



AMENDMENT TO THE

REGIONAL TRANSPORTATION PLAN—2020

PARK EAST FREEWAY CORRIDOR

The background is a detailed street map of the Park East Freeway Corridor in Milwaukee, Wisconsin. The freeway corridor is highlighted in orange. Surrounding streets are labeled with numbers (7, 8, 9, 16, 17, 18, 19, 20, 21, 28, 29, 30, 43, 57, 94). Parks shown include King Park, Juneau Park, and Riverside Park. The text is overlaid on the map.

AS ADOPTED BY THE
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

FEBRUARY 2001

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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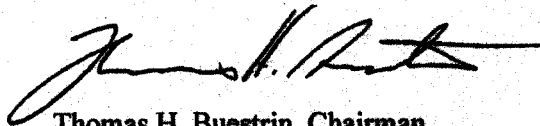
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SUBJECT: Certification of Amendment to the Adopted Regional Transportation Plan
(Park East Freeway - Corridor)

TO: The Legislative Bodies of Concerned Local Units of Government Within the Southeastern Wisconsin Region, Namely: the County of Milwaukee and the City of Milwaukee

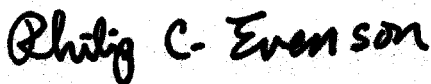
This is to certify that at a special meeting of the Southeastern Wisconsin Regional Planning Commission, held at the Commission offices in the Old Courthouse, Waukesha, Wisconsin, on the 1st day of February, 2001, the Commission did by vote of all Commissioners present, being 14 ayes and 1 nay, and by appropriate Resolution, a copy of which is made a part hereof and incorporated by reference to the same force and effect as if it had been specifically set forth herein in detail, adopt an amendment to the fourth generation regional transportation plan, which plan was originally adopted by the Commission on the 3rd day of December, 2001, as part of the master plan for the physical development of the Region. The said amendment to the regional transportation plan pertains to the previously recommended Park East Freeway in Milwaukee County and consists of the inventory, analysis, plan, and plan implementation findings, and recommendations contained in the documents attached hereto and made a part hereof. Such action taken by the Commission is hereby recorded on, and is a part of said plan, and the plan, as amended, is hereby transmitted to the constituent local units of government for consideration and implementation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal and cause the Seal of the Southeastern Wisconsin Regional Planning Commission to be hereto affixed. Dated at the City of Waukesha, Wisconsin, this 2nd day of February, 2001.



Thomas H. Buestrin, Chairman
Southeastern Wisconsin Regional
Planning Commission

ATTEST:



Philip C. Evenson, Deputy Secretary

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RESOLUTION NO. 01-01

RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION AMENDING THE ADOPTED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN, THE PLAN BEING A PART OF THE MASTER PLAN FOR THE PHYSICAL DEVELOPMENT OF THE REGION CONSISTING OF THE COUNTIES OF KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH, WASHINGTON, AND WAUKESHA IN THE STATE OF WISCONSIN

WHEREAS, pursuant to Section 66.945(10) of the *Wisconsin Statutes*, the Southeastern Wisconsin Regional Planning Commission, at a meeting held on the 3rd day of December 1997, duly adopted a regional transportation system plan as documented in SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*; and

WHEREAS, it is envisioned in the adopted regional transportation system plan that the plan will be amended from time to time as elements of the plan are prepared in greater detail and/or as changing conditions may indicate or require; and

WHEREAS, the adopted regional transportation system plan contains recommendations for the freeway and arterial street and highway system of the Region, as well as the public transit systems of the Region; and

WHEREAS, consideration of the removal, reconfiguration, and replacement of the Park East Freeway was initiated on April 20, 1999, by the Mayor of the City of Milwaukee, the County Executive of Milwaukee County, and the Governor of the State of Wisconsin when they executed an agreement to utilize a portion of Federal Highway Administration Interstate Cost Estimate funding to remove and reconfigure the Park East Freeway, construct a new arterial crossing of the Milwaukee River, and make other street modifications, with Milwaukee County being the lead agency for the project in cooperation with the City of Milwaukee and the Wisconsin Department of Transportation; and

WHEREAS, the Milwaukee County Board of Supervisors approved resolutions endorsing the removal and reconfiguration of the Park East Freeway on June 17, 1999, and on January 18, 2001; and

WHEREAS, the City of Milwaukee Common Council approved by resolution the programming and engineering for the removal and reconfiguration of the Park East Freeway on November 9, 1999, and on August 3, 2000, approved by resolution the removal and reconfiguration of the Park East Freeway; and

WHEREAS, a preliminary engineering study, including an environmental impact assessment, was conducted by Milwaukee County, the City of Milwaukee, and the Wisconsin Department of Transportation to evaluate and recommend detailed alternatives for the removal and reconfiguration of the Park East Freeway, and as part of that effort, two alternatives for the removal and reconfiguration of the Park East Freeway have been developed and refined—one which would terminate the freeway with an initial intersection at N. 6th Street and one which would terminate the freeway with an initial intersection at N. 4th Street—with both of these options replacing the removed segment of freeway east of its initial intersection with a new arterial extending to N. 3rd Street and then with a new bridge across the Milwaukee River to N. Water Street and a direct connection to N. Broadway and N. Milwaukee Street; and

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RESOLUTION NO. 01-01

WHEREAS, the results of the preliminary engineering study indicate that the removal, reconfiguration, and replacement of the Park East Freeway would have minimal adverse traffic, land acquisition, and socio-economic and environmental impacts while enabling desirable land redevelopment in the area of the Park East Freeway; and

WHEREAS, the regional transportation system plan as amended has been determined to conform to the State of Wisconsin implementation plan for the achievement of national air quality standards as required by the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the Commission's Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas endorsed on December 14, 2000, removal, reconfiguration, and replacement of the Park East Freeway and the attendant amendment of the regional transportation plan; and

WHEREAS, the removal, reconfiguration, and replacement of the Park East Freeway and the necessary attendant amendment to the regional transportation plan was the subject of a public hearing held on December 13, 2000, with a public comment period extending from November 28, 2000, to December 29, 2000; and

WHEREAS, after considering all public comments received, the interagency staff team guiding the preliminary engineering study led by the Milwaukee County Public Works Director, the City of Milwaukee Public Works Commissioner, and the Wisconsin Department of Transportation District 2 Director, recommended on January 5, 2001, the removal, reconfiguration, and replacement of the Park East Freeway as proposed in the N. 6th Street-McKinley Avenue alternative.

NOW THEREFORE, BE IT HEREBY RESOLVED:

FIRST: That the regional transportation plan for the year 2020 being a part of the master plan for the physical development of the Region and set forth in SEWRPC Planning Report No. 46, which plan was adopted by the Commission as part of the master plan on the 3rd day of December 1997, be and hereby is amended to incorporate the removal, reconfiguration, and replacement of the Park East Freeway as proposed in the N. 6th Street-McKinley Avenue alternative as set forth in the Wisconsin Department of Transportation's environmental assessment for the Park East Freeway and the Southeastern Wisconsin Regional Planning Commission staff memorandum, "Amendment to the Year 2020 Regional Transportation System Plan and Year 2000-2002 Transportation Improvement Program for the Removal and Reconfiguration of the Park East Freeway."

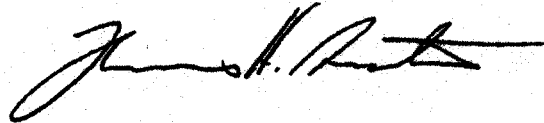
SECOND: That a true, correct, and exact copy of this resolution and the aforereferenced staff memorandum shall be forthwith distributed to each of the local legislative bodies of the governmental units within the Region entitled thereto, and to such other bodies, agencies, or individuals as the law may require, or as the Commission or its Executive Committee or its Executive Director in their discretion shall determine and direct.

THIRD: That this amendment to the regional transportation system plan has been made by the Regional Planning Commission upon the specific initiative and request of the Governor of the State of Wisconsin, the Milwaukee County Board of Supervisors and Milwaukee County Executive, and the City of Milwaukee Common Council and City of Milwaukee Mayor.

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FOURTH: That in taking the foregoing action, the Commission suggests that the Wisconsin Department of Transportation, Milwaukee County, and the City of Milwaukee give careful consideration to the potential for deferring action on the removal of the Park East Freeway in order to take advantage of the high level of service and accessibility inherent in that freeway during the upcoming period of reconstruction attendant to the Marquette Interchange.

The foregoing resolution upon motion duly made and seconded was regularly adopted at the meeting of the Southeastern Wisconsin Regional Planning Commission held on the 1st day of February 2001, the votes being: Ayes 14, Nays 1.

A handwritten signature in black ink, appearing to read "Thomas H. Buestrin", with a long horizontal flourish extending to the right.

