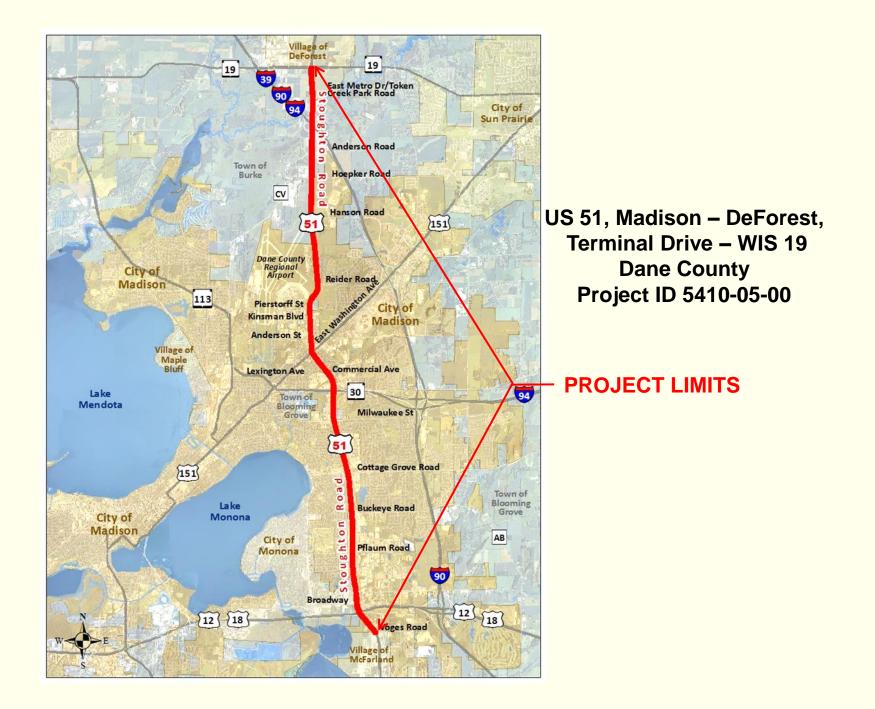


MPO POLICY MEETING April 3, 2013





Background of Study

- 2001 to 2003 Needs Assessment Completed
 - Identified corridor deficiencies
 - Public meeting, public opinion surveys
 - Neighborhood, business, bicycle/pedestrian focus groups
- 2004 to 2012 Traffic Safety Study Completed
 - Quantified corridor deficiencies
 - Identified range of potential solutions
 - Developed conceptual alternatives
 - Investigated potential impact areas
 - Public meetings, focus groups
- 2011 Trans. Projects Commission (TPC) Study Approval
 - Corridor identified as a potential 'major'





Project Purpose and Need

- Improve safety
- Reduce congestion
- Improve bicycle, pedestrian, and transit facilities
- Reduce diversion to neighborhood streets
- Support economic development









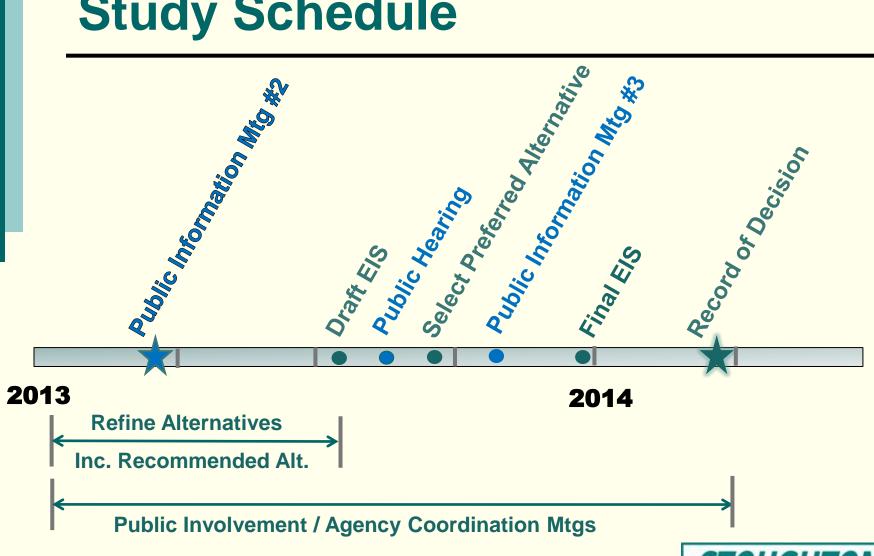
Traffic Safety and Operations

- Crashes from 2007 to 2011
 - 1,859 crashes (over 7 per week)
 - 606 crashes with injuries (over 2 per week)
 - 10 fatalities
- Current Traffic Operations Conditions
 - Peak hour delays increasing
 - Long backups at signalized intersections
- Operations by 2040
 - Failing throughout corridor





