



I-94 EAST-WEST

Public Involvement Meeting March 2021

Wisconsin Department of Transportation

Thank you for participating (Gracias por participar)

Para ver las diapositivas en español, conéctese aquí (*To see the slides in Spanish, please connect here*):

<https://wisconsindot.gov/Pages/projects/by-region/se/94stadiumint/informativa.aspx>



Questions and Comments



- Submit questions throughout the presentation through the YouTube comment section
- An interactive comment form is available on our project website and will be monitored throughout the meeting: www.wisconsin.gov/94eastwest
- Submit comments via email: joshua.leveque@dot.wi.gov
- Mail comments to:
WisDOT SE Region
141 NW Barstow Street
PO Box 798
Waukesha, WI 53187-0798

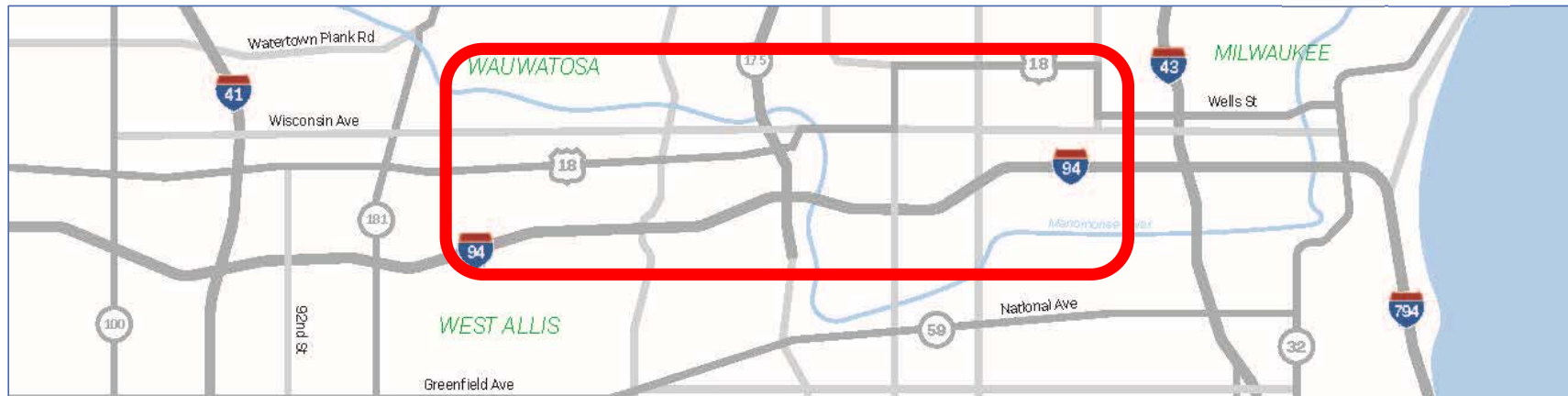
PROJECT BACKGROUND

I-94 is the Gateway to Milwaukee



- Evers Administration – committed to Milwaukee and Southeast Region of the State
- Improved access for people getting in to and within City
- Safer access for city residents and visitors
- Reliable infrastructure is critical for businesses to operate
- Works hand in hand with strong local street network and strong transit network

Project Corridor



- I-94 from 70th Street to 16th Street; WIS 175 from Wisconsin Avenue south to Frederick Miller Way
- Located entirely in the City of Milwaukee, with close proximity to Wauwatosa, West Allis and West Milwaukee

Project needs to address



- Deteriorated pavement and bridges
- Safety – average crash rate two to three times higher than statewide average
- A freeway that works hand-in-hand with a crowded local street network
- Improve freeway between Zoo and Marquette Interchanges
- Congestion



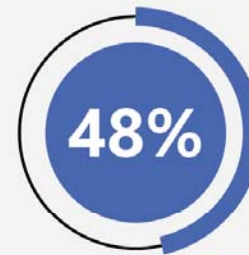
Safety and traffic flow

- Safer roads for motorists in Wisconsin



Modernization promotes
SAFER TRAVEL

Since its reopening in **2008**, the **MARQUETTE INTERCHANGE** has seen



FEWER CRASHES

Since its reopening in **2018**, the **ZOO INTERCHANGE** has seen



FEWER CRASHES

Since its reopening in **2020**, **I-94 NORTH-SOUTH** has seen



FEWER CRASHES

In addition to **SAFETY**,
lower crash rates mean **FEWER COSTS**
to motorists and **IMPROVED TRAFFIC FLOW**.



