

CH2MHILL FAX

MKE
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To: Jeff Mantes

From: Sue Dornbach

Company: City of Milwaukee

Date: November 5, 2001

Fax No.: 414-286-3693

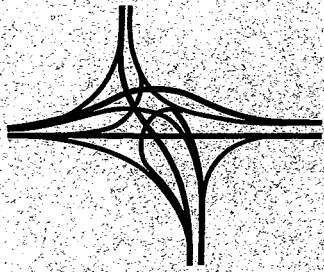
Total Pages: 5

Voice No.: 414-286-2451

Message:

Jeff,

Per our conversation I am faxing you a handout for your meeting with the Public Improvements Committee on November 14th. I will make sure that 7 copies of the latest newsletter and the attached handout will be brought to the meeting.



Transportation District 2
 October 2001
 Newsletter Number 4

MARQUETTE INTERCHANGE

Building Wisconsin's Future

Scott McCallum, Governor
 Terry Mulcahy, Secretary of Transportation

November 15 Public Hearing

When: 11 a.m. to 8 p.m.
Where: Milwaukee County
 Transit Center
 (Harbor Lights
 Room)
 909 E. Michigan St.
 Milwaukee
Parking: Parking garage at
 Transit Center and
 on street parking

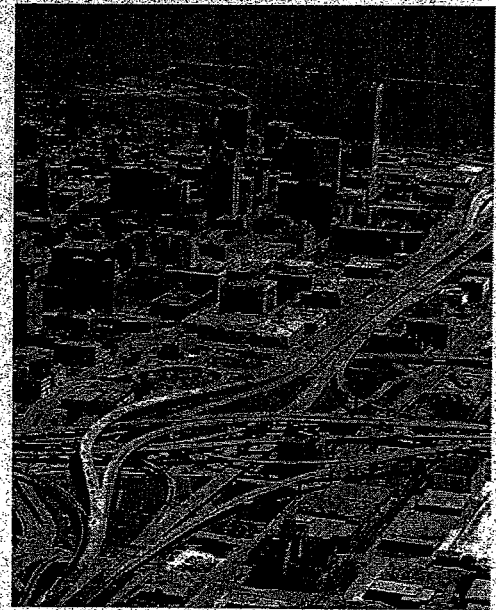


Marquette Interchange hearing set for November 15

Public urged to attend and make views known - consensus central to final decision

The Wisconsin Department of Transportation (WisDOT) has scheduled a public hearing on the reconstruction of the Marquette Interchange for Thursday, November 15 from 11 a.m. to 8 p.m. at the Milwaukee County Transit Center's Harbor Lights Room on East Michigan Street. Please attend the hearing and make your comments known as WisDOT nears the end of its 24-month study on how to reconstruct the Marquette Interchange.

The public hearing and the 30-day comment period, which starts on November 1 and lasts until November 30, are the final opportunities for you to give us your ideas before a decision on which alternative or related options are selected for the reconstruction. The Governor



About 300,000 cars and trucks use the interchange daily. It is vital to the economic well being of Wisconsin.

will make the final decision on the reconstruction, with a recommendation by the Secretary of WisDOT, in December or January.

WisDOT and its consultants will be at the hearing to answer your questions and show you the alternatives and options being considered.

There are several ways for you to let us know how you think the interchange should be reconstructed. At the hearing court reporters will be available to record your comments and comment forms for you to leave your written remarks. Comment forms that you can take home and mail back to us before November 30 will also be provided. You may also e-mail your comments to donald.rhodes@dot.state.wi.us before the November 30 deadline.

Let your opinion be known! Please come to the hearing, mail in a comment form, or e-mail your comments to us.

WisDOT study in final stages; Environmental Assessment available for review

The Marquette Interchange is the cornerstone of the southeastern Wisconsin freeway system. Interstates 94 and 43 intersect at the interchange, which links about one-third of the state's freeway traffic to the rest of the country.

The interchange has deteriorated from high traffic volume, its unique design, melting snow, salt, studded snow tires, and age. The problems of the interchange must be addressed soon.

WisDOT considered numerous alternatives during the study and eliminated all but two from further consideration based on engineering, traffic analysis, and public input.