Thomas H. Buestrin, Chairman

ATTEST:

A handwritten signature in black ink, appearing to read "Philip C. Evenson", written in a cursive style.

Philip C. Evenson, Deputy Secretary

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Southeastern Wisconsin Regional Planning Commission
Staff Memorandum

**AMENDMENT TO THE YEAR 2020 REGIONAL TRANSPORTATION
SYSTEM PLAN AND YEAR 2000-2002 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE REMOVAL AND
RECONFIGURATION OF THE PARK EAST FREEWAY**

INTRODUCTION

This memorandum presents proposed amendments to the year 2020 regional transportation system plan for southeastern Wisconsin and the year 2000-2002 transportation improvement program for southeastern Wisconsin which would provide for the removal and reconfiguration of the Park East Freeway. At the request of the City of Milwaukee City Engineer, the Commission staff completed in July 1998 an evaluation of the probable current and future traffic impacts of the removal and reconfiguration of the Park East Freeway. That study, which was documented in a Commission Staff Memorandum entitled, "Analysis of Existing and Year 2020 Traffic Impacts of the Termination of the Park East Freeway at N. 4th Street," analyzed the potential arterial facilities to which traffic may be expected to divert with the removal and reconfiguration of the Park East Freeway and concluded that the removal and reconfiguration of the Park East Freeway may be expected to have minimal impacts on traffic congestion including freeway segments, freeway on- and off-ramps, intersections of surface streets with freeway on- and off-ramps, and surface street segments and intersections in the Milwaukee central business district.

On April 20, 1999, the Mayor of the City of Milwaukee, the County Executive of Milwaukee County, and the Governor of the State of Wisconsin agreed to utilize a portion of Federal Highway Administration Interstate Cost Estimate funding to remove and reconfigure the Park East Freeway to approximately N. 4th Street, construct a new arterial river crossing, and make other street modifications, with the County being the lead agency for the project in cooperation with the City of Milwaukee and the Wisconsin Department of Transportation (see Appendix 1). The Milwaukee County Board of Supervisors approved a resolution endorsing the removal and reconfiguration of the Park East Freeway in June 1999, which was then approved by the Milwaukee County Executive (see Appendix 2). The City of Milwaukee Common Council approved by resolution the programming and engineering for the removal and reconfiguration of the Park East Freeway in November 1999, and in August 2000 approved by resolution the removal and reconfiguration of the Park East Freeway (see Appendix 3). A preliminary engineering study, including an environmental impact assessment, was initiated in Spring of 2000 by Milwaukee County, the City of Milwaukee, and the Wisconsin Department of Transportation to evaluate and recommend alternatives for the removal and reconfiguration of the Park East Freeway, in addition to the no-build alternative which would maintain the existing Park East Freeway.

Two removal and reconfiguration alternatives were taken to public hearing on December 14, 2000. The remainder of this memorandum describes the two alternatives for the removal and reconfiguration of the Park East Freeway, and discusses their cost and impacts.

PARK EAST REMOVAL AND RECONFIGURATION ALTERNATIVES

McKinley Avenue-N. 6th Street Alternative

Under this alternative, the existing Park East Freeway would be demolished from approximately N. 8th Street to N. Jefferson Street. Between N. 8th Street and N. 6th Street, the roadway would transition from a freeway to an at-grade boulevard and would be realigned to the north. An at-grade intersection would be provided at N. 6th Street and W. McKinley Avenue (see Map 1). North 7th Street would be connected to existing W. McKinley Avenue to the west only. Existing W. McKinley Avenue between N. 6th Street and N. 7th Street would be removed. The at-grade boulevard would follow W. McKinley Avenue on the north side of the Park East corridor between N. 6th Street and N. 4th Street. Between N. 4th Street and N. 3rd Street/King Drive, the at-grade boulevard would curve to the south to avoid two historic buildings on the east side of N. 3rd Street/King Drive. A new vertical lift bridge would be constructed across the Milwaukee River at W. McKinley Avenue to provide a connection to E. Knapp Street east of the river.

West of N. Water Street, three eastbound (two travel and one parking) and three westbound (two travel and one parking) lanes would be provided. However, on-street parking would be allowed only during non-peak hours and prohibited during peak hours. East Knapp Street would be converted to two-way operation and reconstructed to provide two travel lanes and one parking lane in each direction between N. Water Street and N. Milwaukee Street. One travel lane and one parking lane would be provided in each direction on E. Knapp Street east of N. Milwaukee Street.

New connections to and from the new at-grade boulevard would be provided at N. 6th Street, N. 3rd Street/King Drive, N. Edison Street, and N. Water Street. Existing connections at N. 4th Street, N. Broadway and N. Milwaukee Street would provide full-directional access.

4th Street Alternative

Under this alternative, the Park East Freeway would be demolished from N. 8th Street to N. Jefferson Street (see Map 2). Between N. 8th Street and N. 6th Street, the freeway would be realigned to the north and would cross over N. 6th Street. Between N. 6th Street and N. 4th Street, the roadway would transition from an elevated freeway to an at-grade roadway. At-grade intersections would be provided at N. 4th Street and N. 3rd Street/King Drive. East of N. 3rd Street/King Drive, this alternative would follow the same alignment as the McKinley Avenue Alternative.

West of N. Water Street, three eastbound (two travel and one parking) and three westbound (two travel and one parking) lanes would be provided. However, on-street parking would be allowed only during non-peak hours and prohibited during peak hours. East Knapp Street would be reconstructed to provide two travel lanes and one parking lane in each direction between N. Water Street and N. Milwaukee Street. East of N. Milwaukee Street one travel lane and one parking lane would be provided on E. Knapp Street in each direction.

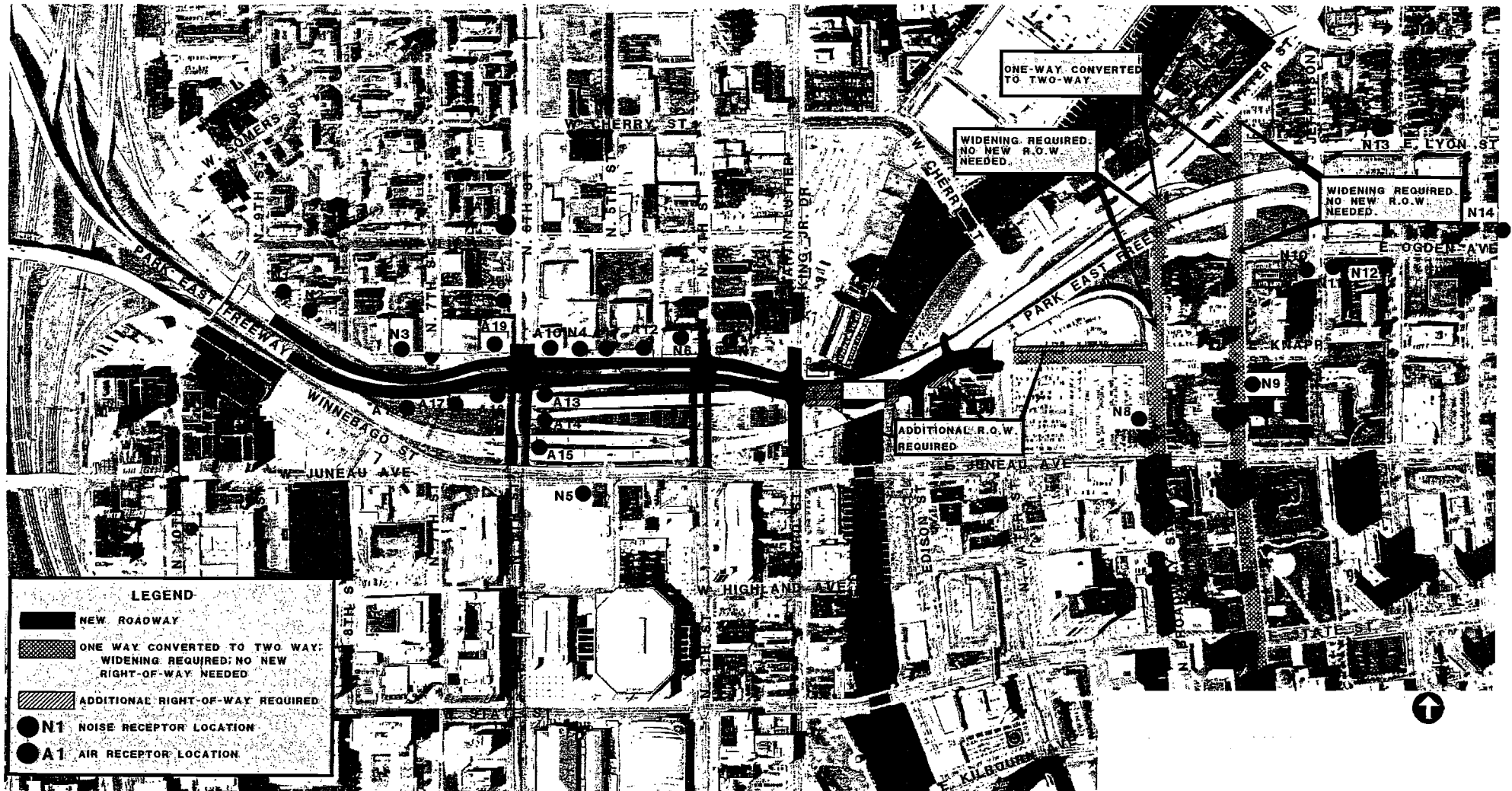
New connections to and from the new at-grade roadway would be provided at N. 3rd Street/King Drive, N. Edison Street, and N. Water Street. Existing connections at N. 4th Street, N. Broadway, and N. Milwaukee Street would provide full-directional access.