Project of local importance



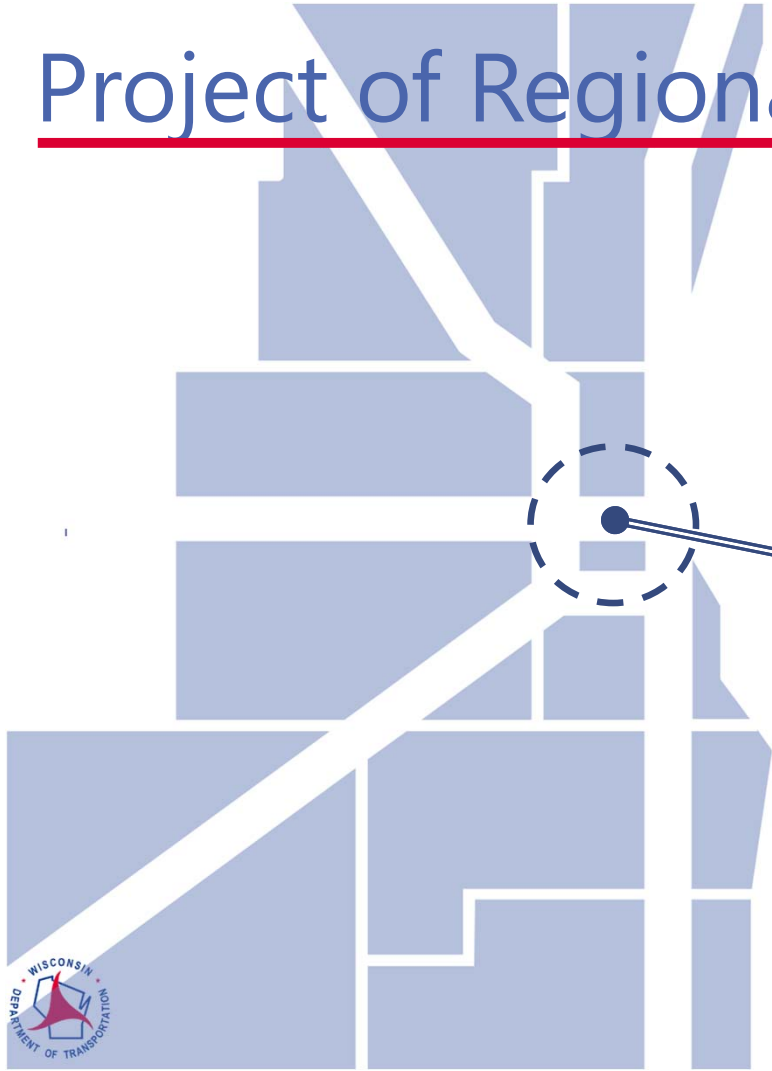
- During rush hour, **76% of all trips start or end in corridor**
 - e.g. Live near UWM, work at Stadium
 - e.g. Live in Story Hill and work at UWM
- Only 24% of rush hour trips are traveling through corridor
 - e.g. Live in Bay View, work at Froedtert
- Improvements to safety and reductions in congestion along I-94 will:
 - Make it more convenient and safer for people to access the area
 - Make it easier for local residents to use I-94 to access opportunities both within and outside the corridor



Note: Based on 2012 traffic analysis; additional study underway



Project of Regional & Statewide Importance



26% 32% 41%

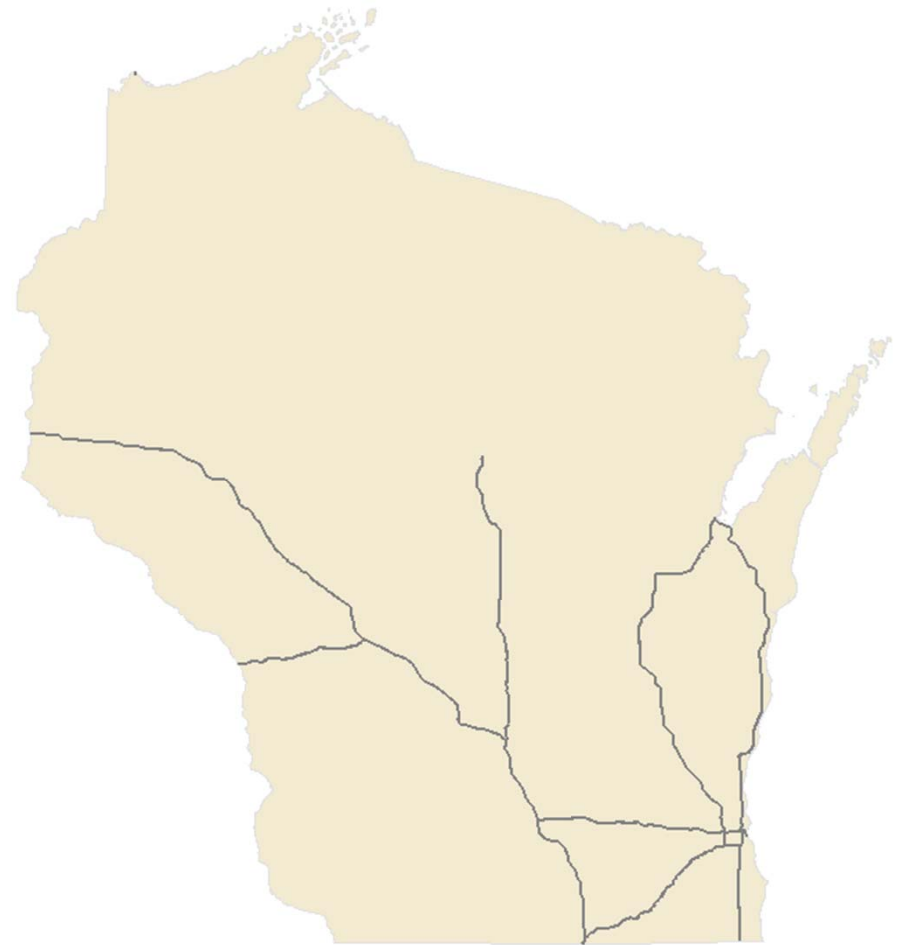
PEOPLE JOBS BUSINESSES

in the 7-county region are within a
of the **Stadium Interchange**

Freight travels on I-94

- 17 Million Tons of freight valued at \$25 Billion each year
- Traveling to or from 57 States or Provinces
- **Note:** Truck percentage on this corridor is up to 10% during peak hour traffic

I-94 is extremely important to commerce in our state



Source: 2017 IHS Transearch



Environmental Impact Statement



- January 2016 - I-94 E-W Final EIS
- September 2016 - I-94 E-W Record of Decision (FHWA Approval)
- October 2017- I-94 E-W not funded, Record of Decision rescinded
- July 2020 – Re-evaluation of Final EIS commences

Note:
Environmental re-evaluations are very common on WisDOT projects



I-94 East-West Study



- Goal: Establish Record of Decision (FHWA approval of Environmental Impact Statement)
 - *Not pursuing Double-Decker option at cemetery*
 - *Not moving graves*
- Investigate additional transit opportunities
 - Transit Technical Advisory Committee
- Investigate Disadvantaged Business and workforce development