WisDOT and the Federal Highway Administration have prepared an Environmental Assessment that documents the need to reconstruct the interchange, the alternatives that were considered, and the impacts of each alternative. The Environmental Assessment is available for review at WisDOT District 2 Office, Room 210, 141 N.W. Bartow St. Waukesha; WisDOT Bureau of Environment, 4802 Sheboygan Ave., Room 451, Madison; Milwaukee Public Library Reference Dept., 841 W. Wisconsin Ave, Milwaukee; and City of Milwaukee Legislative Reference Bureau, 200 E. Wells St., Milwaukee. Several copies of the Environmental Assessment will be available for review at the November 15 public hearing.

Community involvement

The reconstruction of the Marquette Interchange is a state project that will greatly affect the quality of life in Milwaukee. The expressed needs and desires of the residents from the city, county, and surrounding areas have shaped the refinement of the design alternatives.

To ensure good communication and dialog with the community, Governor Scott McCallum and the WisDOT study team conducted extensive public outreach. The outreach efforts informed the public about the reconstruction, encouraged comments on preferences, and sought consensus on the alternative and options to be selected.

The Governor talked to stakeholders at the state fair and other locations and compiled comments on his Web site.

The study team held three open house meetings and over 180 meetings with business organizations, service clubs, community groups, minority organizations, schools, and nearby property owners. It also maintained a Web site and distributed newsletters and fliers.

The news media provided extensive coverage of the study.

Alternatives under consideration

The study team's objectives in redesigning the interchange are to improve ease of driving and safety by:

- Placing all entrances and exits on the right
- Improving the spacing between exit and entrance ramps
- Eliminating or improving unsafe sections of heavy traffic weaving/merging

As noted earlier, there are two alternatives still under consideration - the No-Build Alternative and the Build Alternative. The No-Build Alternative would replace the interchange over the next 10 to 15 years in exactly the same configuration. While this would address the deteriorated bridges, it would not address the safety problems that result from the obsolete 1950s design. The No-Build Alternative must be evaluated as part of federal and state environmental regulations and serves as a baseline for comparison to other alternatives.

The Build Alternative would completely reconfigure the interchange and the four approaches from the east, west, north, and south. The Build Alternative assumes that Aldrich Chemical will be relocated from the interchange to another location in the city of Milwaukee.

There are five design options with the Build Alternative. All the options are related to the location of local street exit and entrance ramps.

Option A: 13th Street Exit. This option provides an exit at 13th Street to maintain an access point to Marquette University and the Menomonee Valley, including the Potawatomi Casino. It could save two minutes travel time to some destinations. The additional cost of providing the 13th Street exit is \$5 million.

Options B and C: Plankinton Interchange. These options would keep access from I-794 to Plankinton for motorists coming from the north and south (Option B) and from the north, south, and west (Option C). The options could save one to two minutes of travel time. Option B would cost an additional \$47 million and require relocating one business. Option C would cost an additional \$60 million and require relocating two businesses. Option C would place I-794 traffic over Clybourn Street and much closer to buildings on the north and south sides of I-794.