IMPACTS OF THE REMOVAL AND RECONFIGURATION ALTERNATIVES

The impacts of the Park East reconfiguration and removal alternatives are documented in the SEWRPC traffic impact studies and the Wisconsin Department of Transportation "Environmental Assessment for the Park East Freeway" (November 2000). The potential impacts include promotion of land development

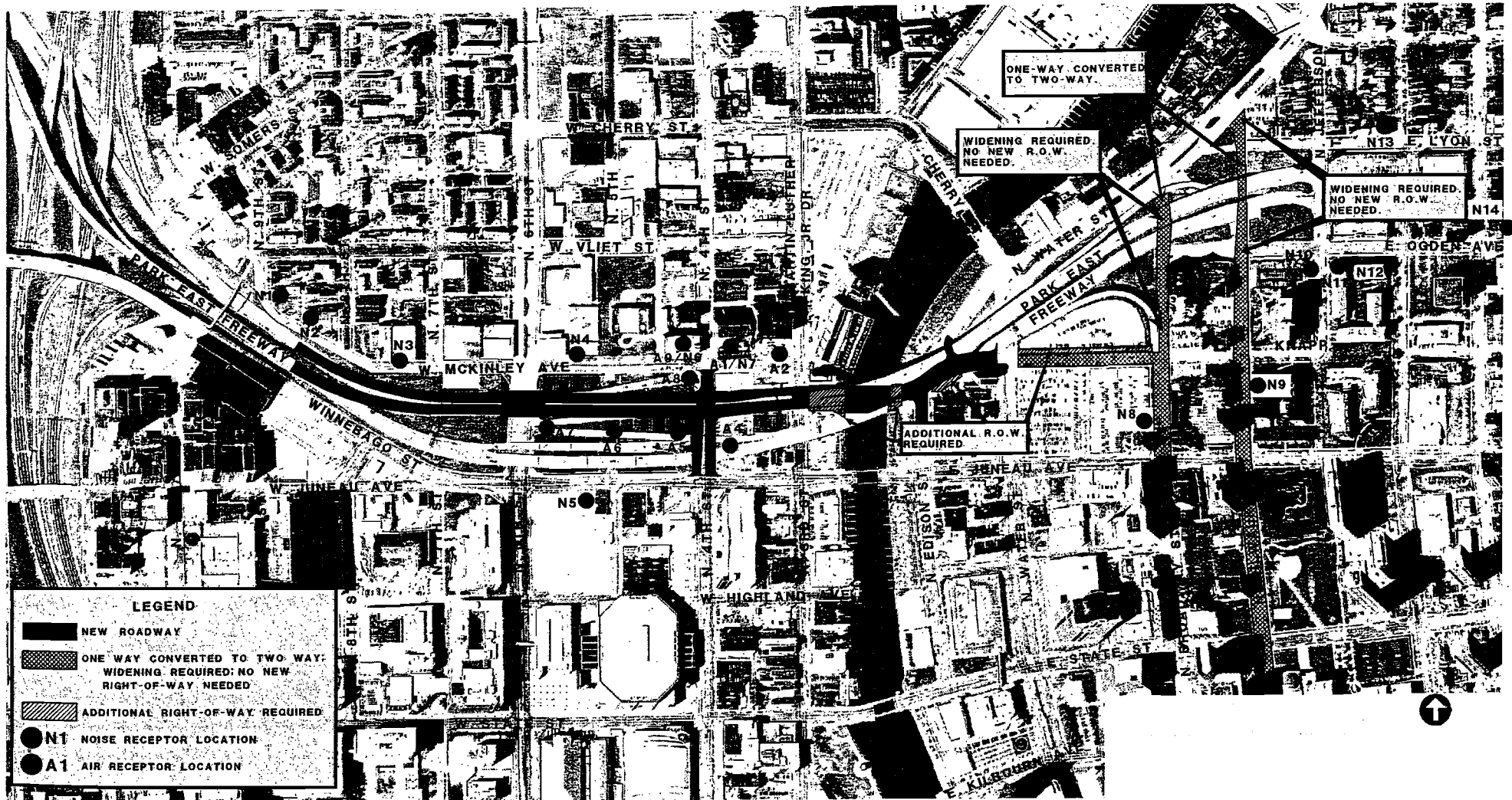
Map 1

MCKINLEY AVENUE - N. 6TH STREET ALTERNATIVE



Map 2

N. 4TH STREET ALTERNATIVE



and redevelopment, construction cost, disruption of existing land uses, environmental impacts, and traffic impacts.

Promotion of Land Development and Redevelopment

The principal objective of the City of Milwaukee and Milwaukee County in their endorsement of the removal and reconfiguration of the Park East Freeway is the promotion of development and redevelopment in the area of the Park East Freeway. The replacement of the Park East Freeway with a surface arterial will permit land currently needed as right-of-way for the freeway to be used for development. In addition, the City of Milwaukee and Milwaukee County believe that the elevated freeway serves as a physical and visual barrier to the development of land adjacent to the freeway, and the replacement of the freeway with a surface arterial will permit that adjacent land to be more readily developed. Yet another way that it is envisioned that the replacement of the Park East Freeway with a surface arterial will promote development and redevelopment of land in immediate vicinity of the Park East Freeway is through the improvement of access in the immediate vicinity of the freeway. Conversion of the Park East Freeway to a surface arterial will permit direct connections which do not exist today to N. 6th Street (under the McKinley Avenue-N. 6th Street alternative), N. 3rd Street, and N. Water Street. In addition, the conversion of the Park East Freeway to a surface arterial will permit conversion of streets from one-way to two-way operation and permit access in both directions at N. 4th Street, N. Broadway, and N. Milwaukee Street. The removal and reconfiguration of the Park East Freeway and replacement with a surface arterial is consistent with the City of Milwaukee's downtown master plan, which identifies this Park East Freeway removal and reconfiguration as a "catalytic project" to promote land development and redevelopment in the Milwaukee downtown area. The removal and reconfiguration of the Park East Freeway is in particular identified as essential to the planned development of an area just north of the Park East Freeway along N. 3rd Street/King Drive where a proposed Harley-Davidson museum is to be located.

Construction Cost

The estimated construction cost of the removal and reconfiguration of the Park East Freeway and its replacement with a surface arterial is \$20 million, including \$8 million for a new lift bridge over the Milwaukee River and \$12 million for the demolition and removal of the Park East Freeway and its replacement with a surface arterial and the construction of the street modifications to permit two-way connections to the replacement surface arterial. The Park East Freeway underwent rehabilitation in 1995-1996 with the placement of a new pavement overlay. The reconstruction of the Park East Freeway may be expected to be necessary within 12 to 15 years, including a complete redecking of the Park East Freeway bridges entailing an estimated construction cost of \$15 million to \$23 million. This wide range in construction cost represents the uncertainty as to whether the Park East Freeway bridge piers may require reconstruction as well.

Disruption Of Existing Land Uses

No taking of businesses or residences will be required for the removal and reconfiguration of the Park East Freeway and its replacement with a surface arterial. The removal and reconfiguration will permit land currently used for the freeway to be used for development. However, as part of the removal and reconfiguration, approximately 1.7 acres of privately owned land currently used for surface parking would need to be acquired and converted to transportation right-of-way purposes. Additional loss of parking is expected due to removal and reconfiguration of the freeway. Existing surface parking lots in the Park East Freeway right-of-way would potentially be eliminated either due to the replacement of the now elevated freeway with a surface arterial, or with the potential development of land now within the right-of-way used for parking that would not be needed for right-of-way and could be converted to other

uses. An estimated 600 to 700 parking spaces would be eliminated as a direct result of the conversion of the Freeway to a surface arterial. In addition, an estimated 2,400 parking spaces within the Park East Freeway right-of-way and outside the right-of-way but in the vicinity of the Park East corridor may be converted to other purposes with the development of the surplus Park East Freeway right-of-way and proposed development of land in the vicinity of the Park East Freeway. Analysis of this loss of parking indicates that some of the parking demand would be satisfied by currently under-used parking capacity in parking structures in the area. However, upon the development of land currently used for parking, the construction of two new parking structures may be justified at N. 5th Street and W. Highland Avenue and N. Broadway and E. Knapp Street.