Re-evaluation



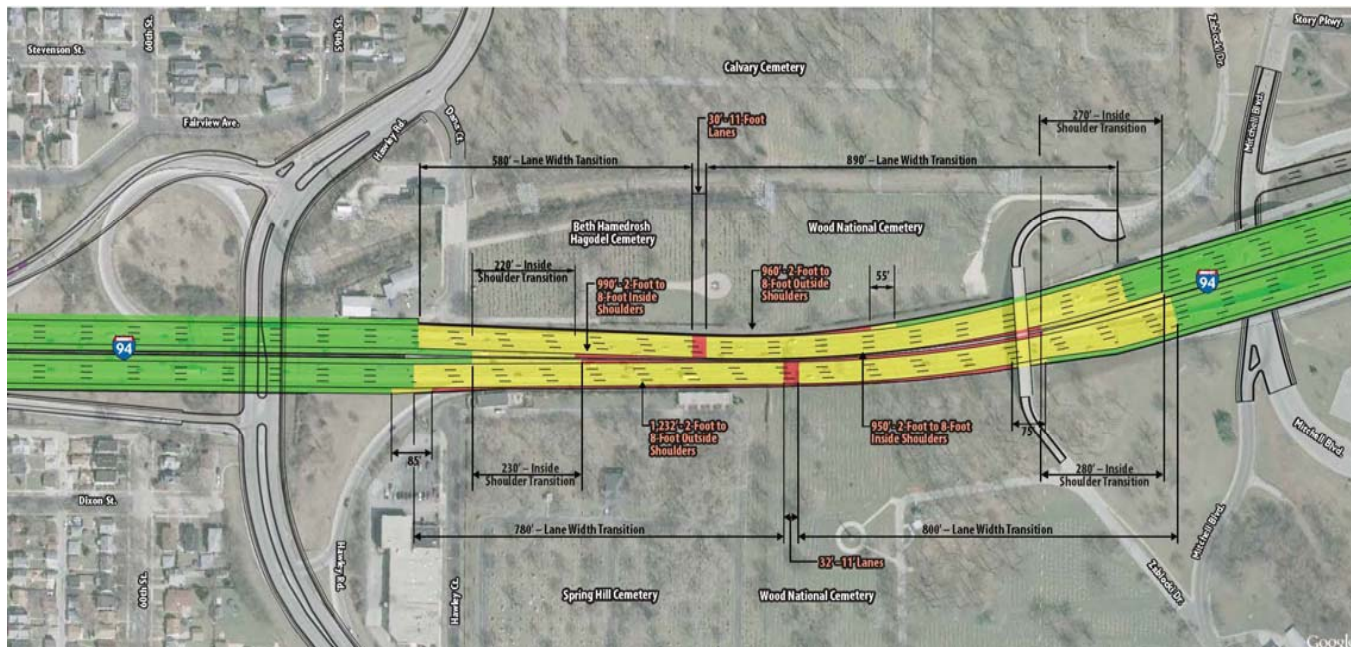
- Three primary criteria:
 - Have the rules changed (regs)
 - Has the environment changed (traffic, other conditions)
 - Has the alternative changed (footprint, impacts)
- Taking a serious look at data and approach

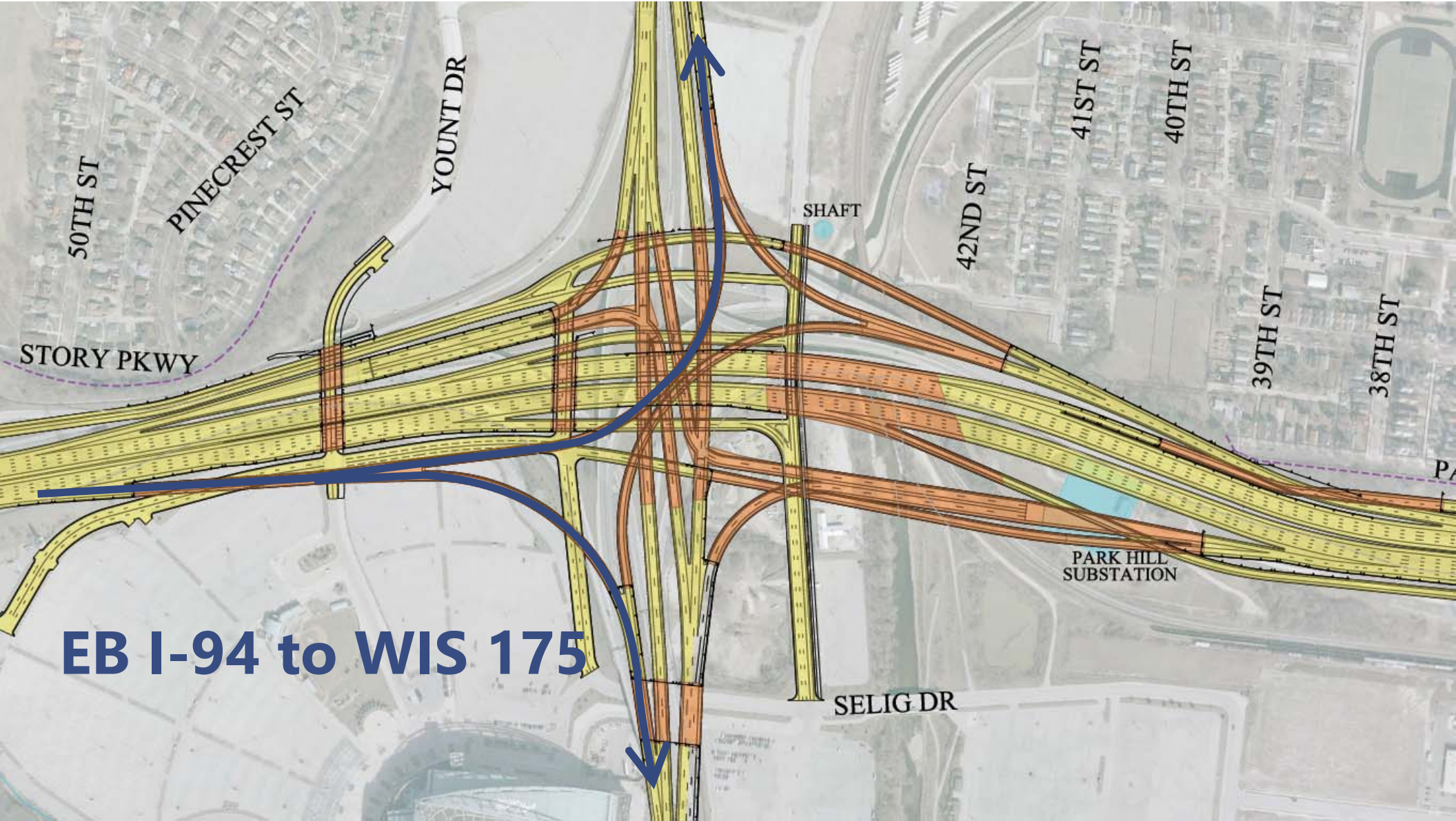


Preferred Alternative



- Cemetery area east of Hawley Road – most sensitive, pinch point
- Most narrow segment, with 11 ft lanes and 2 ft shoulders = 30 feet in distance along the freeway; transition sections to narrow