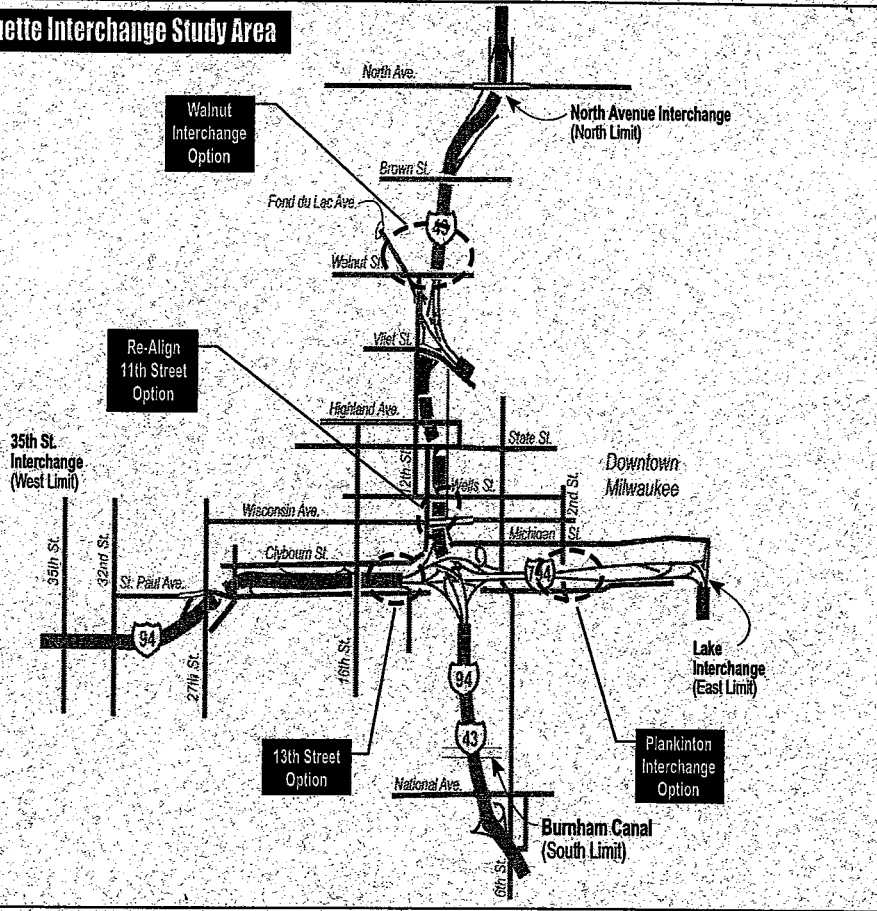
Option E: Walnut Street Half Interchange. This option would improve freeway access to Walnut Street by providing a connection with I-43 to and from the north. The option would cost \$6 million and require right-of-way acquisition from a Milwaukee Public Schools' playground, Carver Park, and an apartment building.

Option F: 11th Street Re-Alignment. This option realigns 11th Street at Wisconsin Avenue to make it easier for Marquette University students walking from Carpenter Tower to campus. The option would cost \$5 million.

Context sensitive design

Since January 2001, four context sensitive design workshops have been held. These workshops have been attended by numerous state and local officials and community groups. During the

Marquette Interchange Study Area



Study Team Contacts

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135 South 84th Street, Suite 325
Milwaukee, WI 53214-1456

workshops, ideas were proposed and discussed to make the appearance of the interchange blend with downtown, the Historic Third Ward, the Menomonee Valley, the near west side, and the near north side.

Workshop organizers intend to expand the level of participation to include community leaders throughout four distinct districts. These four groups will suggest designs that reflect the nature and spirit of particular areas of Milwaukee. A consistent design theme will be used, with the four workgroups providing variations on that theme.

What's next?

November 15: Public hearing
Your opportunity to provide input.

November 1 to November 30: Public comment period Comment on the alternatives and the Environmental Assessment.

December or January: WisDOT selects preferred alternative WisDOT will consider public comments as well as engineering and traffic data, costs, and impacts to select the preferred alternative, including the options.

February 2002: Public Information Meeting An opportunity for the public to view the selected alternative and obtain information about the design and construction of the interchange.

2002 to 2004: Design the selected alternative

2004: Construction begins

Capacity expansion?

The plans for the reconstruction of the Marquette Interchange accommodate the existing six-lane freeways to the north, south, and west.

If the Southeastern Wisconsin Regional Planning Commission study currently under way recommends that additional capacity be added to one or all of the freeway approaches, the Build Alternative interchange design can still be used with modification. Additional right-of-way may need to be acquired depending on which freeways are expanded. Those decisions, however, will require additional study and consensus of local governments.

Mailing list additions

If you did not receive this newsletter in the mail, you are not on the mailing list for the Marquette Interchange Study. To add your name, or to make a correction, please fill out this form and mail it to:

Charlie Webb
Community Involvement Coordinator
CH2M HILL
135 South 84th Street, Suite 325
Milwaukee, WI 53214

Name: _____

Address: _____

Affiliation: _____

For more information

If you would like more information, please visit our Web site at <http://www.dot.state.wi.us/dtd/hdist2/m-index.htm>.

