



Engineering Quality of Life®



## Silver Spring Drive Reconstruction

Corridor Elements and Improvements



# Agenda

- › Project Purpose and Background
- › Funding Sources and Budget
- › Existing Conditions
- › Proposed Conditions and Improvements
- › Cost Opinion and Schedule



# Project Purpose

- › Improve safety along corridor
  - Reduce speeds via traffic calming measures.
  - Construct bicycle facilities.
- › Reconstruct and rehabilitate existing pavement section.
- › Lighting and signal improvements and updates.





# Project Background

- › Project Corridor is 1.2 miles
- › Average Daily Traffic (ADT) is 22,800 vehicles (3%-6% commercial/heavy)
- › Five signalized intersections (excluding 27<sup>th</sup>)
- › Last significant improvement was in 1994





# Project Funding Sources and Budget

- › \$4M Congressional Community Project Funding through Rep. Gwen Moore
- › \$3.95M STP-Discretionary Funding through Southeastern Wisconsin Regional Planning Commission (SEWRPC)
- › \$4M in local funding split between City of Glendale (70%) and City of Milwaukee (30%)
- › Total construction budget of \$12M

GWEN MOORE  
4th DISTRICT, WISCONSIN  
  
COMMITTEE ON  
WAYS AND MEANS  
SELECT REVENUE MEASURES  
WORKER AND FAMILY SUPPORT  
SOCIAL SECURITY  
  
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RESEARCH AND TECHNOLOGY



Congress of the United States  
House of Representatives

April 27, 2022

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The Honorable Rosa DeLauro  
Chair  
House Appropriations Committee  
Washington, DC 20515

The Honorable Kay Granger  
Ranking Member  
House Appropriations Committee  
Washington, DC 20515

Dear Chair DeLauro and Ranking Member Granger:

I am requesting funding for the Reconstruction of Silver Spring Drive from 27th Street in the west to Milwaukee River to the east. The entity to receive funding for this project is the City of Glendale, located at 5909 N. Milwaukee River Parkway, Glendale WI 53209.

The funding would be used for preliminary engineering, final engineering design and construction to rebuild Silver Spring Drive. This portion of roadway is mostly shared between Glendale and the City of Milwaukee and serves as the main route through which residents of Milwaukee and Glendale access the Interstate 43. The project serves the heart of WI-04 and supports jobs and economic needs of residents in the north side of Milwaukee and Glendale. Improved travel safety and access will help motorists in the north side of Milwaukee and all of Glendale, potentially serving 10s of thousands of people in these neighborhoods.

I certify that neither I nor my immediate family has a financial interest in this project.

Sincerely,

Gwen Moore

MEMBER OF CONGRESS



# Existing Conditions



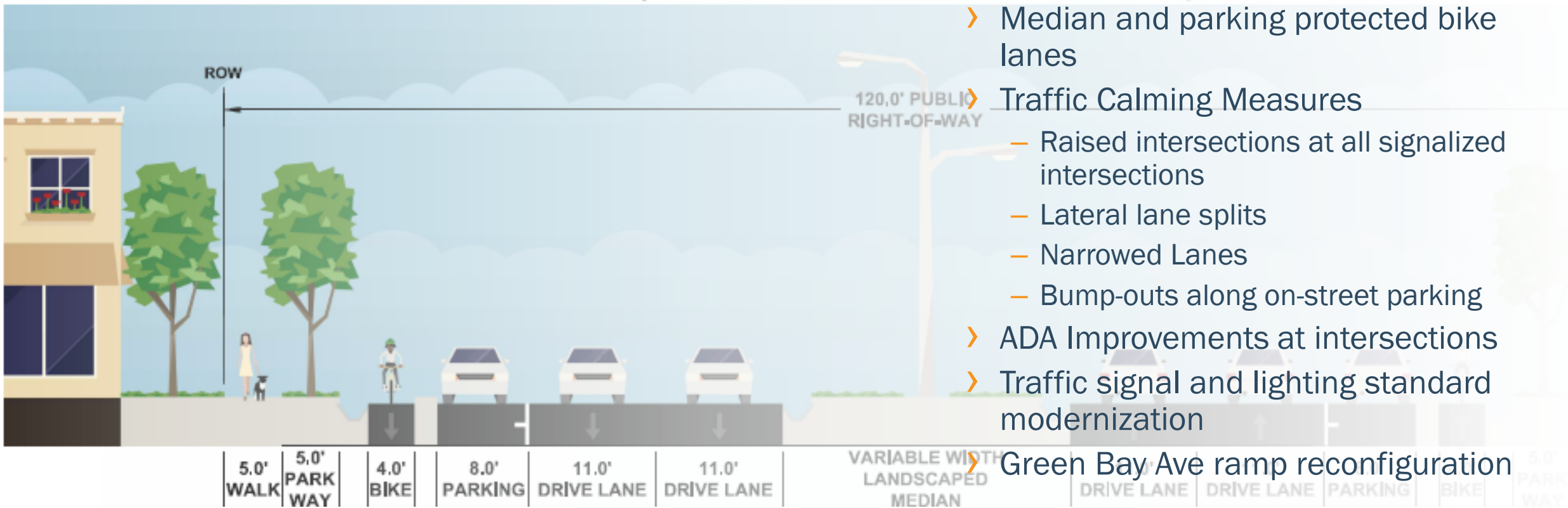
- › Four lane road with on-street parking along outside edge
  - 11-foot to 16-foot lane widths (excluding parking lane)
- › No separate bicycle facilities
- › Sidewalk along majority of corridor
- › Access to Oak Leaf Trail
- › Landscaped median
- › Five signalized intersections
- › 30 MPH posted speed limit
- › Jurisdiction in City of Glendale and City of Milwaukee



