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## **Chapter 5**

# **COMPLIANCE WITH ENUMERATION REQUIREMENTS**

- **Compliance with Financial Requirements (6-Year Start Requirement)**
- **Program Financial Status and Need to Enumerate Projects**
- **Compliance with Environmental Document Requirement**

**FINANCIAL REQUIREMENTS:**

**The 6-Year Start Requirement**

**A. Related Statutes Reference 6-Year Start Requirement**

**13.489(4)(a)1.a.**

a. The commission determines that, within 6 years after the first July 1 after the date on which the commission recommends approval of the project, construction will be commenced on all projects enumerated under s. 84.013 (3) and on the project recommended for approval and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

**13.489(4)(a)1.b.**

b. The report recommending approval of the project is accompanied by a financing proposal that, if implemented, would provide funding in an amount sufficient to ensure that construction will commence on all projects enumerated under s. 84.013 (3) and on the project within 6 years after the first July 1 after the date on which the commission recommends approval of the project and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

**13.489(4)(a)2.**

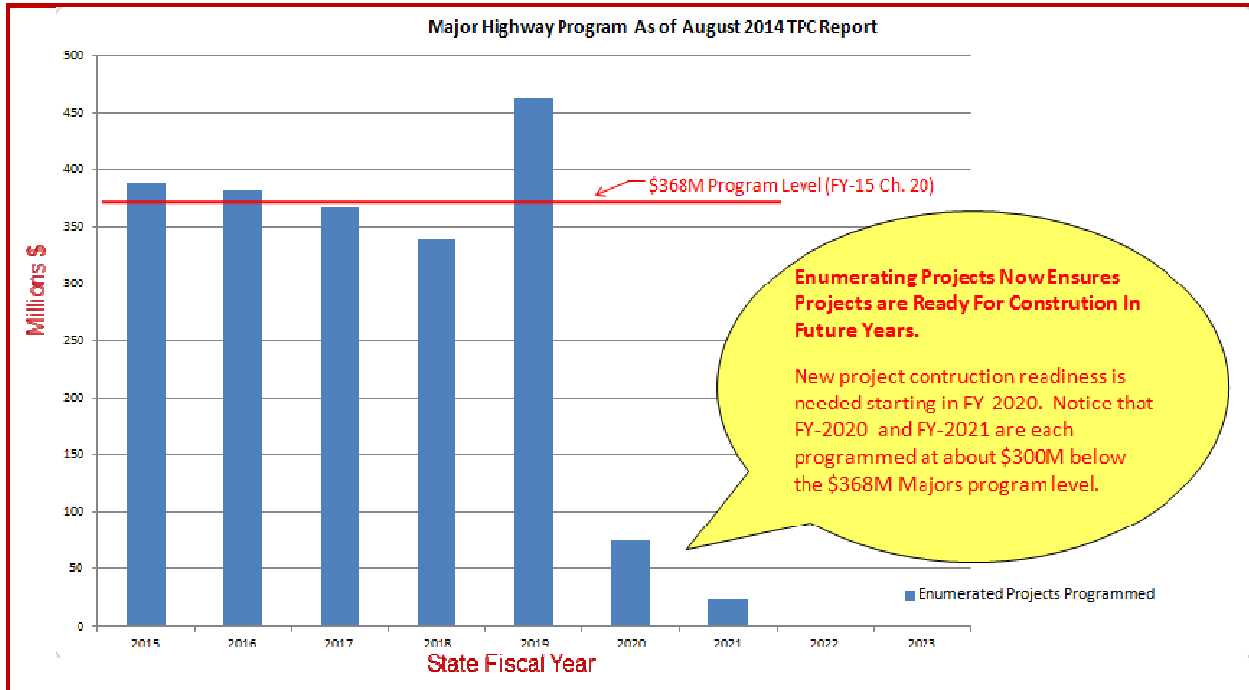
2. In determining the commencement date for projects under subd. 1. a. and b., the commission shall assume that the appropriation amounts under s. 20.395 (3) (bq) to (bx) for the current fiscal year will be adjusted annually to reflect adjustments to the U.S. consumer price index for all urban consumers, U.S. city average, as determined by the U.S. department of labor.

