



Supervisor Patricia Jursik
Daniel Hoan Memorial Bridge
Milwaukee County, WI



HOAN BRIDGE HISTORY



COALITION TO SAVE

THE HOAN

HOAN BRIDGE HISTORY

Vision of Mayor Daniel Webster Hoan

- Served as Milwaukee Mayor, 1916-1940
- Developed initial plan for first highway system in Milwaukee
- Recognized need to connect north and south side neighborhoods without interference from boat traffic
- Had vision for a high-level bridge over mouth of Milwaukee River

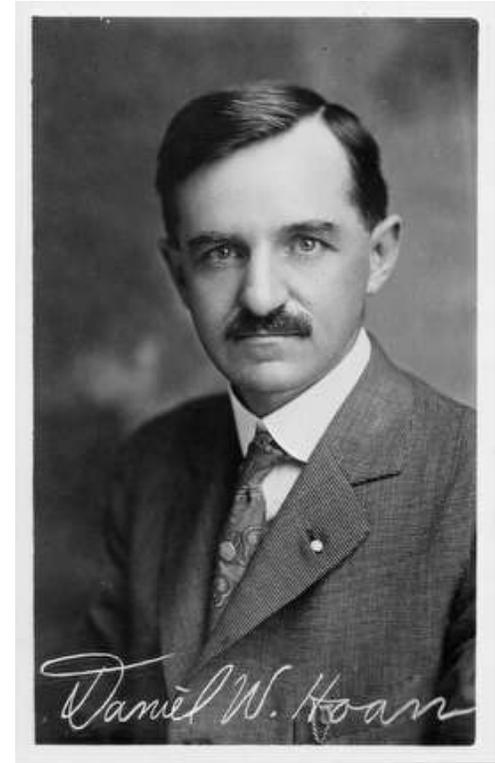


Photo courtesy Milwaukee County Historical Society



Need for better link to the south

- At the time, south side traffic used Water, 1st, or 2nd Streets
- River crossings frequently interrupted by boat traffic
- Rush hour snarled by Allen Bradley and other factory traffic
- Typical trip from downtown to South Shore took one hour

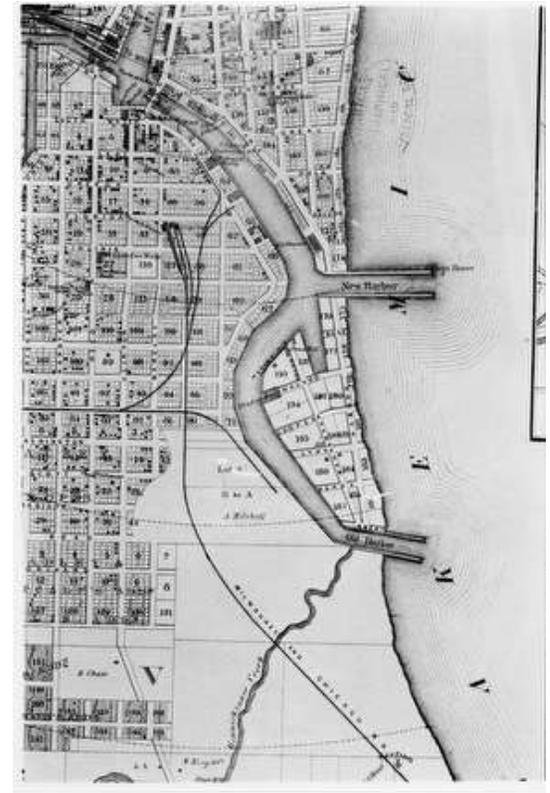


Photo courtesy Milwaukee Public Television



HOAN BRIDGE HISTORY

Dream Becomes Reality

- Construction began in 1970, completed in 1972
- Cost approx. \$41-47 million



Photo courtesy JustAddLight/Flickr.com



1977 photo courtesy UWM Libraries Digital Collection

- Work on connecting roads delayed due to political opposition to freeways
- Dan Hoan's dream was finally realized in 1977



Bridge Engineering & Design

- Designed by Howard, Needles, Tammen & Bergendoff (HNTB)
- Hoan received American Institute of Steel Construction (AISC) Long Span Bridge Award
- Three-span 1.9-mile bridge featuring 1,140-foot tied steel arch
- 120-foot clearance for freighter ships passing underneath



Photo courtesy Milwaukee County Historical Society

Recent improvements to entire span

- December 2000: major cracks found in steel girders
- Explosive demolition to remove damaged area
- October 2001: \$7.8 million fast-track federal project completed to permanently retrofit all girders
- Project received Federal Highway Administration “Strive for Excellence” award