# Proposed Conditions

- › Four lane roadway with limited on-street parking

PROPOSED TYPICAL SECTION B - B  
(MID-BLOCK BETWEEN 12TH & 11TH)

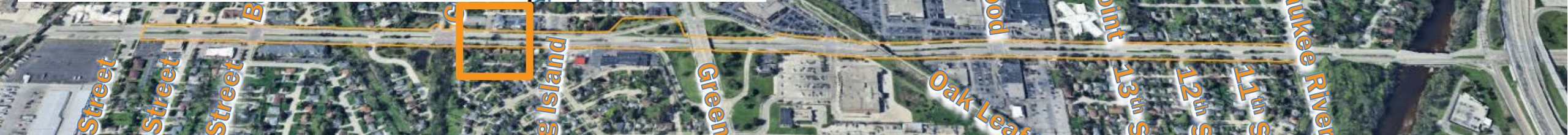
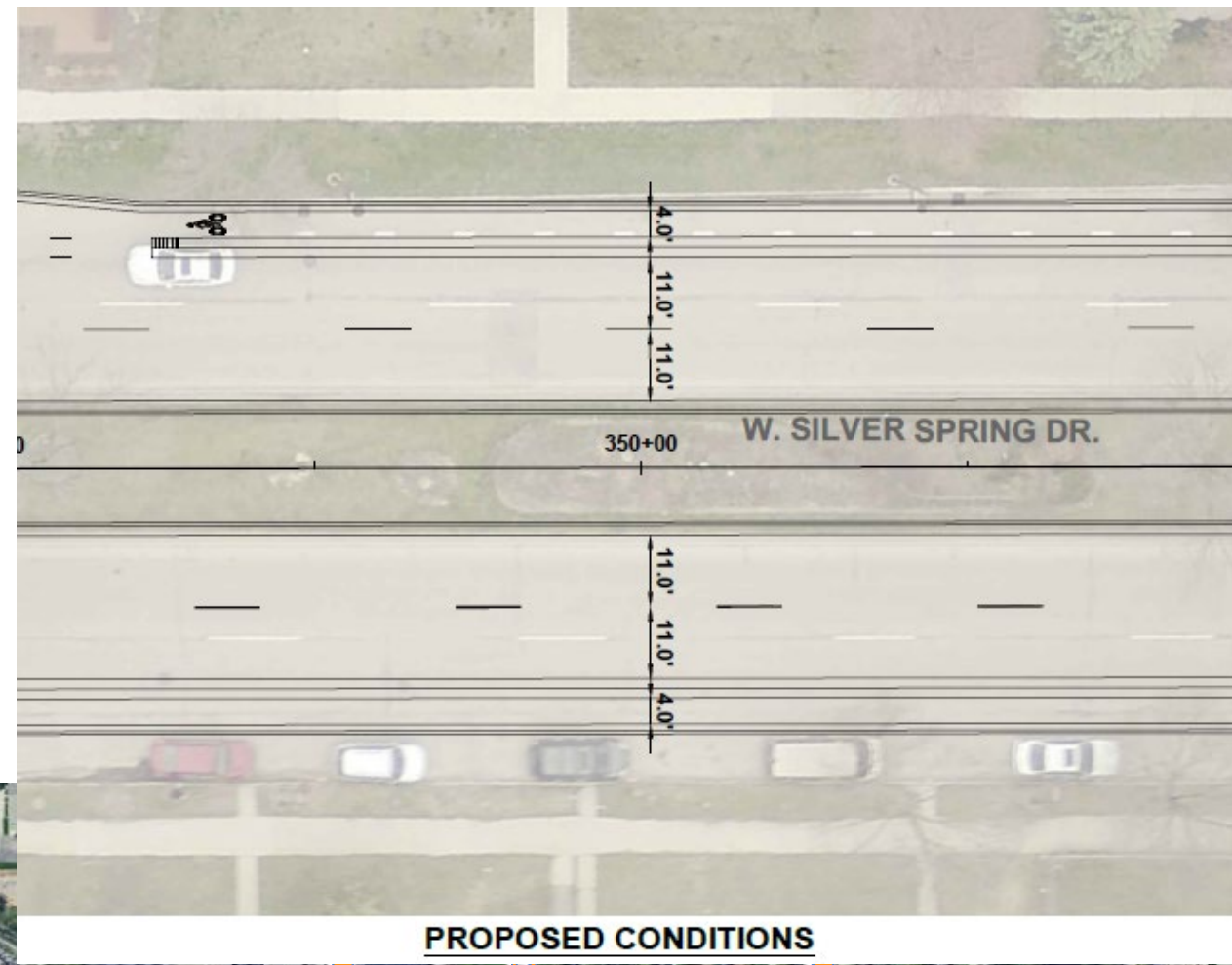
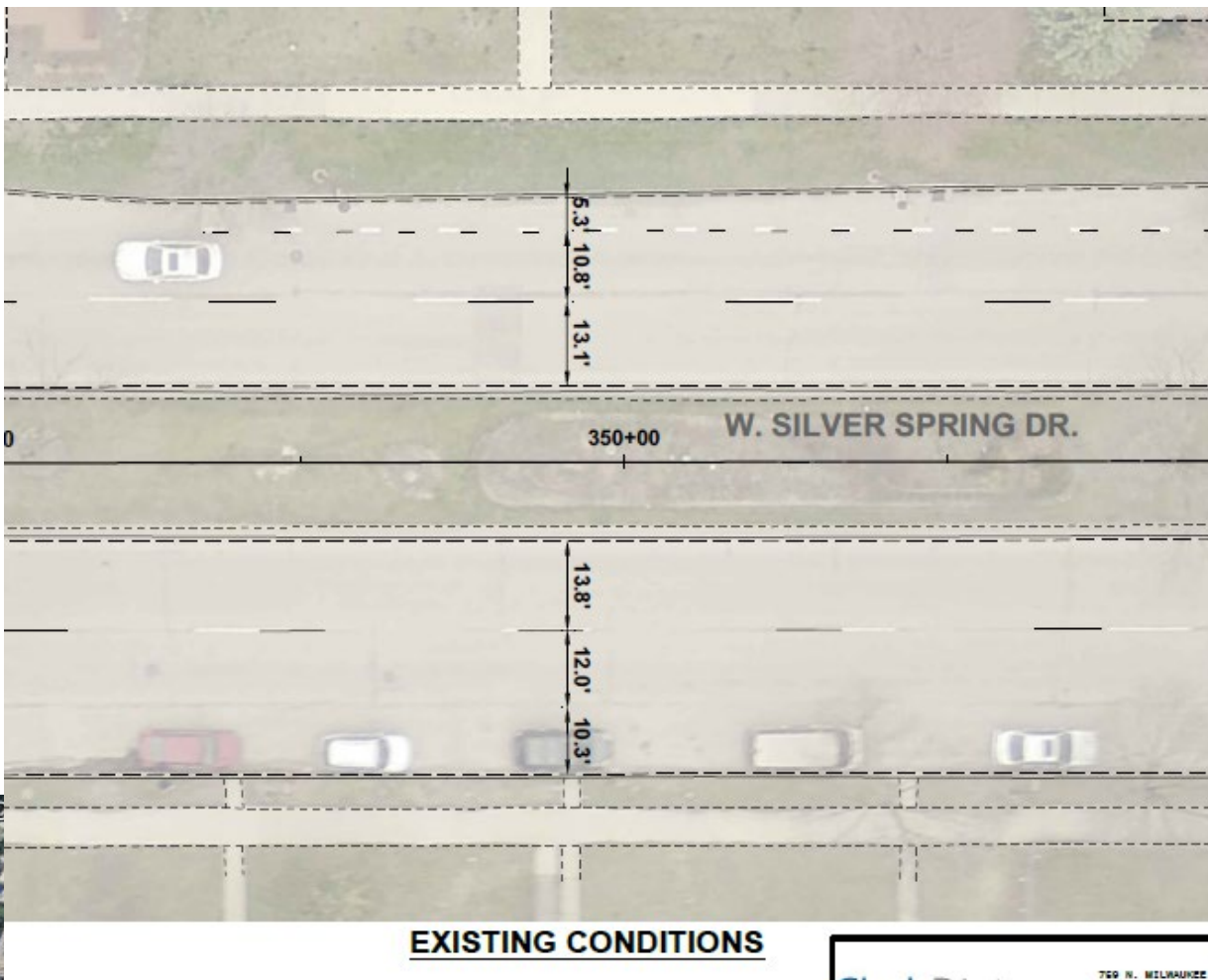


