the following criteria:

- Connect an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- Are located within a corridor of a route on the PHFS and provide an alternative highway option important to goods movement
- Serve a major freight generator, logistics center, or manufacturing and warehouse industrial land
- Are located within a corridor that is important to the movement of freight within the region, as determined by the Metropolitan Planning Organization (MPO) or the State

The Wisconsin Department of Transportation (WisDOT) estimates that up to \$22 million in Federal National Highway Freight Program (NHFP) funds could be available statewide for eligible projects located within CUFCs that contribute to the efficient movement of freight. There are 22 types of projects eligible for NHFP funds, including, but not limited to: construction and operational improvements; intelligent transportation systems to improve the flow of freight; rail-highway grade separations; and traffic signal optimization. Given the current funding levels, it is anticipated that smaller scale projects are more likely to be funded through this program. Commission staff also anticipates that once a project or set of improvements is completed on the CUFC, it will be possible to designate a different portion of the same corridor, or a different corridor, in need of investment. These revisions would be included in the State Freight Plan either through a plan amendment or through the plan's five-year update cycle.

The FAST Act allows MPOs with a population of 500,000 or more individuals to designate CUFCs in consultation with the State. Given this authority, the Southeastern Wisconsin Regional Planning Commission

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<sup>1</sup> The National Highway Freight Network Map is located at [ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn\\_map.htm](https://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn_map.htm)

(SEWRPC) has the ability to designate CUFCs within the Milwaukee Urbanized Area (MUA). The following discussion summarizes the Commission staffs' methodology for identifying the CUFCs and identifies next steps for WisDOT and the Commission to designate the freight corridors as documented in the FAST Act Section 116 National Highway Freight Program Guidance.<sup>2</sup>

## CUFC DESIGNATION METHODOLOGY

Commission staff utilized the following steps to prioritize the potential CUFCs within the MUA.

1. Commission staff estimated the proportionate share of CUFC mileage that could reasonably be designated within the MUA using PHFS mileage. Wisconsin's total mileage allocation for CUFCs is 75 miles, and Commission staff estimates that approximately 13 miles of roadways may be designated as CUFCs within the MUA based on the urbanized area's proportion of roadways on the State's PHFS.<sup>3</sup>
2. Commission staff then evaluated potential candidate corridors using the following initial screening criteria:
  - a. The requirement specified in 23 U.S.C. 167(f) that CUFCs consist of public roads in urbanized areas that meet at least one of the following criteria:
    - i. Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
    - ii. Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
    - iii. Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
    - iv. Is located within a corridor that is important to the movement of freight within the region, as determined by the MPO or the State
  - b. WisDOT's Primary and Secondary Highway Freight Corridors
  - c. Oversize-Overweight (OSOW) routes serving Port Milwaukee
  - d. Additional connections identified based on an evaluation of truck volume, tonnage, and value data provided by WisDOT
  - e. Alternative routes to the freeway system that serve major industrial areas
3. In April 2018, Commission staff sent a map of potential CUFC segments to staff from Milwaukee County, the City of Milwaukee, and Waukesha County, and asked if any corridors should be removed, if any corridors should be added, and if there were specific corridors that were in most need of investment. Waukesha County agreed with the proposed corridors and requested that several potential CUFC segments be added, including: Lannon Road (CTH Y) between IH 41 and County Line Road (CTH Q); CTH Q between CTH V and IH 41; CTH V between CTH Q and Main Street (CTH F); and S. Moorland Road (CTH O) between IH 43 and Janesville Road (CTH L). Commission staff added all the segments requested by Waukesha County to the potential candidate corridors. Waukesha County also provided a map showing the County's OSOW permit routes. The comments from the City of Milwaukee and Milwaukee County did not warrant edits or additions to the proposed corridors.

