

I-43 North-South
CAPITOL DRIVE TO
HAMPTON AVENUE

Public Involvement Meeting

August 22, 2019

5-7 p.m.

Glendale

PROJECT ID: 1228-22-01/71

OVERVIEW

I-43 provides access to manufacturers, commuters and tourists within the Milwaukee metropolitan area connecting Milwaukee to other areas including northern Illinois and Green Bay. It is a critical interstate link not only for Southeast Wisconsin, but the entire state. The freeway is a gateway to popular tourist locations in northern Wisconsin and links major industrial centers throughout Wisconsin.

Today, I-43 carries nearly 129,000 vehicles each day through the project area. Traffic is projected to grow another 18,000 over the next thirty years.

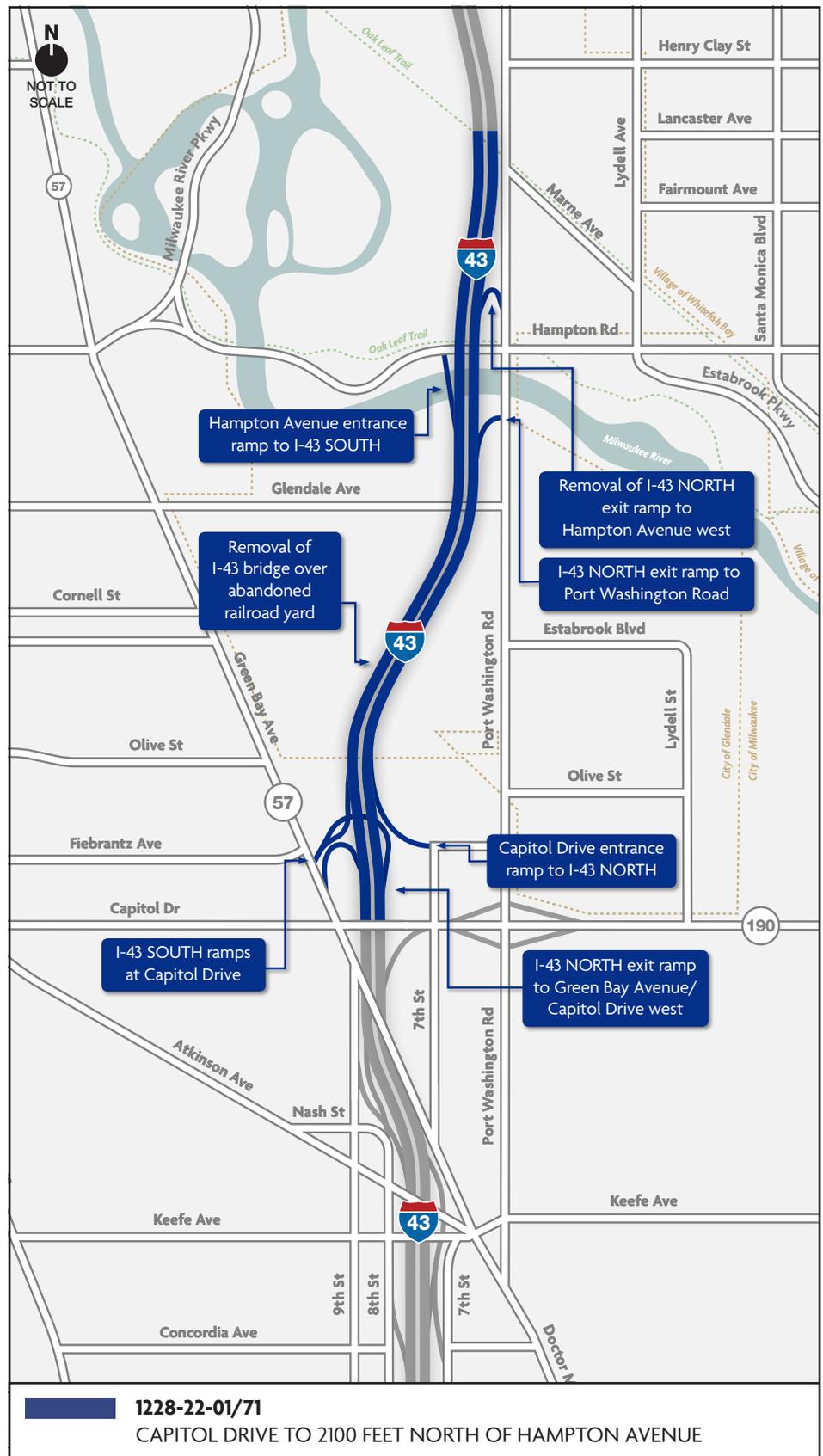
Bridges in the project corridor, from Capitol Drive to Hampton Avenue, need major rehabilitation or replacement.