- › 11-foot lane widths
- › Median and parking protected bike lanes
- › Traffic Calming Measures
  - Raised intersections at all signalized intersections
  - Lateral lane splits
  - Narrowed Lanes
  - Bump-outs along on-street parking
- › ADA Improvements at intersections
- › Traffic signal and lighting standard modernization

- › Green Bay Ave ramp reconfiguration

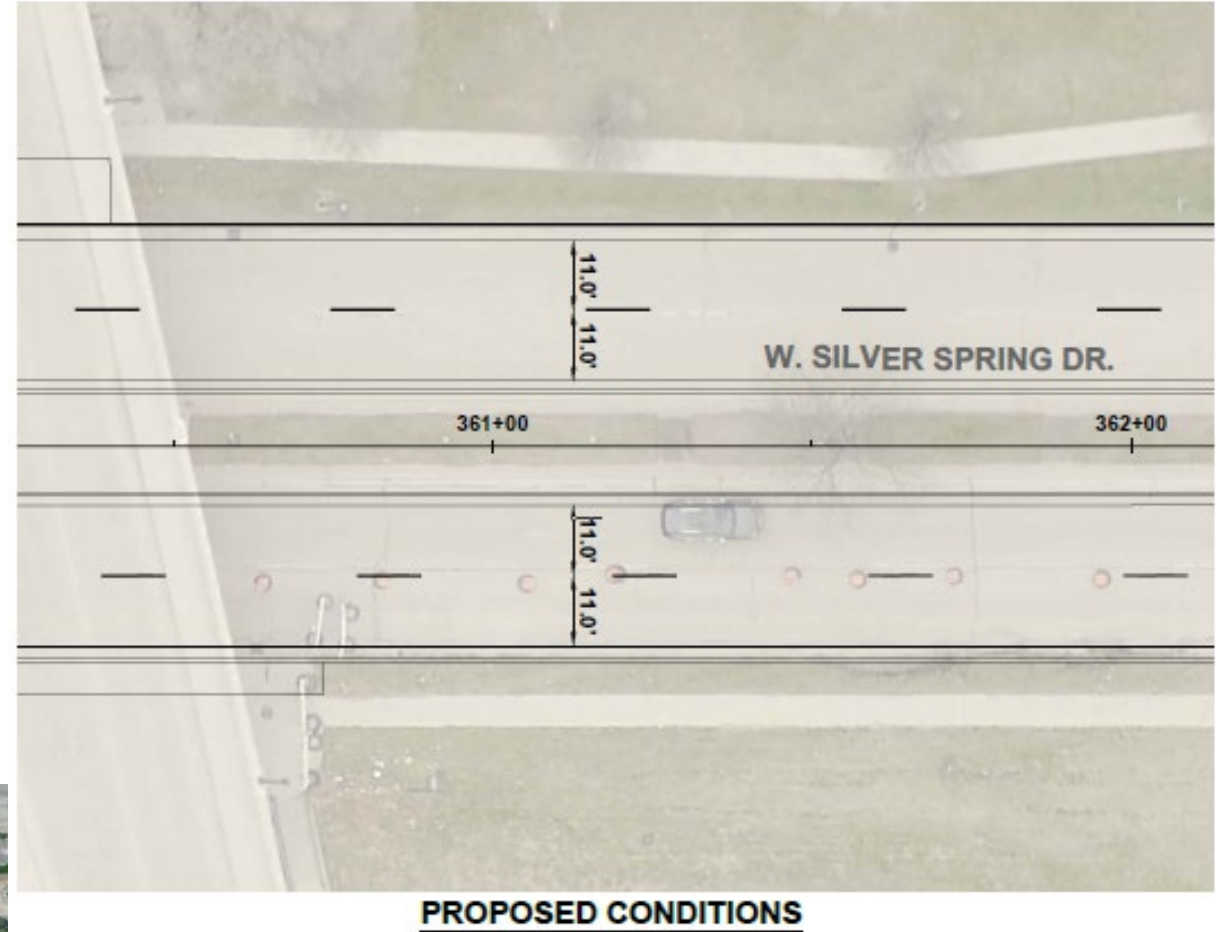
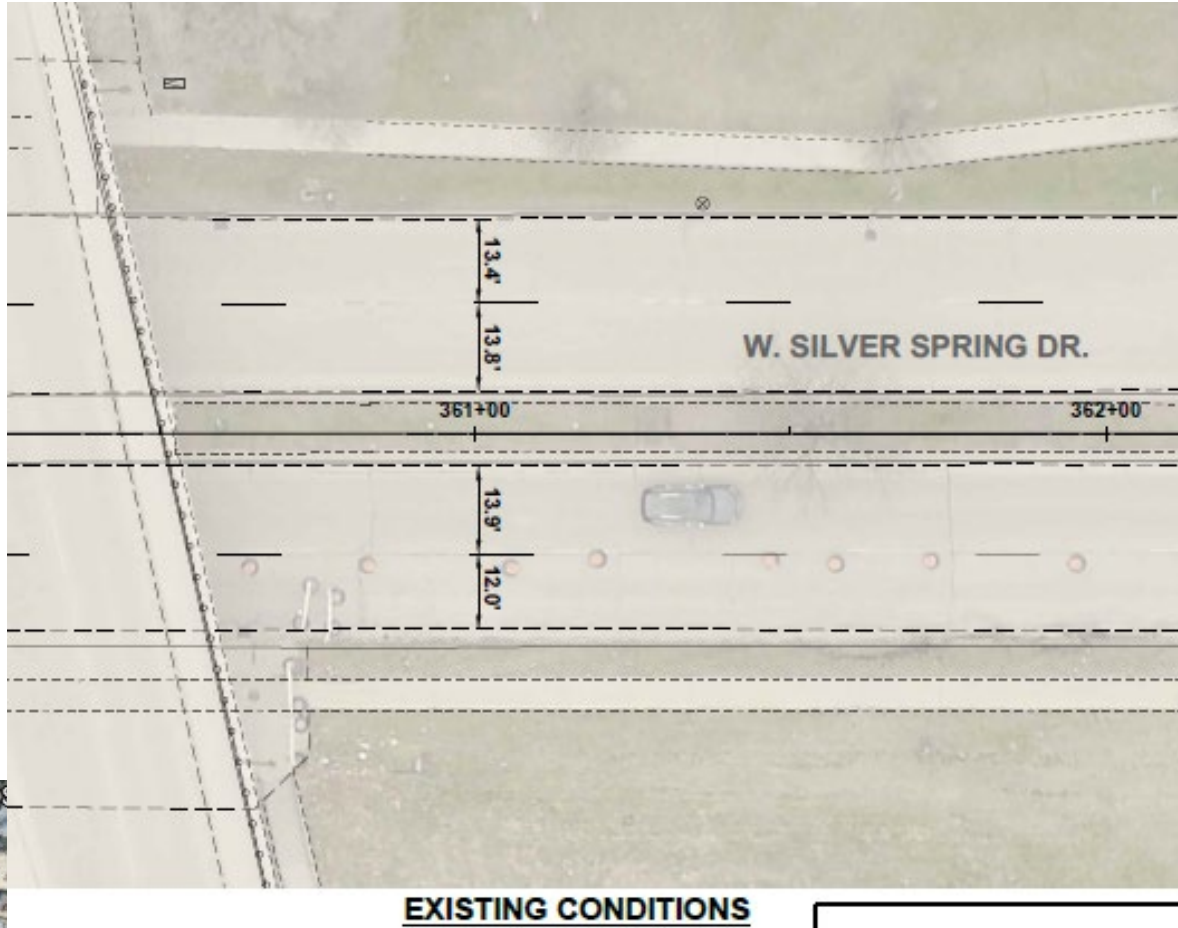