<sup>2</sup> FAST Act, Section 1116 National Highway Freight Program Guidance: Designating and Certifying Critical Rural Freight Corridors and Critical Urban Freight Corridors, [ops.fhwa.dot.gov/fastact/crhc/sec\\_1116\\_gdnce.htm](https://ops.fhwa.dot.gov/fastact/crhc/sec_1116_gdnce.htm)

<sup>3</sup> Statewide, there are approximately 657 miles of roadway on the PHFS. Of this total, there are approximately 114 miles on the PHFS within the Milwaukee Urbanized Area, which is 17 percent of the total PHFS mileage in Wisconsin. Therefore, Commission staff estimates that approximately 17 percent of the 75 CUFC miles, or 13 miles, could be designated within the MUA.

4. In July 2018, WisDOT staff provided Commission staff with a map showing the following corridor segments in the MUA identified by Wisconsin Freight Advisory Committee members as being priority freight corridors: STH 33/STH 32 between the western boundary of the Village of Saukville and N. Franklin Street (STH 32) in the City of Port Washington; W. Forest Home Avenue (STH 24) between S. 108th Street (STH 100) and IH 41/IH 43/IH 894; and W. Ryan Road (STH 100) between IH 41/IH 94 and S. Howell Avenue (STH 38). Commission staff added these three corridor segments to the map of potential CUFC segments.
  
5. Commission staff then prioritized potential CUFCs based on the following screening criteria: truck crash rate; pavement rating; bridge condition, and VISION 2050's recommendations for constructing new arterials or widening existing arterials with additional traffic lanes, as shown on Maps 1 through 4. The screening categories were assigned a criteria scoring weight based on their relative importance to ensuring the safe and efficient movement of freight, as shown in Table 1. The length of the corridor segments were defined by dividing the potential CUFCs into smaller segments of approximately one-half mile to two miles long, bounded by either a state trunk highway, a county trunk highway or other major arterial. Given the limited NHFP funds available to Wisconsin and the smaller scale projects anticipated to receive these funds, the shorter segments are intended to allow the Commission to designate the maximum number of CUFC segments with the greatest need for infrastructure investment.

**Table 1**  
**Critical Urban Freight Corridors Screening Criteria, Scoring, and Definitions**

<b>CUFC Screening Criteria</b>	<b>Criteria Score (1-5)</b>	<b>Criteria Scoring Threshold</b>
Truck crash rate <sup>a</sup>	5	Includes at least one roadway segment with a truck crash rate of 100 or more crashes per 100 million vehicle miles traveled
Pavement rating <sup>b</sup>	3	Includes at least one roadway segment with a pavement rating of poor
Bridge condition <sup>c</sup>	5	Includes at least one roadway segment with a bridge structure that has a sufficiency rating index less than 80
VISION 2050 new or widened arterial	2	Includes at least one roadway segment recommended to be widened with additional traffic lanes or to be constructed as a new facility in VISION 2050

Note: For purposes of this analysis 1 = lowest importance, 5 = highest importance

<sup>a</sup> *Traffic Operations and Safety Laboratory, 2012 through 2016*

<sup>b</sup> *Wisconsin Department of Transportation, Wisconsin Information System for Local Roads (WISLR), 2016 and 2017*

<sup>c</sup> *Wisconsin Department of Transportation, Bridge Sufficiency Ratings, 2017*