- This segment of I-43 was built between 1959 and 1962
- Project will address deteriorating bridge conditions
- Bridge design will not preclude future freeway modernization needs
- Safety and operation needs will be addressed within the context of the pavement and structural deficiencies



Pavement conditions

PROJECT LOCATION



PROJECT PURPOSE & NEED - TRAFFIC AND SAFETY

2103-2017 CRASH STATISTICS

- 347 crashes (188 northbound, 159 southbound)
- Crash rate is 52% higher than the statewide average
- 10 crashes on the Capitol Drive ramps
- 23 crashes on the Hampton Avenue ramps

EXISTING AND FORECAST TRAFFIC PROJECTIONS

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

I-43 at Capitol Drive

- 2019 AADT: 131,750
- 2050 AADT: 150,600
- Change: 14%

I-43 between Capitol Drive and Hampton Avenue

- 2019 AADT: 128,950
- 2050 AADT: 146,800
- Change: 14%

Between Hampton Avenue and Silver Spring Drive

- 2019 AADT: 114,750
- 2050 AADT: 131,100
- Change: 14%

DESIGN DEFICIENCIES

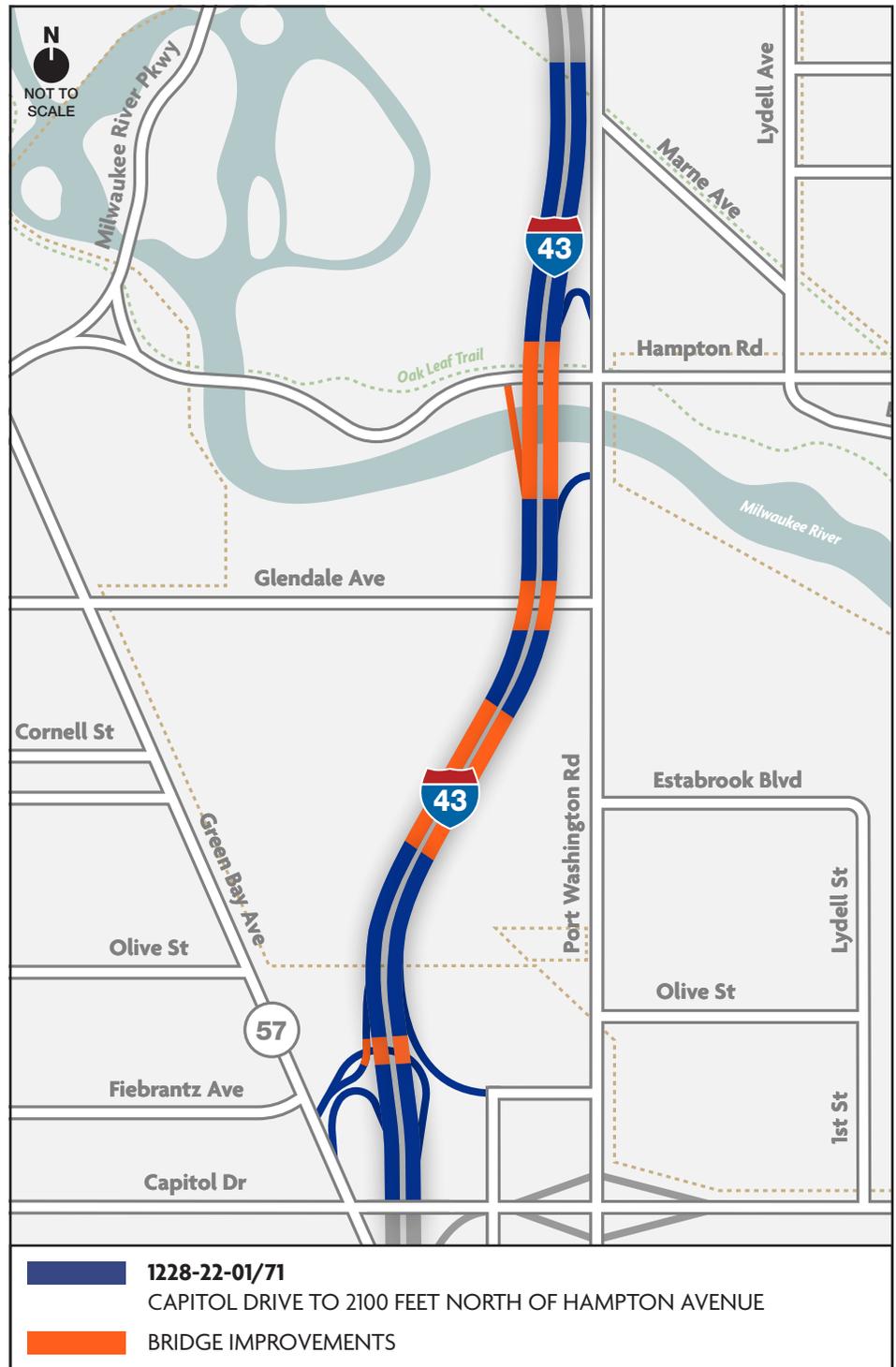
- Narrow shoulders
- Substandard stopping sight distance
- Substandard geometry