# Existing vs Proposed Lane Widths



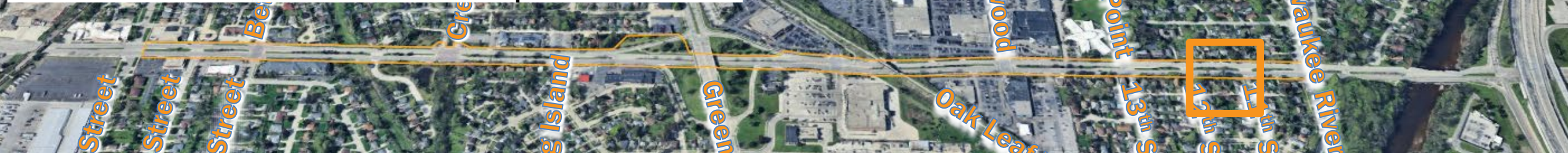
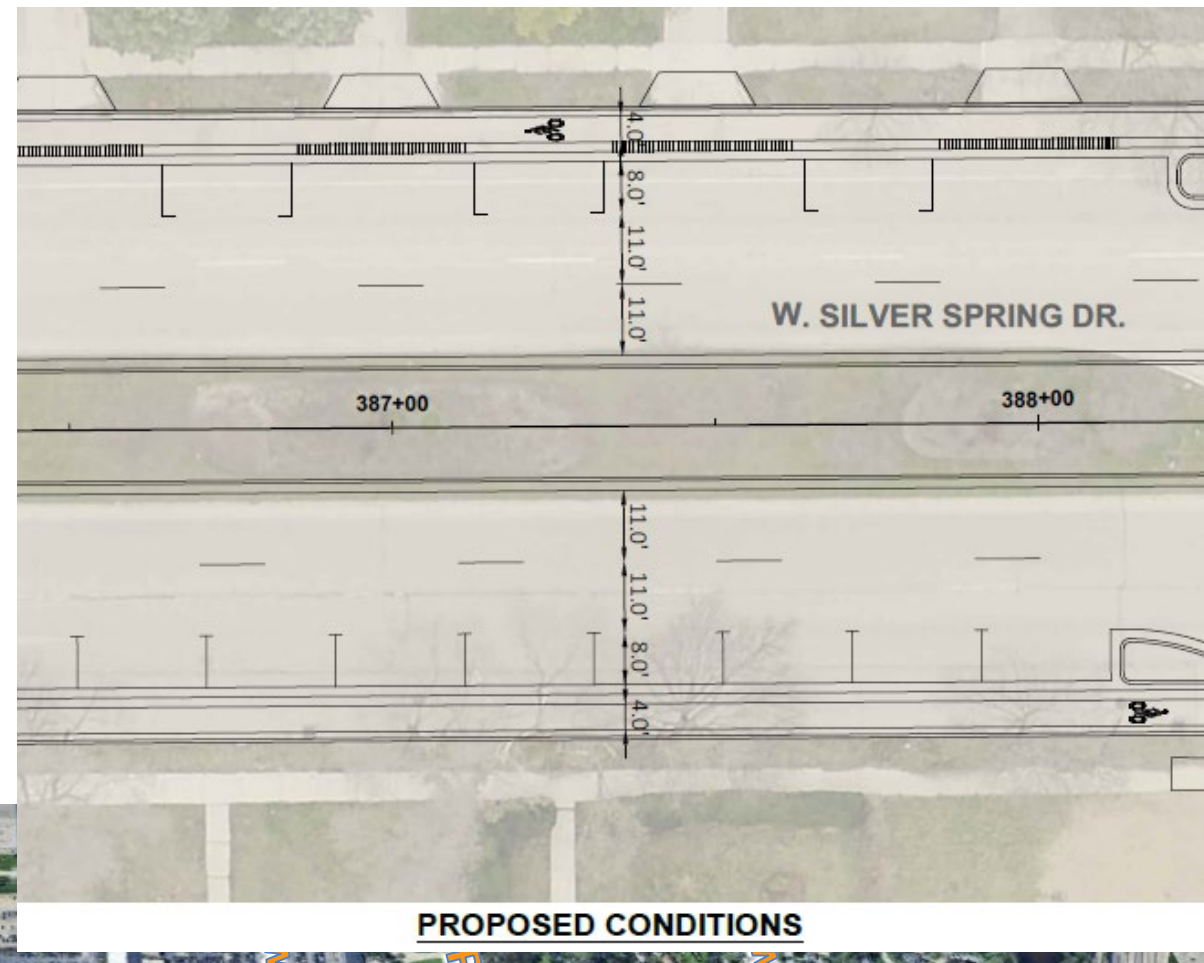
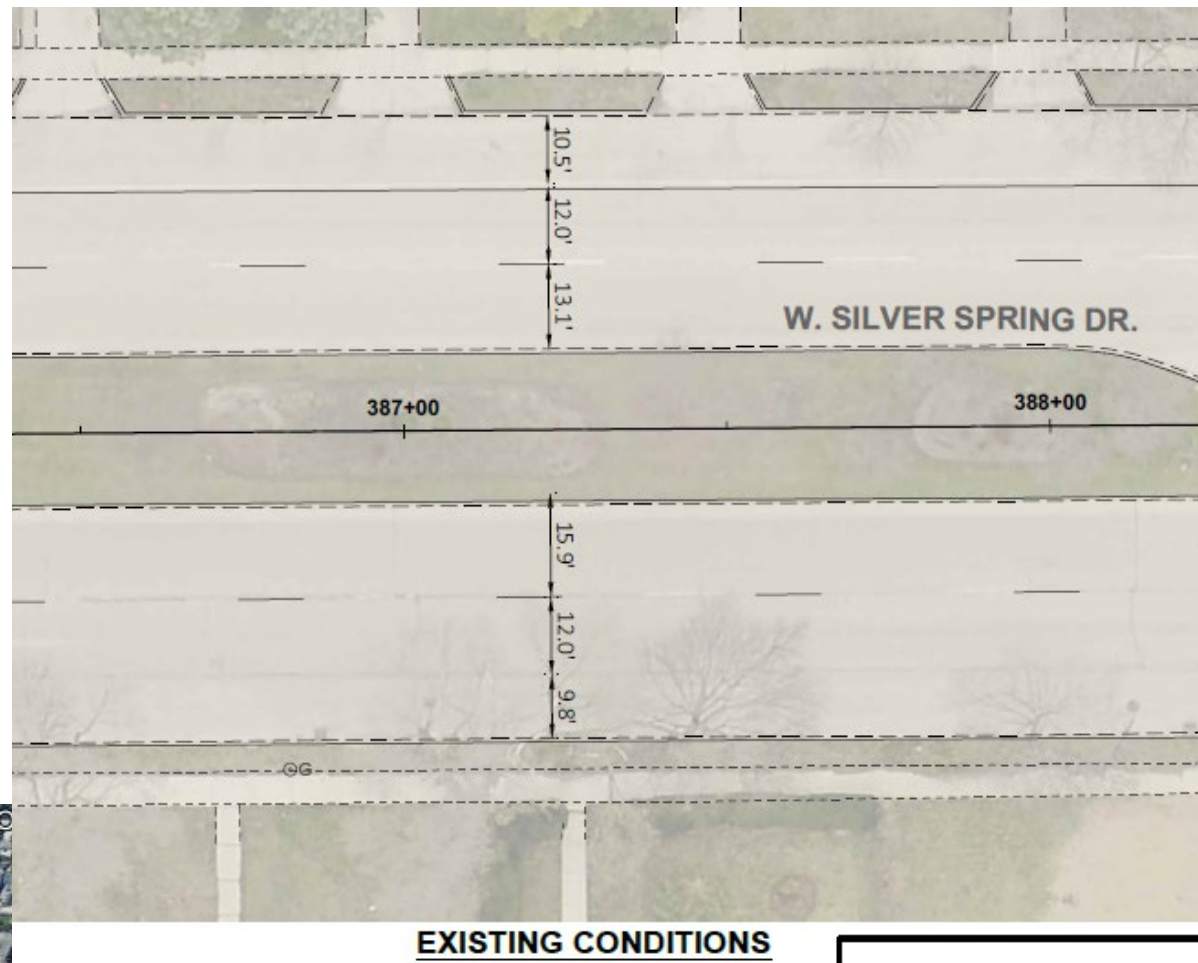