Source: SEWRPC

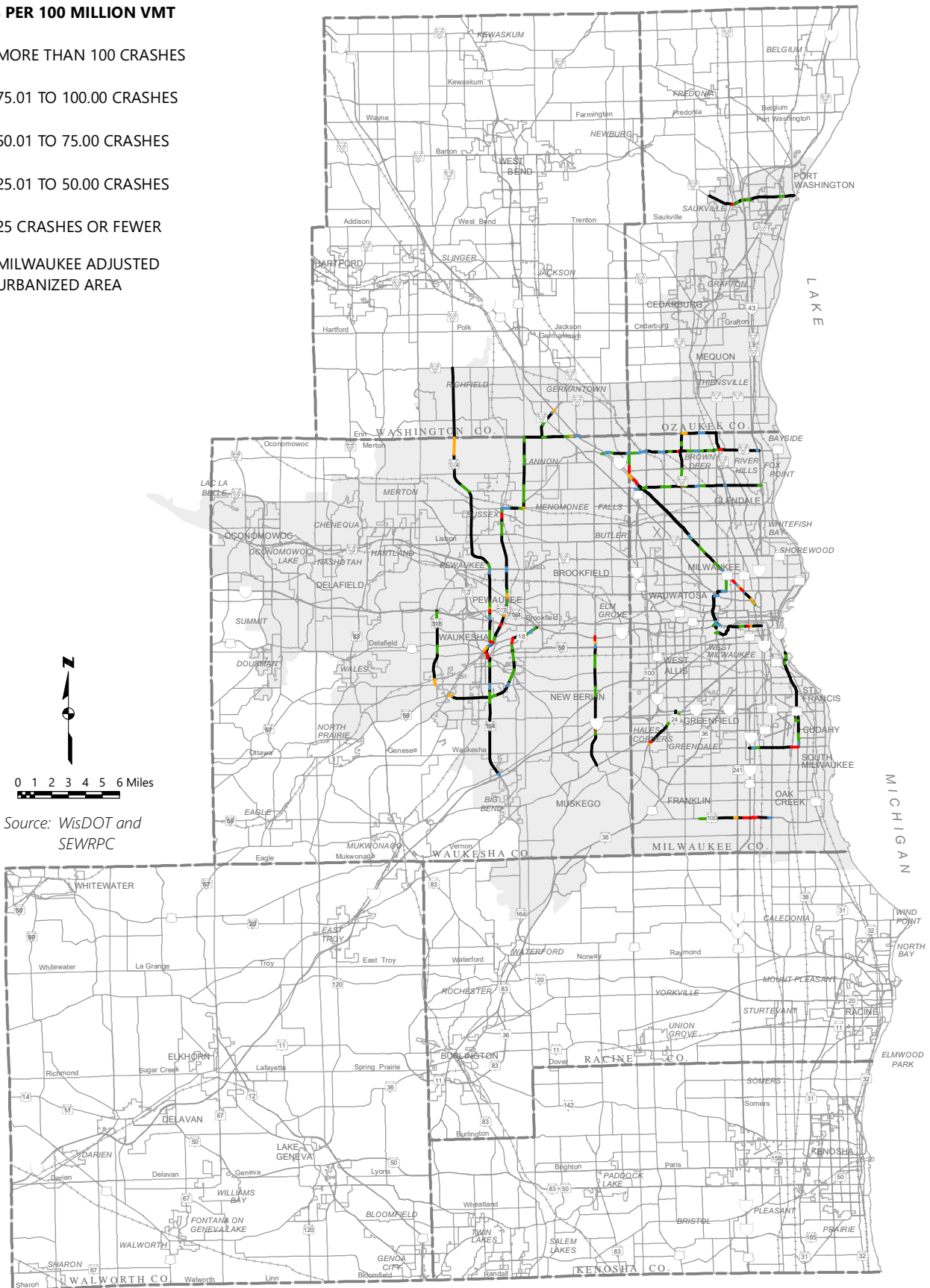
6. Commission staff then calculated a score for each potential CUFC segment using the following process. For each of the four CUFC screening criteria, the criteria score was allocated to a potential CUFC segment if the criteria threshold was met. If the threshold was not met, a score of zero was allocated to that particular segment. The four criteria scores were then summed for each potential CUFC segment. Using this process, CUFC segment scores can range from zero to 15, with 15 representing a segment in most need of investment.
  
