



Handout packet

Public involvement meeting for

I-94 East-West Freeway Corridor Study

70th Street to 16th Street

Milwaukee County

Project I.D.: 1060-27-03

Tommy Thompson Youth Center (640 S. 84th St.)

June 14, 2022, 4 to 7 p.m.

Marquette University High School (3401 W. Wisconsin Ave.)

June 15, 2022, 4 to 7 p.m.



U.S. Department of Transportation
Federal Highway Administration

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PURPOSE OF THE MEETING

Welcome! And thank you for attending the meeting.

The Wisconsin Department of Transportation (WisDOT) is hosting two open-house style public involvement meetings. You are invited to view project information, talk with project staff and share your thoughts. The purpose of the meeting is to:

- Share information on the Supplemental Environmental Impact Statement:
 - Project purpose and need
 - Design alternatives including cost and impacts:
 - 6-lane I-94 (with full and half Hawley Interchange)
 - 8-lane I-94 (with half Hawley Interchange)
 - Review and share your thoughts on the Stadium Interchange alternatives
 - Traffic information - current and forecast traffic volumes, safety, and operations
 - Connectivity opportunities for bike and pedestrians
- Answer questions and listen to your thoughts on work completed so far
- Gather comments and collective knowledge from the public

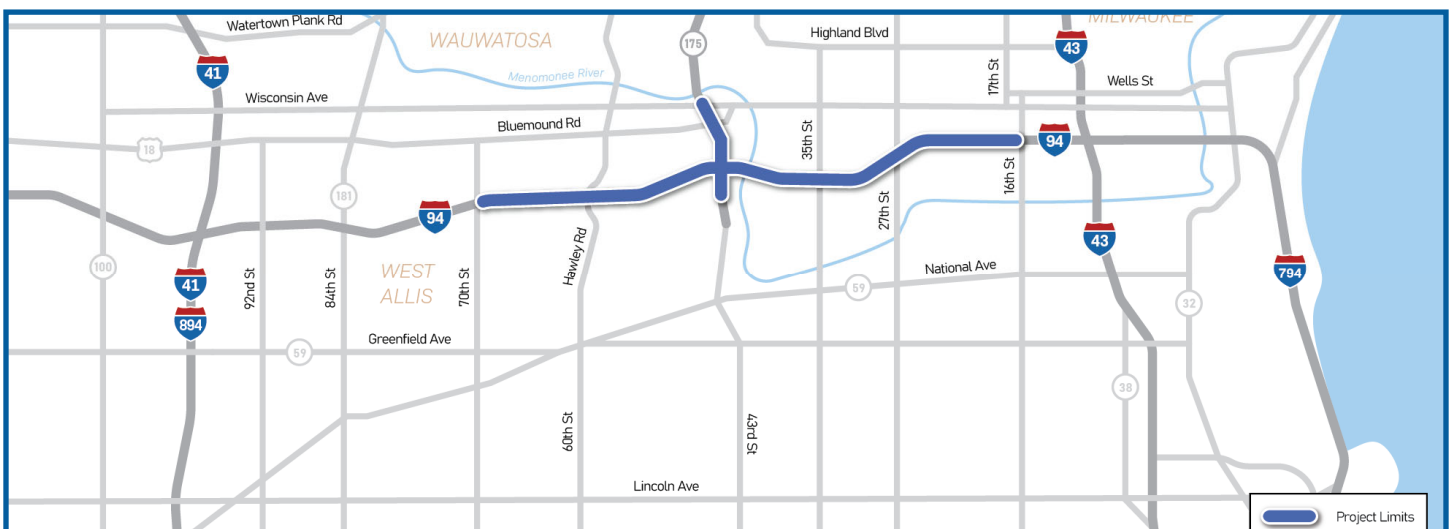
PROJECT INFORMATION

WisDOT and the Federal Highway Administration (FHWA) are continuing an environmental and engineering analysis of the I-94 East-West Corridor. The project covers approximately 3.5 miles of Interstate 94 between 70th Street and 16th Street in Milwaukee County. The project includes one existing system interchange (WIS 175/Brewers Boulevard) and five service interchanges (70th Street/68th Street, Hawley Road, Mitchell Boulevard, 35th Street, and 25th-28th/St. Paul Ave.)