EB I-94 to WIS 175

50TH ST

PINECREST ST

YOUNT DR

STORY PKWY

SHAFT

42ND ST

41ST ST

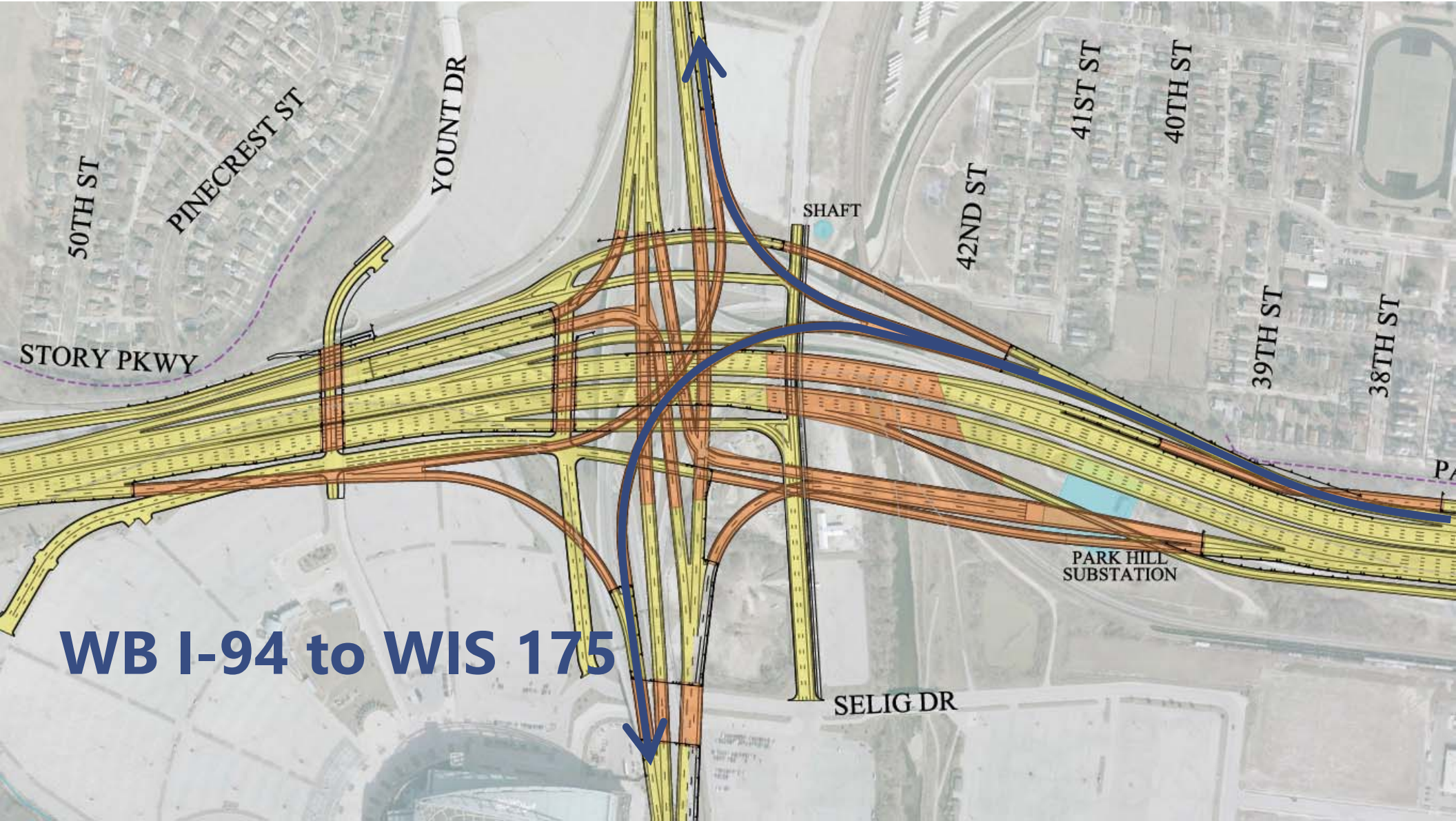
40TH ST

39TH ST

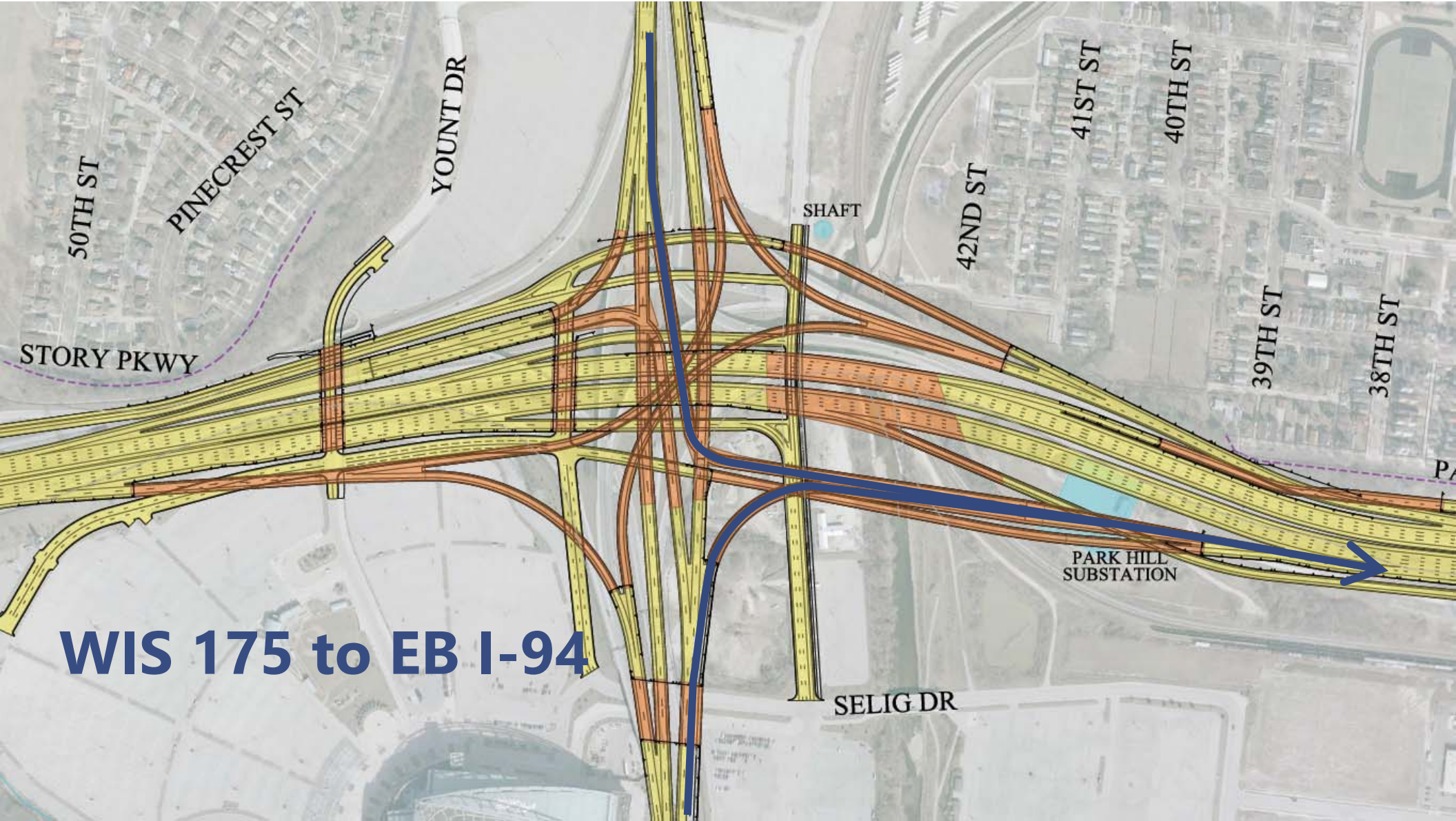
38TH ST

PARK HILL
SUBSTATION

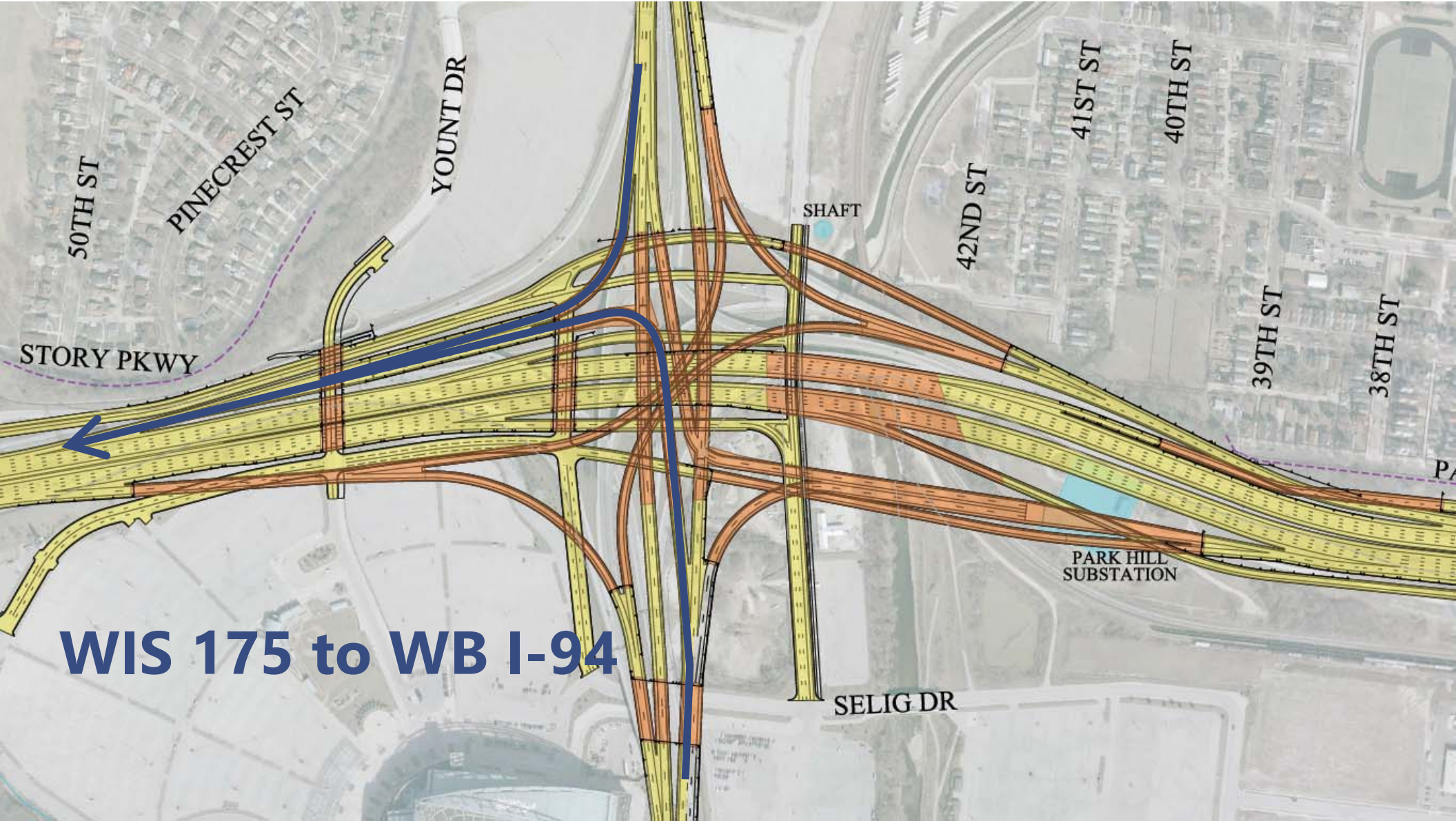
SELIG DR



WB I-94 to WIS 175



WIS 175 to EB I-94



WIS 175 to WB I-94

50TH ST

PINECREST ST

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PARK HILL
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SELIG DR