7. Finally, the CUFC scores were used to group the potential CUFC segments into Tier 1 (CUFC segment score of 8 or 10) and Tier 2 (CUFC segment score of 7) recommended CUFCs. After reviewing the Tier 1 and Tier 2 segments, Commission staff removed two segments along W. Ryan Road (STH 100) from the set of Tier 1 segments, as these segments were either recently reconstructed or are



# Map 1 Truck Crash Rates Along Candidate Critical Urban Freight Corridors (CUFCs) in the Milwaukee Urbanized Area: 2013 to 2017

## CRASHES PER 100 MILLION VMT

- MORE THAN 100 CRASHES
- 75.01 TO 100.00 CRASHES
- 50.01 TO 75.00 CRASHES
- 25.01 TO 50.00 CRASHES
- 25 CRASHES OR FEWER
- MILWAUKEE ADJUSTED URBANIZED AREA



Source: WisDOT and SEWRPC

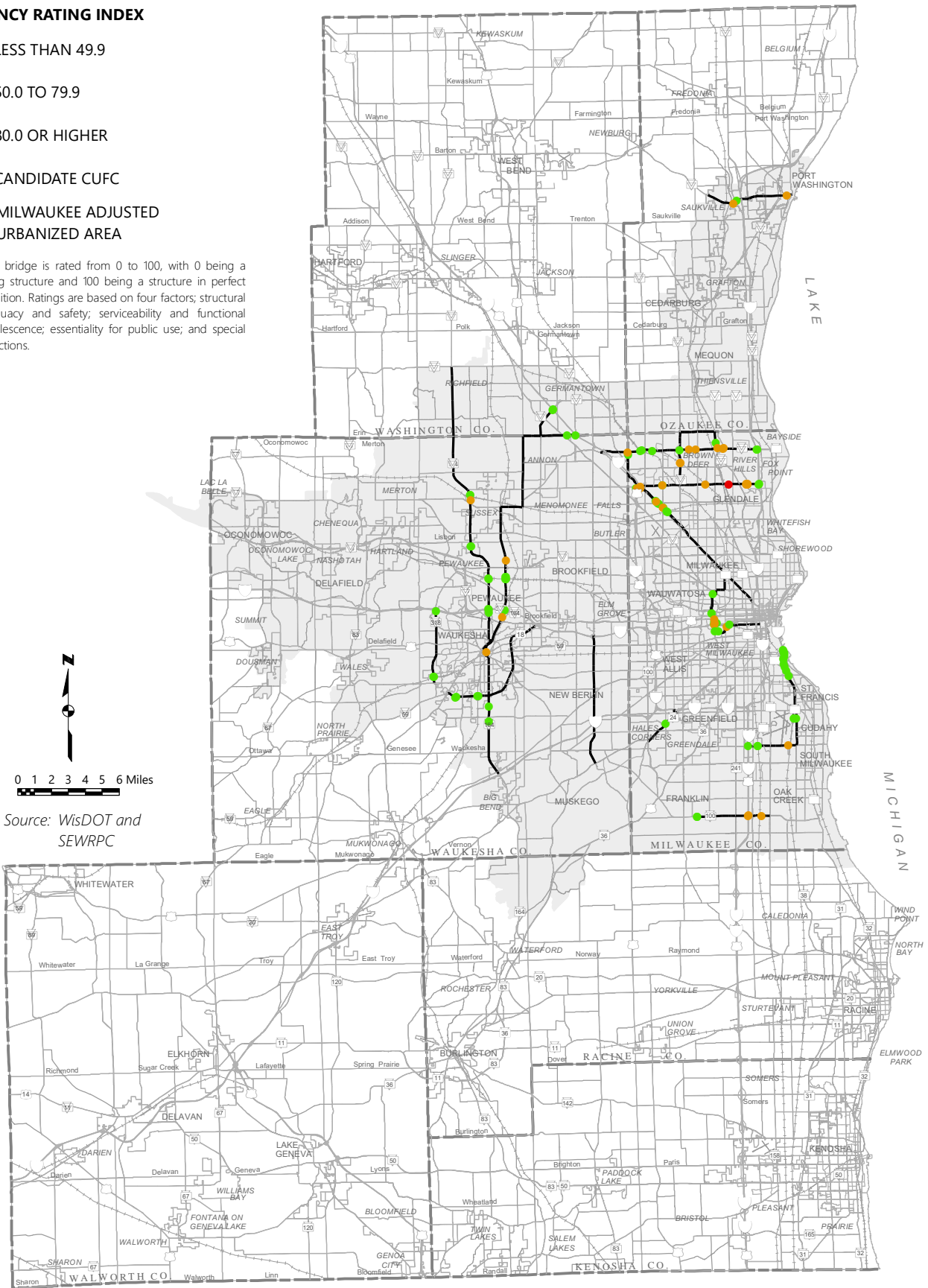


# Map 3 Bridge Structure Conditions on Candidate Critical Urban Freight Corridors (CUFCs) in the Milwaukee Urbanized Area: 2017

## SUFFICIENCY RATING INDEX

- LESS THAN 49.9
- 50.0 TO 79.9
- 80.0 OR HIGHER
- CANDIDATE CUFC
- MILWAUKEE ADJUSTED URBANIZED AREA

Note: Each bridge is rated from 0 to 100, with 0 being a failing structure and 100 being a structure in perfect condition. Ratings are based on four factors; structural adequacy and safety; serviceability and functional obsolescence; essentiality for public use; and special reductions.