# Existing vs Proposed Lane Widths





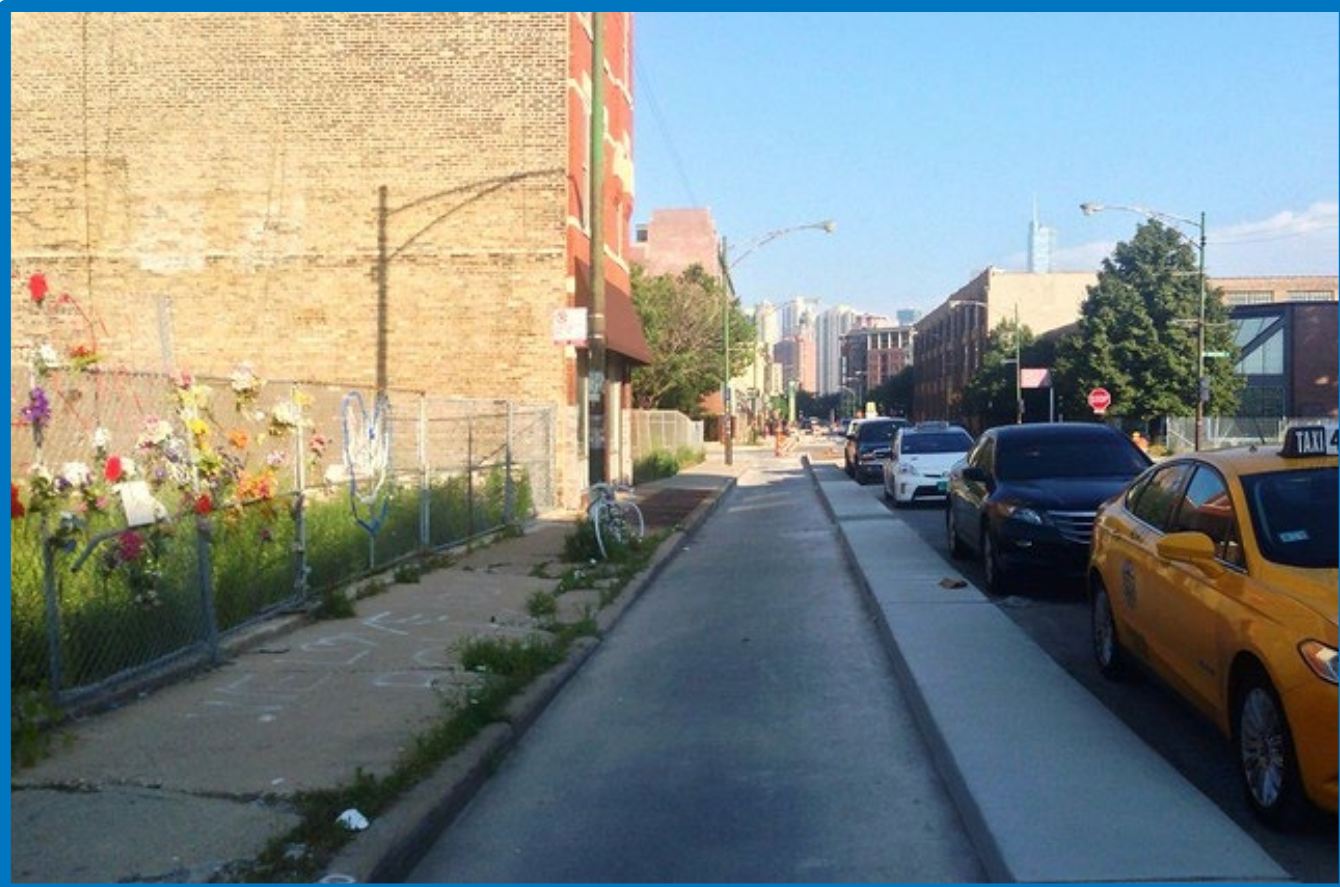
# Existing vs Proposed Lane Widths





# Proposed Conditions

- › **Median** and **parking** protected bike lanes





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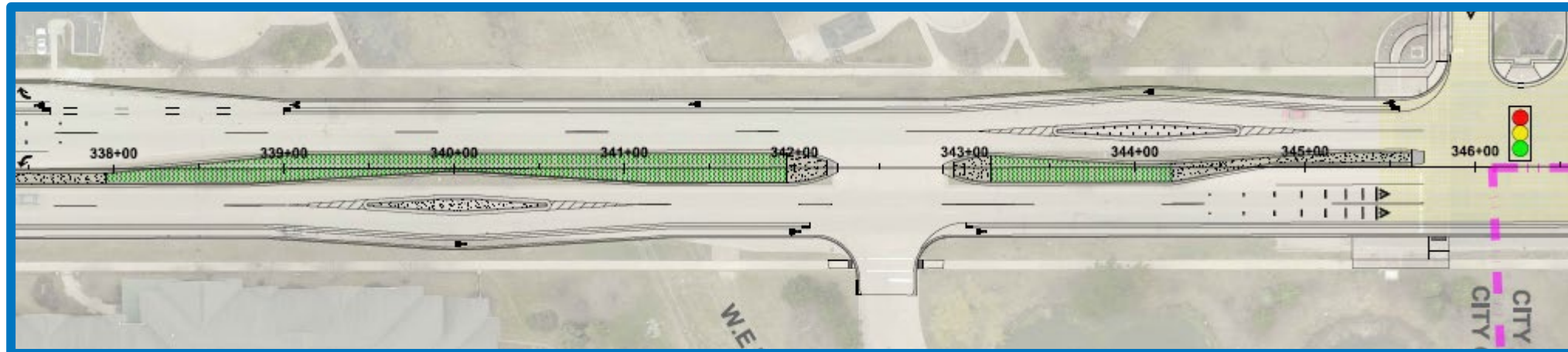