Study Schedule





Improvement Alternatives

- No Build
 - Maintenance of existing roadway without expansion or reconfiguration
- Alt A Transportation System Management (TSM)
 - Keeps most existing intersections at grade
- Alt B Enhanced Expressway
 - Adds interchanges at intersections with high crash rates and major traffic delay
- Alt C Freeway Conversion
 - Provides a free flow movement for traffic through the corridor

Preferred alternative could be a Combination of alternatives

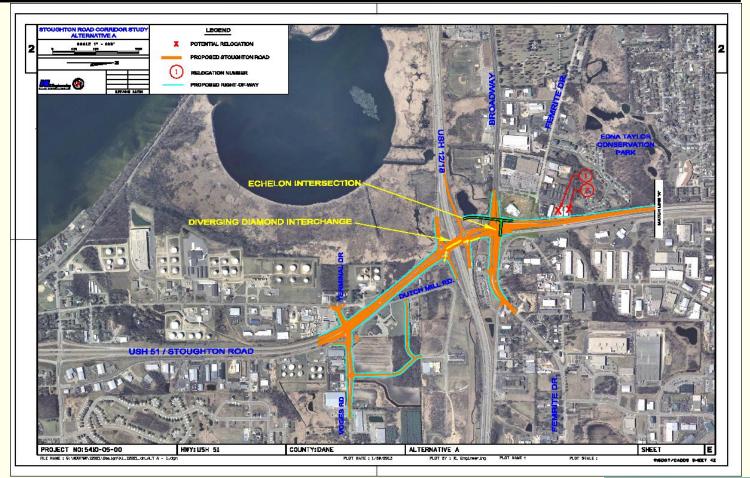




Voges to Broadway

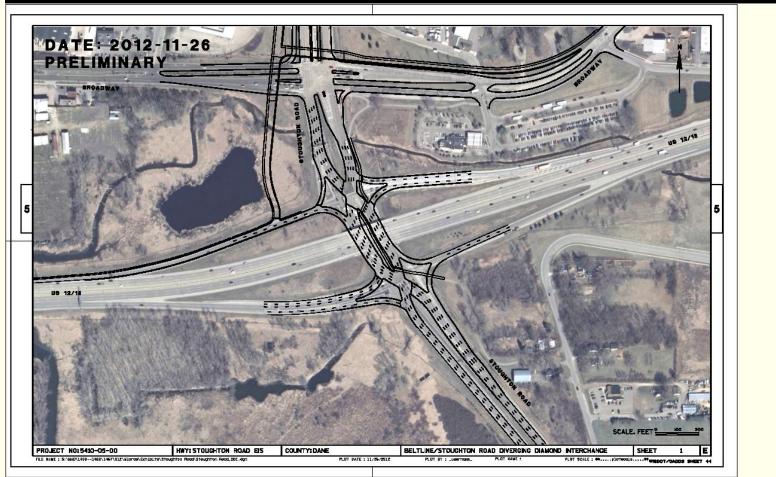


Voges to Broadway – Alt A





Beltine to Broadway – Alt A



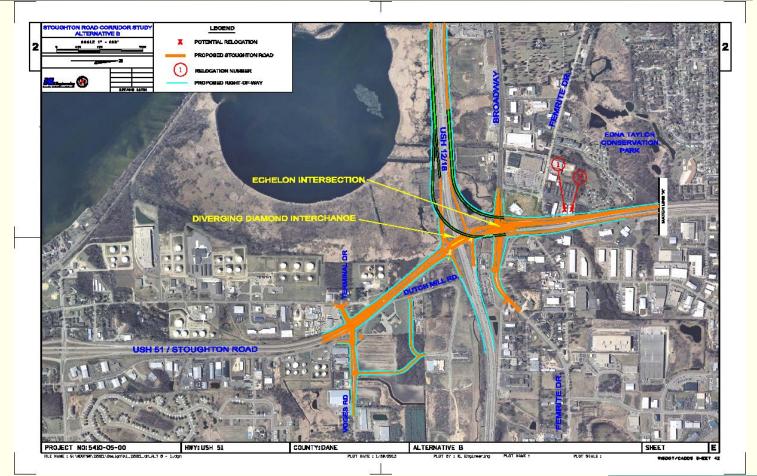


Beltline to Broadway – Alt A



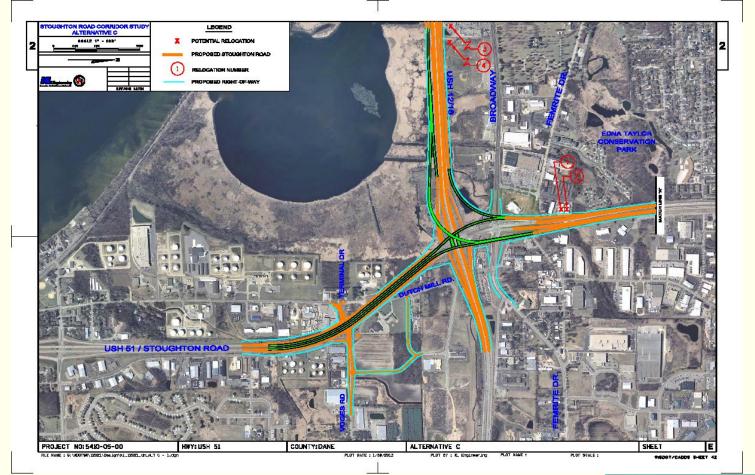


Voges to Broadway – Alt B