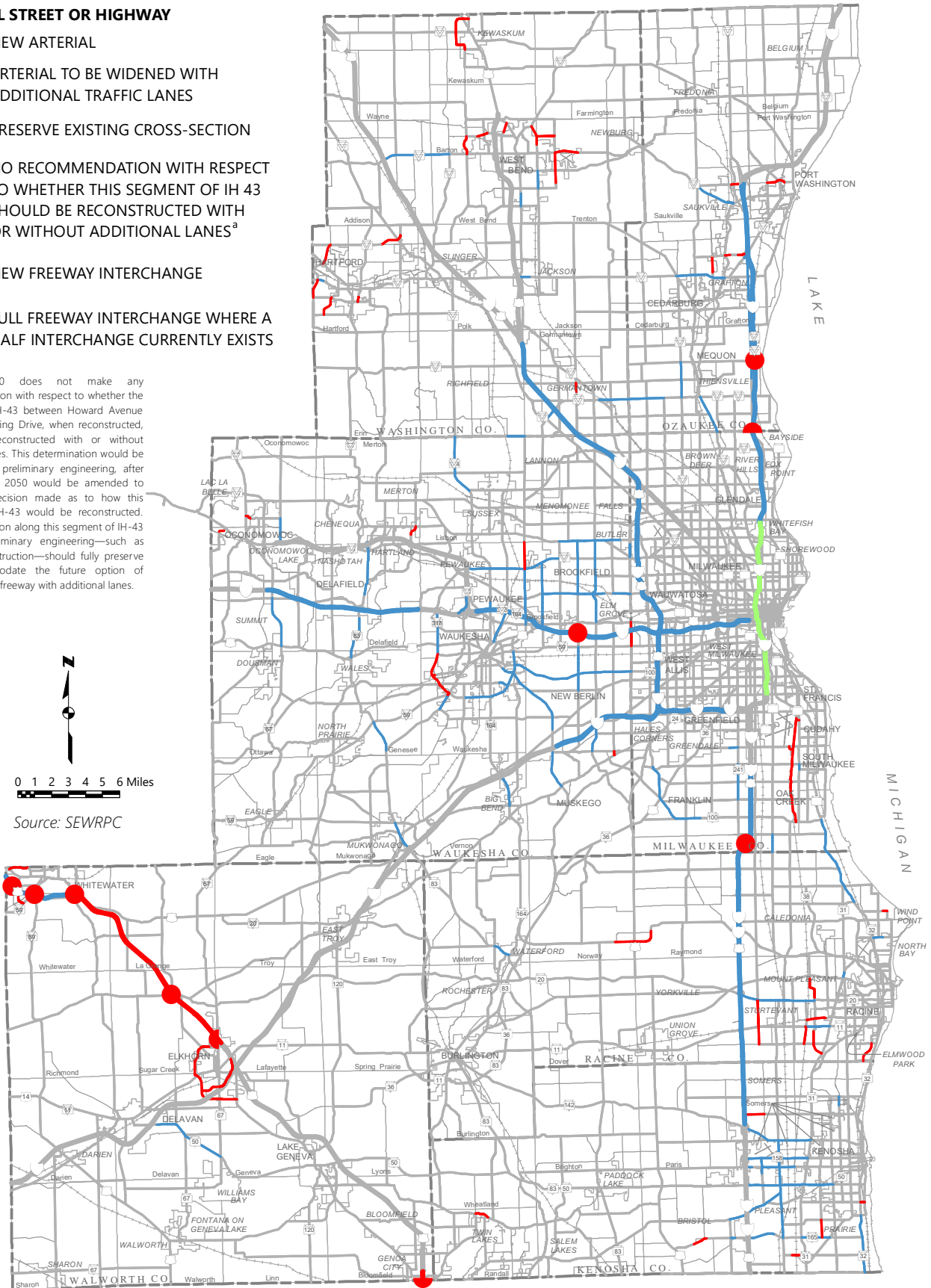
Source: WisDOT and SEWRPC

# Map 4 Arterial Street and Highway System in Southeastern Wisconsin: VISION 2050

## ARTERIAL STREET OR HIGHWAY

- NEW ARTERIAL
- ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION
- NO RECOMMENDATION WITH RESPECT TO WHETHER THIS SEGMENT OF IH 43 SHOULD BE RECONSTRUCTED WITH OR WITHOUT ADDITIONAL LANES<sup>a</sup>
- NEW FREEWAY INTERCHANGE
- ◐ FULL FREEWAY INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS

<sup>a</sup>VISION 2050 does not make any recommendation with respect to whether the segment of IH-43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional lanes. This determination would be made during preliminary engineering, after which VISION 2050 would be amended to reflect the decision made as to how this segment of IH-43 would be reconstructed. Any construction along this segment of IH-43 prior to preliminary engineering—such as bridge reconstruction—should fully preserve and accommodate the future option of rebuilding the freeway with additional lanes.



Source: SEWRPC

part of the current reconstruction of the W. Ryan Road interchange with IH 41/IH 94. Commission staff then added the following two Tier 2 sub-segments, totaling approximately two miles, to the set of Tier 1 segments:

- a. An approximately one-mile segment of S. Moorland Road (CTH O) between W. Grange Avenue and College Avenue (CTH HH)—identified as a potential CUFC by Waukesha County and recommended to be widened with additional traffic lanes in VISION 2050; and
- b. An approximately one-mile segment of E. Dekora Street/E. Green Bay Avenue (STH 33) between N. Dekora Woods Boulevard and a location approximately 0.1 mile east of S. Riverside Drive (CTH W) in Ozaukee County—identified by members of the Wisconsin Freight Advisory Committee as being a priority freight corridor and recommended to be widened with additional traffic lines in VISION 2050.

The final set of Tier 1 and Tier 2 recommended CUFC corridor segments are shown on Map 5. The Tier 1 recommended CUFC segments have a total length of about 13 miles, equaling the number of CUFC miles Commission staff anticipates to be allocated within the Milwaukee urbanized area. To maximize the number of CUFC segments designated with the greatest need, Tier 2 recommended CUFCs, with a total length of about 9.5 miles, could be reclassified as Tier 1 recommended CUFC segments in the future once a project or set of improvements is completed within the initial Tier 1 segments.

## **NEXT STEPS FOR CUFC DESIGNATION IN THE MILWAUKEE URBANIZED AREA**

To finish the process of designating CUFCs in the MUA, the following steps are recommended to be completed.