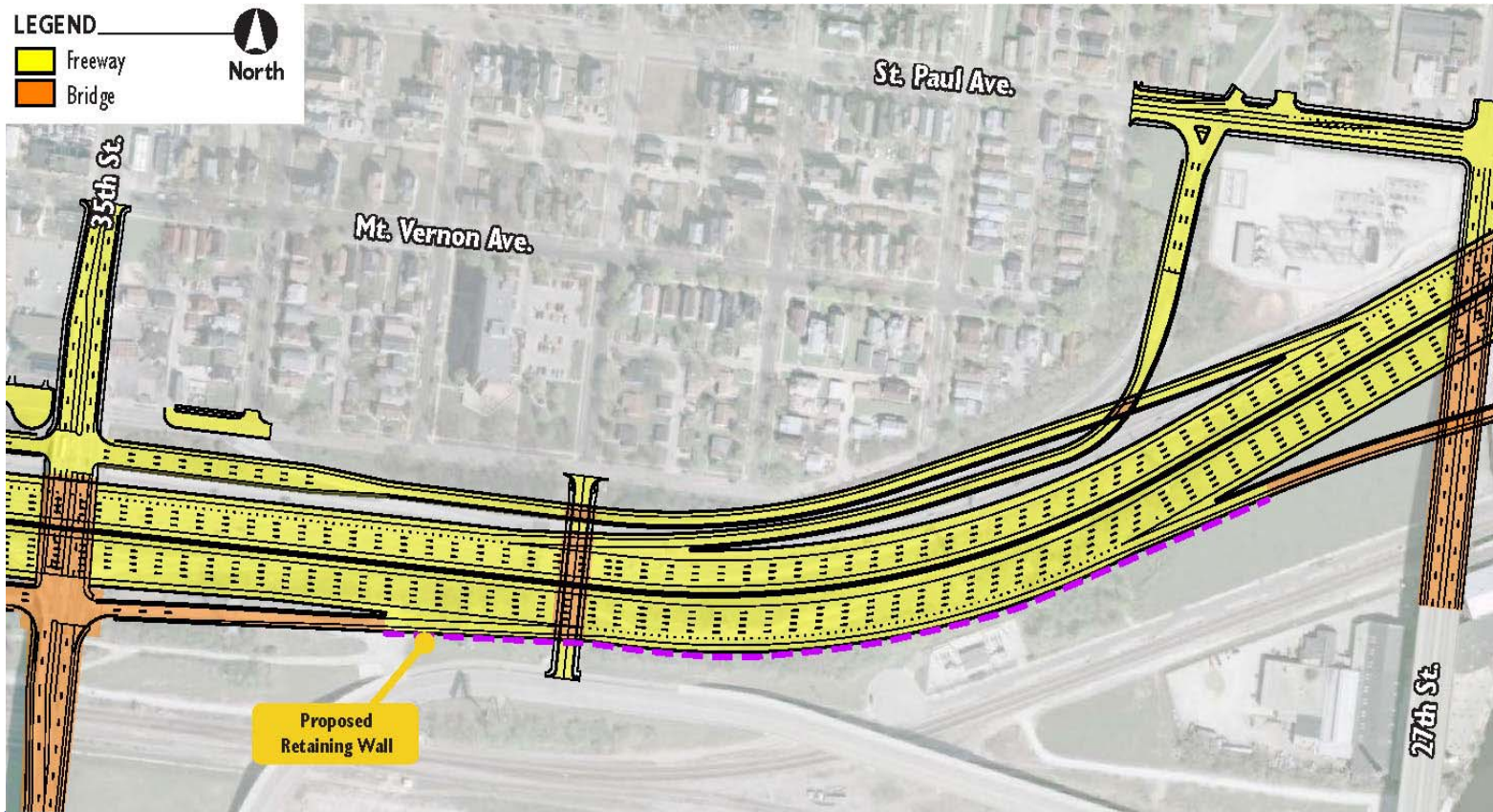
35th Street to 26th Street Refinement



LEGEND

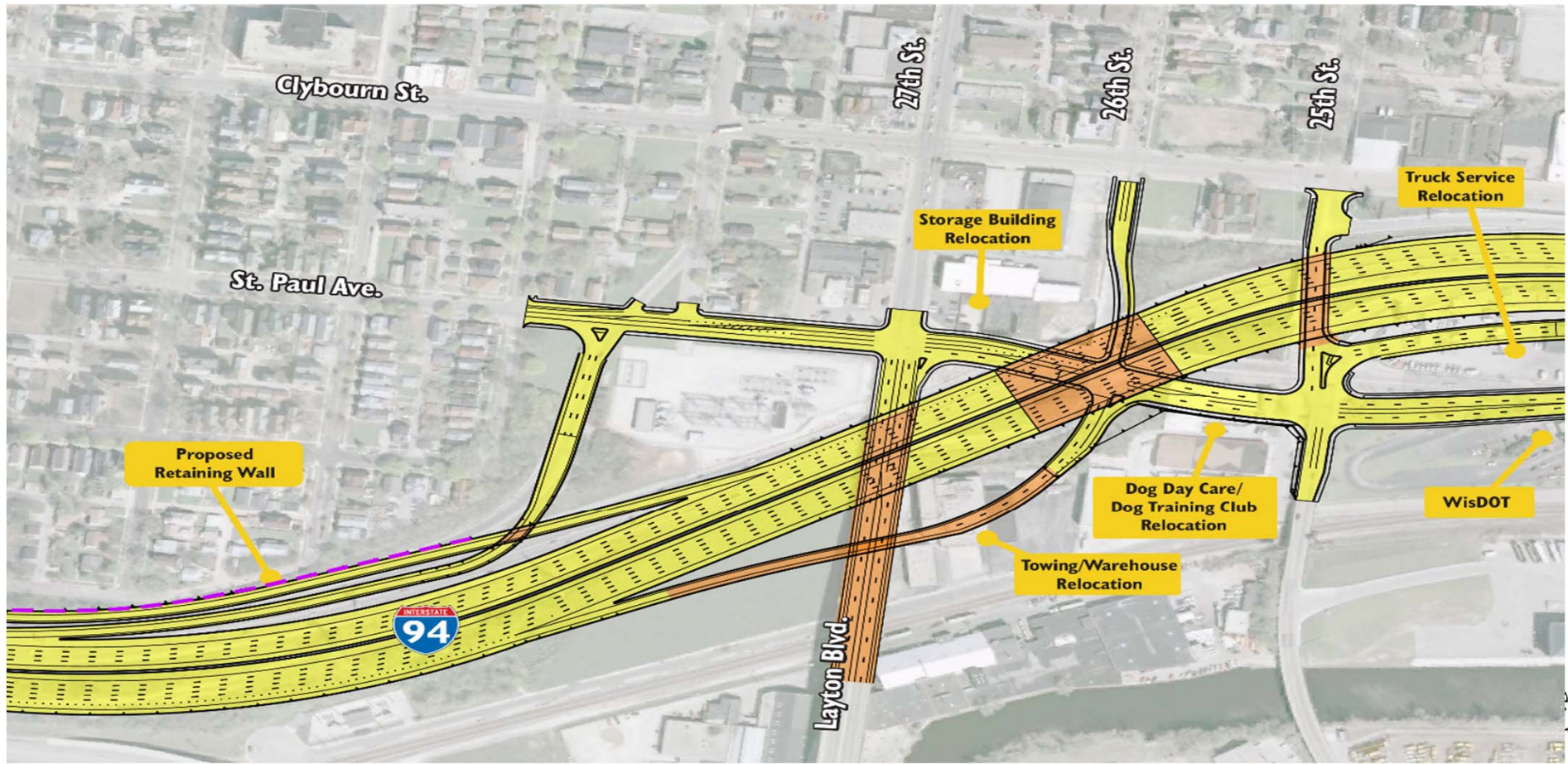
-  Freeway
-  Bridge

 North



east →
← west

27th Street and West St. Paul Refinement



Off freeway



Accommodate traffic impacted by Hawley Road changes



Traffic – what's new



2020/21 data – peak traffic:

- In the weeks following the “safer at home” order, AM and PM peak volumes dropped by about 45%. Daily volumes dropped by 50%
- Traffic volumes grew gradually May-September, were relatively consistent in the fall, and dropped some during the winter



Traffic – what's new



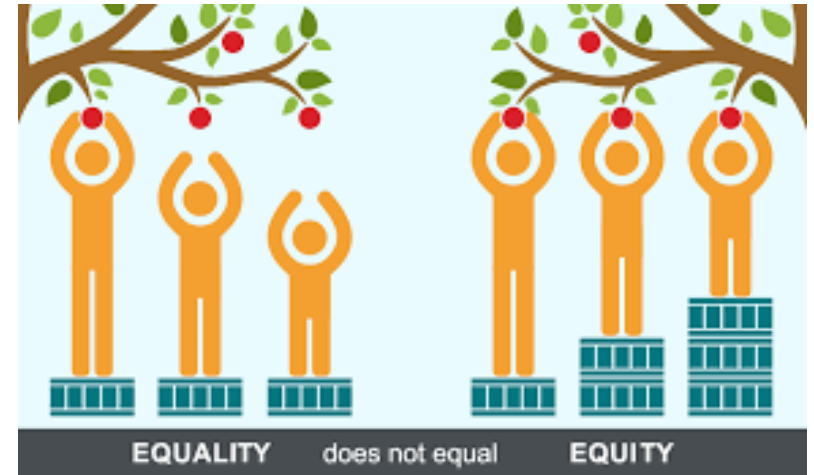
- Pre-pandemic there was significant congestion
- Need a **25%** reduction from pre-pandemic peak hour volumes to avoid expansion
- **THIS REDUCTION WOULD ALSO NEED TO BE SUSTAINED THROUGHOUT THE DESIGN LIFE OF THE PROJECT. (until 2050)**
- Currently – traffic numbers are rebounding from early days of “Safer at Home”
- Our re-evaluation study continues – however, all indications are that capacity expansion continues to be justified



Equity in Transportation



- We've learned from the past
 - Improved environmental studies bring the community to the table
- Stakeholder input for WisDOT program:
 - CAV committees
 - Non-Driver advisory group
- Community and neighborhood benefits of transportation projects
 - Jobs
 - Working with DBE businesses
 - Better mobility options for all



Extensive outreach



In developing the Final Environmental Impact Statement:

- More than 300 stakeholder meetings were held
- Five major public information meetings
- Two public hearings
- Booths at State Fair – 1000s of visitors



Since the restart in 2020:

- Nearly 100 external stakeholder meetings have taken place - online meetings and conversations to share information and gather input.
- Range in size from one-on-one meetings to groups of 70

Budget, jurisdiction and funding



- Estimate cost - Given the effects of inflation due to project delay, we expect that the total cost will be over \$1 Billion. An updated estimate is being prepared for the re-evaluation document. **(Note: Final EIS, 2014 dollars, cost estimate was \$852 Million)**
- Yes, transportation funding is stretched; however, SE freeways are critical to state/region economy and I-94 E-W is the next highest priority corridor.
- Yes, WisDOT is involved in many transportation related functions:
 - Airports
 - Harbors/rail
 - Transit
 - DMV
 - Local roads
 - State Patrol
 - Bike/pedestrian
 - Freeway/state trunk highways
- Funding – a reduction in spending on I-94 **DOES NOT** translate into an increase in local road or transit funding. They are funded separately.