Voges to Broadway – Alt C



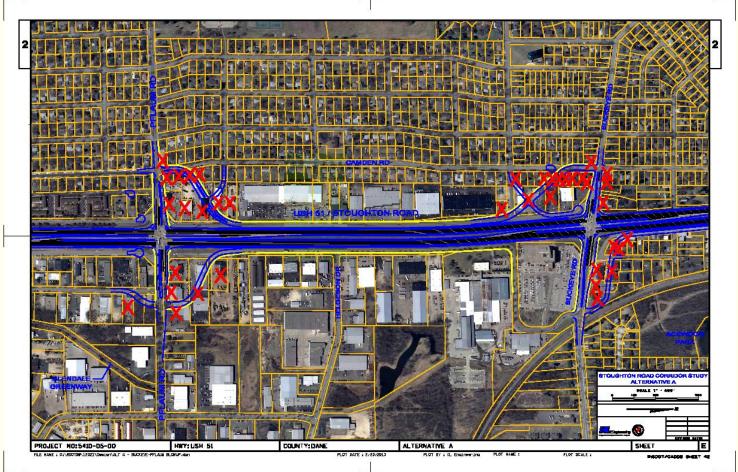




Pflaum to Buckeye

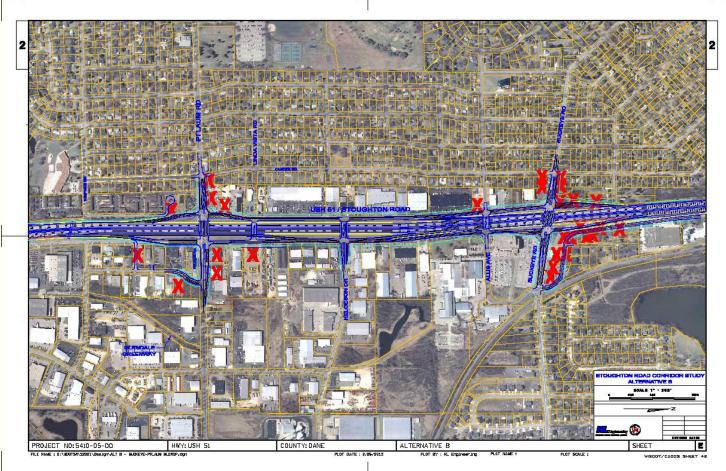


Pflaum to Buckeye – Alt A





Pflaum to Buckeye – Alt B



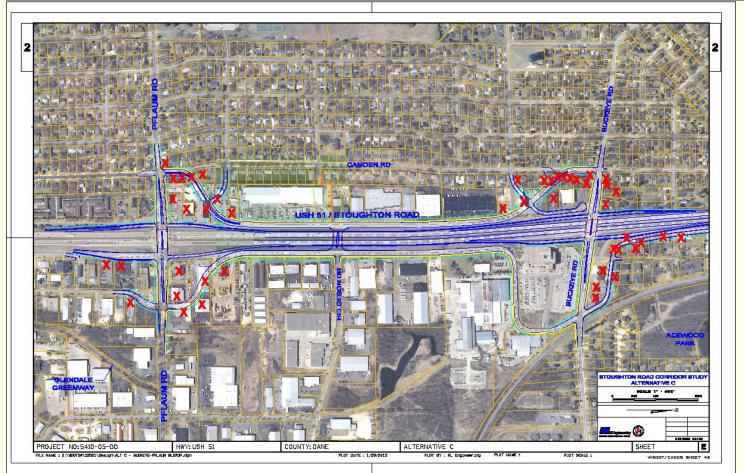


Pflaum to Buckeye – Alt B





Pflaum to Buckeye - Alt C



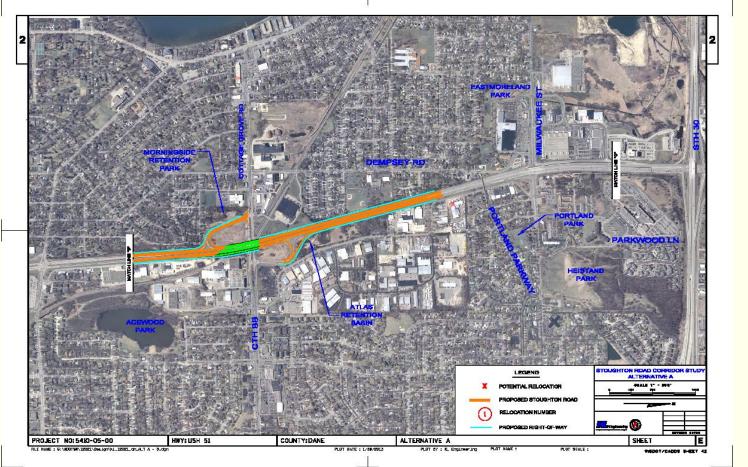




Cottage Grove to Milwaukee



Cottage Grove to Milwaukee – Alt A



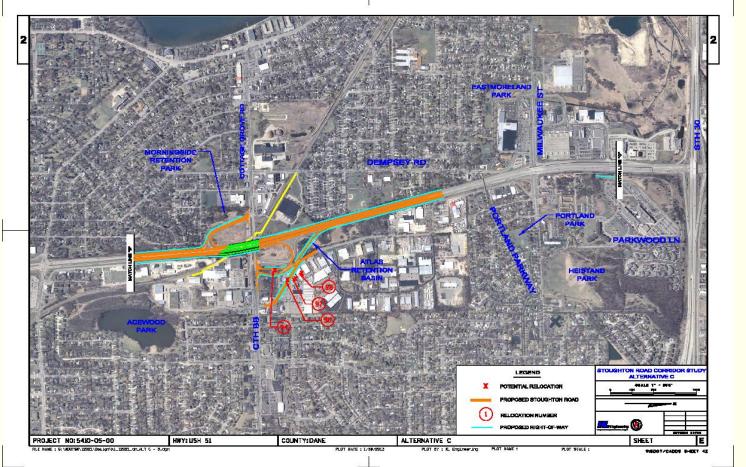


Cottage Grove to Milwaukee – Alt B





Cottage Grove to Milwaukee – Alt C



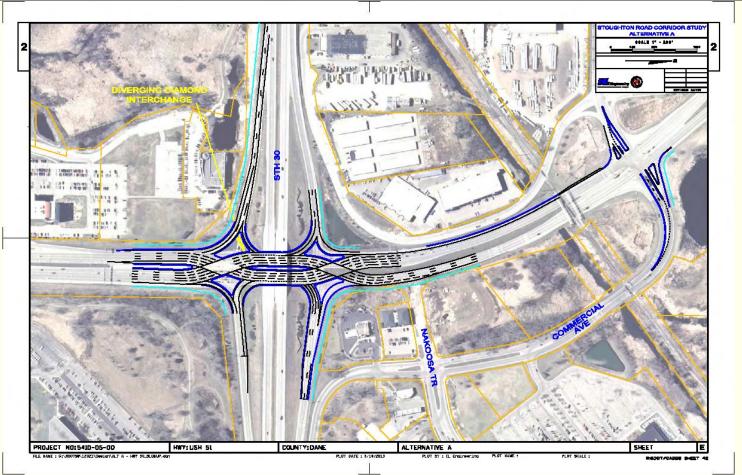




WIS 30 to Lexington/Commercial

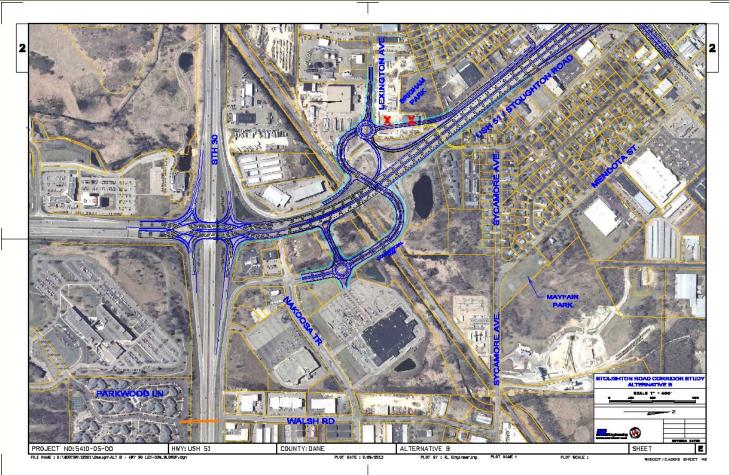


WIS 30 to Lexington/Commercial – Alt A



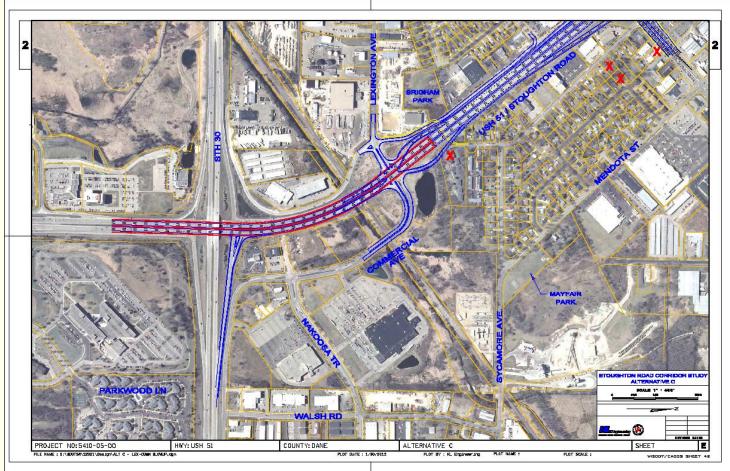


WIS 30 to Lexington/Commercial – Alt B





