

# Public Hearing

# WELCOME

## Purpose of the hearing:

Obtain public opinion on the following aspects of the I-43 North-South Freeway Corridor Study

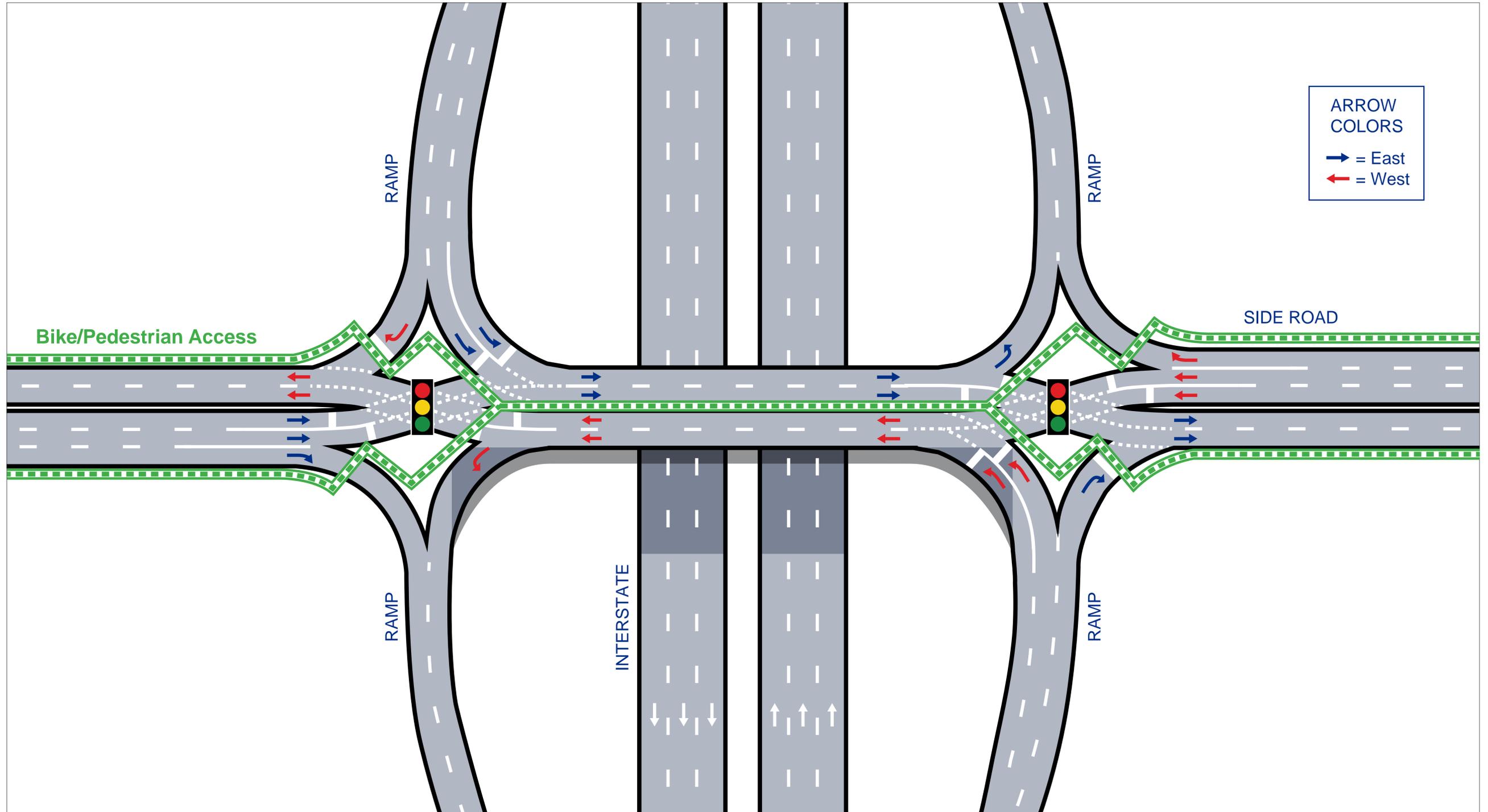
- Proposed improvements and alternatives being considered
- The Environmental Impact Statement (EIS) is the decision document for the proposed improvements. Copies of the Draft EIS are available at today's hearing
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act; For example, placing fill into waters of the U.S. including wetlands

***Thank you for attending and contributing to the I-43 North-South Corridor Study!***



# Bike and Pedestrian Accommodations in a Diverging Diamond Interchange (DDI) Brown Deer Road

# I-43 North-South Freeway Corridor Study





# Alternative Screening Summary: I-43 Mainline (North of Green Tree Road)

# I-43 North-South Freeway Corridor Study

Alternatives	Key Purpose and Need Factors				Other Factors		Retain Alternative for Detailed Study
	Addresses Design Deficiencies	Improves Safety	Addresses Future Traffic Demand	Consistent with Regional Plan	Relative Total Cost (construction, right-of-way (R/W) acquisition) \$ (millions)*	Magnitude of Environmental Impacts	
<b>NORTH SEGMENT: GREEN TREE ROAD TO WIS 60</b>							
Modernization - 6 lanes	YES	YES	YES	YES	R/W Impacts	See Magnitude of Environmental impacts below	See widening options below
<i>Milwaukee County Option Inside widening</i>	See Modernization 6 lanes Evaluation Factors above				\$57.2	MODERATE Wetland impacts	<b>YES</b> Addresses design deficiencies, improves safety concerns, future traffic demand and is consistent with regional plans
<i>Ozaukee County Option 1 Inside widening</i>	See Modernization 6 lanes Evaluation Factors above				\$117.6	MODERATE Wetland impacts	<b>YES</b> Addresses design deficiencies, improves safety concerns, future traffic demand and is consistent with regional plans
<i>Ozaukee County Option 2 Outside widening</i>	See Modernization 6 lanes Evaluation Factors above				R/W impacts	MODERATE/HIGH Impacts to wetlands and farmlands, stream relocation	<b>NO</b> Higher magnitude of impacts to wetlands, streams and farmland compared to widening to inside
Modernization - 4 lanes	YES	YES	NO	NO	Limited widening and R/W impacts	LOW Minimal wetland impacts	<b>NO</b> Does not address future traffic demand; not consistent with regional transportation plans
<b>CORRIDOR-WIDE LOWER LEVEL IMPROVEMENTS</b>							
TSM and TDM Measures Only	NO	NO	NO	NO	Limited R/W impacts	LOW No impacts	<b>NO</b> As stand-alone alternative, does not address design deficiencies, safety issues or future traffic demand; not consistent with regional transportation plans
TSM/TDM Plus Spot Improvements	NO	YES (spot locations)	NO	NO	Limited R/W impacts	LOW No impacts	<b>NO</b> Does not address design deficiencies or future traffic demand; limited improvement of safety issues; not consistent with regional transportation plans
TSM/TDM Plus Reconstruction <i>without</i> Capacity Expansion	YES	YES	NO	NO	Limited R/W impacts	LOW/MODERATE Minimal impacts	<b>NO</b> Does not address future traffic demand; not consistent with regional transportation plans

NOTE: All Build Alternatives include Transportation System Management (TSM)/Transportation Demand Management (TDM) measures \*Current Year Dollars

Preferred Alternative





# Alternative Screening Summary: County C (Pioneer Road) Interchange

# I-43 North-South Freeway Corridor Study

Alternatives	Key Purpose and Need Factors				Other Factors		Retain Alternative for Detailed Study
	Addresses Design Deficiencies	Improves Safety	Addresses Future Traffic Demand	Consistent with Regional Plan	Relative Total Cost (construction, right-of-way (R/W) acquisition) \$ (millions)*	Magnitude of Environmental Impacts	
<b>COUNTY C (PIONEER ROAD) INTERCHANGE</b>							
Diamond	YES	YES	YES	YES	\$9.7 Structure replacement and R/W impacts	MODERATE Wetland impacts; no relocations	<b>YES</b> Maintains existing interchange configuration but improves traffic operations
Spot Improvements	NO	YES (spot locations)	NO	NO	Structure replacement likely due to age	LOW Wetland impacts; no relocations	<b>NO</b> Does not address design deficiencies or future traffic demand; limited improvement of safety issues; not consistent with regional transportation plans

NOTE: All Build Alternatives include Transportation System Management (TSM)/Transportation Demand Management (TDM) measures \*Current Year Dollars

Preferred Alternative





Alternatives	Key Purpose and Need Factors				Other Factors		Retain Alternative for Detailed Study
	Addresses Design Deficiencies	Improves Safety	Addresses Future Traffic Demand	Consistent with Regional Plan	Relative Total Cost (construction, right-of-way (R/W) acquisition) \$ (millions)*	Magnitude of Environmental Impacts	
<b>HIGHLAND ROAD (no existing interchange at this location)</b>							
Tight Diamond	YES	YES	YES	YES	\$20.7 Retaining walls required; R/W impacts	LOW/MODERATE Wetland impacts; no relocations	<b>YES</b> Alternative conforms to regional plans by creating a full interchange at this location; helps manage future traffic demand at Port Washington Road intersections with Mequon Road and County C (Pioneer Road)
No Access	N/A	N/A	YES	NO	\$0.7** No interchange constructed	LOW/MODERATE Wetland impacts; no relocations; increased congestion and impacts to Port Washington Road/Mequon Road intersection	<b>YES</b> No interchange would be constructed without a local cost share agreement

NOTE: All Build Alternatives include Transportation System Management (TSM)/Transportation Demand Management (TDM) measures \*Current Year Dollars \*\* For Intersection improvements required at Mequon Road and Port Washington Road

Preferred Alternative





# Alternative Screening Summary: Mequon Road Interchange

# I-43 North-South Freeway Corridor Study

Alternatives	Key Purpose and Need Factors				Other Factors		Retain Alternative for Detailed Study
	Addresses Design Deficiencies	Improves Safety	Addresses Future Traffic Demand	Consistent with Regional Plan	Relative Total Cost (construction, right-of-way (R/W) acquisition) \$ (millions)*	Magnitude of Environmental Impacts	
<b>MEQUON ROAD/WIS 167 INTERCHANGE</b>							
Tight Diamond - Mainline Shifted East	YES	YES	YES	YES	\$8.5** Fewer new structures and R/W required	LOW/MODERATE 1 business relocation and 1 residential tenant relocation; wetland impacts	<b>YES</b> Improves traffic operations by increasing distance between Port Washington Road/Mequon Road intersection and southbound ramps; requires improvements to Port Washington Road/Mequon Road intersection
Partial Offset Diamond	YES	YES	YES	YES	\$16.5** More structures required	LOW/MODERATE 1 business relocation and 1 residential tenant relocation; wetland impacts	<b>NO</b> Improves traffic operations by further increasing distance between Port Washington Road/Mequon Road intersection and southbound exit ramp; requires improvements to Port Washington Road/Mequon Road intersection
Spot Improvements	NO	YES (spot locations)	NO	NO	No structure or R/W impacts	LOW No wetland impacts; no relocations	<b>NO</b> Does not address design deficiencies or future traffic demand; limited improvement of safety issues; not consistent with regional transportation plans
Single Point	YES	YES	NO	YES	Larger overpass structures required	LOW Wetland impacts; no relocations	<b>NO</b> Insufficient distance between southbound ramps and Port Washington Road/Mequon Road intersection-does not address traffic operations problems; highest cost alternative

NOTE: All Build Alternatives include Transportation System Management (TSM)/Transportation Demand Management (TDM) measures \*Current Year Dollars \*\* With Highland Road interchange. See Highland Road Alternative Screening Summary to see additional costs to Mequon Road intersections without a Highland Road interchange.