Environmental And Socio-Economic Impacts

Table 1 summarizes the identified environmental impacts of the removal and reconfiguration of the Park East Freeway and its replacement with a surface arterial, as documented in the Wisconsin Department of Transportation's environmental impact assessment. The evaluation of the environmental impacts of the freeway removal, reconfiguration, and replacement indicates that no substantial socio-economic, natural environment, physical environment, or cultural environment impacts are anticipated.

Traffic Impacts

The Commission staff has conducted two studies of the traffic impacts of the removal and reconfiguration of the Park East Freeway. The first study conducted at the request of the Milwaukee City Engineer is documented in a SEWRPC Staff Memorandum entitled, "Analysis of Existing and Year 2020 Traffic Impacts of the Termination of the Park East Freeway at N. 4th Street," (July 1998). That study assumed the removal of the freeway segment from N. 4th Street across the Milwaukee River to N. Jefferson Street, and the connection of the remaining segment of the Park East Freeway to the intersection of N. 4th Street and W. Juneau Avenue through the existing interchange of the Park East Freeway with N. 4th Street.

As part of the preliminary engineering of the potential termination of the Park East Freeway being conducted by Milwaukee County, the City of Milwaukee, and the Wisconsin Department of Transportation, two new potential termination options for the Park East Freeway were identified. One of the two new options would terminate the freeway with an initial intersection at N. 6th Street and the other would terminate the freeway with an initial intersection at N. 4th Street. Both of these options would replace the removed freeway with a new arterial extending to N. 3rd Street and then with a new bridge across the Milwaukee River to N. Water Street and as well directly connect to N. Broadway and N. Milwaukee Street. At the request of the City of Milwaukee, Milwaukee County, and the Wisconsin Department of Transportation, the Commission staff updated its traffic study of the Park East Freeway removal to consider these two new options. The updated study is documented in a SEWRPC staff memorandum entitled, "Evaluation of Year 2020 Traffic Impacts of Two New Potential Sixth Street and Fourth Street Termination Options for the Park East Freeway," (October 2000).

The principal findings and conclusions of the Commission's traffic studies may be summarized as follows:

- **Existing Park East Freeway Traffic Volumes**
In 1999, the Park East Freeway carried an estimated 54,000 vehicles on an average weekday between IH 43 and N. 4th Street; 33,000 vehicles between N. 4th Street and N. Broadway; and 23,000 vehicles between N. Broadway and N. Jefferson Street. Map 3 depicts the study area for the Commission's traffic studies. The study area is the area which may be expected to experience changes in traffic volumes and conditions upon freeway removal, reconfiguration, and replacement. Map 3 also shows the location of the origins and destinations of the 54,000

Table 1

**SUMMARY OF ENVIRONMENTAL IMPACTS
IDENTIFIED IN WISCONSIN DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT ASSESSMENT DOCUMENT (NOVEMBER 2000)**

Environmental Factors	Environmental Impacts
Socioeconomic	
General Economics	Removing the Park East Freeway and replacing it with an at-grade street would improve local street access by reestablishing the street grid. The proposed project would also open up several acres of land for redevelopment. Travel times to certain areas would increase by 1 to 3 minutes. Portions of the surface parking lots under the freeway would be eliminated. See <i>General Economics Impact Evaluation</i> , Section 12, and <i>Secondary and Cumulative Impact Evaluation</i> , Section 26.
Land Use Planning and Zoning	The proposed project is consistent with the City of Milwaukee's Downtown Plan, which recommends removing the Park East Freeway. SEWRPC will evaluate an amendment to the regional transportation system plan and Transportation Improvement Program to include the proposed action after the upcoming hearing on the project. See <i>Land Use Planning and Zoning Impact Evaluation</i> , Section 13.
Community or Residential	No residences would be acquired for the proposed project. Removing the Park East Freeway would eliminate a barrier between Milwaukee's downtown and the near north side. Access to some residences near the Park East Freeway would be more direct. Travel times to other residential areas would increase by 1 to 3 minutes. Some parking underneath the freeway would be eliminated. See <i>Community or Residential Impact Evaluation</i> , Section 14; <i>Traffic and Parking Impact Evaluation</i> , Section 11; and <i>Secondary and Cumulative Impact Evaluation</i> , Section 26.
Commercial and Industrial	No businesses would be acquired. Approximately 1.72 acres (0.70 hectares) of commercially-zoned land currently used as surface parking would be acquired. Access to some businesses near the Park East Freeway would be enhanced by providing more direct access. Travel times to other businesses would increase. Some parking under the freeway would be eliminated. See <i>Commercial and Industrial Impact Evaluation</i> , Section 16; <i>Traffic and Parking Impact Evaluation</i> , Section 11; and <i>Secondary and Cumulative Impact Evaluation</i> , Section 26.
Agricultural	No agricultural land is located in the project area.
Natural Environment	
Wetlands	No wetlands are located in the project area.
Streams and Floodplains	Two existing bridges carrying the Park East Freeway over the Milwaukee River would be removed. A new vertical lift bridge would be constructed over the Milwaukee River in approximately the same location. No floodplain is present in the project area. The Milwaukee River is classified as a Primary Environmental Corridor by SEWRPC. See <i>Streams and Floodplain Impact Evaluation</i> , Section 17. Construction in or near the Milwaukee River would be performed in accordance with the Standard Specifications or special provisions to minimize erosion and sedimentation. Standard erosion control devices would be installed before erosion prone construction begins. Temporary and permanent erosion control methods may include silt fences, retention/detention facilities, interceptor ditches, seeding and sodding, riprap of exposed embankments, erosion mats, and mulching.
Upland Habitat	No upland habitat is located in the project area.
Threatened/Endangered Species	The U.S. Fish and Wildlife Service indicated that there are no federally listed threatened or endangered species in the project area. State endangered and threatened species that occur within or near the project area include an endangered fish species, two threatened fish species, and a threatened snake species. See <i>Threatened/Endangered Resources Impact Evaluation</i> , Section 18.

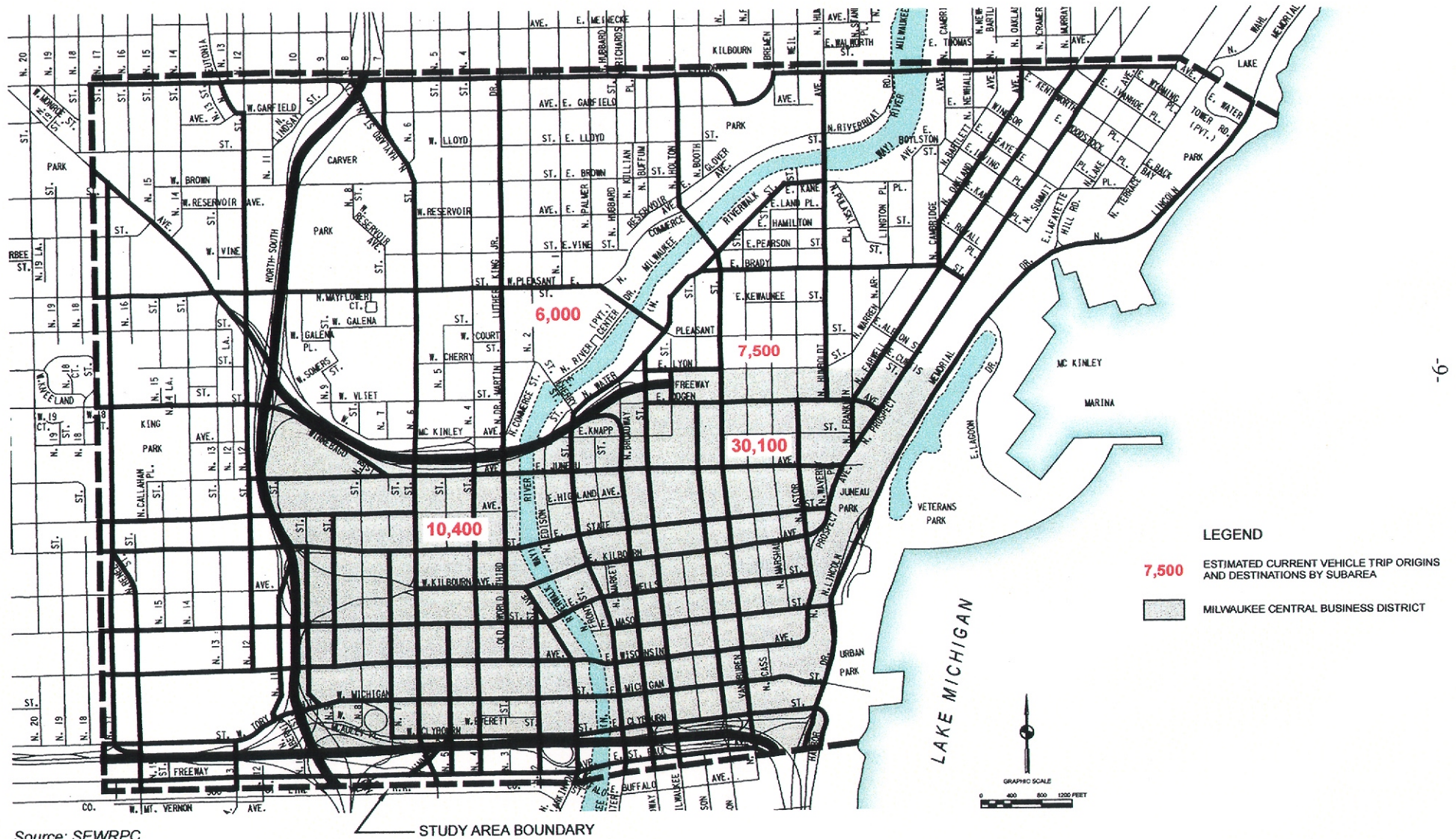
Table 1 (continued)