If you have questions about the study, please contact Don Rhodes or any of the other study team contacts listed in the box on page 3 at any time.



If you would like a copy of this in Spanish, please contact Gladys Gonzalez at (414) 359-2300.

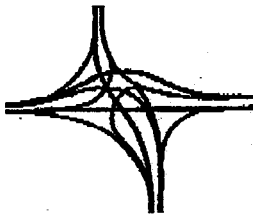
Si prefieres una copia en español, por favor llama Gladys Gonzalez al (414) 359-2300.

If you would like a copy of this in Hmong, please contact Victor M. Vaj at (414) 527-0828.

Yogrias koj xav tau ib daim ntawv no ua lus Hmoob, hu xovtooj rau Victor M. Vaj ntawm (414) 527-0828.

Wisconsin Department of Transportation - District 2
P.O. Box 798
141 NW Barstow Street
Waukesha, WI 53187-0789

ADDRESS CORRECTION REQUESTED



MARQUETTE INTERCHANGE

Building Wisconsin's Future

Scott McCallum, Governor
Terry Mulcahy, Secretary of Transportation

Marquette Interchange Study Options - Advantages & Disadvantages

13th Street Exit (Option A)

Advantages

- Improved access to Marquette University and the Menomonee Valley including Potawatomi Casino. May save 1-2 minutes of travel time to some destinations.

Disadvantages

- Costs an additional \$5M
- Takes some additional right-of-way from Marquette University
- I-94 freeway level of service drops from D to E.

Walnut Half-Diamond Interchange (Option E)

Advantages

- Improves access to the north side. Could encourage economic development.
- May save as much as two minutes of travel to some destinations

Disadvantages

- Costs an additional \$6M
- Takes some right-of-way from Carver Park and apartment complex
- Adds traffic to Walnut Street which has several schools to the east of I-43

Re-Align 11th Street and move the I-43 SB ramp to Wisconsin Ave (Option F)

Advantages

- Eliminates the student pedestrian conflict between Carpenter Tower and the Marquette Campus
- Provides additional green space for Marquette University
- Makes the I-43 SB on-ramp flatter

Disadvantages

- Costs an additional \$5M

Plankinton Interchange Options

| Option | Access | Downtown Circulation | Right-of-Way Impacts |
|--|--|--|--|
| Base No Plankinton Interchange | Fair Reduces number of exits to downtown from north and south by one | Excellent Converts Clybourn, St. Paul, 2 nd and Plankinton to two-way streets | Excellent No business acquisition, returns over 6 acres of existing R/W to the community |
| Option B Plankinton Interchange with Access from the North & South | Good Same number of exits to downtown from all three directions | Good May convert St. Paul to a two-way street | Good Takes Allied Glove but returns 4 acres of existing R/W to the community |
| Option C Plankinton Interchange with Access from North, South and West | Excellent Increases number of exits to downtown from the west | Fair No streets are converted to two way | Fair Takes Allied Glove & Stone Creek Coffee. Returns only 1.5 acres of existing R/W to the community. Freeway double-decked over Clybourn Street. |

Plankinton Interchange from North, & South (Option B)

Advantages

- Provides access from two directions. May save 1-2 minutes of travel to some destinations from the north and south.
- Consistent travel patterns to today for travelers from the north & south.

Disadvantages

- Costs an additional \$47M
- Takes an additional business (Allied Glove)
- Uses right of way at Plankinton that could be returned for development.
- Raises I-794 profile approximately 15'
- Reduces freeway operations and safety by reducing a weave section between Plankinton and Jackson / Van Buren ramps. Level of Service drops from C to D.