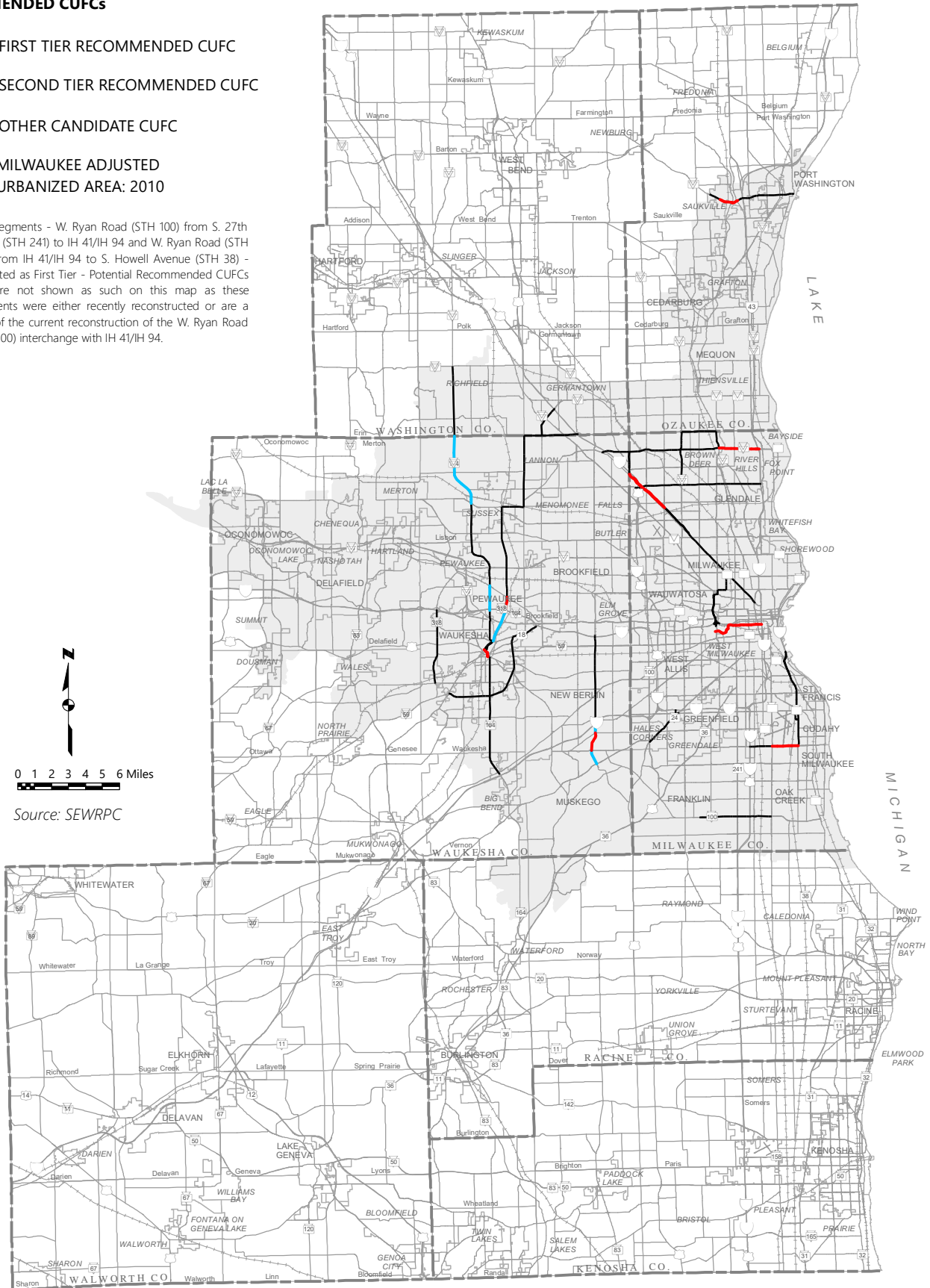
1. Commission staff will consult with WisDOT staff and seek their concurrence on the recommended CUFC corridors in the MUA
2. Commission staff will develop and send to the Federal Highway Administration's (FHWA) Wisconsin Division staff a letter certifying the recommended CUFC designations in the MUA
3. Commission staff will work with WisDOT staff, as necessary, to submit to FHWA the CUFC designations as a geospatial network database (including CRFCs, as needed)
4. After FHWA approves the certification of the freight corridor designations in Wisconsin, WisDOT will: amend the Wisconsin State Freight Plan to include the certified designations or include the certified designations in a future updated State Freight Plan; and coordinate with Commission staff regarding the distribution of NHFP funds for projects within designated CUFCs and CRFCs in the future, consistent with the Wisconsin State Freight Plan
5. For future updates, Commission staff recommends that full or partial designations and certifications of CUFCs and CRFCs throughout the State be provided to FHWA on a rolling basis so that routes may be changed, added, or removed as long as the CUFC and CRFC requirements are met and the total miles do not exceed the maximum mileage limits