Hampton Avenue entrance ramp to I-43 South bridge deterioration

PROJECT PURPOSE & NEED - BRIDGES

- Rehabilitate or replace three bridges over northbound exit to Green Bay Road (mainline and exit ramp bridges)
- Remove I-43 bridge over abandoned railroad yard
- Replace I-43 bridge over Glendale Avenue
- Rehabilitate or replace three bridges over Milwaukee River and Hampton Avenue (mainline and entrance ramp bridges)

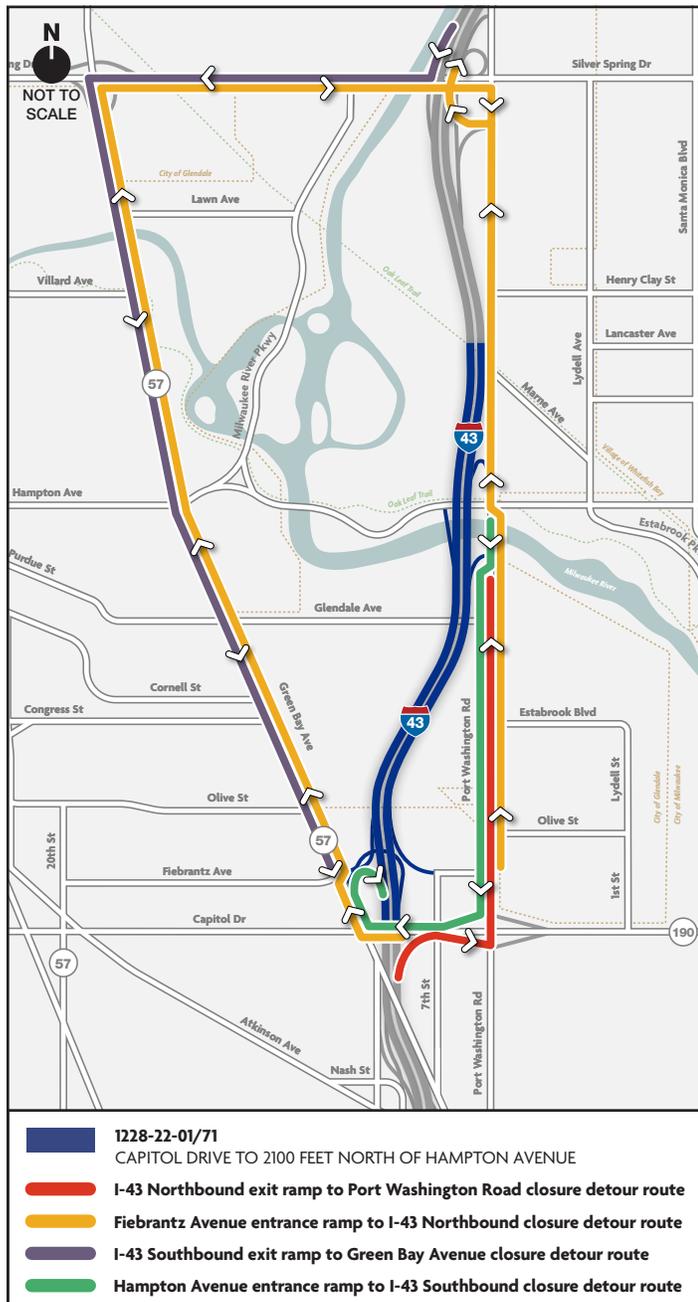


DETOUR ROUTES

Detour routes will be designated when ramps are closed for construction. WisDOT will stagger ramp closures in an effort to minimize impacts.

Occasional full freeway closures will take place when bridge beams are installed over the freeway.

RAMP CLOSURES



FULL FREEWAY CLOSURES



NOISE BARRIER PROCESS

At the start of a certain state highway project, the Wisconsin Department of Transportation (WisDOT) determines noise impacts and evaluates possible mitigation measures, such as noise barriers. After careful evaluation and a voting process, WisDOT installs noise barriers along portions of state highways to minimize noise impacts.

Noise barriers determined to be financially reasonable and technically feasible must receive a vote of support from a simple majority of all votes cast by the adjacent landowners and residents of the most benefited areas.

Noise impacts are being studied near the residential areas at Capitol Drive and at Hampton Avenue.



STORMWATER MANAGEMENT

Stormwater runoff currently discharges directly into the Milwaukee River. Two stormwater wet detention ponds are proposed as part of this project. The project will conform to the Wisconsin Department of Natural Resources regulations for water quality and quantity.

SECTION 106 – HISTORIC RESOURCES