  Preferred Alternative





# Alternative Screening Summary: County Line Road Interchange

# I-43 North-South Freeway Corridor Study

Alternatives	Key Purpose and Need Factors				Other Factors		Retain Alternative for Detailed Study	
	Addresses Design Deficiencies	Improves Safety	Addresses Future Traffic Demand	Consistent with Regional Plan	Relative Total Cost (construction, right-of-way (R/W) acquisition) \$ (millions)*	Magnitude of Environmental Impacts		
<b>COUNTY LINE ROAD INTERCHANGE</b>								
Split Diamond Hybrid	Without grade separation	YES	YES	YES	NO <i>SEWRPC would need to update long range plan to include a full access interchange</i>	\$20.1 Construct new full interchange; limited R/W impacts	LOW/MODERATE No relocations; 1 acre wetland impacts; travel pattern changes; maintains local access	<b>YES</b> Provides for all traffic movements consistent with federal policy; minimizes impacts to surrounding homes and businesses; maintains access for local traffic compared to grade separated split diamond alternative
	With grade separation	YES	YES	YES	NO <i>SEWRPC would need to update long range plan to include a full access interchange</i>	\$22.9 Construct new full interchange; limited R/W impacts	LOW/MODERATE No relocations; 1 acre wetland impacts; travel pattern changes; maintains local access	<b>YES</b> Provides for all traffic movements consistent with federal policy; minimizes impacts to surrounding homes and businesses; maintains access for local traffic compared to grade separated split diamond alternative
No Access		YES	YES	N/A	NO	\$12.9 Two ramps removed; new structures	LOW/MODERATE Wetland impacts; no relocations; travel pattern changes for surrounding community; traffic diverted to other interchanges	<b>YES</b> Alternative would eliminate all access but does not adversely affect design deficiencies, safety issues or future traffic demand; consistent with federal policy to avoid partial traffic movements at interchanges
Partial Diamond		NO <i>Does not meet FWHHA Requirements to provide all traffic movements</i>	YES	YES	YES	\$15.5	LOW/MODERATE No relocation; 1 acre wetland impacts	<b>YES</b> Does not provide for all traffic movements; addresses design deficiency of exit ramp weave movement with Brown Deer Road interchange northbound exit ramp; serves the surrounding land use and community well
Split Diamond		YES	YES	YES	NO <i>SEWRPC would need to update long range plan to include a full access interchange</i>	\$16.5 Construct new full interchange	LOW/MODERATE Limited R/W; wetland impacts	<b>NO</b> Provides for all traffic movements consistent with federal policy; minimizes impacts to surrounding homes and businesses
	With Katherine Drive grade separation	YES	YES	YES	NO <i>SEWRPC would need to update long range plan to include a full access interchange</i>	\$19.4 Construct new full interchange	LOW/MODERATE Limited R/W; wetland impacts	<b>NO</b> Provides for all traffic movements consistent with federal policy; minimizes impacts to surrounding homes and businesses
Full Diamond		YES	YES	YES	NO <i>SEWRPC would need to update long range plan to include a full access interchange</i>	\$28.8 Construct new full interchange; R/W impacts	MODERATE/HIGH Wetland impacts; 6 to 9 residential relocations for new overpass; changed travel pattern	<b>NO</b> Provides standard full diamond interchange that provides for all traffic movements consistent with federal policy
	With Katherine Drive grade separation	YES	YES	YES	NO <i>SEWRPC would need to update long range plan to include a full access interchange</i>	\$21.2 Construct new full interchange	LOW/MODERATE Limited R/W; wetland impacts; changed travel pattern	<b>NO</b> Provides for all traffic movements consistent with federal policy; minimizes impacts to surrounding homes and businesses
Spot Improvements		NO	YES (spot locations)	NO	NO	Two ramps constructed; Limited R/W required	LOW Limited R/W and wetland impacts, no relocations	<b>NO</b> Alternative has highest cost, R/W acquisition and relocations compared to other alternatives that address design deficiencies, safety issues and future traffic demand

NOTE: All Build Alternatives include Transportation System Management (TSM)/Transportation Demand Management (TDM) measures \*Current Year Dollars

  Preferred Alternative





# Alternative Screening Summary: Brown Deer Road Interchange

# I-43 North-South Freeway Corridor Study

Alternatives	Key Purpose and Need Factors				Other Factors		Retain Alternative for Detailed Study
	Addresses Design Deficiencies	Improves Safety	Addresses Future Traffic Demand	Consistent with Regional Plan	Relative Total Cost (construction, right-of-way (R/W) acquisition) \$ (millions)*	Magnitude of Environmental Impacts	
<b>BROWN DEER ROAD INTERCHANGE</b>							
Diverging Diamond	YES	YES	YES	YES	\$11.2 Low R/W impacts; retains Brown Deer Road bridges	LOW/MODERATE Wetland impacts; no relocations	<b>YES</b> Increases distance between ramp terminal and Brown Deer Road/Port Washington Road intersection; cost, traffic operations and R/W acquisition comparable to other alternatives
Diamond	YES	YES	YES	YES	\$12.2 Minimal structures and R/W impacts; retains Brown Deer Road bridges	LOW/MODERATE Wetland impacts; no relocations	<b>YES</b> Increases distance between ramp terminal and Brown Deer Road/Port Washington Road intersection; cost, traffic operations and R/W acquisition comparable to other alternatives
Spot Improvements	NO	YES (spot locations)	NO	NO	Minimal structures and R/W impacts	LOW Limited wetland impacts	<b>NO</b> Does not address design deficiencies or future traffic demand; limited improvement of safety issues; not consistent with regional transportation plans
Single Point	YES	NO	YES	YES	Minimal structures and R/W acquisition; retains Brown Deer Road bridges	LOW Limited wetland impacts; no relocations	<b>NO</b> Skewed angle between I-43 and Brown Deer Road creates traffic safety concerns with this interchange configuration
Horseshoe	YES	YES	NA Alternative eliminated - no analysis	YES	Multiple structures; R/W impacts; replaces Brown Deer Road bridges	MODERATE 1 commercial relocation; wetland impacts	<b>NO</b> Alternative has highest cost, R/W acquisition and relocations compared to other alternatives that address design deficiencies, safety issues and future traffic demand

NOTE: All Build Alternatives include Transportation System Management (TSM)/Transportation Demand Management (TDM) measures \*Current Year Dollars

Preferred Alternative





# Alternative Screening Summary: Good Hope Road Interchange

# I-43 North-South Freeway Corridor Study

Alternatives	Key Purpose and Need Factors				Other Factors		Retain Alternative for Detailed Study
	Addresses Design Deficiencies	Improves Safety	Addresses Future Traffic Demand	Consistent with Regional Plan	Relative Total Cost (construction, right-of-way (R/W) acquisition) \$ (millions)*	Magnitude of Environmental Impacts	
<b>GOOD HOPE ROAD INTERCHANGE</b>							
Tight Diamond	YES	YES	YES	YES	\$17.3 Relatively low construction cost; retains Good Hope Road bridges; R/W impacts	MODERATE 1 residential relocations; wetland impacts	<b>YES</b> Maximizes distance between northbound ramp terminal intersection with Good Hope Road and the Good Hope Road/Port Washington Road intersection; retains existing Good Hope Road bridges
Tight Diamond (Mainline Shifted West)	YES	YES	YES	YES	\$18.3 Relatively low construction cost; replaces Good Hope Road bridges; R/W impacts	MODERATE 2 residential relocations; wetland impacts	<b>NO</b> Further increases distance between northbound ramp terminal intersection with Good Hope Road and the Good Hope Road/Port Washington Road intersection
Spot Improvements	NO	YES (spot locations)	NO	NO	No right-of-way (R/W) impacts	LOW 1 residential relocation	<b>NO</b> Does not address design deficiencies or future traffic demand; limited improvement of safety issues; not consistent with regional transportation plans
Tight Diamond with Northbound Ramp Split (Hook Ramp)	YES	YES	YES	YES	Relatively low cost interchange to construct; retains Good Hope Road bridges; R/W acquisition	MODERATE 1 residential relocations and 1 business relocation; wetland impacts	<b>NO</b> Local concerns about commercial relocation and neighborhood impacts of hook ramp
Split Diamond	YES	YES	NA Alternative eliminated - no analysis	YES	Multiple structures; high R/W acquisition; retains Good Hope Road bridges	MODERATE/HIGH 3 residential relocations; wetland impacts; increases traffic volume on Green Tree Road	<b>NO</b> High cost; high R/W acquisition and relocation impacts; potential traffic increase in residential area
Diverging Diamond	YES	YES	NO	NO	Relatively low cost interchange to construct; retains Good Hope Road bridges; lower R/W acquisition	MODERATE 1 residential relocation; wetland impacts	<b>NO</b> Does not address future traffic demand; short weaving distance between ramp terminals and Port Washington Road; creates lane continuity issues at Port Washington Road
Single Point	YES	YES	YES with modification (tight right turn)	YES	Relatively low cost interchange to construct; widens existing Good Hope Road bridge; R/W acquisition	MODERATE 1 residential relocation; wetland impacts	<b>NO</b> Substantial widening of Good Hope Road bridges needed to accommodate ramps; No added benefit compared to tight diamond alternatives
Single Point with Northbound Ramp Split (Hook Ramp)	YES	YES	YES	YES	Similar to Single Point but slightly higher R/W impact	MODERATE 1 residential and 1 business relocation; wetland impacts	<b>NO</b> Similar to Single Point, but traffic operations improved with separate northbound hook; local concerns about commercial relocation and neighborhood impacts of hook ramp
Horseshoe	YES	YES	NA Alternative eliminated - no analysis	YES	Multiple structures; replaces Good Hope Road bridges; R/W impacts	MODERATE 2 residential relocations; wetland impacts	<b>NO</b> High cost; high R/W acquisition and relocation impacts