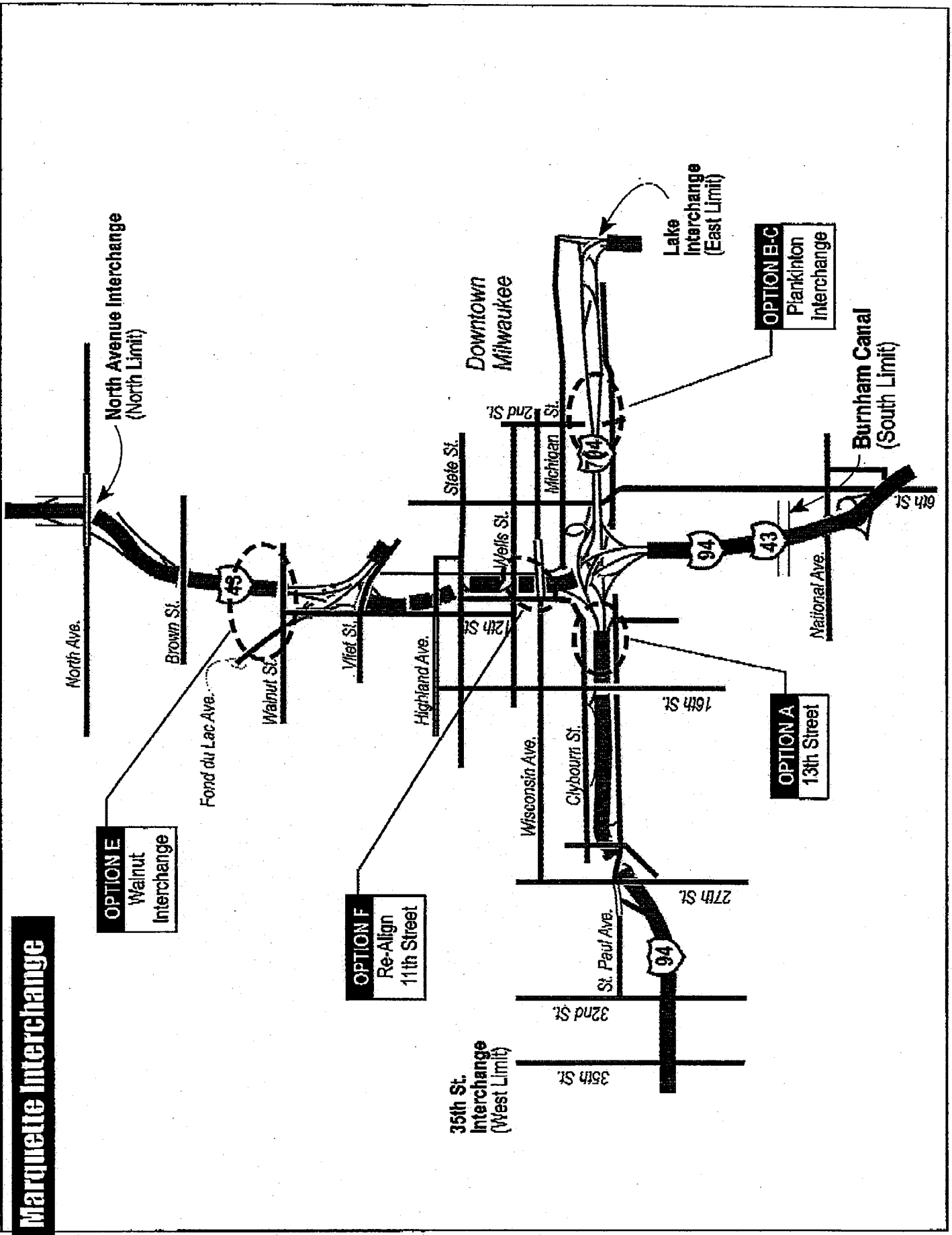
Plankinton Interchange from North, South & West (Option C)

Advantages

- Provides access from all three directions. May save 1-2 minutes of travel to some destinations from the north and south.
- Consistent travel patterns to today.

Disadvantages

- Costs an additional \$60M
- Takes two business (Stone Creek Coffee & Allied Glove)
- Uses right of way at Plankinton and 7th Street that could be returned for development.
- Places freeway traffic over Clybourn Avenue and close to WEPCO.
- Raises I-794 profile approximately 15'
- Reduces freeway operations and safety by shortening a weave section between Plankinton and Jackson / Van Buren ramps. Level of Service drops from C to D.



Marquette Interchange