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I-43 North-South Freeway Corridor
Newsletter | Summer 2020
Environmental Re-Evaluation Approved!

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I-43 North-South Freeway Project Update
Environmental Re-Evaluation Approved!

On April 23, 2020, the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) approved and signed the re-evaluation of the Final Environmental Impact Statement (FEIS) for I-43. This approval means that the original environmental decision from 2014 is still valid and the project can proceed to final design and construction.

PROJECT OVERVIEW

The I-43 North-South Freeway project spans 14 miles from Silver Spring Drive north to WIS 60, in Milwaukee and Ozaukee counties. WisDOT is reconstructing I-43 to modern design standards and adding a lane in each direction. Additionally, the following interchanges will be reconstructed:

- Good Hope Road
- Brown Deer Road
- County Line Road
- Mequon Road
- County C
- Highland Road (*new interchange*)

The project will also replace the Union Pacific Railroad bridge near Bender Road. North Port Washington Road, between Bender Road and Daphne Lane, will be widened and reconstructed to include new bike lanes and pedestrian improvements as well.

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 expansion in the *Southeastern Wisconsin Regional Planning Commission's (SEWRPC) Vision 2050, A Regional Land Use and Transportation Plan for Southeast Wisconsin.*

This project is needed to:

- Accommodate existing and projected future traffic volumes
- Address pavement and structural needs
- Improve safety by modernizing the corridor using current design standards



For more details on the interchange designs, please visit the project website:
wisconsin.gov/43corridor

Interested in reading the Final Environmental Impact Statement and Record of Decision?

Visit the website at:
wisconsin.gov/43corridor

National and Wisconsin environmental policy acts require environmental documentation for projects with potentially significant social, economic, natural resource, and other impacts. The Federal Highway Administration (FHWA) is the lead agency for the Environmental Impact Statement, which is prepared in accordance with FHWA guidelines.

PROJECT CONTACTS

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PROJECT WEBSITE



For more details and all the latest project information, please visit:
wisconsin.gov/43corridor





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 in July 2019. Since almost five years had passed since the FEIS/ROD was first approved, WisDOT began preparing an environmental re-evaluation to address any changes that may have occurred since the FEIS/ROD was approved.

Public involvement meetings were held in January 2020 as part of the environmental document re-evaluation process. Hundreds of residents turned out to speak with project staff and share their thoughts on the project. A summary of these comments and concerns has been included in the approved re-evaluation document, which can be found on the WisDOT website at: wisconsindot.gov/43corridor

FEIS/ROD RE-EVALUATION COMPLETE

What Has Changed

While the general scope of the project is the same as the FEIS/ROD, minor changes were made to reduce overall impacts of the project. Additionally, since WisDOT replaced the Green Tree Road Bridge in 2018 as a standalone project, that has been removed from the scope of this project. Lastly, project construction is now expected to begin in late 2021.

NOISE WALLS

After a detailed noise analysis, WisDOT confirmed four feasible and reasonable noise walls along the I-43 corridor in Milwaukee and Ozaukee counties. In order to be built, each wall must receive a vote of support from a simple majority of all votes cast by residential owners of the benefited areas. The voting process, which includes a Public Involvement Meeting about the noise walls, will occur later this year. This meeting will also provide owners and residents of the surrounding area an opportunity to ask questions about the noise walls.

WHAT'S NEXT?

Now that the environmental document re-evaluation is approved, WisDOT is proceeding with final design. Right of way acquisition is expected to begin toward the end of this year. The next round of Public Involvement Meetings (PIMs) will be held prior to construction, sometime in 2021. Construction schedules, traffic control and staging information will be shared at that time.

SCHEDULE

	2020	2021	2022	2023	2024	2025
Design Engineering	█	█	█	█		
Right of Way Acquisition		█	█	█		
Construction			█	█	█	█
Public Involvement	█	█	█	█	█	█

DIVERGING DIAMOND INTERCHANGE (DDI) AT BROWN DEER ROAD