Environmental Factors	Environmental Impacts
Physical Environment	
Air Quality	<p>The final environmental document will not be signed until the project identified in that document as the selected alternative is included in a conforming Transportation Plan and Transportation Improvement Program.</p> <p>A screening analysis for this project predicted CO levels at less than 75% of the National Ambient Air Quality Standards. A Construction Permit is not anticipated to be required. A letter has been sent to WDNR - Bureau of Air Management seeking their concurrence. See <i>Air Quality Impact Evaluation</i>, Section 19.</p>
Construction to Impacts	<p>Construction noise and vibration impacts would be temporary and would be minimized the extent practicable. See the <i>Construction Impact Evaluation</i>, Section 24.</p>
Traffic Noise	<p>Two receptors in the west end of the project area that currently experience traffic noise impacts would also experience noise impacts under both Build Alternatives. See <i>General Sound Quality Impact Evaluation</i>, Section 20.</p>
Hazardous Substances	<p>Phase 1A and 1B Hazardous Material Investigations were conducted in the Park East corridor. Based on the results, 39 Phase 2 investigations are recommended. See <i>Hazardous Substances/Underground Storage Tanks Impact Evaluation</i>, Section 21.</p>
Cultural Environment	
Unique Area (Historic Properties, Archaeological Sites, Public Use Lands)	<p>A National Register-listed historic district is located on the north side of the Park East Freeway at King Drive. Three potentially historic buildings have been identified in the project's Area of Potential Effects. The new at-grade roadway would be the same distance from the National Register Historic District and would be shifted away from the three properties being evaluated for eligibility to the National Register of Historic Places. A reconnaissance survey was submitted to SHPO in October 2000. Determinations of Eligibility for the three buildings will be submitted to SHPO in December 2000. It is unlikely that the project would have an adverse effect on these properties. The subsurface foundation of the original Joseph Schlitz Brewery may be located in the Park East corridor. Both alternatives would avoid this site. The final environmental document will not be approved until the Section 106 process is complete. See <i>Unique Area Impact Evaluation</i>, Section 22.</p>
Aesthetics	<p>The proposed project would affect the visual resources of the study area. The proposed project would remove the freeway, a visual barrier, and replace it with a surface street which would include aesthetic enhancements. See <i>Aesthetics Impact Evaluation</i>, Section 23.</p>
Erosion Control/Stormwater Management	<p>Standard erosion control measures would be implemented during construction and would be included in the roadway design. Stormwater control measures would also be included in the roadway design. A storm sewer system will be part of the new roadway. See <i>Erosion Control/Stormwater Management Impact Evaluation</i>, Section 25.</p>

Source: Wisconsin Department of Transportation

Map 3

LOCATION OF TRIP ENDS OF VEHICLES USING THE PARK EAST FREEWAY ON AN AVERAGE WEEKDAY: 1999



weekday trips which currently use the Park East Freeway. Slightly over one-half of the trips made on the Park East Freeway have their origin or destination east of the Milwaukee River and south of the Park East Freeway in the East Town area of the Milwaukee central business district. The origins and destinations of the remaining trips are within the Milwaukee central business district west of the Milwaukee River and areas immediately north of the central business district. The other ends of those vehicle trips include 21,400 vehicle trips to and from the north on IH 43, 11,900 vehicle trips to and from the west on IH 94, 13,800 vehicle trips to and from the south on IH 94-43, and 6,900 vehicle trips to and from the northwest on W. Fond du Lac Avenue (STH 145).

- Traffic Congestion Under Existing and Planned Conditions--Surface Arterial Streets

The estimated existing average weekday and probable future level of traffic congestion on the surface arterial street system of the study area--the Milwaukee central business district--is relatively modest. For example, during the afternoon peak hour under projected year 2020 conditions, about 122, or 85 percent, of the 143 study area surface arterial intersections may be expected to operate without congestion; about 13 intersections, or 9 percent, may be expected to operate with moderate to severe congestion; and about eight intersections, or 6 percent, may be expected to operate with extreme congestion.

- Traffic Congestion Under Existing and Planned Conditions--Freeways

The freeway facilities within the study area consist of the East-West Freeway--IH 94 and IH 794; the North-South Freeway--IH 43 and IH 94; and the Park East Freeway--STH 145. Together these freeways total 5.1 miles. At the present time, the North-South Freeway and that portion of the East-West Freeway west of the North-South Freeway experience extreme traffic congestion, whether measured on an average weekday or a peak-hour basis. Together, these facilities total 2.6 miles, or about 51 percent of the total miles of freeway in the study area. The Park East Freeway presently experiences no traffic congestion, with the IH 794 Freeway experiencing moderate congestion on its western portion. The only change in this situation expected by the year 2020 relates to that segment of IH 794 from the Marquette Interchange east to N. Plankinton Avenue, which is expected to increasingly experience severe traffic congestion.

- Direct Transportation Impacts of Removal, Reconfiguration, and Replacement of Park East Freeway

Should the Park East Freeway be removed and replaced with a surface arterial, the following direct transportation impacts may be expected:

- Traffic volumes on the Park East Freeway may be expected to decline from about 54,000 vehicles per average weekday at present, and an anticipated 60,600 vehicles per weekday in the year 2020 should the Park East Freeway remain in place, to about 44,000 – 46,000 vehicles per average weekday under current conditions, and 50,200 – 52,600 vehicles per average weekday in the year 2020.
- By the year 2020, about 5,000 to 7,000 vehicle trips on an average weekday having a trip end within the Milwaukee central business district could be expected to be diverted from uncongested travel conditions on the present Park East Freeway to that segment of IH 794 between N. Van Buren Street and the Marquette interchange, a segment which is expected to become increasingly congested over time. About 3,000 to 4,000

fewer additional vehicle trips could be expected to be made on IH 43 between the Park East Freeway and the Marquette Interchange.

- About 24,000 vehicle miles of travel on an average weekday could be expected to be made on surface arterial streets rather than freeways, the latter being more efficient in terms of travel speed and safety.
- A number of surface arterial streets in the study area may also be expected to experience increases in traffic volumes, including E. and W. Juneau Avenue, E. and W. State Street, E. and W. Kilbourn Avenue, E. and W. Wells Street, N. 6th Street, N. 4th Street, N. 3rd Street, N. Water Street, N. Jackson Street, N. Van Buren Street, and N. Lincoln Memorial Drive. This redirection of travel activity, however, may not be expected to significantly increase traffic congestion on the network of surface arterial streets in the study area or at freeway on- or off-ramps under either existing or probable future year 2020 conditions.