This segment of I-94 opened to traffic in 1961-1962. I-94 is a major east-west freeway link across the northern U.S. and is a critical link in Milwaukee County's freeway system, connecting the Marquette and Zoo interchanges. In addition to serving long-distance travelers and regional and national freight movement, the study area freeway system is an important commuter route supporting the regional economy.

The purpose of the I-94 East-West Corridor study is to address the deteriorated condition of I-94, obsolete roadway and bridge design, existing and future traffic demand, and high crash rates.

PROJECT LOCATION



HOW TO SHARE COMMENTS

- Talk with project staff at the meeting.
- Complete a meeting comment form.
- Visit the project website at **wisconsin.gov/94eastwest**.
- Other comments can be submitted to Project Manager Joshua LeVeque.
 - E-mail: Joshua.LeVeque@dot.wi.gov
 - Phone: (414) 750-1468
 - Mail: WisDOT SE Region, 141 NW Barstow Street, PO Box 798, Waukesha, WI 53187-0798.
- Comments are always welcome. To be part of the meeting record, comments should be submitted by June 30, 2022.

PUBLIC INPUT MATTERS

Examples of how the study has changed based on public input:

- Dropped double deck alternative through the cemetery section
- Kept split diamond at 68th/70th
- Added the Washington Street extension
- Kept 35th Street interchange
- Kept 25th-28th/St. Paul interchange – dropped off-alignment alternative
- Moved Stadium Interchange slightly south – away from neighborhoods
- Determined a Supplemental EIS is needed
- Working to include additional transit as construction traffic mitigation
- Department partnerships with Milwaukee County; seek federal transit funding

PUBLIC MEETING EXHIBITS

Exhibits at the meeting show the reasons the project is needed, the alternatives under consideration, and the costs and impacts of the alternatives.

Background information:

- Project location and schedule
- Regional Significance
- Nearby transportation projects

Design:

- Alternatives (6-lane, 8-lane)
- Stadium Interchange alternatives, comparisons, driving instructions, height, videos
- Connectivity
- Off interstate modifications
- Cost and right of way impacts

Traffic and safety:

- Traffic volumes and patterns
- Existing and predicted crash rates
- Traffic Forecast Variability Analysis
- Level of Service

Environmental Document:

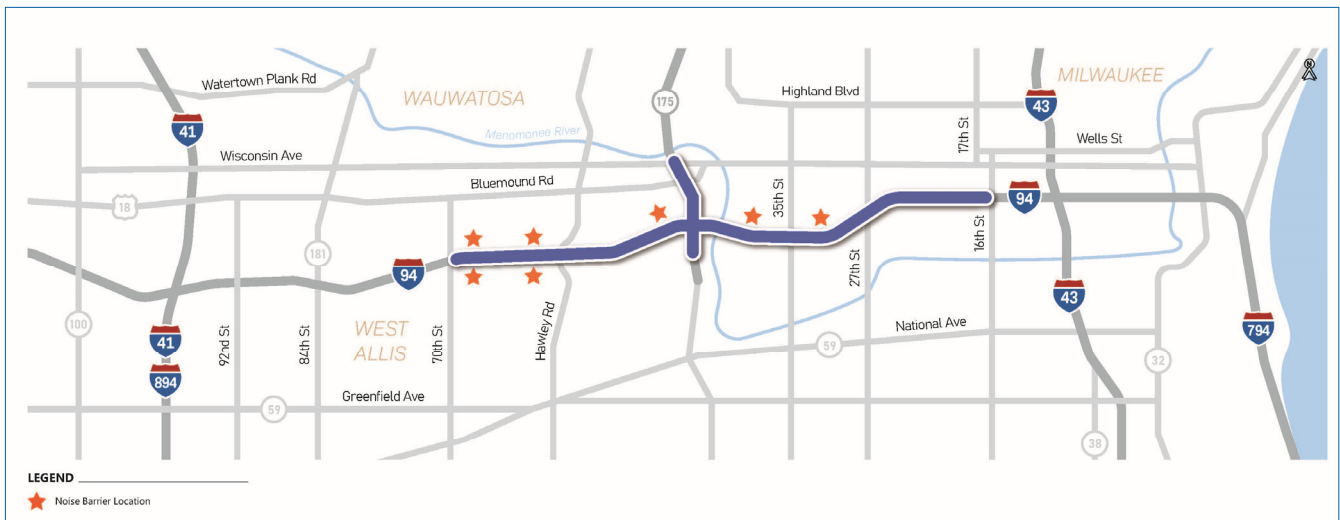
- Area of potential effect (historic)
- Historic cultural resources
- Environmental considerations
- Noise barrier process, effectiveness, locations