**B. Requirement Means Current Financing Must Enable Construction Start of Recommended Projects before July 1, 2021 (SFY-2022)**

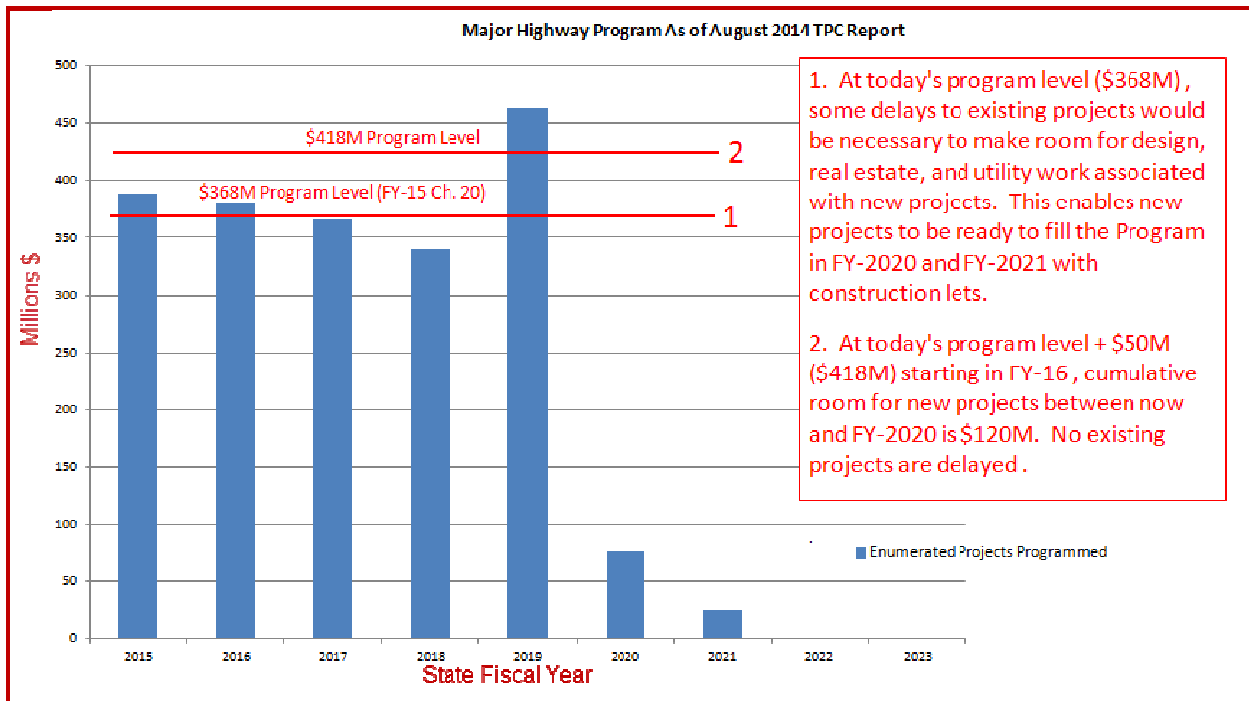
SFY-15	SFY-16	SFY-17	SFY-18	SFY-19	SFY-20	SFY-21	SFY-22
Fall 2014	July 1, 2015	July 1, 2016	July 1, 2017	July 1, 2018	July 1, 2019	July 1, 2020	July 1, 2021
	0	1	2	3	4	5	6
<p><b>6-Year Start Requirement</b> Requires Recommended Projects to Start Before SFY-2022</p>							

**FINANCIAL REQUIREMENTS continued:**

**C. Program Financial Status as of August 1, 2014 TPC Report Shows Room to Enumerate Projects**



**D. Recommended Projects Can Meet 6-Year Construction Start Requirement (before July 1, 2021)**



**ENVIRONMENTAL REQUIREMENTS:**

**Environmental Document Requirement**

**A. Related Statutes Reference Environmental Document Requirements**

**13.489(4)(a)1.a.**

a. The commission determines that, within 6 years after the first July 1 after the date on which the commission recommends approval of the project, construction will be commenced on all projects enumerated under s. 84.013 (3) and on the project recommended for approval and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

**13.489(4)(a)1.b.**

b. The report recommending approval of the project is accompanied by a financing proposal that, if implemented, would provide funding in an amount sufficient to ensure that construction will commence on all projects enumerated under s. 84.013 (3) and on the project within 6 years after the first July 1 after the date on which the commission recommends approval of the project and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

**13.489(4)(4m) - REVIEW OF HIGH-COST MAJOR HIGHWAY PROJECTS.**

(a) Notwithstanding sub. (4), for any major highway project described in s. 84.013 (1) (a) 2m., the department of transportation shall submit a report to the commission, prior to construction of the project, which report may request the commission's approval to proceed with the project. The department may submit this request at any time following completion by the department of a draft environmental impact statement or environmental assessment for the project.

