



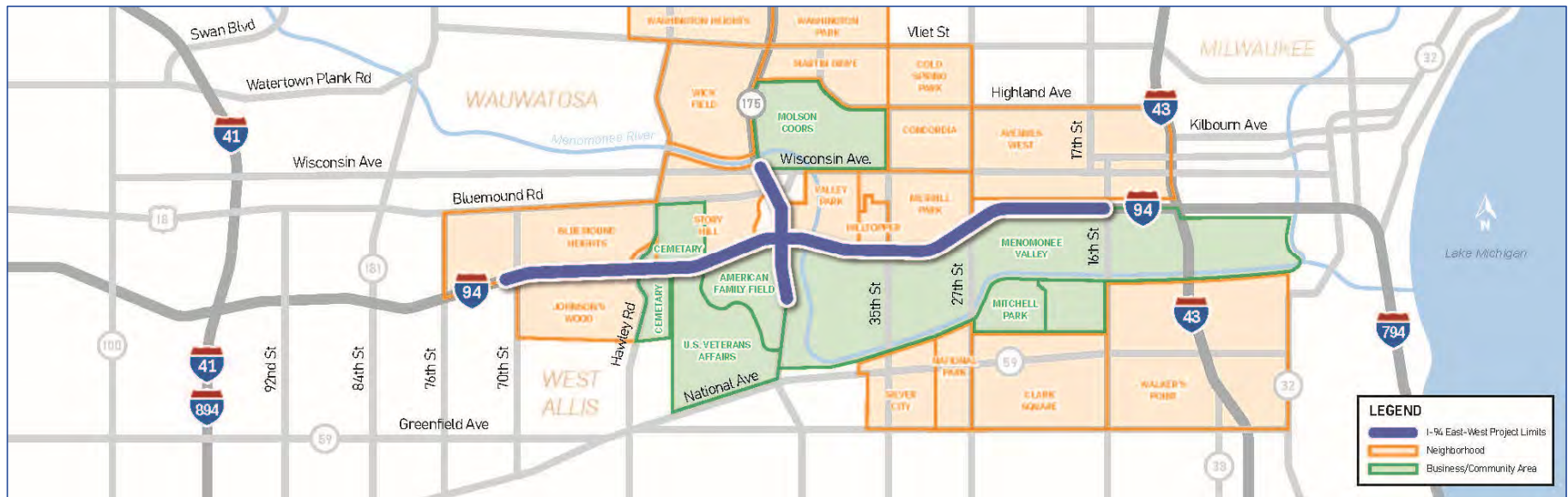
**I-94 EAST-WEST
Milwaukee County, WI
Wisconsin DOT Public Hearing
December 12 and 14, 2022**

I-94 East-West – Milwaukee, WI

Agenda

- I. Introduction of Project team
- II. Project corridor
- III. Project purpose and need, Project background, Supplemental Draft EIS
- IV. Traffic analysis
- V. Preferred alternative:
 - I. Comparing 8-lane and 6-lane alternatives
 - II. Impacts, displacements
 - III. Comparing DDI and Hybrid Stadium Interchange designs
- VI. Multimodal, Environmental Justice
- VII. Clearing up misunderstandings
- VIII. Next steps

Project Corridor

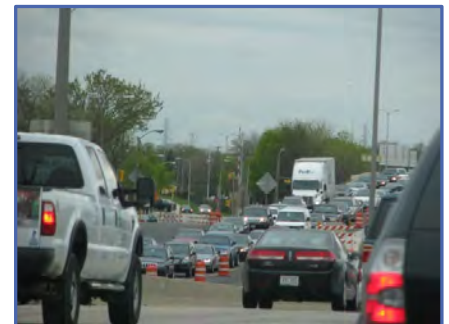
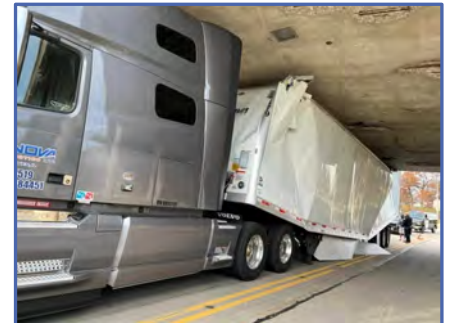


- I-94 from 70th Street to 16th Street; WIS 175 from Wisconsin Avenue to just south of stadium
- Located entirely in the City of Milwaukee, with close proximity to Wauwatosa, West Allis and West Milwaukee

Purpose and need

- Deteriorated pavement and bridges
- Obsolete roadway and bridge design
- Safety: average crash rate two to three times higher than statewide average
- Existing and future traffic demand

Note: purpose and need factors remain the same as stated in the 2016 Final EIS, however, supporting information was updated to reflect current conditions