WHAT IS NEW SINCE THE DECEMBER PUBLIC MEETING?

- An additional Stadium Interchange alternative is being considered
- 6-lane/8-lane alternatives for I-94 are still under consideration
- Reduced impacts at 35th Street and 68th Street
 - 35th Street - north of I-94 – no longer considering acquisitions or widening to the west
 - 68th Street – eastbound on-ramp – eliminated 2 of 3 potential residential acquisitions
- Transit funding planned for construction traffic mitigation
- Connections for Hank Aaron State Trail/Oak Leaf Trail along 44th Street/Wells Street
- Adjacent study: WIS 175 Study north of I-94 will start sometime in 2022

NOISE BARRIERS

- **LOCATIONS** - the areas noted below ★ are being considered for a noise barrier. A full public process will take place to determine if noise barriers will be built in these locations. *See the design plans for more detailed location information.*



NOISE BARRIER PUBLIC PROCESS



FOR TYPE I PROJECTS, A NOISE ANALYSIS IS DONE TO DETERMINE IF THE PROPOSED PROJECT WILL RESULT IN NOISE IMPACTS



IF IMPACTS ARE DETERMINED, WISDOT DETERMINES IF NOISE ABATEMENT IS TECHNICALLY FEASIBLE AND COST REASONABLE



A SIMPLE MAJORITY OF BENEFITED* RECEPTORS VOTE IN FAVOR OF THE BARRIER



BARRIER CONSTRUCTION OCCURS

NOISE BARRIER DESIGN STAINED OR GRAY PANELS



IF STAINING IS DESIRED, THE LOCAL MUNICIPALITY MUST TYPICALLY ENTER INTO A STATE MUNICIPAL FINANCIAL AGREEMENT TO PAY THE COST OF STAINING THE NOISE BARRIER. (TOP IMAGE)

*Benefited is defined as a receptor receiving a minimum eight (8) decibels reduction in sound level as a result of the proposed abatement measure

STADIUM INTERCHANGE DESIGNS

Both alternative designs remain under consideration

NEW ALTERNATIVE SINCE DECEMBER 2021

Diverging Diamond Interchange (DDI):

- WIS 175 will cross to left side of roadway and have lower posted speed through the interchange
- Similar height to existing interchange
- Maintains direct access to Mitchell Blvd via “hook ramp”
- Provides access from WIS 175 NB to Wisconsin Ave.
- Lower cost than Hybrid



HYBRID:

- Traffic operations slightly better than DDI
- Fewer predicted crashes than DDI
- Traffic from I-94 to WIS 175 is free flow