Photo courtesy USDOT/FHWA



Photo courtesy Lichenstein Consulting Engineers



HOAN BRIDGE HISTORY

Connection to Lake Parkway



- Hoan Bridge connected to Lake Parkway in 1998
- Extension to Layton Avenue near General Mitchell International Airport
- Now provides direct access to Oklahoma, Howard, Layton and, with recent extension, Pennsylvania Avenue

HOAN BRIDGE TODAY



COALITION TO SAVE

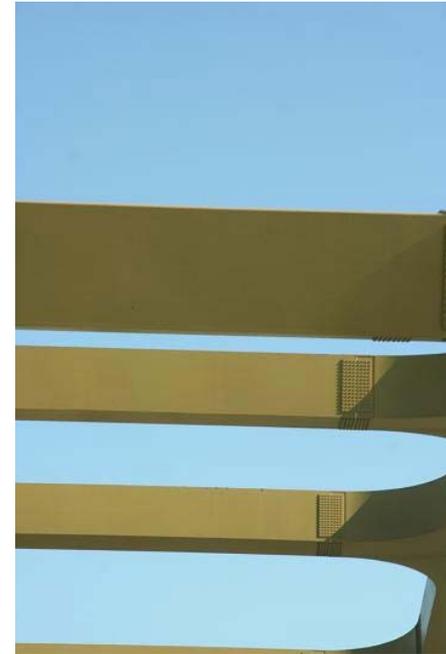
THE HOAN

Vital Transportation Connection

- Primary alternate during I-94 project from 2009-2016
- Sparked new development in South Shore neighborhoods
- Serves Mitchell International Airport and Port of Milwaukee
- Direct connection from Bay View to Marquette Interchange



Important Link



- Carries 50,000 vehicles per day
- 120,000 trucks per year for just Port of Milwaukee - many other trucks from industrial Milwaukee add to this number
- Important for the movement of passengers and cargo
- Used by freeway flyer buses that link to park and ride lots

HOAN BRIDGE TODAY

Port of Milwaukee

- Bridge supports many businesses
- Jones Island sewage treatment plant
- Area not suitable for housing due to environmental concerns



Photos courtesy Ron Winkler, Historic Milwaukee, Inc.



- Increased use due to Chicago's traffic problems
- One million tons of road salt transported to Jones Island annually



Bridge facilitated South Shore development

- Hoan Bridge and Lake Parkway responsible for hundreds of millions of dollars of south shore community development
- Milwaukee's South Side/Bay View, St. Francis, Cudahy, South Milwaukee and Oak Creek all continue to benefit from the Hoan's seamless traffic design



Photo courtesy ParkShore Neighborhood Association



HOAN BRIDGE TOMORROW



COALITION TO SAVE

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Long-term Maintenance Needs

- Main piers & supports have significant life remaining
- Roadway condition has reached the end of its normal life cycle
- Roadway must be re-decked
- Repainting necessary to preserve arch and freshen bridge's appearance



Bridge built to last 100 years or more

YEAR 2035
REGIONAL LAND USE AND
TRANSPORTATION SYSTEM PLANS
FOR SOUTHEASTERN WISCONSIN

NEWSLETTER 5

INTRODUCTION

New design year 2035 regional land use and transportation plans for the seven-county Southeastern Wisconsin Regional Planning Commission (SEWRPC). The year 2035 regional land use and transportation plans were developed under the guidance of the Advisory Committee on Regional Land Use Planning and the Advisory Committee on Regional Transportation Planning, representatives from the Wisconsin Department of Transportation and the seven counties, and 147 municipalities from the U.S. Department of Transportation, after careful review of the regional land use and transportation system plan. The Advisory Committees included representatives of Transportation and Natural Resources, and representatives for promoting the Commission's regional land use and transportation system plan. The Advisory Committees were responsible for providing to the Commission, after careful review of the regional land use plan and a recommended regional transportation system plan. The Advisory Committees included representatives of Transportation and Natural Resources, and representatives for promoting the Commission's regional land use and transportation system plan. The Advisory Committees were responsible for providing to the Commission, after careful review of the regional land use plan and a recommended regional transportation system plan. The Advisory Committees included representatives of Transportation and Natural Resources, and representatives for promoting the Commission's regional land use and transportation system plan.

The design year 2035 regional land use and transportation system plans represent the fifth effort of the Commission's regional land use and transportation plans. Trends in land use development, travel, and transportation system development were reviewed, as well as reviewing the implementation to date of the Region were then defined. Land use patterns alternatives were then prepared and evaluated, and a preliminary recommended regional land use and transportation plan was proposed. Public comment on the preliminary recommended regional land use and transportation plan was received. Throughout the process, extensive efforts were made to provide information about the regional land use and transportation system development to the public. The website also provided the opportunity to submit information about the regional land use and transportation system development to the public. The website also provided the opportunity to submit information about the regional land use and transportation system development to the public. The website also provided the opportunity to submit information about the regional land use and transportation system development to the public.