SUMMARY AND CONCLUSIONS

The City of Milwaukee, Milwaukee County, and the State of Wisconsin have agreed to utilize a portion of Federal Highway Administration Interstate Cost Estimate funding to remove and reconfigure the Park East Freeway, construct a new arterial river crossing, and make other street modifications, including the construction of a replacement surface arterial, with the County being the lead agency for the project in cooperation with the City of Milwaukee and the Wisconsin Department of Transportation. The Milwaukee County Board of Supervisors approved a resolution endorsing the removal and reconfiguration of the Park East Freeway in June 1999, which was then approved by the Milwaukee County Executive. The City of Milwaukee Common Council, by resolutions in November 1999 and in August 2000, also approved the removal and reconfiguration of the Park East Freeway. A preliminary engineering study including an environmental impact assessment was initiated in spring 2000 by Milwaukee County, City of Milwaukee, and the Wisconsin Department of Transportation to evaluate and recommend alternatives for the removal and reconfiguration of the Park East Freeway in addition to the no-build alternative, which would maintain the existing Park East Freeway. As part of the preliminary engineering, two alternatives for the removal and reconfiguration of the Park East Freeway have been developed and refined; one of these alternatives would terminate the freeway with an initial intersection at N. 6th Street, and the other would terminate the freeway with an initial intersection at N. 4th Street. Both of these options would replace the removed segment of freeway east of its initial intersection with a new arterial extending to N. 3rd Street and then with a new bridge across the Milwaukee River to N. Water Street, and as well directly connect to N. Broadway and N. Milwaukee Street.

The Commission staff has conducted two traffic impact studies of the removal, reconfiguration, and replacement of the Park East Freeway. One is documented in a Commission Staff Memorandum Report entitled, "Analysis of Existing Year 2020 Traffic Impacts of the Termination of the Park East Freeway at N. 4th Street and Points East," (July 1998); and the other is documented in a SEWRPC Staff Memorandum entitled, "Evaluation of Year 2020 Traffic Impacts of Two New Potential Sixth Street and Fourth Street Termination Options for the Park East Freeway," (October 2000). The results of the preliminary engineering study and environmental impact assessment being led by the Wisconsin Department of Transportation, in cooperation with Milwaukee County and the City of Milwaukee, indicate that the principal objective of the City of Milwaukee and Milwaukee County, in their endorsement of the removal, reconfiguration, and replacement of the Park East Freeway, is the promotion

of land development and redevelopment in the area of the Park East Freeway. The replacement of the Park East Freeway with a surface arterial will permit land currently needed as right-of-way for the freeway to be used for land development. In addition, it is expected that the development of land now adjacent to the freeway will proceed when an elevated freeway is replaced with a surface arterial. It is further envisioned that land in the immediate vicinity of the current Park East Freeway will undergo development and redevelopment as the removal of freeway is expected to improve local access, with direct connections being provided to the replacement surface arterial at N. 6th Street, N. 3rd Street, and N. Water Street. In addition, conversion of the Park East Freeway to a surface arterial will permit conversion of N. 4th Street, N. Broadway, and N. Milwaukee Street from one-way to two-way operations.

The estimated construction cost of the removal, reconfiguration, and replacement of the Park East Freeway with a surface arterial is \$20 million. To retain the Park East Freeway in service will require reconstruction, which is anticipated in 12 to 15 years, including the complete redecking of the Park East Freeway bridges at an estimated construction cost of \$15 million to \$23 million.

No taking of businesses or residences will be required for the removal, reconfiguration, or replacement of the Park East Freeway; however, an estimated 600 to 700 parking spaces would be eliminated as a direct result of the conversion of the freeway to a surface arterial. Also, the anticipated development and redevelopment of land adjacent to and in the vicinity of the Park East Freeway may be expected to result in the loss of an additional 2,400 parking spaces within the Park East Freeway right-of-way and outside the freeway right-of-way.

No substantial environmental impacts are expected as a result of the removal, reconfiguration, and replacement of the Park East Freeway, including socio-economic, natural environment, physical environment, or cultural environmental impacts.

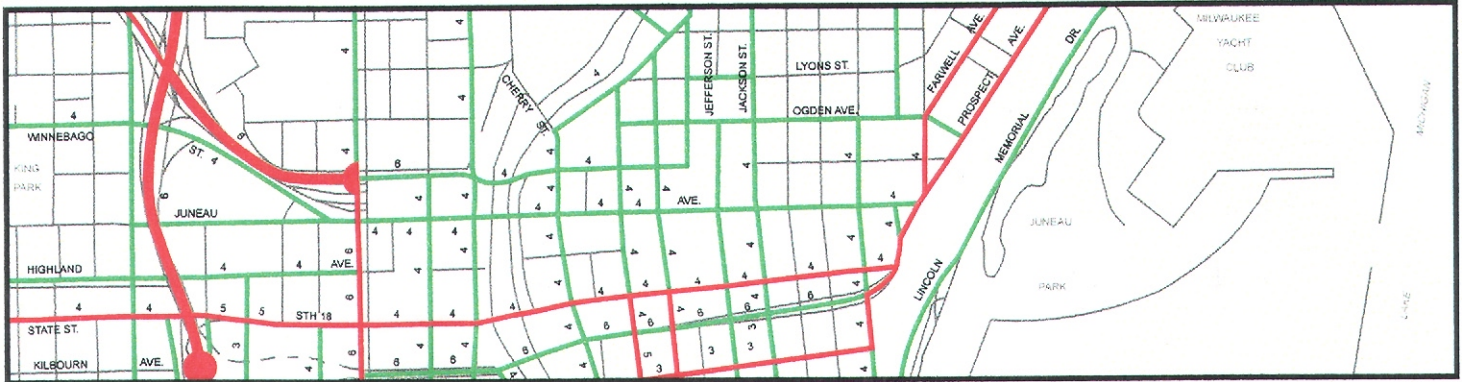
With respect to traffic impacts, the removal, reconfiguration, and replacement of the Park East Freeway may be expected to have minimal impacts on traffic congestion with respect to freeway segments, freeway on- and off-ramps, intersections of surface streets with freeway on- and off-ramps, and surface street segments and intersections in the Milwaukee central business district. The only additional congestion would be a result of the 5,000 to 7,000 vehicles per weekday which would otherwise use the uncongested Park East Freeway, would instead use an increasingly congested IH 794. In addition, those vehicles which continue to use the Park East Freeway may encounter some congestion at their intersection with the Park East Freeway and its replacement surface arterial. Map 4 shows amendments attendant to the regional transportation system plan under the two potential alternatives for the removal, reconfiguration, and replacement of the Park East Freeway, and Table 2 shows the attendant amendments to the regional transportation improvement program.

The Milwaukee County Board of Supervisors and County Executive and Milwaukee City Common Council and Mayor have endorsed the removal, reconfiguration, and replacement of the Park East Freeway, as has the Governor and the Wisconsin Department of Transportation. A public hearing was held on December 13, 2000 with about 150 people in attendance. Of the 53 speakers at the hearing, 29 spoke in support of the Park East Freeway removal and reconfiguration and 24 spoke in opposition. The public hearing record indicates that those in favor, including the Metropolitan Milwaukee Association of Commerce, cited the anticipated land development and redevelopment benefits, and stated that these benefits offset the reduction in traffic service and accessibility that a surface arterial would provide as compared to a freeway. Those in favor further indicated a preference for the N. 6th Street/McKinley Avenue alternative. Those in opposition expressed the need to maintain the highest level of traffic accessibility and safety. They further stated that the removal and reconfiguration of the Park East

Map 4

PROPOSED AMENDMENTS TO YEAR 2020
REGIONAL TRANSPORTATION SYSTEM PLAN

MCKINLEY AVENUE - N. 6TH STREET ALTERNATIVE



N. 4TH STREET ALTERNATIVE



Source: SEWRPC.

Table 2

PROPOSED AMENDMENTS TO THE 2000-2002 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
UNDER THE PARK EAST REMOVAL AND RECONFIGURATION ALTERNATIVES

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		2000	2001	2002	TOTAL TIP		2000	2001	2002	TOTAL TIP		
WISCONSIN DEPARTMENT OF TRANSPORTATION	153 amend- ed	REMOVE PARK EAST FWY WEST OF JEFFERSON ST.	HP	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	1,080.0	0.0	1,080.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0		
				CONST	0.0	7,200.0	0.0	7,200.0	FED	850.0	6,120.0	0.0	6,970.0		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	1,000.0	7,200.0	0.0	8,200.0	TOTAL	1,000.0	7,200.0	0.0	8,200.0		
CITY OF MILWAUKEE	241 amend- ed	CONSTRUCTION OF REPLACEMENT ARTERIAL AND LOCAL STREET CONNECTIONS AND IMPROVEMENTS/MODIFICATIONS ASSOCIATED WITH REMOVAL OF PARK EAST FWY	HP	PE	350.0	0.0	0.0	350.0	LOCAL	52.5	1,200.0	0.0	1,252.5	A	NON-EXEMPT
				ROW	0.0	1,000.0	0.0	1,000.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,500.0	0.0	4,500.0	FED	297.5	6,800.0	0.0	7,097.5		
				OTHER	0.0	2,500.0	0.0	2,500.0	IH-C/S						
				TOTAL	350.0	8,000.0	0.0	8,350.0	TOTAL	350.0	8,000.0	0.0	8,350.0		
	309 amend- ed	CONSTRUCTION OF A NEW MCKINLEY/KNAPP STREET BRIDGE OVER THE MILWAUKEE RIVER	HP	PE	690.0	0.0	0.0	690.0	LOCAL	133.5	1,050.0	0.0	1,183.5	A	NON-EXEMPT
				ROW	200.0	0.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	7,000.0	0.0	7,000.0	FED	756.5	5,950.0	0.0	6,706.5		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	890.0	7,000.0	0.0	7,890.0	TOTAL	890.0	7,000.0	0.0	7,890.0		

Source: SEWRPC.

