

Marquette Interchange Reconstruction

Facts about the existing interchange

- The Marquette Interchange is the key access point for downtown Milwaukee:
 - 125,000 residents
 - 4,300 private businesses employing 122,000 workers;
 - Over 3,200 hotel rooms and over 7 million attending tourism events and venues.
- The Marquette Interchange is a key hub for freight movements in the region and the state. About 96 million tons of freight moves to, from and through the Milwaukee area (1997).
- Traffic is growing substantially in the interchange:
 - The interchange was designed in the 1960s to handle about 150,000 vehicles daily.
 - 1976: 210,000 daily vehicles.
 - 2000: 300,000 daily vehicles.
 - 2025 (forecast): 375,000 daily vehicles.
- There are a significant number of crashes relating to congestion and design:
 - There are about 700 crashes each year in the interchange (1997-2000)
 - On average, crashes result in about 260 injuries and one fatality each year.
 - Between 61% and 70% of crashes are rear-end crashes.
 - About 47% of crashes occur between 1:00 PM and 7:00 PM.
 - Only 3% of crashes involve alcohol-impaired drivers.

Community involvement facts

- The community has been extensively involved throughout the study, preliminary design and final design stages. Since March 2000, more than 300 public meetings or other forums have been held with 80 different agencies and groups. Special efforts were made to reach minority groups.
- Specific design options added to the interchange because of direct community involvement include the 13th Street exit, 11th Street alignment and Plankinton Avenue exit.
- A community sensitive design task force is working to determine aesthetic enhancements for the interchange to make it fit visually within surrounding neighborhoods.
- A mitigation task force involved community members for traffic routing and access during the construction process.

Cost savings of the new design

At the request of Governor Doyle, the engineering team reviewed the interchange design and made several modifications to reduce costs while maintaining access and traffic flow. The new design will reduce costs by approximately \$80 million with these changes:

- The western project limit moves from 26th Street to 16th Street, although the 25th and 26th Street bridges will be resurfaced and safety concerns at 17th and 22nd Streets are being addressed.

Marquette Interchange Reconstruction

- The ramp from westbound I-794 to northbound I-43 will remain one lane (previously designed as two) with full shoulder to provide adequate traffic flow and room for disabled vehicles.
- The shoulders on the High-Rise Bridge over the Menomonee valley will remain at existing widths. There are currently full 10-foot shoulders on the right; full shoulders on the left could be added in the future when I-43 south is reconstructed.
- The ramp from northbound I-43/94 to eastbound I-794 will remain one lane (previously designed as two) with full shoulders to provide adequate traffic flow and room for disabled vehicles. This ramp could be expanded to two lanes in the future.
- The southern project limit moves from the Burnham Canal north to the south branch of the Menomonee Canal.

Project schedule

- Construction will be phased, or done in sections, so that traffic can flow through the interchange throughout the entire reconstruction process.
- Throughout the project, two lanes of through traffic will be maintained in all directions.

Construction phases	From	To
Clybourn Ave., 16 th Street Bridge construction	April 2004	December 2004
Deconstruction of bridges over north leg I-43; construction of north leg I-43	October 2004	November 2006
West leg, I-94 construction	February 2005	November 2006
South leg, I-43/1-94 Menomonee Valley Bridge	October 2005	November 2007
Core interchange, I-794 construction	November 2005	November 2008
Local streets/parking lots construction	June 2008	November 2008