(b) After receiving a request under par. (a) for approval to proceed with a major highway project described in s. 84.013, the commission shall meet to approve, approve with modifications, or disapprove the request. The department may implement the request only as approved by the commission, including approval after modification by the commission.

(c) The department of transportation may not proceed with construction of a major highway project described in s. 84.013 (1) (a) 2m. unless the project is approved by the commission as provided in par. (b).

(d) The procedures specified in this subsection shall apply to all major highway projects described in s. 84.013 (1) (a) 2m. in lieu of the procedures described in sub. (4).

**B. Environmental Document Status**

<b>Project</b>	<b>Termini</b>	<b>Type</b>	<b>Environmental Doc. Status</b>
I- 43	Silver Spring Drive – Wis. 60	EIS	FHWA committed to sign FEIS prior to TPC Meeting
I-94	USH 12 – Wis. 65 (130 <sup>th</sup> St.)	EA	FHWA committed to sign FONSI prior to TPC Meeting
Wis. 50	I-94 to 43 <sup>rd</sup> Ave	EA	FONSI to be signed prior to TPC meeting.

## **Chapter 6**

### **PROJECT DETAIL I-43**

- **Need and Concept Summary**
- **Project Summary**

## I-43 (Silver Spring Drive to WIS 60)

14 miles in Milwaukee and Ozaukee Counties



Traffic Data	
Year	Average Annual Daily Traffic (AADT)
Existing 2014	48,000 – 84,000 AADT
Projected 2024	53,000 – 92,000 AADT
Projected 2034	58,000 – 101,000 AADT

Year	Percent of Corridor with Level of Service (LOS) D, E, or F		
	Moderately Congested	Severely Congested	Breakdown Conditions
Existing 2014	51% LOS D	17% LOS E	4% LOS F
Projected 2024	52% LOS D	10% LOS E	15% LOS F
Projected 2034	51% LOS D	12% LOS E	23% LOS F

Safety Data	
Percent of Corridor with Crash Frequency or Crash Severity Greater than the Statewide Average	39%

Financial Data	
Estimated Cost (2014 dollars)	\$448 million
Benefit Cost Analysis -- Benefit Cost Ratio	10.0

## NEED:

The I-43 freeway originally was constructed in the mid-1950s and mid-1960s. Traffic congestion, safety issues, and design and pavement deficiencies require full reconstruction and expansion of the corridor.

- Traffic Condition – Average Annual Daily Traffic (AADT) volumes throughout the corridor currently vary between 48,000 and 84,000, and are expected to grow to about 58,000 to 101,000 by 2034. This is about a 1 percent growth per year.

The heaviest congestion occurs in the southbound morning peak hour and in the northbound evening peak hour. Already there are daily backups near Silver Spring Drive where the freeway transitions from three to two lanes in each direction. If no capacity improvements are made, nearly 90% of the corridor would operate at LOS D or worse in the future. Notably, 23% of the corridor would operate at LOS F, including most of the southbound lanes in Milwaukee County.