Freeway should be deferred at least until the reconstruction of the Marquette Interchange has been completed, and some suggested deferring any action until the remaining life of the Park East Freeway has expired.

Given the foregoing, the Commission staff recommends the amendment of the year 2020 regional transportation system plan and the year 2000-2002 transportation improvement program to provide for the removal and reconfiguration of the Park East Freeway and its replacement with a surface arterial as proposed in the McKinley Avenue/N. 6th Street alternative as shown on Map 4 and Table 2 based on the following:

- The Milwaukee County Board of Supervisors and County Executive, the City of Milwaukee Common Council and Mayor, and the Metropolitan Milwaukee Association of Commerce have endorsed the removal and reconfiguration of the Park East Freeway.
- The Milwaukee County Department of Public Works, City of Milwaukee Department of Public Works, and Wisconsin Department of Transportation staff team conducting the preliminary engineering study have endorsed the McKinley Avenue/N. 6th Street alternative for the removal, reconfiguration, and replacement of the Park East Freeway.
- The Governor, through the agreement on the use of Federal Highway Administration Interstate Cost Estimate funds, has endorsed the removal and reconfiguration of the Park East Freeway, as has the Wisconsin Department of Transportation through their participation in the preliminary engineering study.
- The evaluation of the removal, reconfiguration, and replacement of the Park East Freeway indicated that it would have minimal traffic, land acquisition, and socio-economic and environmental impacts.
- The principal negative impact of the project--the loss of a higher level of traffic accessibility and safety--will be experienced entirely in the City of Milwaukee and largely the Milwaukee central business district. The City of Milwaukee Common Council and Mayor and Milwaukee County Board of Supervisors and County Executive have endorsed the project with full knowledge of these impacts.

* * *

APPENDICES

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Appendix 1

**Letter of Agreement
on the Allocation of ICE Dollars
and on Milwaukee Transportation Projects**

Introduction

The City of Milwaukee (City), Milwaukee County (County) and the State of Wisconsin (State) agree to the allocation of federal ICE dollars shown below, and the following actions and responsibilities relative to transportation projects in Milwaukee. [ICE dollars are the Interstate Cost Estimate Substitute Project funds provided by Section 1045 of ISTEA, Public Law 102-240, December 8, 1991, as affected by Section 373 of the Omnibus Appropriations Act, Public Law 105-277 (enacted 10/21/98).] The parties agree to cooperate with and support the other parties in carrying out this agreement.

Basic ICE Allocation

The total ICE dollars will be allocated 50% to the State and 50% to the City and County (Local) as follows [in millions of dollars]:

<u>State</u>	<u>Local</u>	<u>Total</u>
120.5	120.5	241.0

Sixth Street Bridge

The parties agree to a \$60 million cost estimate for the Sixth Street Bridge, which includes final design, real estate, hazardous material remediation and construction. This estimate will be reduced by the amount already expended or encumbered for those purposes when the final project agreement is reached. Of the \$60 million estimate, \$8 million will be divided equally between the State and Local. The balance, estimated to be \$52 million, will be divided 75% State, 12.5% City and 12.5% County. The parties agree to maximize the use of ICE funds on the project. The maximum State commitment will be \$43 million. The resulting distribution of costs is:

<u>State</u>			<u>Local</u>			<u>Grand</u>
ICE	Match	<u>Total</u>	ICE	Match	<u>Total</u>	<u>Total</u>
36.5	6.5	43.0	14.5	2.5	17.0	60.0

City is the "lead agency" with the State for the design and real estate for the project as specified in City and County agreement with the State Department of Transportation executed December 31, 1991. Lead on construction under existing law, sec. 84.11(7m), Stats., is the State Department of Transportation, but may be affected by the effort to secure design-build authority. The parties agree to cooperate in the design and construction of the project.

Park East Freeway

The parties agree to pursue the termination of the Park East Freeway at Fourth Street. The estimated cost of reducing the length of the current facility, re-establishing a connection to I-43, constructing a new river crossing, and making other street modifications is \$25 million. The State will contribute \$8 million to the project, including any bridge costs. The balance will be Local. The parties agree to maximize the use of ICE funds on the project. The resulting distribution of costs is:

<u>State</u>			<u>Local</u>			<u>Grand</u>
ICE	Match	<u>Total</u>	ICE	Match	<u>Total</u>	<u>Total</u>
6.8	1.2	8.0	14.5	2.5	17.0	25.0

County agrees to be the lead agency, in cooperation with the other parties, in the environmental and public processes that will precede any actual removal of the facility. The State Department of Transportation will play the lead role in designing facilities to the local street system for reconnecting to I-43. City will be the lead in the replacement facilities to the local street system and river crossing.

Local Transportation Options

The parties agree that the City and County will allocate the bulk of the remainder of their allocated portion of ICE funds to the projects that result from the study of local transportation options as determined by the Wisconsin District's Transportation Study.

Marquette Interchange

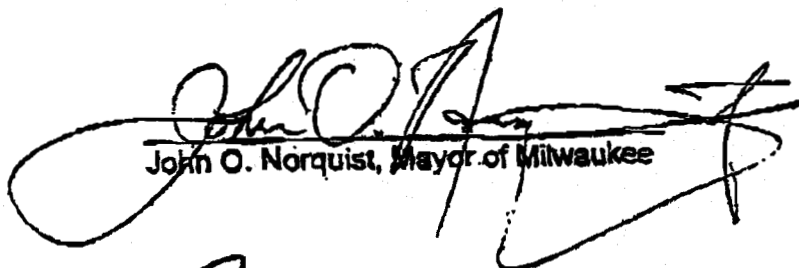
The parties agree that the State will allocate the bulk of its remaining ICE funds to the rebuilding of the Marquette Interchange. The City and the County will have input in the design and construction decisions.

Summary

This agreement is intended to implement paragraph (a)(2)(A) of Section 1045 of the Intermodal Surface Transportation Efficiency Act of 1991 [ISTEA], Public Law 102-240, December 8, 1991, as affected by Section 373 of the Omnibus Appropriations Act, Public Law 105-277 (enacted 10/21/98), within six months after its enactment [by April 21, 1999]. The parties agree to cooperate in securing release of the ICE funds from the U.S.DOT for the above purposes. The parties also agree to keep communications ongoing and to revise this agreement in the event that any of the mentioned projects fails to materialize through the study and public processes.

Signed:


F. Thomas Ament, Milwaukee County Executive


John O. Norquist, Mayor of Milwaukee


Tommy G. Thompson, Governor of Wisconsin

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Appendix 2

JUN 17 1999

By Supervisor LeAnn Launstein, Acting Chairman

From the Committee on Transportation, Public Works and Transit, reporting on:

File No. 99-350

(Journal, June 17, 1999)

(ITEM 1) From the County Executive requesting authorization to negotiate and execute an inter-jurisdictional agreement with the City of Milwaukee and the State of Wisconsin calling for the demolition of STH 145 from North 4th Street east and reconnection to I-43 at no cost to Milwaukee County, by recommending adoption of the following:

A RESOLUTION

WHEREAS, Interstate Construction Estimate Substitute Project (ICE) funds have been available to the Milwaukee County area for mass transit purposes since the mid-1970s; and

WHEREAS, the 1991 Intermodal Surface Transportation Act (ISTEA) included \$241 million in federal funds to be used for transportation improvement projects in the East-West (I-94) freeway corridor; and

WHEREAS, ICE funds could have been lost to this area if a transportation development plan utilizing these funds had not been agreed upon by the City of Milwaukee, Milwaukee County and the State of Wisconsin; and

WHEREAS, Governor Thompson, County Executive Ament and Mayor Norquist reached an agreement on April 26, 1999 for federal transportation funding that will invest directly in this area's infrastructure (including Schlitz Park and the Harley-Davidson Experience Center), economy and safety; and

WHEREAS, one element of the Agreement provided for modifications to STH 145 east of I-43 (also known as the Park East Freeway), terminating it at North 4th Street and reconnecting it to I-43; and

WHEREAS, it was understood among the City, County and State that funding for the STH 145 modification would be as follows:

STATE			CITY			COUNTY		
ICE	Match	TOTAL	ICE	Match	TOTAL	ICE	Match	TOTAL
\$6.8M	\$1.2M	\$8M	\$14.5M	\$2.5M	\$17M	\$0	\$0	\$0