WIS 30 to Lexington/Commercial – Alt C



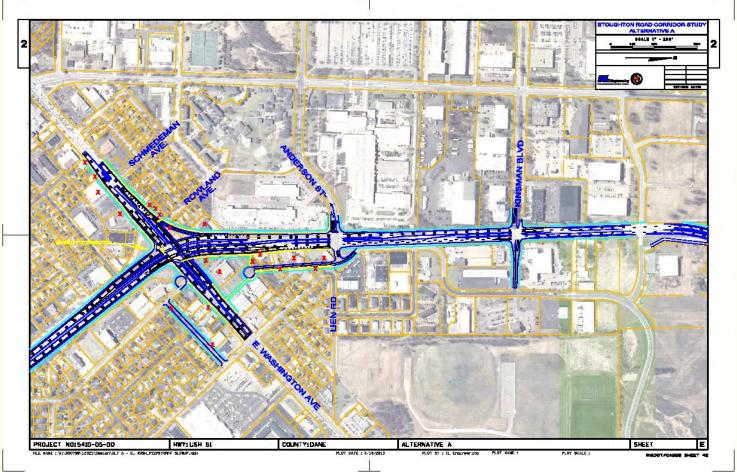




East Washington to Pierstorff



E. Washington to Pierstorff – Alt A



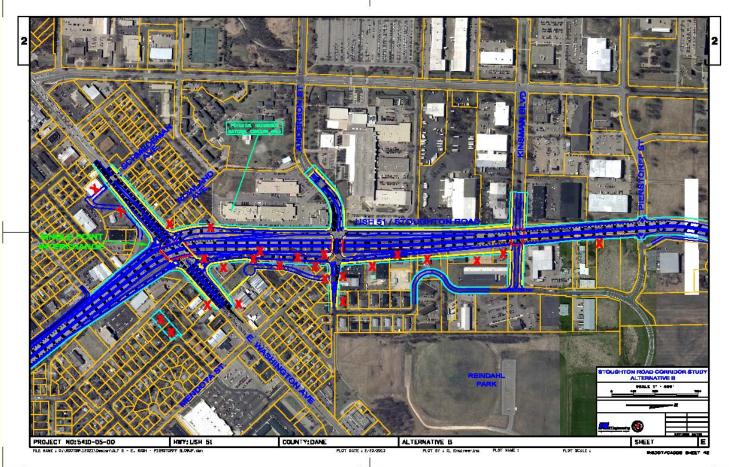


E. Washington to Pierstorff – Alt A



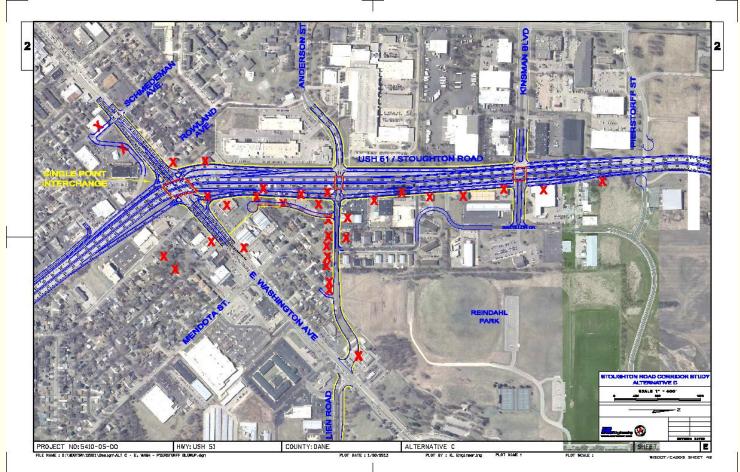


E. Washington to Pierstorff – Alt B





E. Washington to Pierstorff – Alt C



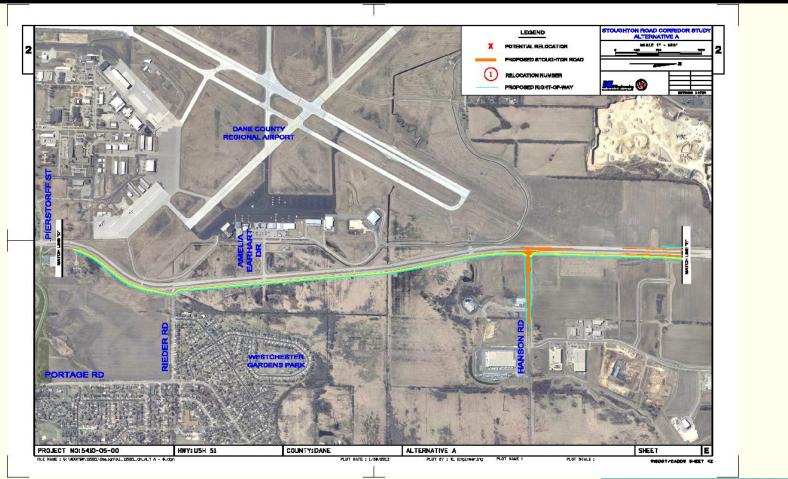




Rieder to Hanson

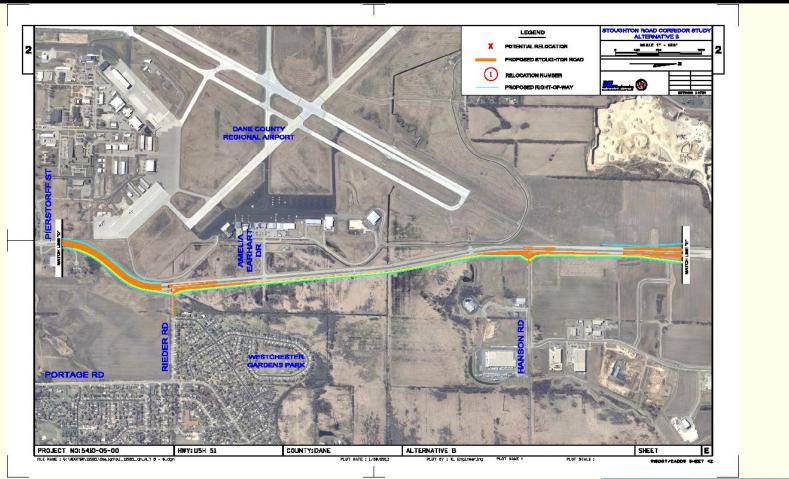


Rieder to Hanson – Alt A



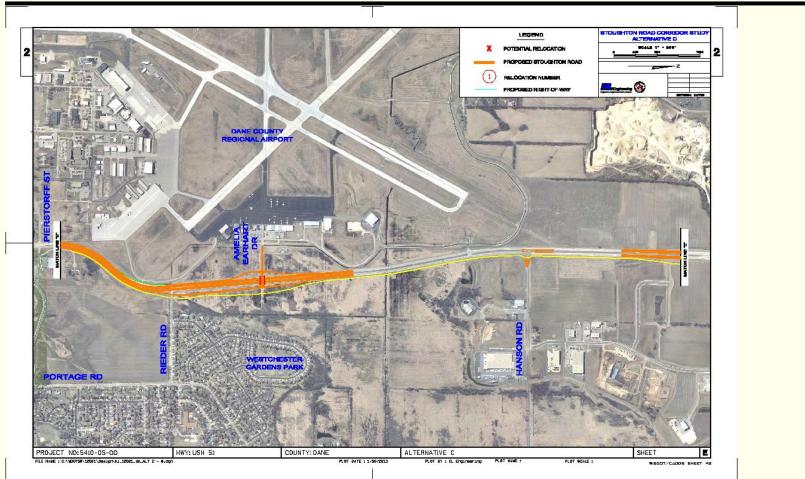


Rieder to Hanson – Alt B





Rieder to Hanson – Alt C



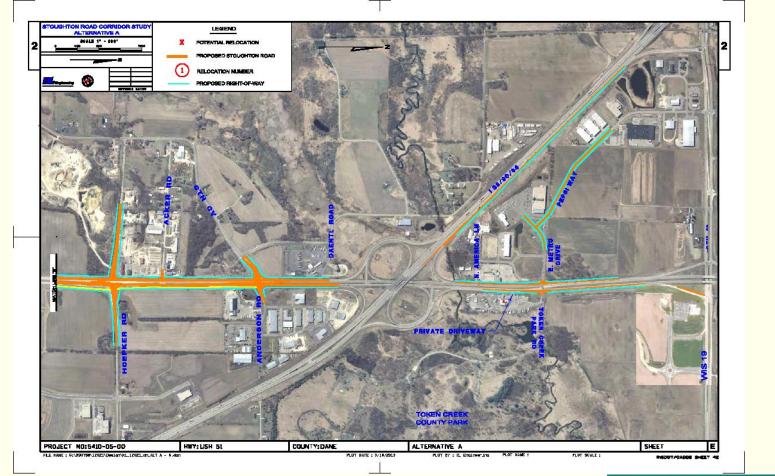




Hoepker to WIS 19

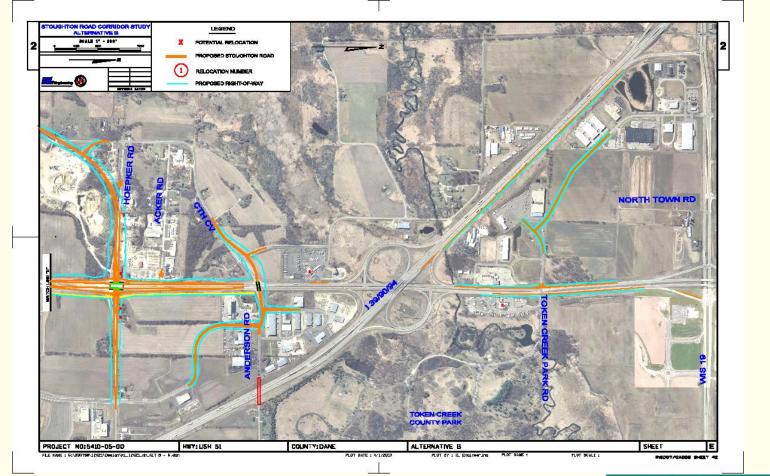


Hoepker to WIS 19 – Alt A



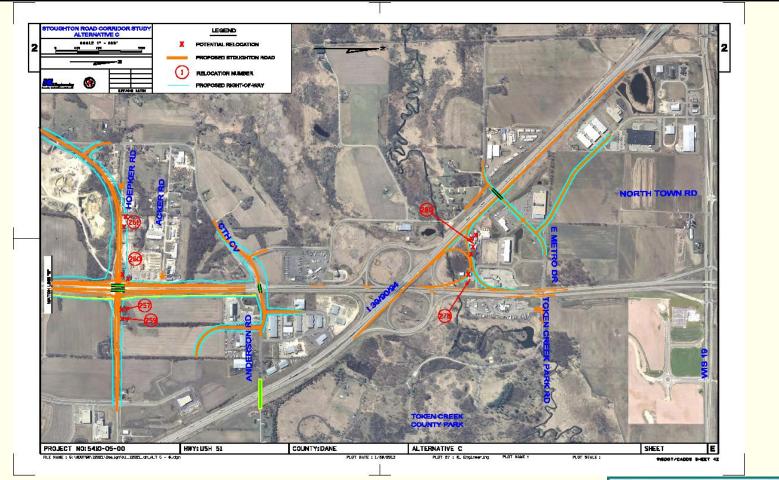


Hoepker to WIS 19 – Alt B