- Safety Condition – The highest number of crashes occurs in Milwaukee County, between Silver Spring Drive and Good Hope Road, where there is the most congestion. From 2008 to 2012, nearly 40% of the corridor had crash rates or crash severities greater than the statewide average for this type of facility.
- Roadway Condition -- Although pavement maintenance and resurfacing have occurred since the corridor was built, the I-43 pavement structure has exceeded its life expectancy. It is no longer cost effective to resurface the roadway. Moreover, resurfacing would not fix the geometric and safety issues. Complete reconstruction of the freeway's substructure and pavement is recommended.
- Bridge and Geometric Condition -- Numerous geometric and bridge deficiencies exist within the corridor, including substandard bridge clearance, substandard vertical and horizontal curves, and substandard ramp design. These deficiencies contribute to safety and operational problems. For example, substandard ramp designs, especially at the Good Hope Road and Brown Deer Road interchanges, contribute to higher crash rates in the corridor.
- Route Importance – I- 43 is part of the National Highway System and is identified in the state's *Connection 2030 Plan* as a system-level Backbone priority corridor linking south-central and eastern Wisconsin. Priority corridors are "critical to Wisconsin's travel patterns and support the state's economy." I-43 is also designated as a federal and state long truck route, allowing longer commercial vehicles to use the freeway. The freeway is also a gateway to popular tourist locations in northern Wisconsin and links major industrial centers in south-central Wisconsin, Milwaukee, and Green Bay. The freeway also serves as an important commuting link in the Milwaukee metropolitan area. Southeastern Wisconsin Regional Planning Commission (SEWRPC) in their 2035 Regional Transportation Plan recommends six lanes throughout the study corridor.

## CONCEPT:

The proposed improvement for the I-43 corridor includes:

- Reconstructing I-43 with three travel lanes in each direction between Silver Spring Drive in the city of Glendale and WIS 60 in the village of Grafton, which includes: replacing the pavement, correcting vertical and horizontal alignments, and increasing the width of the shoulders to meet current design standards.
- Replacing the existing partial interchange at County Line Road with a full-access interchange and construct a new interchange at Highland Road.
- Rebuilding the remaining interchanges and most of the bridges in the corridor, including: Good Hope Road, Brown Deer Road (WIS 100), County Line Road, Mequon Road (WIS 57/167) and County C (Pioneer Road). The existing bridges at Good Hope Road and Brown Deer Road were reconstructed in 2010 and will be utilized in the new interchanges.



# I-43 NORTH SOUTH FREEWAY CORRIDOR STUDY

SILVER SPRING DRIVE TO WIS 60  
Milwaukee and Ozaukee Counties



November 2011 – TPC Approved Environmental Study

August 2014 - Conditional Approval of Final Environmental Impact Study/Record of Decision



U.S. Department of Transportation  
Federal Highway Administration

# PRESENTATION OUTLINE



- Project location
- Why Improve the I-43 Corridor
  - Purpose and Need Elements
- Public Involvement Process
- Mainline Improvement Concepts
- Interchange Improvement Concepts
- Mainline and Interchange Details



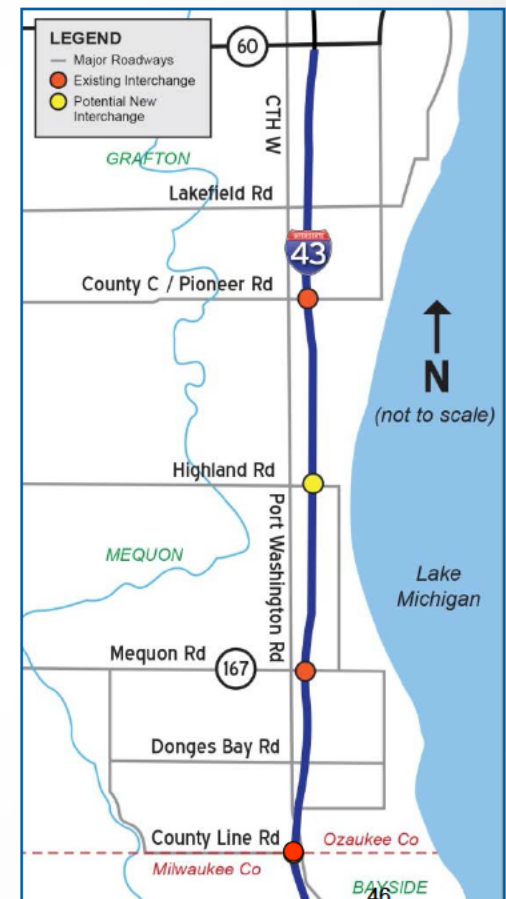
# PROJECT LOCATION



## MILWAUKEE COUNTY



## OZAUKEE COUNTY



**SILVER SPRING DRIVE TO WIS 60**  
Milwaukee and Ozaukee Counties  
14 Miles

# WHY IMPROVE THE I-43 CORRIDOR?



- Significance of the I-43 Corridor
- Current and Future Congestion
- Traffic Safety
- Pavement, Freeway Design and Geometric Deficiencies
- Support Regional Planning Efforts