APPROVED AS TO FORM
COORDINATOR/COUNSEL

39 WHEREAS, the State would be responsible for the following which shall be
40 included in the disposition plan:

- 41
42 1. Requesting SEWRPC to demap STH 145 (Park East Freeway) maintaining
43 the facility as a State Trunk Highway, and requesting and receiving a
44 federal waiver consenting to the reuse of the land
45
- 46 2. Negotiating agreement for any required federal reimbursements or
47 payback
48
- 49 3. Preparing engineering plans, specifications and estimates (PS & E) for the
50 removal of the elevated freeway east of North 4th Street, the reconnection
51 to I-43 as well as the construction of the surface arterial that replaces it
52
- 53 4. Let bids and manage all demolition and construction projects to final
54 completion; now, therefore
55

56 BE IT RESOLVED, that the Director of Public Works, Director of Economic
57 Development, Corporation Counsel and other County officials as appropriate are
58 directed to take all steps necessary to effectuate the modifications of STH 145 (Park
59 East Freeway), including State action as outlined in the above four points; and
60

61 BE IT FURTHER RESOLVED, that the Director of Public Works, the Director
62 of Economic Development and the Corporation Counsel are authorized and
63 directed to negotiate and execute a jurisdictional transfer agreement with WISDOT
64 and the City of Milwaukee, which agreement will allow the demolition of that
65 segment of the (Park East Freeway) STH 145 running east of North 4th Street and that
66 the above parties request that WISDOT program the appropriate modifications; and
67

68 BE IT FURTHER RESOLVED, that no County funds shall be spent on the
69 demolition of and reprogramming of the (Park East Freeway) STH 145 and providing
70 that Milwaukee County:
71

- 72 1. Will have no financial share of the demolition or reconstruction project
73 costs
- 74 2. Will receive all proceeds from any remnant land sales; and
75

76 BE IT FURTHER RESOLVED, that anything that impacts County-owned
77 property should come back to the County Board for approval.
78

79 **FISCAL NOTE:** Milwaukee County 1) will have no financial share of the
80 demolition or reconstruction project costs and 2) will receive
81 all proceeds from any remnant land sales. Expenditure of staff
82 time will be required to negotiate and execute the inter-
83 jurisdictional agreement.
84

RECEIVED
INFRASTRUCTURE
SERVICES DIVISION

1999 NOV 22 PM 12: 50

City of Milwaukee

Office Of The City Clerk

200 E. Wells Street
Milwaukee, Wisconsin

Certified Copy of Resolution

FILE NO: 990947

Substitute resolution authorizing and directing the Commissioner of Public Works to execute a document titled "State/Municipal Agreement for a Highway Improvement Project" with the Wisconsin Department of Transportation for the programming and construction of various projects with Federal and/or State aid using Interstate Construction Estimate (ICE) funds.

Whereas, The City of Milwaukee, the State of Wisconsin, and Milwaukee County have agreed to utilize federal Interstate Construction Estimate (ICE) funds for various projects associated with the removal of the Park East Freeway; and

Whereas, The Wisconsin Department of Transportation (WISDOT) has submitted a document titled "State/Municipal Agreement for a Highway Improvement Project" for execution by the City of Milwaukee for the construction of:

1. Project I.D. 1730-05-00, 20, 40, 70
Park East Freeway demolition from North 4th Street to North Jefferson street, and connections to the local street system.
2. Project I.D. 1730-06-00, 20, 40, 70
New bridge over the Milwaukee River connecting East Knapp Street to West McKinley Avenue.
3. Project I.D. 1730-07-00, 20, 40, 70
Miscellaneous local street improvements associated with the removal of the Park East Freeway; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the Commissioner of Public Works (CPW) is hereby authorized and directed to execute the agreement for the programming and construction of the aforementioned projects with federal ICE funds, a copy of which is attached to Common Council File Number 990947, and is incorporated in this resolution by reference as though set forth in full; and, be it

Further Resolved, That the CPW is hereby authorized and directed to undertake or engage a consultant to undertake preliminary engineering for the above-mentioned projects and to reimburse the WISDOT for preliminary engineering costs they incur for the improvements and, be it

Further Resolved, That the City Comptroller is hereby authorized to create within the Capital Improvement Fund, Grant and Aid Projects, the necessary Project/Grant Chartfield values for preliminary engineering for these projects (Expenditure), and transfer to these accounts the amount required under the grant agreement and City accounting policy, but not to exceed a 10 percent

FILE NO: 990947 Continued

increase in the total amounts reserved for the grantor's share and local share or \$5,000, whichever is greater, as follows:

Project I.D. 1730-06-00
McKinley/Knapp Bridge Project
City of Milwaukee Share
Fund No. 0303
Project Grant No. BR10090000
\$120,000

Federal Grantor Share
Fund No. 0306
Project Grant No. SP03290100
\$680,000

Project I.D. 1730-07-00
Miscellaneous Local Streets Project
City of Milwaukee Share
Fund No. 0333
Project Grant No. ST32090000
\$150,000

Federal Grantor Share
Fund No. 0306
Project Grant No. SP03290100
\$850,000

; and, be it

Further Resolved, That the City Engineer is hereby authorized and directed to approve and make periodic payments to the WISDOT upon receipt of invoices for the local share of costs of the project; and, be it

Further Resolved; That separate Common Council action will be required to authorize funding for right-of-way acquisitions and construction.



I, Ronald D. Leonhardt, City Clerk, do hereby certify that the foregoing is a true and correct copy of a(n) Resolution passed by the COMMON COUNCIL of the City of Milwaukee, Wisconsin on November 9, 1999.

Ronald D. Leonhardt

Ronald D. Leonhardt
City Clerk

November 19, 1999

Date Certified

City of Milwaukee

Office Of The City Clerk

200 E. Wells Street
Milwaukee, Wisconsin

Certified Copy of Resolution

FILE NO: 990416

Substitute resolution authorizing the appropriate City officials to execute a Jurisdictional Transfer Agreement relating to the removal of the Park East Freeway east of North 4th Street and related infrastructure improvements.

Whereas, On April 26, 1999, Governor Tommy Thompson, County Executive F. Thomas Ament and Mayor John Norquist announced that they had reached an agreement on how to expend the \$241 million in Interstate Construction Estimate ("ICE") funds for transportation improvements in and around downtown Milwaukee ("ICE Agreement"); and

Whereas, The ICE Agreement calls for the removal of the portion of the Park East Freeway (State Trunk Highway 145) that is located east of North 4th Street, reconnection of local streets to Interstate Highway 43 and improvement of the local street system, including the construction of a new crossing of the Milwaukee River as a replacement for the removed segment of the Park East Freeway; and

Whereas, The ICE Agreement calls for the Park East Freeway modification to be funded as follows:

STATE			CITY			COUNTY		
ICE	MATCH	TOTAL	ICE	MATCH	TOTAL	ICE	MATCH	TOTAL
\$6.8M	\$1.2M	\$8.0M	14.5M	\$2.5M	\$17.0M	\$0	\$0	\$0

; and

Whereas, Under the ICE Agreement, the roles of the State of Wisconsin, Milwaukee County and the City of Milwaukee in this project were outlined as follows:

1. The Wisconsin Department of Transportation will take the lead role in removing the freeway and reconnecting the local street system to Interstate 43.
2. Milwaukee County will be the lead agency for program initiation and for the environmental and public processes that will precede any actual freeway removal.
3. The City of Milwaukee will be the lead agency for designing and constructing local street system improvements and the Milwaukee River crossing. Said improvements will be designed and constructed in consultation with Milwaukee County.

; and

Whereas, The specifics of the ICE Agreement now need to be incorporated in an inter-jurisdictional agreement relating to the Park East Freeway demolition; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the appropriate City officials are authorized to execute a Jurisdictional Transfer Agreement (a copy of which is attached to and made a part of this file) with the Wisconsin Department of Transportation and Milwaukee County that will provide for the demolition of the segment of the Park East Freeway (State Trunk Highway 145)

extending east of North 4th Street, the transfer of jurisdiction for such demolished segment from the State to the County, the reconnection of local streets to Interstate Highway 43 and State Trunk Highway 145, and the improvement of surface-level arterial streets as replacement routes for the Park East Freeway, including a new crossing of the Milwaukee River; and, be it

Further Resolved, That non-substantial changes to the Jurisdictional Transfer Agreement may be made without further Common Council approval.



I, Ronald D. Leonhardt, City Clerk, do hereby certify that the foregoing is a true and correct copy of a(n) Resolution passed by the COMMON COUNCIL of the City of Milwaukee, Wisconsin on July 13, 1999.

Ronald D. Leonhardt

Ronald D. Leonhardt
City Clerk

August 3, 2000

Date Certified