NOTE: All Build Alternatives include Transportation System Management (TSM)/Transportation Demand Management (TDM) measures \*Current Year Dollars

  Preferred Alternative





# Alternative Screening Summary: I-43 Mainline (South Segment)

# I-43 North-South Freeway Corridor Study

Alternatives	Key Purpose and Need Factors				Other Factors		Retain Alternative for Detailed Study
	Addresses Design Deficiencies	Improves Safety	Addresses Future Traffic Demand	Consistent with Regional Plan	Relative Total Cost (construction, right-of-way (R/W) acquisition) \$ (millions)*	Magnitude of Environmental Impacts	
<b>SOUTH SEGMENT: SILVER SPRING DRIVE to GREEN TREE ROAD</b>							
Modernization - 6 lanes Shifted East	YES	YES	YES	YES	\$67.6 R/W on Port Washington Road	MODERATE/HIGH 11 residential and 1 business relocation; limited wetland impact; minor R/W impact to Nicolet High School east playfields, potential historic properties	<b>YES</b> Maintains Jean Nicolet Road; minimizes R/W and relocation impacts on west side; profile depressed to minimize visual impacts; minimizes impact to potential historic sites compared to centered and shifted west alternatives; City of Glendale supports this alternative
Modernization - 6 lanes Shifted West	YES	YES	YES	YES	\$67.0 R/W on Jean Nicolet Road	MODERATE/HIGH 9 residential and 1 business relocation; limited wetland impact; impacts to Nicolet High School athletic field and parking area; impact to potential historic properties	<b>NO</b> Maintains continuous Jean Nicolet Road; minimizes R/W and relocation impacts on east side; profile depressed to minimize visual impacts
Modernization - 6 lanes Elevated over UPRR	YES	YES	YES	YES	Substantial structures required and retaining walls	MODERATE/HIGH 2 residential relocations; impacts to potential historic properties; R/W impacts to Nicolet High School east playfield; changed travel patterns; visual impacts	<b>NO</b> Limits R/W and relocation impacts; creates aesthetic impacts and maintenance concerns
Spot Improvements	NO	YES (spot locations)	NO	NO	No (R/W) impacts	LOW No impacts	<b>NO</b> Does not address design deficiencies or future traffic demand; limited improvement of safety issues; not consistent with regional transportation plans
Modernization - 4 lanes Centered	YES	YES	NO	NO	Limited widening and R/W impacts	LOW Minimal impacts	<b>NO</b> Does not address future traffic demand; not consistent with regional transportation plans
Modernization - 6 lanes Centered	YES	YES	YES	YES	R/W on Jean Nicolet Road and Port Washington Road	MODERATE/HIGH 11 relocations; limited wetlands impact, R/W impact to potential historic properties and Nicolet High School athletic field and east playfields; similar to shifted east and shifted west alternatives	<b>NO</b> R/W and relocation impacts to both sides of highway with no added benefit
Modernization - 6 lanes Raised	YES	YES	YES	YES	Retaining walls along I-43; additional bridges at new underpass locations	MODERATE/HIGH 11 residential relocations and 1 business relocation; impacts to wetlands, potential historic properties; R/W impact to Nicolet High School east playfields; visual impacts; changed travel patterns	<b>NO</b> See Jean Nicolet access options below
<i>Raised Jean Nicolet access option 1</i>	See Raised Alternative Evaluation Factors above					MODERATE/HIGH See Raised Alternative Magnitude of Environmental Impacts above	<b>NO</b> Discontinuous Jean Nicolet Road did not substantially reduce impacts compared to the at-grade alternatives; Substantial disruption to neighborhood access
<i>Raised Jean Nicolet access option 2</i>	See Raised Alternative Evaluation Factors above					MODERATE/HIGH See Raised Alternative Magnitude of Environmental Impacts above	<b>NO</b> Discontinuous Jean Nicolet Road did not substantially reduce impacts compared to the at-grade alternatives; Substantial disruption to neighborhood access
Modernization - 6 lanes Depressed	YES	YES	YES	YES	Retaining walls along I-43	MODERATE/HIGH 11 residential relocations and 1 business relocation; impacts to wetlands, potential historic properties and Nicolet High School east playfields; changed travel patterns; drainage issues	<b>NO</b> Lowering I-43 creates drainage difficulties, as well as increasing construction complexity; minimal profile difference in area of concern with at-grade alternatives

  Preferred Alternative

NOTE: All Build Alternatives include Transportation System Management (TSM)/Transportation Demand Management (TDM) measures \*Current Year Dollars