# WHY IMPROVE THE I-43 CORRIDOR?



I-43 IS ONE OF WISCONSIN'S MOST SIGNIFICANT TRANSPORTATION CORRIDORS

- **Connections 2030 “Priority Corridor”**
  - Critical to Wisconsin’s travel patterns and state’s economy
- **National Highway System Facility**
  - Ensure connectivity to the national defense highway network
- **Provides a Critical Commercial/Commuter Link to other metro areas**
  - Major north-south route through eastern Wisconsin
  - Beloit/Rockford
  - Green Bay and northern Wisconsin
  - Chicago
- **Supports economic growth**
  - Commerce
  - Tourism – Direct link to northern tourism destinations
- **Important southeastern Wisconsin commuter route**



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# WHY IMPROVE THE I-43 CORRIDOR?



- Current Traffic Volumes

- 2014 AADT
  - » Ozaukee County: 48,000
  - » Milwaukee County: 84,000

- Projected Traffic Volumes

- 2034 AADT (No-Build Volumes)
  - » Ozaukee County: 58,000
  - » Milwaukee County: 101,000



*Southbound I-43 near Green Tree Rd*



# WHY IMPROVE THE I-43 CORRIDOR?



- Needs of I-43 are many:
  - Roadway Capacity
  - Traffic Safety
  - Design Features



*Good Hope Road / Port Washington Road Intersection*



*Northbound I-43 exit ramp at Good Hope Road Intersection*



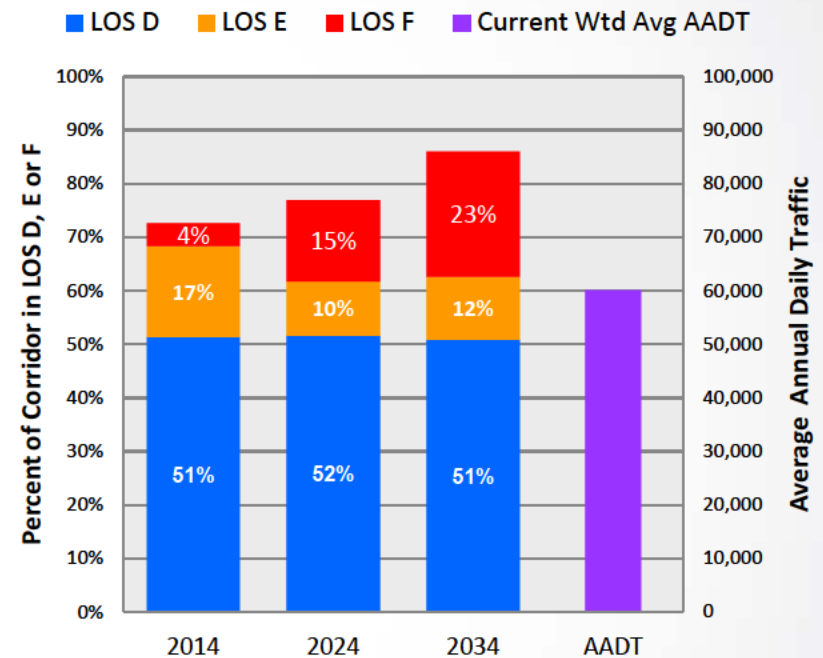
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# WHY IMPROVE THE I-43 CORRIDOR?