SIMILARITIES BETWEEN THE DESIGNS

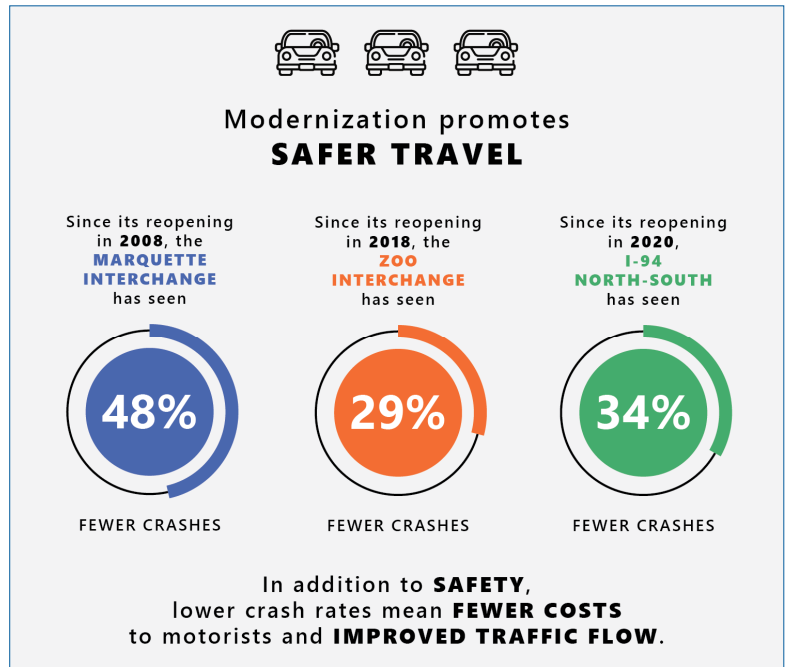
- Modernized freeway: remove left hand exits and entrances
- Can accommodate current and future volume of traffic
- Can accommodate local traffic, high volume periods of the day, special events
- Similar impacts (right-of way, footprint, wetland, other)

DIFFERENCES BETWEEN THE DESIGNS

- Some I-94 exiting traffic (from E to S and W to N) will travel through a signalized intersection with the DDI
- Height: DDI is similar to existing; Hybrid is about 25 feet higher than existing
- Access points: DDI is similar to today with “hook ramp” direct to Mitchell Blvd.; Hybrid moves local access to 44th/46th, no access to Wisconsin Ave. from WIS 175 NB
- Cost to build: Current estimate – DDI is \$70M-\$90M less than Hybrid

MODERNIZATION = SAFER ROADS

Safety is a foundational component of WisDOT's mission. When recent mega projects in southeast Wisconsin were complete (the Marquette Interchange, Zoo Interchange, I-94 North-South), safety improved. Crash rates went down as the freeways were modernized to current design standards. When compared to pre-construction conditions, crash rates in the Marquette interchange, Zoo Interchange and I-94 North-South decreased since reconstruction.



REGIONAL ECONOMY

The traffic on I-94 is indicative of a strong regional economy with job centers and residential areas distributed across the region. Comparing eastbound (EB) and, westbound (WB) traffic in the morning and afternoon, there is an even split of traffic with people living and working throughout the metropolitan Milwaukee area. In October 2021, morning traffic was 51% WB and 49% EB. In the afternoon, the split was 50.2% WB & 49.8% EB.

Traffic patterns

2019 DATA BETWEEN THE STADIUM INTERCHANGE AND 35TH STREET

AM peak hour volumes are:

Westbound - 50.5%

Eastbound - 49.5%

PM peak hour volumes are:

Westbound - 51.1%

Eastbound - 48.9%

2021 DATA BETWEEN THE STADIUM INTERCHANGE AND 35TH STREET

AM peak hour volumes are:

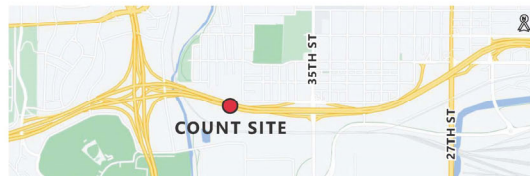
Westbound - 51.0%

Eastbound - 49.0%

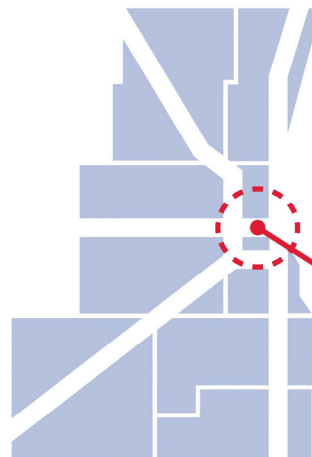
PM peak hour volumes are:

Westbound - 50.2%

Eastbound - 49.8%



Regional significance



IN THE 7-COUNTY REGION
(WASHINGTON, OZAUKEE, WAUKESHA, MILWAUKEE, WALWORTH, RACINE, KENOSHA)
ARE WITHIN A 5-MILE RADIUS OF THE STADIUM INTERCHANGE*

*Data source: M7

TRANSIT

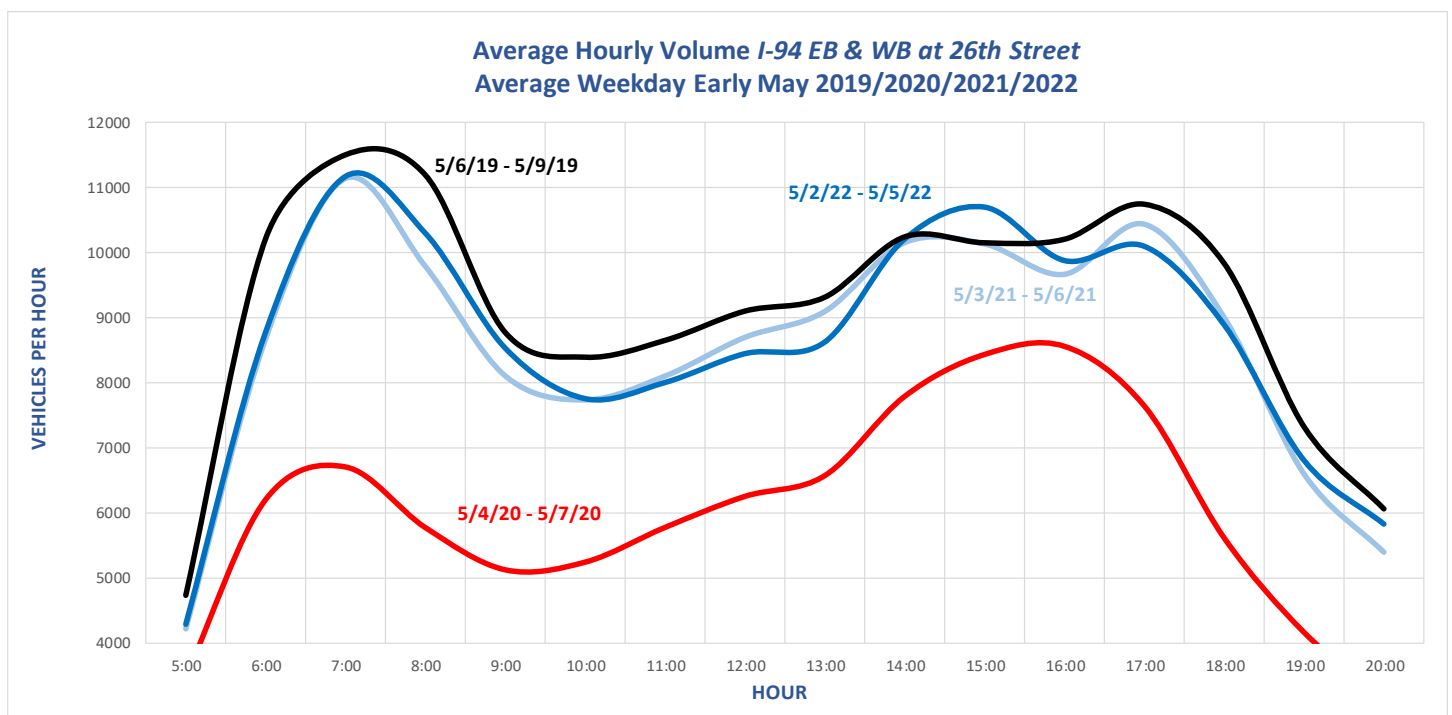
- Although WisDOT provides a large share of local transit operating funding, it does not own or manage any transit systems, nor (by statute) can it fund transit system capital improvements unless directed by the legislature and governor. During the years of I-94 East-West construction, WisDOT can allocate some of the project funding dedicated to construction traffic mitigation to transit to mitigate the impacts of construction on the traveling public.
- During the next phase of the project, a Traffic Management Plan will be developed to coordinate and determine construction mitigation solutions. As part of the plan, WisDOT currently plans to spend \$25-\$30 Million on transit related construction traffic mitigation.