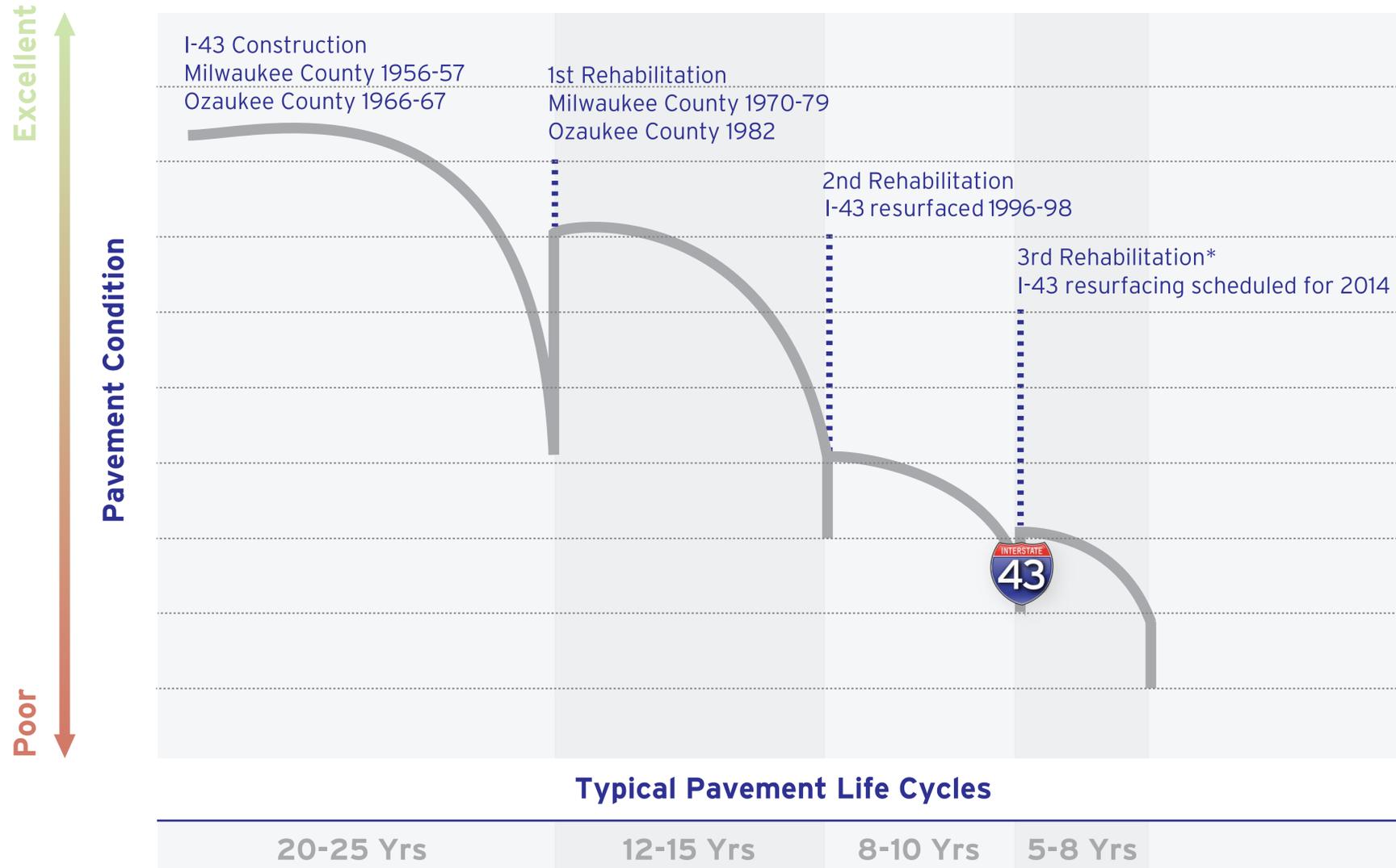
# 2014 I-43 Resurface Project

## 1500' South of Lexington Boulevard to WIS 32

# I-43 North-South Freeway Corridor Study

### Pavement Life

I-43 North-South Freeway Corridor Study



= Current I-43 Pavement Conditions

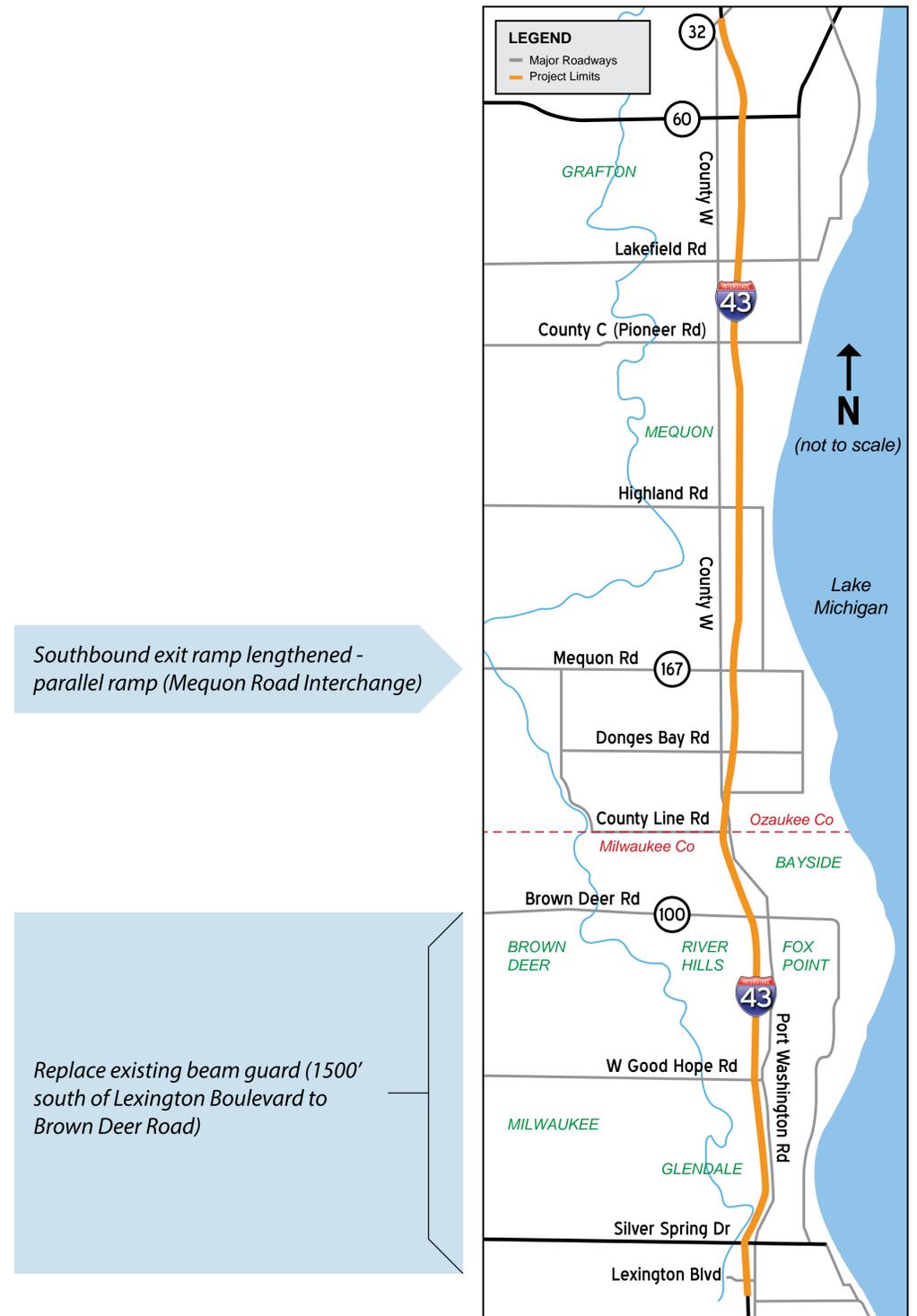
\* Many states decide to reconstruct in place of further rehabilitations

### Average Life Span

Pavement: 50-60 years; Bridges: 50-75 years; Traffic Operations Beyond 2040: operations evaluated as needed

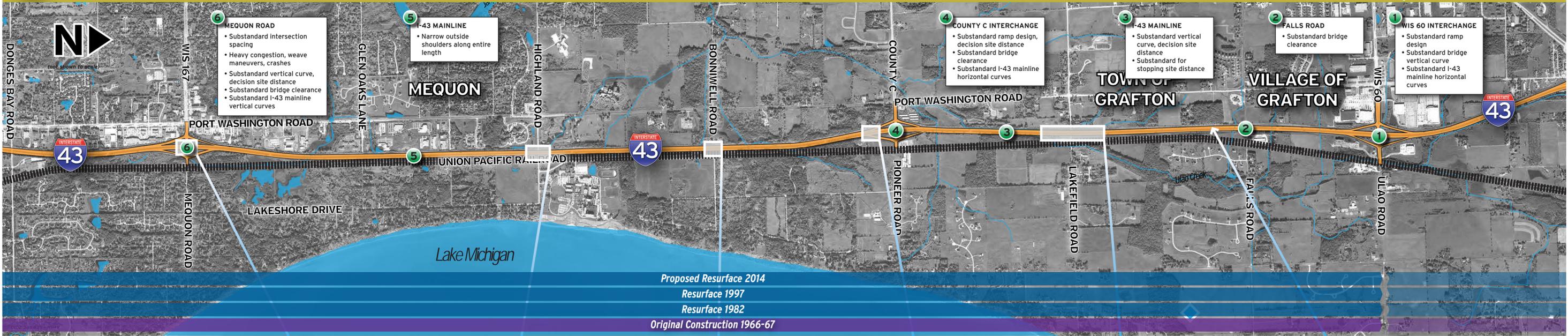
### 2014 I-43 Resurfacing Project

#### APRIL 2014 - NOVEMBER 2014



Public Hearing - April 30, 2014 & May 1, 2014





**What we heard:**

**PROJECT NEED**

- Pavement, freeway design, and geometric deficiencies
- Safety issues
- Increasing traffic volumes
- Consistency with regional planning
- Maintain regional transportation linkages

**MEQUON COMMENTS**

- Backups occurring at all of ramps
- Difficult to merge onto freeway
- Concerns with impacts to wetlands east of interchange
- Comments for and against Park-Ride

*View the Mequon Road Alternative to see how these issues are addressed*

**HIGHLAND COMMENTS**

- Adding an interchange would reduce traffic on Port Washington Road
- Adding an interchange would provide more direct access to Concordia, MATC, and Columbia St. Mary's - Ozaukee
- Adding an interchange would reduce traffic on Lakeshore Drive
- Adding an interchange may negatively impact traffic in adjacent neighborhoods
- Not in favor of higher taxes to pay local share of interchange
- New interchange would require improved intersection at Highland Road and Port Washington Road

**BONNIWELL COMMENTS**

- Drainage concerns\*

**COUNTY C COMMENTS**

- Difficult to merge onto freeway

*View the County C Alternative to see how these issues are addressed*

**ULAO CREEK COMMENTS**

- Drainage concerns\*

**MAINLINE COMMENTS**

- Freeway already congested expand to 6-lanes
- Leave the freeway 4-lanes or more transit over widening
- Median barrier; low-tension cable guard not working
- Poor pavement conditions
- Manage additional stormwater runoff\*
- Pavement striping on freeway not visible

*View the Mainline Alternative and Typical Section to see how these issues are addressed*

**NOISE BARRIER COMMENTS**

- Comments for and against the addition of a noise barrier
- Comments requesting roadway to be lowered
- Use excess soil for berm

*See Noise Barrier booth for barrier determination process and barrier samples*

*View the Highland Road Alternative to see how these issues are addressed*

*\*Drainage/Stormwater concerns associated with the full project will be addressed and solutions will be presented at future public meetings.*





**PROJECT NEED**

- ◆ Pavement, freeway design, and geometric deficiencies
- ◆ Safety issues
- ◆ Increasing traffic volumes
- ◆ Consistency with regional planning
- ◆ Maintain regional transportation linkages

**NOISE BARRIER COMMENTS**

- Comments for and against the addition of a noise barrier
- Comments requesting roadway to be lowered
- Use excess soil for berm

See Noise Barrier booth for barrier determination process and barrier samples

**What we heard:**

**SILVER SPRING COMMENTS**

- ◆ Bikes and pedestrians crossing through this area are unsafe

**BENDER MAINLINE COMMENTS**

- ◆ 6-lane to 4-lane transition creates backups

View the South End Alternative to see how these issues are addressed

**NORTHSHORE WATER COMMISSION FACILITIES**

- Avoid impacts to water facility

\*View the South End Alternatives to see how these issues are addressed

**NICOLET HIGH SCHOOL**

- Manage stormwater\*
- Avoid/minimize impacts to sports fields/parking lot

View the South End Alternative to see how these issues are addressed

**CLOVERNOOK AREA**

- Many noise barrier comments for and against
- ◆ Maintain access to Jean Nicolet Road
- Connect local streets under or over I-43

View the South End Alternative to see how these issues are addressed

**GOOD HOPE COMMENTS**

- ◆ Short ramp tapers to merge onto freeway northbound and southbound
- ◆ Backups getting on and off ramps
- ◆ Conflicts getting onto I-43 from Port Washington Road

View the Good Hope Road Alternative to see how these issues are addressed

**MAINLINE COMMENTS**

- ◆ Freeway already congested expand to 6-lanes
- ◆ Leave the freeway 4-lanes or more transit over widening
- ◆ Poor pavement conditions
- Manage additional stormwater runoff\*
- Pavement striping on freeway not visible
- Add landscaping to enhance beauty of the corridor
- ◆ Provide reversible center lane

View the Mainline Alternative to see how these issues are addressed

**INDIAN CREEK COMMENTS**

- Manage stormwater\*

**BROWN DEER COMMENTS**

- ◆ Merging onto and off of ramp is difficult
- ◆ Add more lighting
- ◆ Short ramp tapers push vehicle onto freeway too fast
- ◆ New interchange is better but still busy and unsafe - keep the bridge
- ◆ Extend auxiliary lane for Port Washington Road ramp

View the Brown Deer Road Alternative to see how these issues are addressed

**COUNTY LINE COMMENTS**

- ◆ Intersection at County Line Road and Port Washington Road is dangerous
- ◆ Northbound off ramp too close to Brown Deer Road ramps

View the County Line Road Alternative to see how these issues are addressed

\*Drainage/Stormwater concerns associated with the full project will be addressed and solutions will be presented at future public meetings.