As part of the Environmental Review process for the I-43 project, WisDOT evaluates the impact of the project on cultural and historic resources. The resources are typically structures, districts, landscapes, sites and objects of importance to a culture or community. Federal and State laws, primarily the National Historic Preservation Act, require agencies to take measures to avoid historic resources if possible. If resources cannot be avoided, then adverse effects must be mitigated.

The Milwaukee River Parkway, which includes Lincoln Park, is listed on the National Register of Historic Places. You can participate in the historic resource evaluation process by sharing your concerns about the I-43 alternative being considered and the potential effect on historic resources. You are welcome to provide any information you may have about possible additional historic resources in the project area.

SECTION 4F – SPECIAL CONSIDERATION

Lincoln Park and the Milwaukee River Parkway require special consideration under the Federal Highway Administration (FHWA) Section 4(f). Under the current preferred alternative, proposed reconstruction of the Oak Leaf Trail on the Parkway along Hampton Avenue would improve bike and pedestrian access. Additional right of way is required at the far northeast corner of the park to correct existing property boundaries. The proposed freeway construction at the northeast corner of the park would match into existing ground. No park facilities would be impacted. WisDOT is evaluating further measures minimize property impacts through coordination with the Milwaukee County Parks Department and input from this public meeting.



OTHER PROJECTS IN CORRIDOR

SOUTH

Brown Street to Capitol Drive

- Rehabilitation/repaving/structures
- Design and public process will proceed in 2019/2020

NORTH

Silver Spring to WIS 60

- Included in latest state budget
- Stay tuned for more details!