Hoepker to WIS 19 – Alt C





Recommended Alternative

- Combination of Alternatives
 - Terminal Drive Alt A & B
 - Extend and add turn lanes, make frontage road connections
 - Beltline / Broadway Alt A
 - DDI / Echelon (first stage)
 - Free Flow ramps when LOS deteriorates (second stage Alt B)
 - Pflaum / Buckeye Alt B
 - 'Split Diamond' interchange with access ramps
 - Cottage Grove Rd through Lexington/Commercial Alt A
 - Reconstructed ramps at Cottage Grove Road
 - DDI at WIS 30
 - At-grade with improved turn lanes at Lexington/Commercial



Recommended Alternative

- Combination of Alternatives
 - East Washington Ave through Pierstorff Alt B or C
 - 'Split Diamond' interchange East Washington and Anderson/Kinsman
 - Access ramps between E. Washington Ave and Anderson St
 - Three through traffic lanes each direction from Broadway to Milwaukee St and East Washington Ave to Rieder Rd
 - Rieder Road through Hanson Road Alt B
 - Left in allowed until problematic at Rieder and Hanson, then left in removed
 - Amelia Earheart Drive extend turn lanes, accommodate U-turns from Rieder
 - Hoepker Road to WIS 19 Alt B
 - Interchange at Hoepker, becomes County CV
 - Overpass at existing County CV/Anderson Road
 - Signalize I 39/90/94 ramps
 - Remove driveway accesses from US 51



Bicycle / Pedestrian Facilities

- On-road as appropriate for Alternatives A & B
- No on-road facilities on freeways
- Upgrade crossings and parallel roadways
- Overpasses
 - Tompkins Drive
 - Helgeson Drive
 - Walsh Road / Parkwood Drive (Over WIS 30)
 - Larson Court
 - East Washington Avenue
 - Anderson Road (Over I 39/90/94)