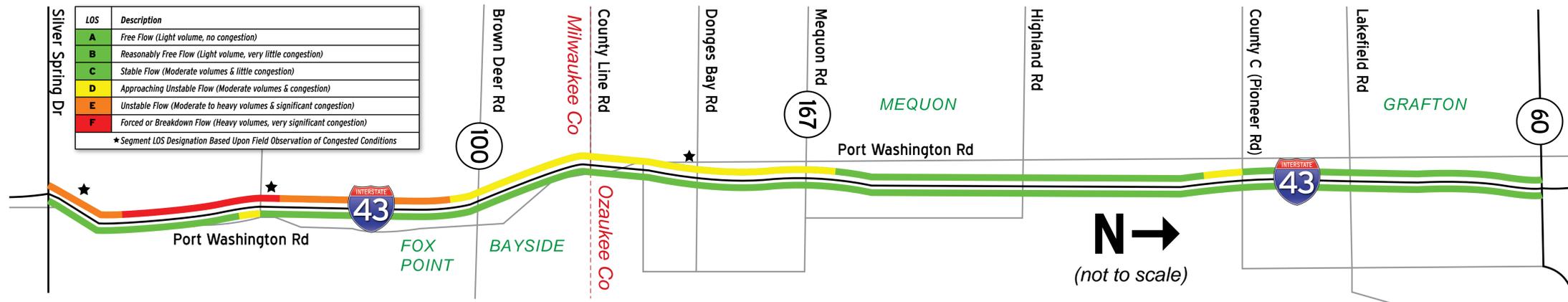




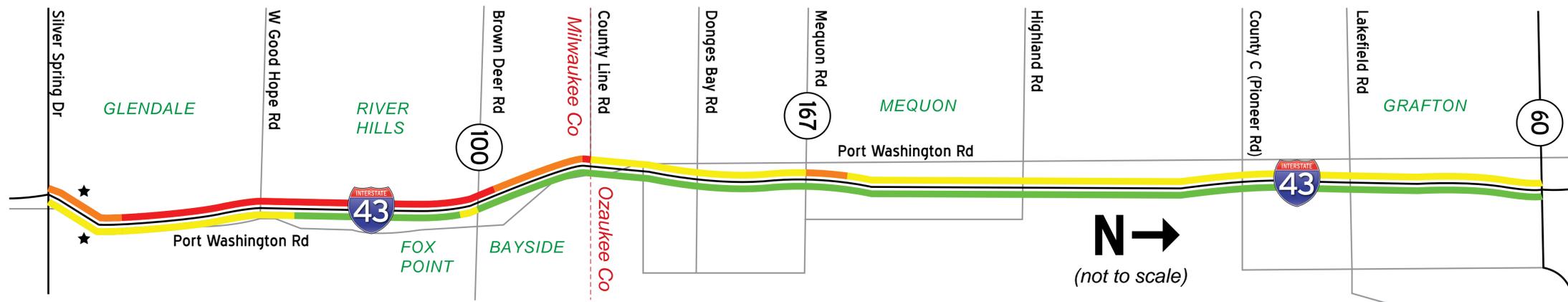
# A.M. Peak Hour Level of Service (LOS)

# I-43 North-South Freeway Corridor Study

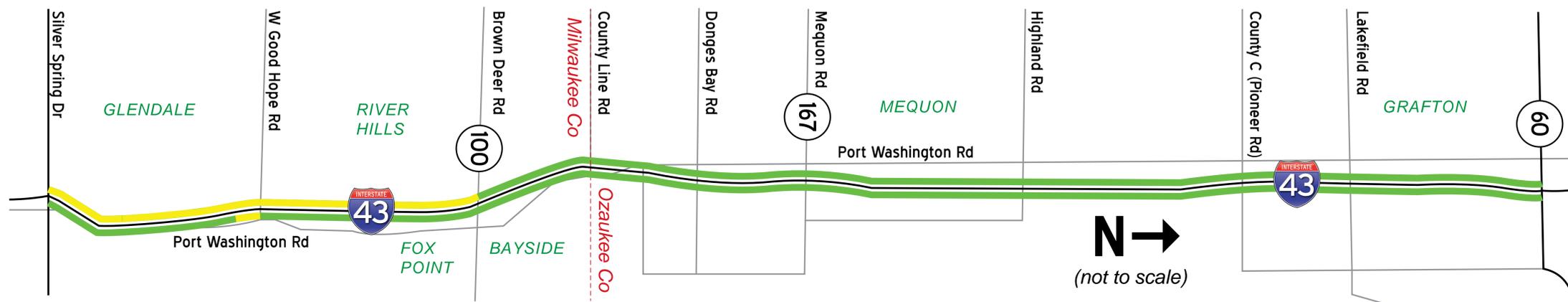
**Corridor LOS; A.M. Existing**



**Corridor LOS; A.M. 2040 No-Build**



**Corridor LOS; A.M. 2040 Build**



2006-2010 Crash Data	Milwaukee County - 622 total crashes				Ozaukee County - 465 total crashes			
2010 Average Weekday Daily Traffic (AWDT)	85,460 VPD	75,000 VPD	60,560 VPD	54,940 VPD	53,620 VPD	49,000 VPD	49,000 VPD	49,000 VPD
2040 Forecast Traffic Volumes (AWDT)	128,000 VPD	121,000 VPD	97,000 VPD	90,000 VPD	87,000 VPD	82,000 VPD	72,000 VPD	72,000 VPD

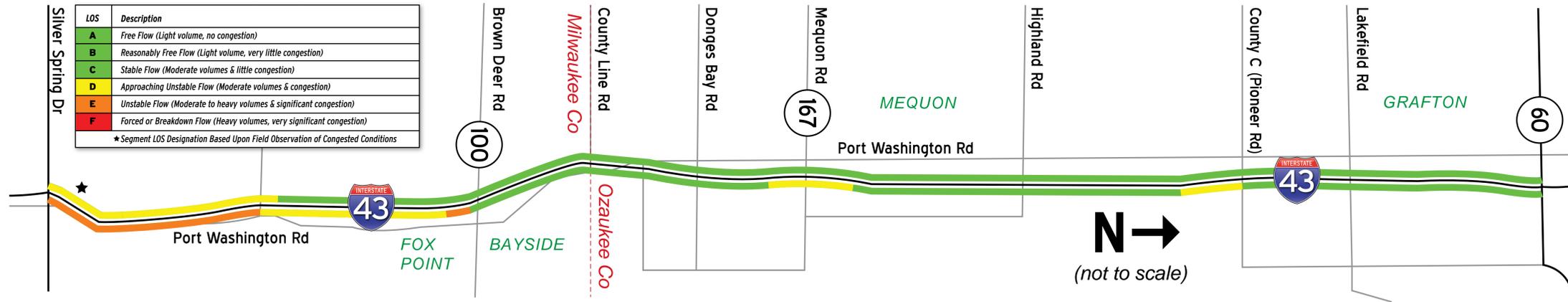




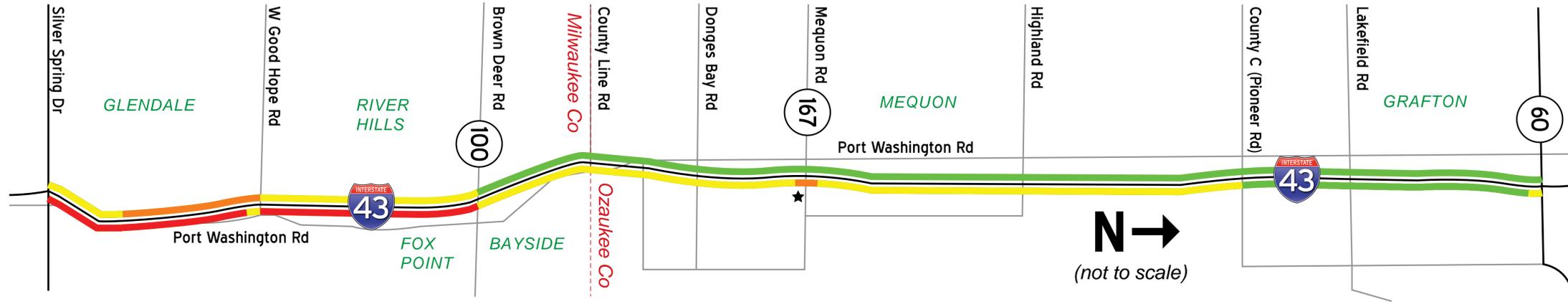
# P.M. Peak Hour Level of Service (LOS)