Anticipated Schedule



- Finalize Record of Decision in late 2021 [if supplemental EIS not needed]
 - Mid/late 2022, if needed



- Enumeration/Funding 2021
 - Preliminary/Final Design 2021



- Construction timeline based on funding
 - Could start as early as 2023/2024
 - Construction likely 3-4 years, depending on funding



CITY OF MILWAUKEE: IMPACTS AND OPPORTUNITIES

Opportunities



- 6,000-10,000 people employed by project
- Economic revitalization from renewed connectivity
- Neighborhood revitalization through construction mitigation
- Valley access from Near West Side
- State and Federal government investment in infrastructure



Disadvantaged business opportunities



- Bridge and ironwork
- Construction support
- Trucking
- Erosion control
- Traffic control
- Landscaping
- Inspection
- Supplies
- Signage
- Painting
- Staining



BONUS: DBEs are almost always locally owned and operated

Disadvantaged business – Zoo Interchange

- 3G Trucking, LLC
- 4N
- AAS Trucking
- Adaptive Electrical Controls, Inc.
- AJR Industrial Lawn & Snow Maintenance, LLC
- AMS Elite Solutions, Inc.
- Arbor Green, Inc.
- Abrazo Marketing
- Arrow-Crete Construction, LLC
- Barrientos Design
- Benavides Construction, Inc.
- Beth Foy and Associates
- BMJ Trucking, LLC
- Bullet Transit Co., Inc.
- Bumpy's Steel Erection
- Casso & Son Trucking
- Certified Contractors, LLC
- Choice Construction Companies, Inc
- Cisco Distributing, LLCCM
- CM Sobczyk Trucking, Inc.
- Community Traffic Control, LLC
- Con-Cor Company, Inc.
- Corbitt Trucking, LLC
- Cotter Consulting
- CRB Corporation, Inc.
- CS Trucking, LLC
- D & V Trucking LLC
- Daar Engineering
- Dixon & Company
- Dolson, Inc.
- Edwards and Associates
- EFH Trucking LLC
- EMCS
- EPN Trucking
- Flying C Transportation, LLC
- G Moxie
- G. P. Trucking, Inc.
- Gee's Trucking, LLC
- Gestra Engineering, Inc.
- Godoy Trucking LLC
- Gonzalez E, LLC
- Gorman & Son, Inc.
- Guin's Trucking, LLC
- Haas Media
- Habermehl Electric, Inc.
- Hall Trucking
- Heider & Bott Co.
- Helping Hand Trucking, LLC
- Himalayan Consultants
- Howard Trucking
- Interstate Sealant & Concrete, Inc.
- Islas Trucking, LLC
- J & O Trucking, Inc.
- J Harris Trucking
- J Harris Trucking
- J.A. Watts Inc.
- K & B Trucking, Inc.
- Kaness Trucking LLC
- KG Family Investment
- Lakeside Trucking and Excavation LLC
- Leden's Trucking Inc.
- Lira Trucking, Inc.
- Interra, Inc.
- Luchador1& Yvette29 Trucking
- Luna Trucking
- Luz Mercado Trucking, Inc.
- Lynch and Associates
- M Rodriguez and Son, LLC
- M. Peters Trucking Inc.
- Madd-Ward Trucking
- Mariann Noyes Trucking, LLC
- Martha Love Association B
- MB Bros Trucking
- MinCon, Inc.
- MJM Trucking, LLC
- Morales Trucking, LLC
- MTC Moreno's, Inc.
- Next-In-Town
- NEZA Trucking, LLC
- Nuvo Construction Co., Inc.
- P Diaz and Sons Trucking
- Patriot Truck Service, Inc.
- Piceno's Trucking
- Pilos Trucking, LLC
- Pressure Express, LLC
- R&L Trucking, LLC
- Ralph Trucking, LLC
- RAM Auto Transport, LLC
- Renegade Trucking, LLC
- RMS of Wisconsin, Inc.
- Rodriguez Construction Corp.
- Ron's Trucking
- S P E, Inc.
- Salvador S Sanchez Trucking
- Schweiger & Baumann
- Sean & Sons Trucking
- Siker Consulting
- SLM Transport, LLC
- South Star, Inc.
- Spann and Associates
- Stanley Harris Trucking
- Szada Trucking, Inc.
- T. Bell Trucking, LLC
- Thomas Trucking
- Transmart
- Tremmei-Anderson Trucking, LLC
- Twin Lakes Transit, LTD
- Vizcaino's Trucking, LLC
- Waterford Truck Service, Inc.
- Zara Trucking



Relocations



RESIDENTIAL RELOCATIONS (6)

- Single Family Residential – 68th Street
- Single Family Residential – 67th Street
- Single Family Residential – 67th Street
- Apartment above vacant business – 35th Street
- Duplex – 35th Street

BUSINESS RELOCATIONS (8)

- Cemetery Maintenance Business (Shed near Hawley Rd interchange)
- Concentra Urgent Care (35th Street)
- TJs on 35th Street (bar)
- Storage building at St Paul and 27th
- Towing business on Red Star property
- Badger Truck
- Central Bark/Milwaukee Kennel Club (counts as 2 businesses)
- Vacant commercial property



Note: Based on 2016 Final EIS, relocations being confirmed as part of Re-evaluation

Property values – from Final EIS



- Under the preferred alternative, the location of I-94 would be similar to where it is today, but to determine a net change to property values due to the wider right-of-way would be difficult because the project includes noise walls and changes in access that may also contribute to both increases or decreases in property values.
- While there has been some research on the topic, it is difficult to rely on the results of a study to draw meaningful conclusions given the variables.
- As part of any large transportation project, WisDOT evaluates the impacts that may lead to diminishing property values and mitigates for specific impacts, such as noise and visual impacts, to minimize the impacts on property values. The mitigation measures are developed with community input through final design stages.

Contacts for I-94 E-W Project



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