# Proposed Conditions

## > Traffic Calming Measures

- Raised intersections at all signalized intersections
- Lateral lane splits
- Narrowed Lanes (entire corridor)
- Bump-outs along on-street parking





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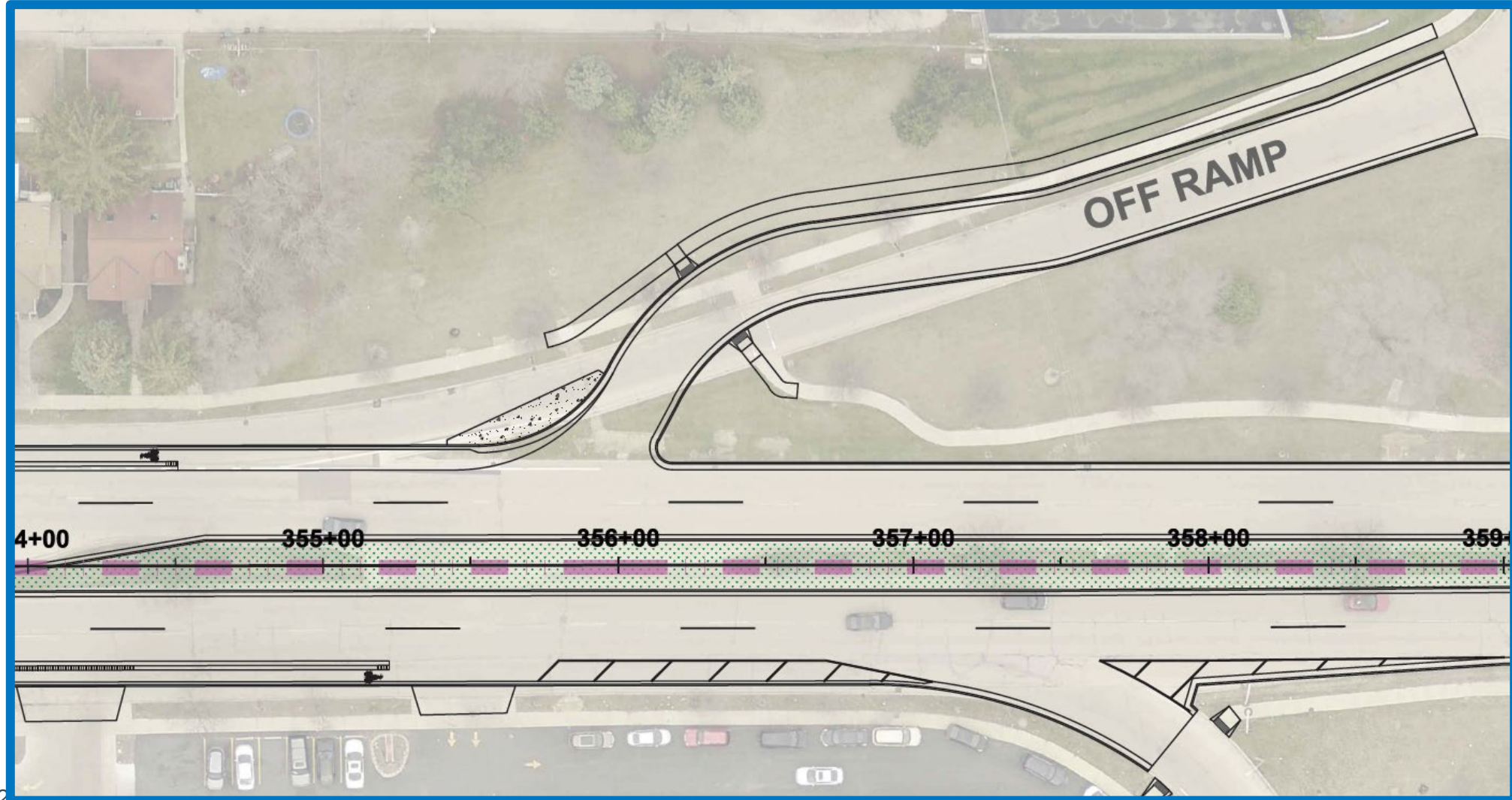
## › ADA Improvements at intersections





# Proposed Conditions – Green Bay Ramp

- Green Bay Ave to westbound Silver Spring ramp reconfiguration from yield to stop condition.



# Cost Opinion and Schedule

- › Current Cost Opinion (for all items discussed) is \$10M-\$12M
- › Project Milestones
  - 60% Plans – October 4<sup>th</sup>
  - Final Plans, Specs, and Environmental (PS&E) Documents – November 1<sup>st</sup>
  - Advertise for Bidding – February 4<sup>th</sup>, 2025
  - Bid Opening – March 11, 2025
- › Two-year construction process is anticipated
- › Silver Spring Drive will remain open during construction – each bound will be a one-lane road.



**Thank you.**

**Questions**



# Proposed Conditions