- Current and Future Congestion
- Roadway Capacity
  - Without Expansion, Operations will degrade and congestion will extend beyond peak periods
  - Expected segments of corridor with LOS D or worse:
    - 72% in 2014
    - 77% in 2024
    - 86% in 2034

### Percent of IH 43 with Congestion





# WHY IMPROVE THE I-43 CORRIDOR?



- Traffic Safety

- Total crashes from 2008 - 2012
  - » 1,006, or 201 per year
  - » 246 injury crashes
  - » 0 fatalities
  - » 196 ramp crashes

TOTAL NUMBER OF CRASHES				
Year	PDO*	w/Injuries	w/Fatalities	Total
2008	176	60	0	236
2009	136	57	0	193
2010	177	53	0	230
2011	160	35	0	195
2012	111	41	0	152
<b>2008 -2012 TOTAL</b>	<b>760</b>	<b>246</b>	<b>0</b>	<b>1,006</b>

\* Property Damage Only



# WHY IMPROVE THE I-43 CORRIDOR?



## • Design Features

- Pavement, Freeway Design and Geometric Deficiencies
  - » I-43 originally constructed in the 1950's and 1960's
    - *Many features that met design criteria over 50 years ago when this facility was originally constructed do not meet today's design standards*
    - *Pavement has reached the end of its useful life and is in need of replacement*
    - *Bridge clearances are substandard*
    - *Safety concerns with existing interchange configurations and spacing*
    - *Existing interchanges and adjacent side roads do not adequately address bicycle and pedestrian needs.*

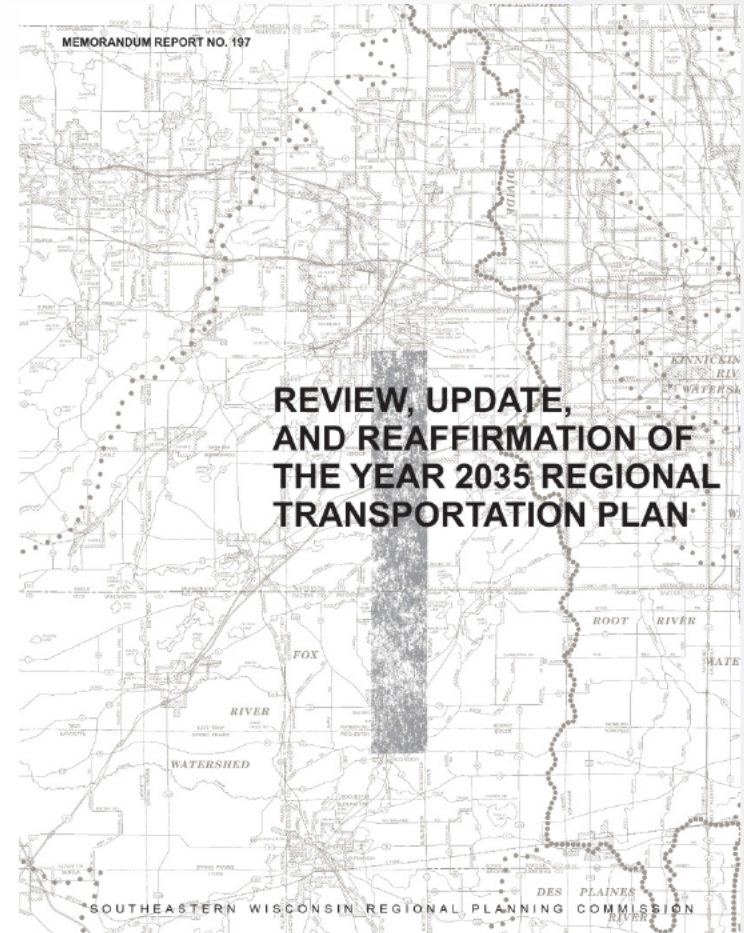


# WHY IMPROVE THE I-43 CORRIDOR?



- Support Regional Planning Efforts

- SEWRPC's long-range, regional land use and transportation plans guide project-level studies in Southeast Wisconsin
- SEWRPC's Transportation plan identifies the I-43 North-South Corridor as a candidate freeway corridor for improvements.
- Capacity expansion recommended in addition to:
  - » Transportation Systems Management measures
  - » Travel Demand Management measures
- FHWA requires consistency with regional plan



# PUBLIC INVOLVEMENT PROCESS



- Three well-attended public involvement meetings
- Community and technical advisory committees used for additional input
- Frequent and ongoing coordination with public agencies, local communities, residents, and businesses – about 120 meetings held over the past two years.
- Public Hearing on Preferred Alternative
  - Nearly 500 people attended; 120 gave testimony
  - Clear support for the project
  - Overall support for interchange at Highland Road
  - Some concerns about freeway noise and the full interchange at County Line Road