# I-43 North-South Freeway Corridor Study

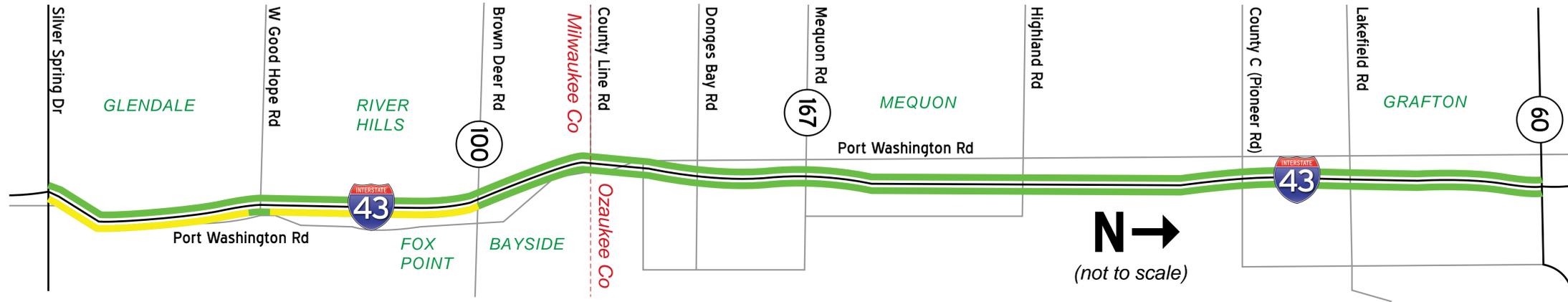
**Corridor LOS; P.M. Existing**



**Corridor LOS; P.M. 2040 No-Build**



**Corridor LOS; P.M. 2040 Build**

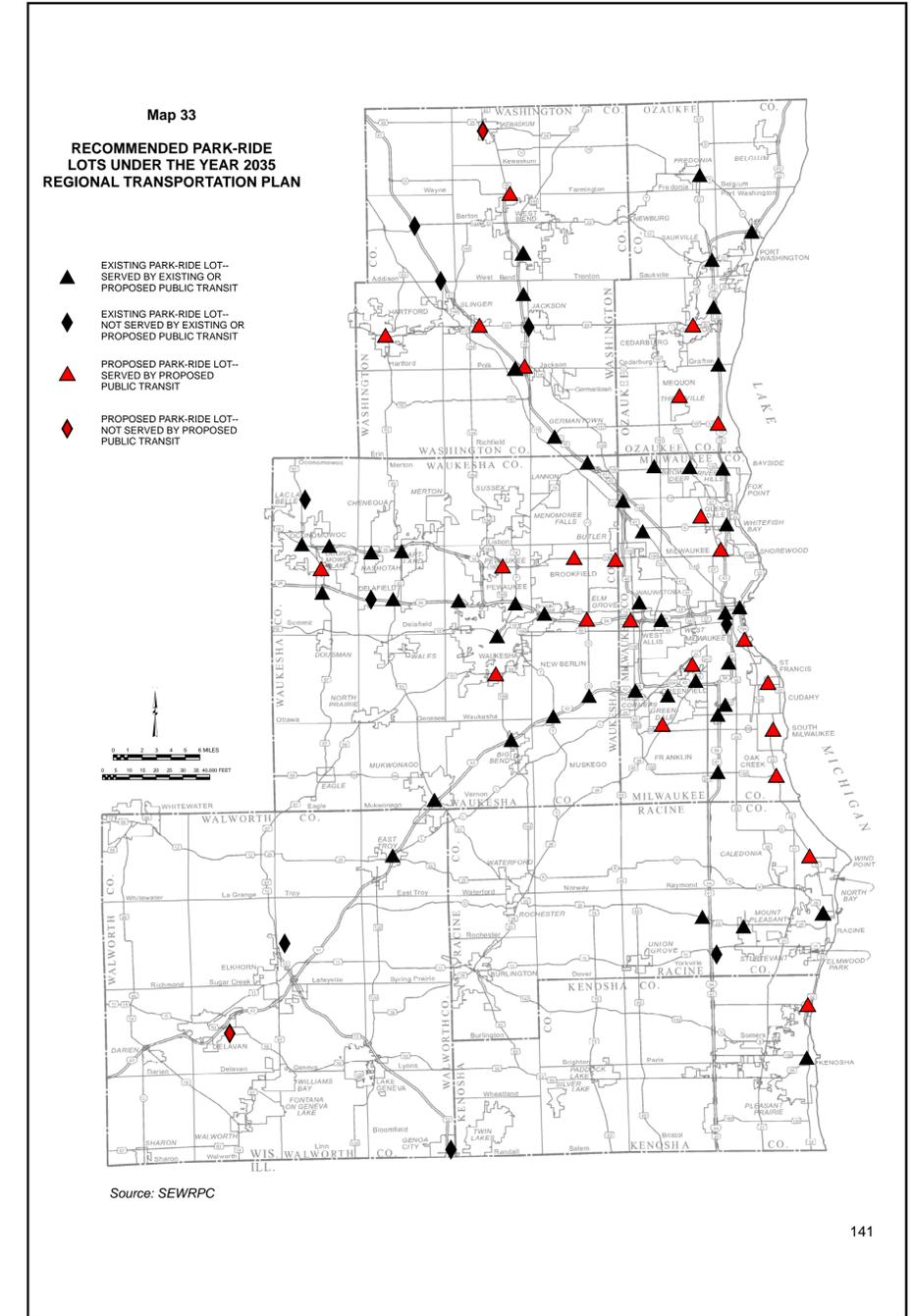
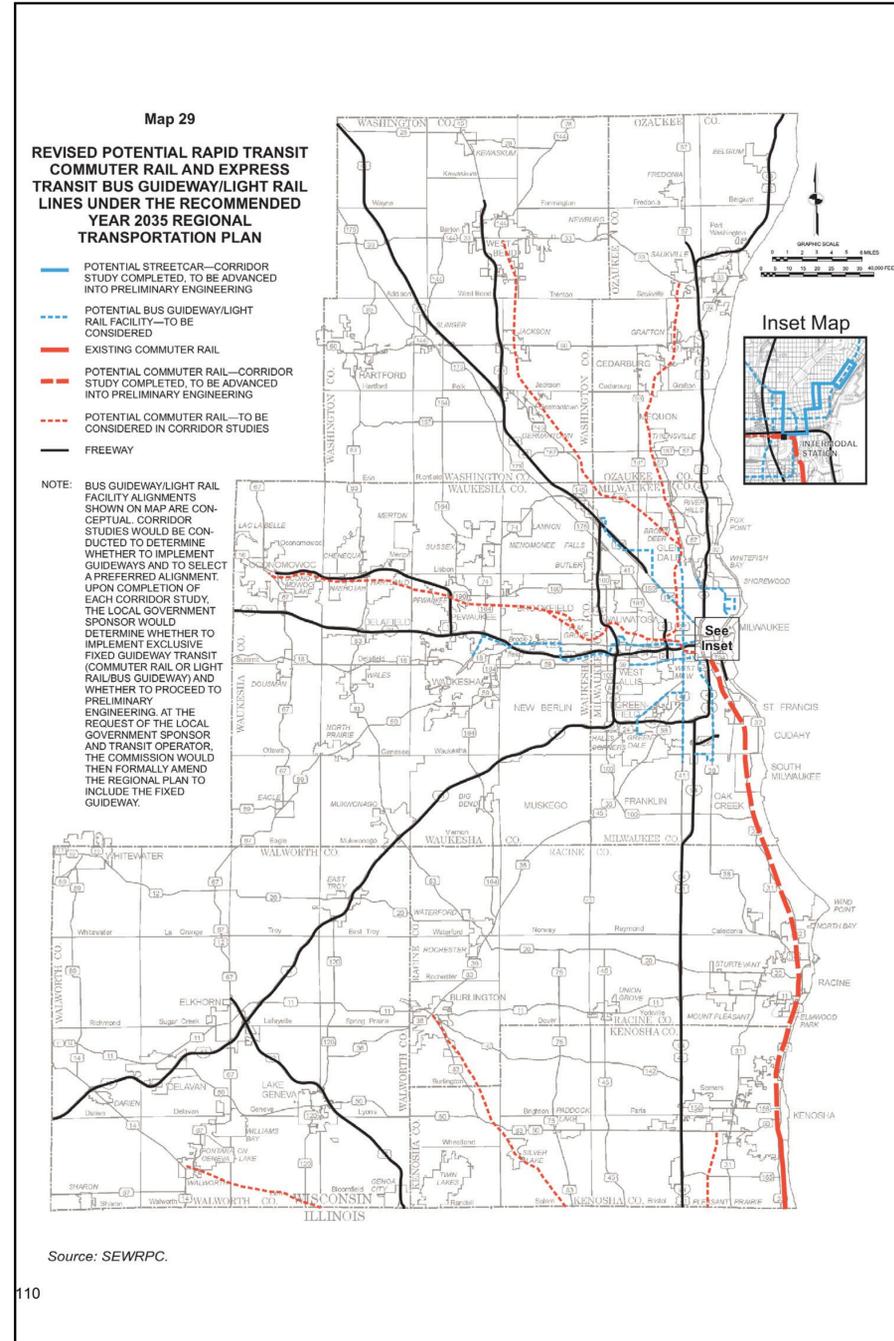
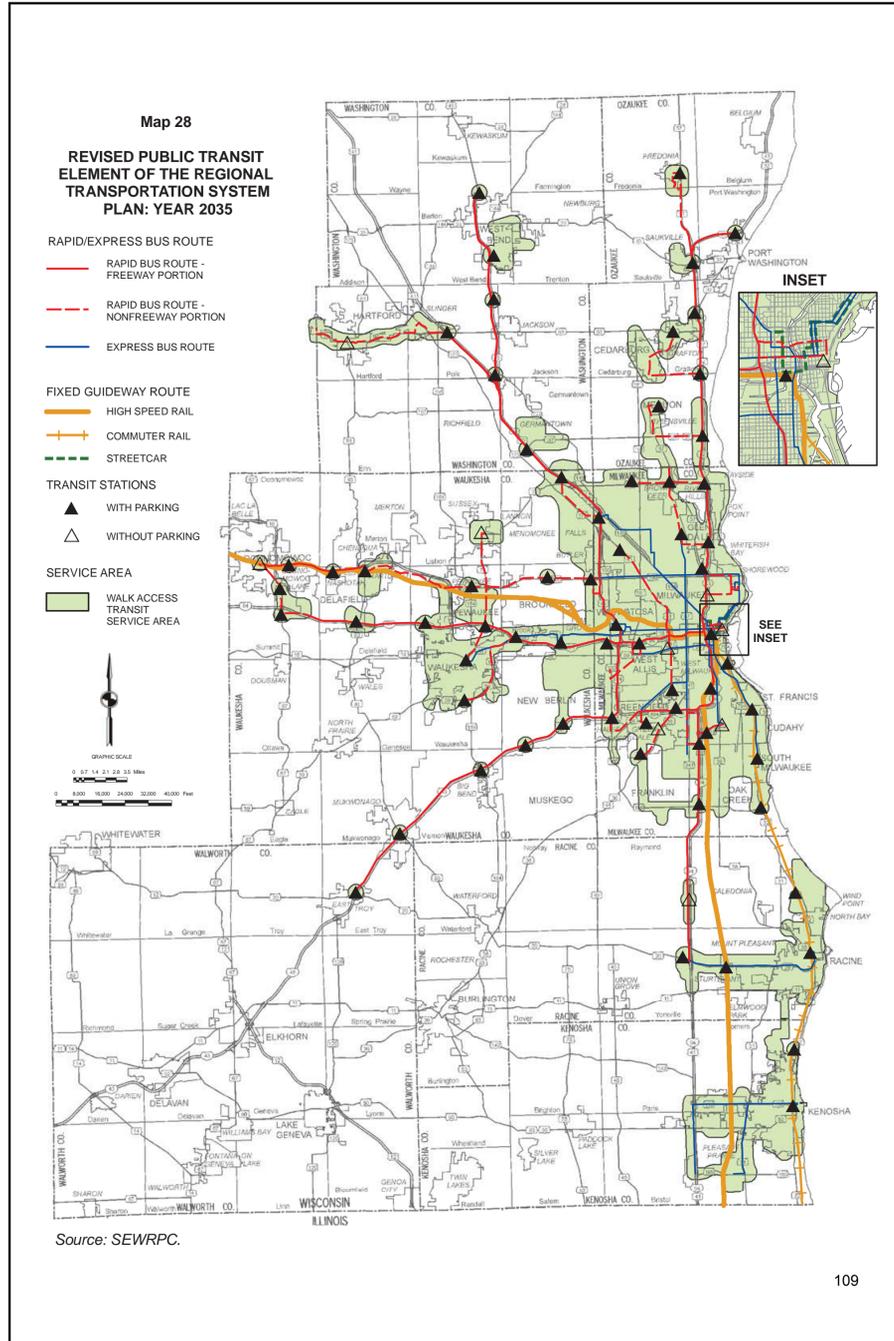


2006-2010 Crash Data	Milwaukee County - 622 total crashes				Ozaukee County - 465 total crashes			
2010 Average Weekday Daily Traffic (AWDT)	85,460 VPD	75,000 VPD	60,560 VPD	54,940 VPD	53,620 VPD	49,000 VPD	49,000 VPD	49,000 VPD
2040 Forecast Traffic Volumes (AWDT)	128,000 VPD	121,000 VPD	97,000 VPD	90,000 VPD	87,000 VPD	82,000 VPD	72,000 VPD	72,000 VPD



- ✓ Interchange must be included in the Regional Transportation Plan
  - 2035 SEWRPC Regional Transportation Plan recommends a Highland Road interchange
- ✓ Perform a detailed analysis based on 2040 traffic forecast
- ✓ Complete an Interchange Justification Report (IJR)
  - Includes socioeconomic, environmental, safety, and operational factors
- ✓ Federal Highway Administration approves IJR
- ✓ Request from local community to construct an interchange
  - Determine local cost share

WE ARE  
HERE



The I-43 North-South Freeway Corridor Study can accommodate future transit improvements recommended in the 2035 Regional Transportation Plan (SEWRPC). Per Review, Update and Reaffirmation of the Year 2035 Regional Transportation Plan, June 2010.