LATENT AND INDUCED DEMAND

- There is concern that as soon as a freeway is widened, the additional lanes will immediately fill up and congestion will be no better than before. Forecasts indicate there will be more traffic using I-94 in the future no matter what alternative is selected. If an 8-lane alternative is selected, some of the increase is due to two contributing factors, latent demand and induced demand. WisDOT's explanation follows:
 - Latent demand for I-94 is traffic demand that exists within the region regardless of the capacity of I-94. These trips would typically use the freeway; however, the freeway is not reliable, so the drivers choose adjacent roadways. If the travel time on I-94 improves, the traffic will shift from the adjacent roadways to I-94. Parallel routes, such as Wisconsin Avenue, Bluemound Road, Greenfield Avenue, and National Avenue are expected to have less through traffic if an 8-lane alternative is selected. Moving the through traffic off local roads, onto the interstate, does improve safety on the local roadways.
 - Induced demand is a trip that wants to exist, but travel time prevents it from making its desired trip. For example, a resident in the Bay View neighborhood may be reluctant to accept a new job in Wauwatosa if the traffic is too congested without the additional capacity. If the freeway is more reliable and safer to drive on, that same resident may make that trip to Wauwatosa and be classified as "induced" or "new" traffic.

TRAFFIC VOLUME

Traffic volumes closely resemble pre-pandemic levels.



ENVIRONMENTAL JUSTICE

WisDOT and U.S. DOT/FHWA recognize the importance of taking into account environmental justice and equity in project development. The key legislation and policy directives behind environmental justice assessment requirements are Title VI of the Civil Rights Act of 1964, and the Executive Order 12898 (issued in 1994), Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. U.S. DOT updated their environmental justice procedures in 2021, DOT 5610.2C U.S. Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

Title VI of the Civil Rights Act of 1964 prohibits discrimination based upon race, color, or national origin. Specifically, 42 USC 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The Executive Order on Environmental Justice 12898 directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and/or low-income populations to the greatest extent practicable by law. The Executive Order states, to the extent practicable and permitted by law, that neither minority nor low-income populations may receive disproportionately high or adverse effects as a result of a proposed project. The order requires that representatives of low-income or minority populations that could be affected by the project be given the opportunity to be included in the impact assessment and public involvement process.

OPPORTUNITIES AND BENEFITS

If a build alternative is chosen, there will be a very large State and Federal government investment in infrastructure. Local neighborhoods often see neighborhood revitalization through construction mitigation efforts and the influx of construction activity.

Mega-projects in the Southeast Region of the state have historically invested in Disadvantaged Business Enterprise (DBE) firms. As of mid-2021, the Zoo Interchange project utilized over 100 DBE firms, with over \$120 million in contracts.

Local businesses benefit from this work as DBE firms are very often local firms.

On the mega projects, these are areas where smaller, DBE firms often partner with larger firms:

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

For more information about the WisDOT DBE programs, contact the Milwaukee office at:

DBE Support Services Office
(414) 438-4583 Phone

6150 W. Fond du Lac Avenue
Milwaukee, WI 53218



ANTICIPATED SCHEDULE

- **2022**
 - Public meeting—June 14 and 15
 - Community input
 - Continued study, analysis and review (WisDOT and FHWA)
 - Preferred alternative identified
 - Public hearing - late Fall
- **2023-2025**
 - Federal Highway Administration continues review of document and plans (Record of Decision 2023)
 - Preliminary and final design
- **2025-2029** (timing dependent on funding, a build alternative being chosen, federal/state approvals, *much to be determined*)
 - Moving impacted utilities and prep work construction – year one
 - Freeway construction – likely four years



STAY INFORMED!

As the project proceeds, and more analysis is complete, more information will become available. To stay up to date, please attend future public meetings and hearings, invite WisDOT representatives to speak to your neighborhood or business, and watch the project website at wisconsin.gov/94eastwest.

WISDOT CONTACT INFORMATION

Project Manager

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