- Off Road Paths
 - Broadway Pflaum Road
 - Pierstorff Street County CV







Noise Impacts / Corridor Aesthetics

- Noise Impacts
 - Updating noise analysis
 - Determine areas of potential mitigation
- Aesthetics
 - Corridor themes
 - Bridges, Walls, Landscape Opportunities







Effects on Business

- Issues
 - Impacts to businesses in all alternatives
 - Relocations
 - Access changes
- Opportunities
 - Improved access to and from businesses
 - Safer and more efficient access
 - Improved corridor aesthetics
 - Developmental change and growth



Estimated Project Costs

- Year 2013 \$ construction and real estate costs estimated
 - Alternative A \$215 \$250 Million
 - Alternative B \$595 \$685 Million
 - Alternative C \$790 \$875 Million
- Recommended Alt could be a combination of A, B, and C
- Planning Level Estimates More detailed costs for Draft EIS in Summer 2013



Funding and Scheduling

- Currently no funding allocated for final design or construction
- Funding would be from Majors Program (administered by TPC)
 - Statewide program
 - WisDOT prioritizes and submits to TPC
 - TPC recommends to Legislature and Governor
- If funding is approved, WisDOT can:
 - Begin final design
 - Prioritize phases or sections for most effective order of construction
 - Schedule project as appropriate



Next Steps ...

- Finalize All Alternatives
- Prepare Draft Environmental Impact Statement
- Public Hearing (August 2013)
- Select Preferred Alternative (September 2013)
- Public Meeting #3 (Fall 2013)
- Final EIS (Winter 2013/2014)
- Record of Decision (Summer 2014)







QUESTIONS?