# Map 5 Recommended Critical Urban Freight Corridors (CUFCs) in the Milwaukee Urbanized Area

## RECOMMENDED CUFCs

- FIRST TIER RECOMMENDED CUFC
- SECOND TIER RECOMMENDED CUFC
- OTHER CANDIDATE CUFC
- MILWAUKEE ADJUSTED URBANIZED AREA: 2010

Note: Two segments - W. Ryan Road (STH 100) from S. 27th Street (STH 241) to IH 41/IH 94 and W. Ryan Road (STH 100) from IH 41/IH 94 to S. Howell Avenue (STH 38) - are rated as First Tier - Potential Recommended CUFCs but are not shown as such on this map as these segments were either recently reconstructed or are a part of the current reconstruction of the W. Ryan Road (STH 100) interchange with IH 41/IH 94.





U.S. Department  
of Transportation

**Federal Highway  
Administration**

Wisconsin Division

October 29, 2019

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[www.fhwa.dot.gov/widiv/](http://www.fhwa.dot.gov/widiv/)

In Reply Refer To:  
HDA-WI

Craig Thompson  
Secretary  
Wisconsin Department of Transportation  
4822 Madison Yards Way  
P.O. Box 7910  
Madison, WI 53707-7910

Dear Secretary Thompson:

Thank you for your letter dated September 1, 2019 and the updated Technical Report provided on October 8, 2019, certifying the Wisconsin Department of Transportation's (WisDOT) selection of Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) as required by the Fixing America's Surface Transportation (FAST) Act. It is clear from the information provided that WisDOT worked closely with the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to determine the appropriate division and allocation of critical freight miles associated with this effort.

With this submittal, WisDOT certifies that the:

- Public road miles listed meet the requirements of 23 United States Code (U.S.C.) 167;
- Length of centerline mileage is accurate and does not exceed the maximum mileage allotted to the state of Wisconsin for CUFCs and CRFCs;
- Mileage was selected in coordination with the appropriate stakeholder groups; and
- Freight corridors will be incorporated into the State Freight Plan prior to requesting FHWA authorizing use of National Highway Freight Program (NHFP) funds per Section 1116 of the FAST Act.

In accordance with Federal Highway Administration (FHWA) guidance, the FHWA Wisconsin Division has reviewed and verified your certification, and forwarded the selections to FHWA Headquarters. The information provided will be used to update the National Highway Freight Network (NHFN) maps and tables on the FHWA freight website to reflect these selections. The ultimate responsibility for the accuracy and timely reporting of both CUFC and CRFC designations in Wisconsin will continue to remain with WisDOT.

By verifying that your application is accurate, NHFP funds can be authorized for these miles in accordance with applicable laws.

If you have any questions, please contact me at [mary.forlenza@dot.gov](mailto:mary.forlenza@dot.gov) or (608) 829-7517.

Sincerely,

Mary P. Forlenza  
Program Development Team Leader

For: Glenn D. Fulkerson  
Division Administrator