This fifth newsletter includes information regarding:

- Year 2035 population, household, and employment projections;
- The final recommended regional land use plan for the year 2035; and
- The final recommended regional transportation plan for the year 2035.

YEAR 2035 POPULATION, HOUSEHOLD, AND EMPLOYMENT PROJECTIONS

In any planning effort, forecasts are required of those future events and conditions which will be out of our control. In the preparation of the regional land use plan, household, and employment levels. As has been done in the past, the Commission projected a range of future year 2035 population, household, and employment levels. This approach recognizes the uncertainty that surrounds the future of the Region. This approach recognizes the uncertainty that surrounds the future of the Region. This approach recognizes the uncertainty that surrounds the future of the Region. This approach recognizes the uncertainty that surrounds the future of the Region.

• With proper maintenance, bridge lifespan is extremely long

• Hoan Bridge can be preserved through re-decking and repainting

• Southeastern Wisconsin Regional Planning Commission (SEWRPC) Year 2035

Transportation Plan calls for maintaining Hoan Bridge and the 794 freeway (DOT was part of study)

• SEWRPC review is normal channel for road planning



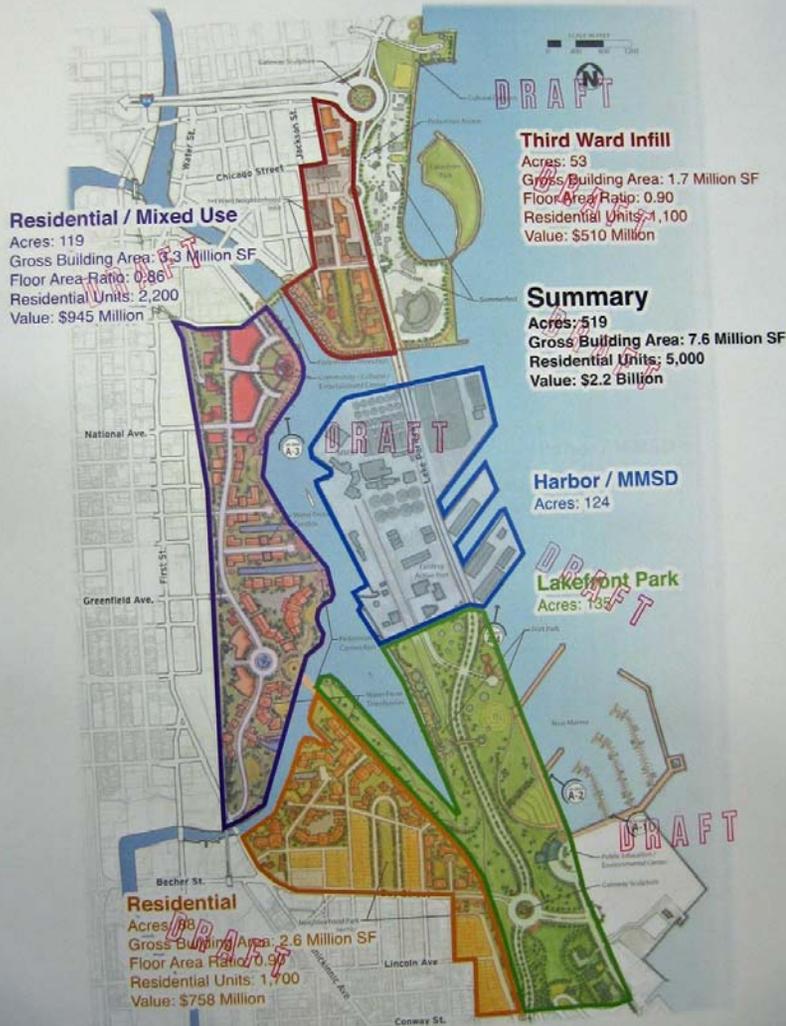
DOT efforts to remove bridge misguided

- DOT has spent nearly \$225,000 on two phases of study to replace Hoan Bridge without consulting local elected officials
- No elected officials have been consulted
- DOT overstates cost to maintain bridge at **\$240 million**, or 1/4 the cost of the entire Marquette Interchange (*which included more than 20 new bridges*)
- Lift bridge and roundabouts being studied
- Changes would pose significant challenges to Port of Milwaukee truck traffic