- **Transportation System Management (TSM)**

TSM elements improve existing transportation facilities and travel efficiency through highway and street traffic management and other measures to help alleviate congestion.

Included in the I-43 North-South Freeway corridor:

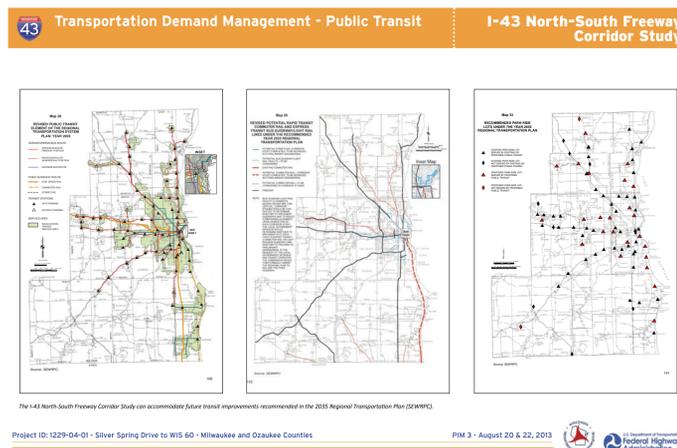
- Ramp Metering
- Traffic Detectors
- Freeway Monitoring/Advisory Information
- Closed circuit television cameras
- Crash investigation sites
- Enhanced mile-marker reference posts (with highway shield and mile number)

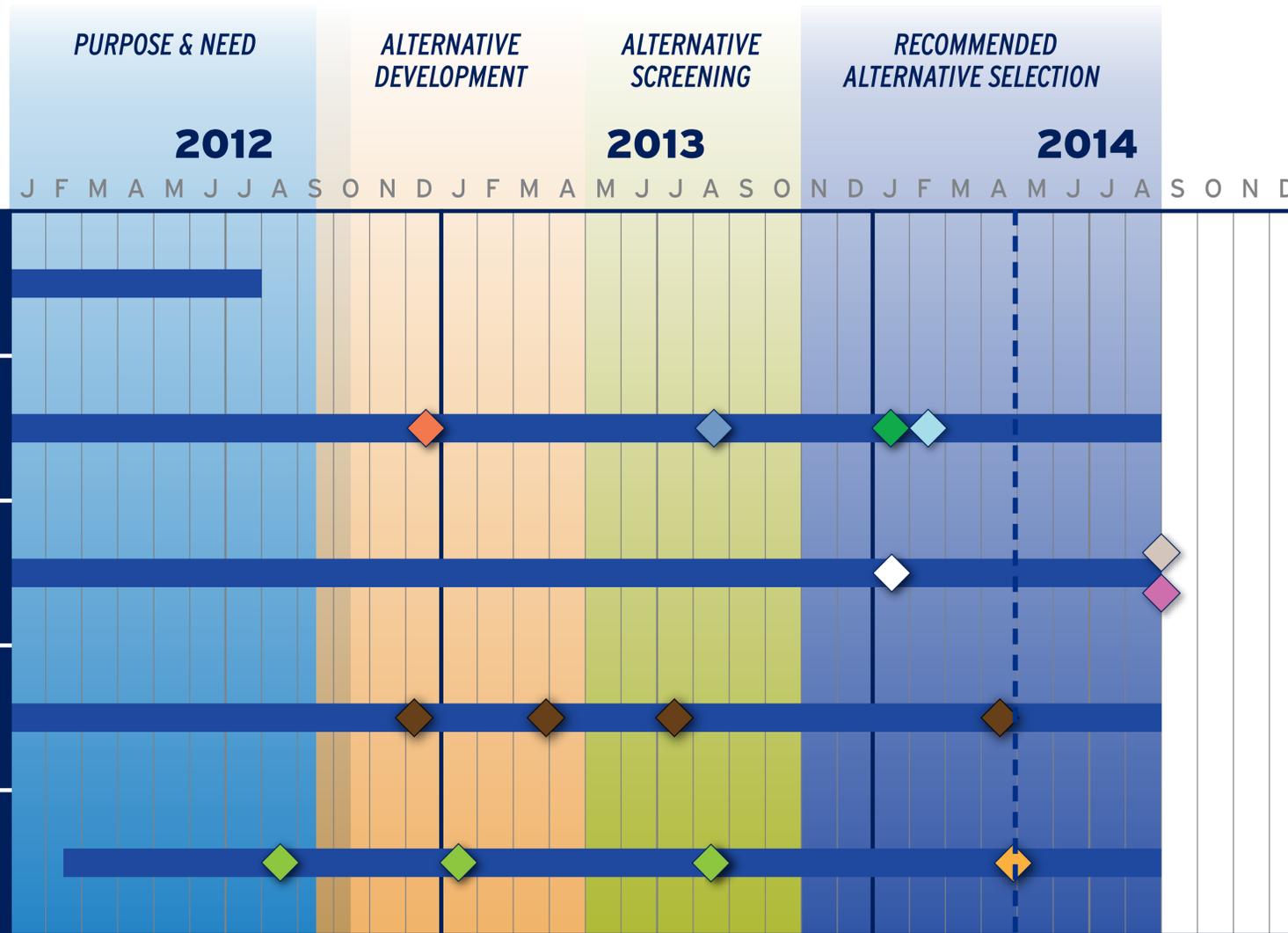
- **Transportation Demand Management (TDM)**

TDM elements reduce personal vehicular travel or shift travel to alternative times and routes, allowing for more efficient use of the existing transportation system's capacity.

Included in the I-43 North-South Freeway corridor:

- See "Transportation Demand Management - Public Transit" display





### STUDY MILESTONE TARGETS *(Subject to change)*

#### ALTERNATIVE DEVELOPMENT

- ◆ Initial Alternative Development 12/2012
- ◆ Screened Alternative 8/2013
- ◆ Recommended Alternative 1/2014
- ◆ Functional Plans 2/2014

#### ENVIRONMENTAL

- ◇ Draft Environmental Impact Statement (EIS) 1/2014
- ◇ Final EIS 8/2014
- ◇ Record of Decision (ROD), Environmental Clearance 8/2014

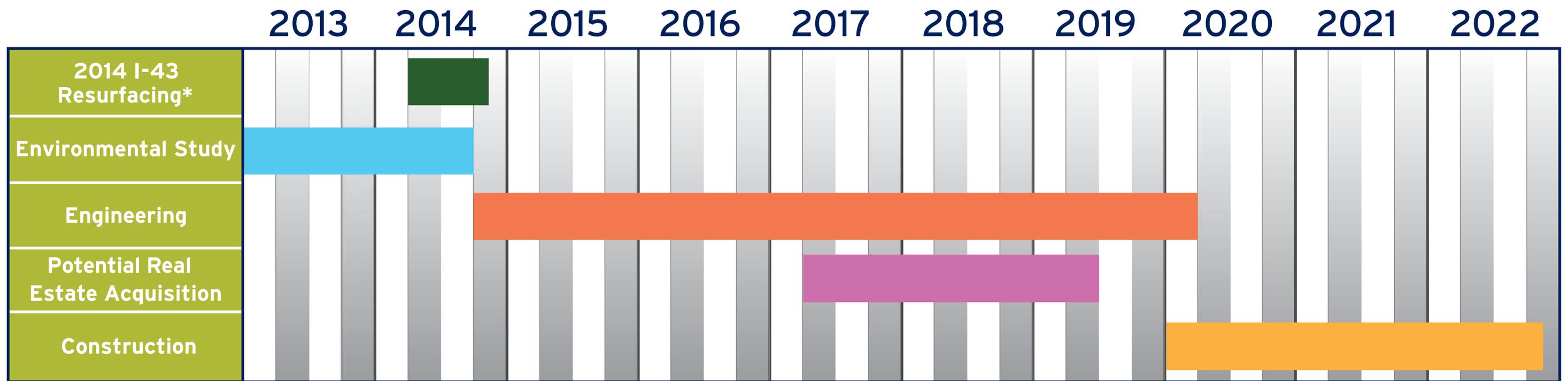
#### AGENCY COORDINATION

- ◆ Technical Advisory Committee (TAC) & Community Advisory Committee (CAC) 12/2012, 3/2013, 7/2013, 4/2014

#### PUBLIC INVOLVEMENT

- ◆ Public Information Meeting (PIM) 8/2012, 1/2013 & 8/2013
- ◆ Public Hearing 4/2014