HOAN BRIDGE TOMORROW

Development Statistics | **Concept A: Maximizing Public Benefit**



Development Statistics | **Concept B: Maximizing Development Opportunity**

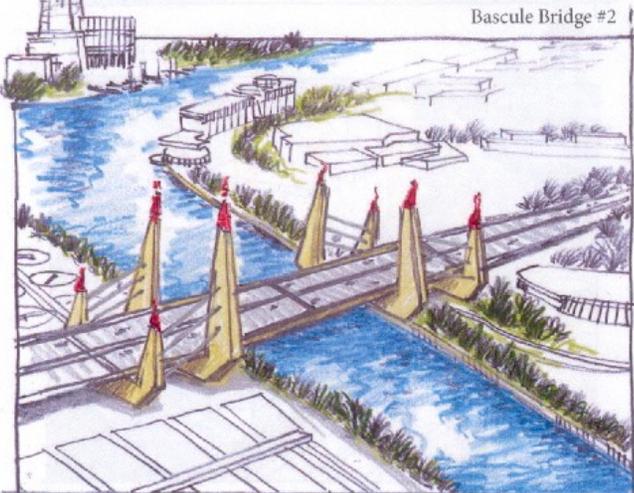


HOAN BRIDGE TOMORROW

New Bridge Concepts



Bascule Bridge #1



Bascule Bridge #2

Supporting Sketches | Concept B: Maximizing Development Opportunity



Milwaukee Harbor Redevelopment
B-3 Mixed Use Development



Milwaukee Harbor Redevelopment
B-4 Milwaukee Entertainment Pier

Comparisons to Marquette Interchange

- Cost for Marquette replacement was lowered from **\$1.4 billion** to **\$810 million** to balance a budget deficit
- DOT reduced scope of project and chose to not update ramps to Hoan Bridge and other downtown locations
- All work east of Milwaukee River was removed from project
- Does \$240 million Hoan Bridge figure also include work not completed in Marquette Interchange project?





HOAN BRIDGE TOMORROW

Federal Highway Administration (FHWA)

- FHWA has not taken position on removing the Hoan Bridge
- If removed, several issues would have to be addressed
 - Coast Guard would have to approve moveable bridge (since navigable waterways are affected)
 - Cost-benefit analysis to justify building movable bridge instead of fixed bridge
 - Traffic analysis to demonstrate how a surface street would function
 - Removal of segment from Interstate system





HOAN BRIDGE TOMORROW

‘Coalition to Save the Hoan’ formed

- Formed by Milwaukee County Supervisors Patricia Jursik, Marina Dimitrijevic and Chris Larson, along with Representative Christine Sinicki
- Joined by County Executive Scott Walker, all the South Shore Mayors and a broad coalition of Alderpersons, chambers of commerce, and CDA members
- Strong support from the community, businesses & local officials





HOAN BRIDGE TOMORROW

Coalition Members

- **Coordinators:** County Supervisors Patricia Jursik, Chris Larson, Marina Dimitrijevic; Representative Christine Sinicki
- **State of Wisconsin:** Senator Jeff Plale, Representative Mark Honadel, Representative Fred Kessler
- **Milwaukee County:** County Executive Scott Walker; Supervisors James "Luigi" Schmitt, Mark Borkowski
- **City of Milwaukee:** Aldermen Robert Donovan, Terry Witkowski, Tony Zielinski
- **City of St. Francis:** Mayor Al Richards; Alderpersons Sue Bostedt, Don Brickner, Debbie Fliss, Ted Jarosh, Jeffrey Mayer; Rick Wier, Association of Commerce
- **City of Cudahy:** Mayor Ryan McCue; Alderpersons Jason Litkowiec, Joe Mikolajczak, Thomas Pavlic, Mary Schissel; City Attorney Paul T. Eberhardy; Comptroller James Williamson; Director of Economic Development Lara Fritts; CDA Chair Sara Eberhardy; Ray Glowacki, Paul Burkhardt, Chamber of Commerce
- **City of South Milwaukee:** Mayor Tom Zepecki; Alderpersons David Bartoshevich, Mike Karbowski, Mike McCarthy, Ramon Navarro, Lisa Pieper, Jim Shelenske, Patrick Stoner; Melissa Martin, Association of Commerce
- **City of Oak Creek:** Mayor Dick Bolender, Alderman Dan Jakubczyk
- **Community:** Daniel Steininger, grandson of Dan Hoan; Les John, political organizer



SAVE THE HOAN BRIDGE

How **YOU** can help

- Sign up to join the Coalition to Save the Hoan
- Circulate petitions & collect signatures to urge the DOT to keep the bridge open
- Contact your elected officials and tell them to leave the Hoan alone!



Photo courtesy Ron Winkler, Historic Milwaukee, Inc.





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Photo courtesy Ron Winkler, Historic Milwaukee, Inc.