*\*Funded and scheduled to be completed in 2014.*

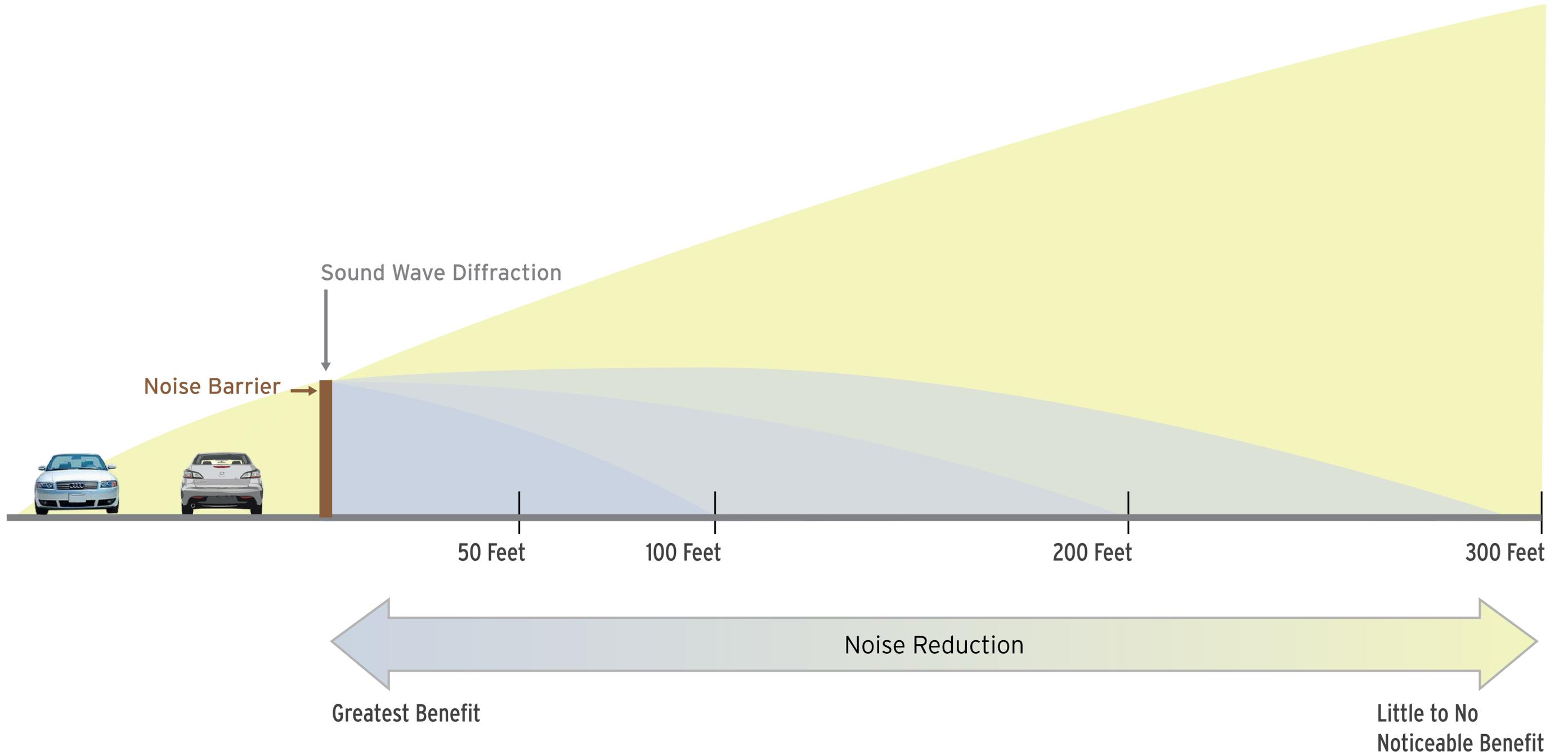
*All other timelines beyond the Environmental Study are based on funding availability and legislative approval.*





# Noise Barrier Effectiveness

## I-43 North-South Freeway Corridor Study





# Environmental Impacts Summary

# I-43 North-South Freeway Corridor Study

Environmental Factors	Alternatives								
	No-Build	Build <sup>1</sup>	Brown Deer Road Interchange		County Line Road Interchange			Highland Road Interchange	
			Diamond	Diverging Diamond <sup>2</sup>	No Access	Split Diamond Hybrid <sup>2,3</sup>	Partial Diamond	No Access	Tight Diamond <sup>2</sup>
New right of way (acres)	0	23.12	1.84	2.14	1.59	1.72	1.72	0	1.32
Traffic LOS in design year 2040	E/F	C/D	C/D	C/D	NA	C	C	N/A	C
Residential relocations	0	12	0	0	0	0	0	0	0
Commercial relocations	0	3	0	0	0	0	0	0	0
Total wetland (acres)	0	20.3	0.75	0.72	1.01	1.03	1.03	2.10	5.43
Advanced identification of wetland disposal areas (acres)	0	2.51	0	0	0	0	0	0	0
Environmental corridors and isolated natural resource areas (acres)	0	4.07	0	0	0	0	0	0	0.16
Stream crossings	21 <sup>4</sup>	20 <sup>4</sup>	0	0	1	1	1	0	0
100-year floodplain crossings	8	7	0	0	0	0	0	0	1
100-year floodplain fill (acres)	0	4.78	0	0	0	0	0	0	0.14
Farmland (acres)	0	9.6	0	0	0	0	0	0	0
Threatened/endangered species (potential for impacts)	No	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>
Historic structures/properties (North Shore Water Treatment Plant)	0	1	0	0	0	0	0	0	0
Archaeological sites	0	0	0	0	0	0	0	0	0
Public use facilities (Craig Counsell Park, Nicolet High School land)	0	2	0	0	0	0	0	0	0
Noise receptors impacted (design year 2040)	N/A	<ul style="list-style-type: none"> <li>• 290 residences</li> <li>• 2 school athletic fields</li> <li>• 1 place of worship</li> <li>• 1 day care center</li> </ul>	<ul style="list-style-type: none"> <li>• 290 residences</li> <li>• 2 school athletic fields</li> <li>• 1 place of worship</li> <li>• 1 day care center</li> </ul>	<ul style="list-style-type: none"> <li>• 290 residences</li> <li>• 2 school athletic fields</li> <li>• 1 place of worship</li> <li>• 1 day care center</li> </ul>	<ul style="list-style-type: none"> <li>• 280 residences</li> <li>• 2 school athletic fields</li> <li>• 1 place of worship</li> <li>• 2 day care centers</li> </ul>	<ul style="list-style-type: none"> <li>• 279-280 residences<sup>5</sup></li> <li>• 2 school athletic fields</li> <li>• 1 place of worship</li> <li>• 1 day care center</li> </ul>	<ul style="list-style-type: none"> <li>• 280 residences</li> <li>• 2 school athletic fields</li> <li>• 1 place of worship</li> <li>• 2 day care centers</li> </ul>	<ul style="list-style-type: none"> <li>• 290 residences</li> <li>• 2 school athletic fields</li> <li>• 1 place of worship</li> <li>• 1 day care center</li> </ul>	<ul style="list-style-type: none"> <li>• 290 residences</li> <li>• 2 school athletic fields</li> <li>• 1 place of worship</li> <li>• 1 day care center</li> </ul>

Notes:

- The build alternative includes the preferred I-43 mainline Modernization – 6 Lanes alternatives for the South and North segments, and preferred alternatives for the interchanges at Good Hope Road, Mequon Road and County C.
- Preferred alternative.
- Includes the Split Diamond Hybrid grade separation/without grade separation subalternatives.
- Stream crossings include Fish Creek, its tributaries and tributaries to the Milwaukee River, including Ulao Creek and Indian Creek. All existing structures are either concrete box culverts or pipe culverts.
- Potential habitat for the seaside crowfoot (*Ranunculus cymbalaria*), a state-listed threatened species, observed in the study corridor. Impacts to other threatened and endangered species and their habitat in the study corridor can be avoided.
- Residential noise receptors impacted: 279 with Split Diamond Hybrid (without Grade Separation); 280 with Split Diamond Hybrid (Grade Separation).





Environmental Factors	Alternatives								
	No-Build	Build <sup>1</sup>	Brown Deer Road Interchange		County Line Road Interchange			Highland Road Interchange	
			Diamond	Diverging Diamond <sup>2</sup>	No Access	Split Diamond Hybrid <sup>2,3</sup>	Partial Diamond	No Access	Tight Diamond <sup>2</sup>
Potential contaminated sites (recommended for further investigation)	N/A	30	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives
Air quality concerns	No	No	No	No	No	No	No	No	No
Indirect effects anticipated?	Land use effect: Increasing congestion could cause development to shift away from primary study area (and to a lesser extent within secondary study area) to locations within the region that have less congestion	Land use effect: Facilitates planned redevelopment and development within primary study area (and to a lesser extent within the secondary study area)	Limited land use effect: Maintains existing access; supports existing businesses and neighborhoods and planned redevelopment within Milwaukee County primary study area	Limited land use effect: Maintains existing access; supports existing businesses and neighborhoods and planned redevelopment within Milwaukee County primary study area	Limited land use effect: Established land uses minimize effect; changed travel patterns; access available from nearby interchanges	Limited land use effect: Established land uses minimize effect. Some local concerns about traffic impacts and travel indirection of the "Grade Separation" subalternative; the "without Grade Separation" subalternative minimizes indirection. Supports Port Washington Road business corridors in Mequon, Bayside and Fox Point.	No change from existing conditions	Limited land use effect: Planned land uses likely to occur regardless of interchange alternative; nearby freeway access is already available.	Improved access and local implementation of the Mequon East Growth Area Plan would facilitate planned land uses.
Cumulative effects anticipated?	No	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects	No change from existing conditions	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects
Environmental justice effects anticipated?	No	Build alternative's indirect and cumulative land use effects could facilitate employment land uses in areas that are not accessible by transit.	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives

Notes:

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**Level of Service A**  
Free Flow (Light volume, no congestion)



**Level of Service B**  
Reasonably Free Flow (Light volume, very little congestion)



**Level of Service C**  
Stable Flow (Moderate volumes & little congestion)



**Level of Service D**  
Approaching Unstable Flow (Moderate volumes & congestion)



**Level of Service E**  
Unstable Flow (Moderate to heavy volumes & significant congestion)



**Level of Service F**  
Forced or Breakdown Flow (Heavy volumes, very significant congestion)

## Options and Instructions for Providing Testimony

WisDOT and FHWA will review and consider your testimony as part of the process for choosing the preferred alternative. Testimony should be limited to tonight's public hearing aspects, and statements or opinions about the project. Provide comments on the alternative(s) you support, or oppose, and your reasons. Questions related to the project can be directed to WisDOT staff during informal discussions and will not be recorded by the court reporter or included in the public hearing record.

### Private verbal testimony

This option may be preferred if you wish to make your statement privately to the court reporter rather than in front of the audience:



- Available during the entire public hearing
- Follow the signs or ask directions to the location for private testimony
- Complete a registration slip
- Wait for an opening
- Give the court reporter your comments

### Public verbal testimony

Following the WisDOT presentation until the hearing closes, public verbal testimony will take place:



- Complete a Registration Slip for Public Verbal Testimony (included in the handout packet and on table in commons area)
- Give it to the WisDOT staff at the designated table any time before, during, or immediately following the presentation
- Your name will be called in the order registration slips are received
- When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group organization, or business you are representing
- Please limit your testimony to 3 minutes

### Written testimony

You may provide written testimony in addition to, or in place of, verbal testimony. Complete the Written Testimony Form (included at the back of this handout packet and on the comment tables near the exhibits). You may also use your own stationery. Include your name, address, and if applicable, the group, organization, or business you are representing. If you have prepared written comments prior to the public hearing, you may also submit those. There are two options for submitting your written testimony as described below:



Submit tonight: Complete the written testimony form and place in comment box located on table in commons area

**OR**



Mail in\*: You may prefer this option if you would like additional time to organize your thoughts/comments. The Written Testimony Form is pre-addressed and does not require postage. You may also send written comments via e-mail to [doti43northsouth@dot.wi.gov](mailto:doti43northsouth@dot.wi.gov)

**\*Mailed or emailed comments must be postmarked no later than May 12, 2014 to be included in the official public hearing record.**