Project background

- Late 1990s – Major Investment Study
- 2012-16 – Freeway corridor study, recommended alternative, FHWA issues Record of Decision, approval rescinded in 2017 when project de-funded
- July 2020 – project restarted with a re-evaluation process which led to a decision to complete a Supplemental EIS
- November 2022 – signed Supplemental Draft EIS



Supplemental Draft EIS – areas of focus

- Environmental: examine new regulations, new protected species, reexamine impacts
- Data: update traffic forecasts
- Alternatives: update alternatives to reflect updated forecasts and stakeholder input
- Project stakeholders and general public: gather and consider input
 - Improve connectivity between neighborhoods and jobs/recreation
 - Further examination of number of lanes
 - Inclusive process
 - Examine multimodal opportunities

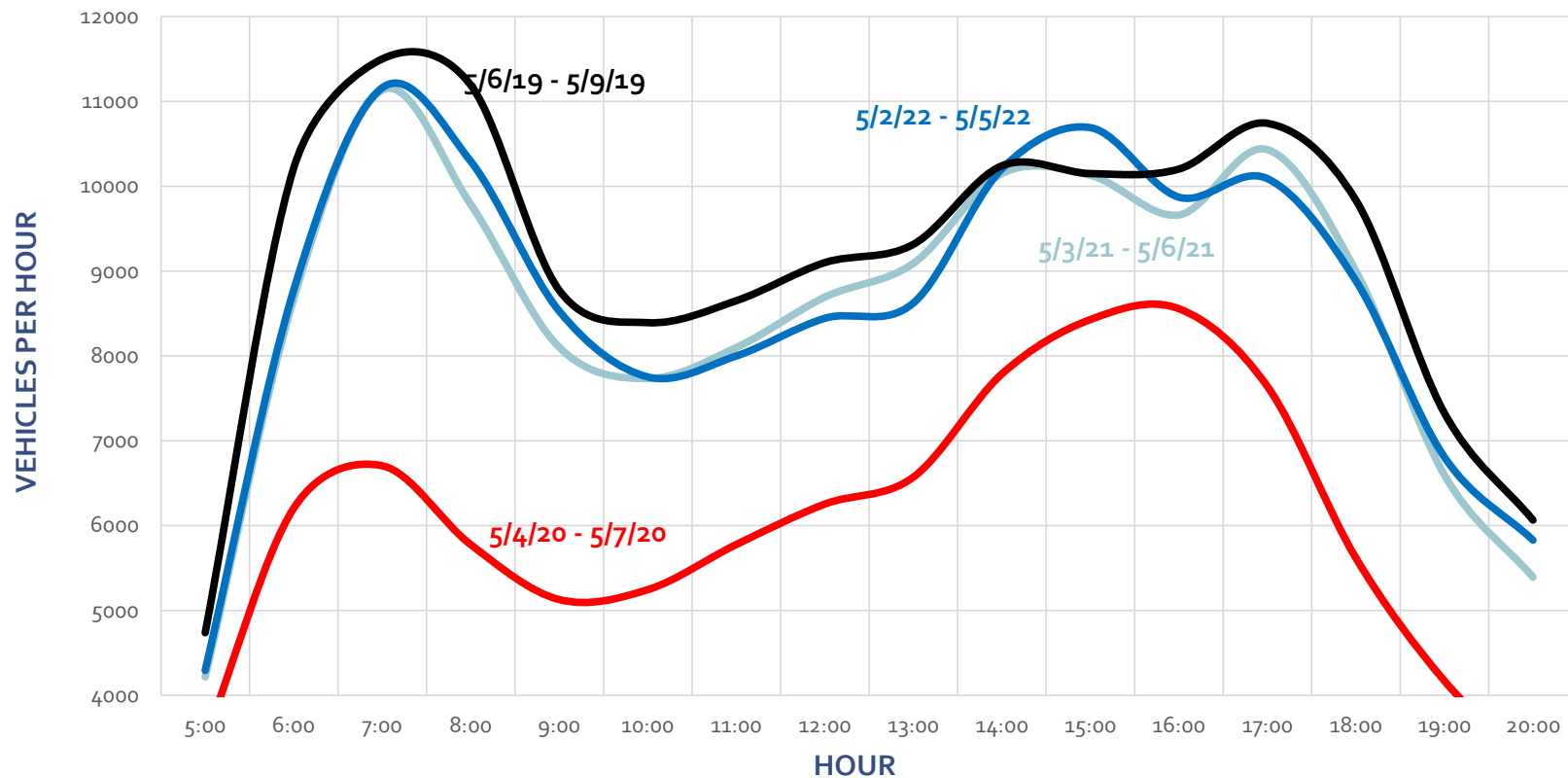


Changes resulting from Supplemental Draft EIS

- Diverging Diamond Interchange – result of updated traffic forecasts and public input
- Modified plans for 35th Street, eliminating residential and commercial displacements north of I-94
- Included \$25-\$30M for transit as construction traffic mitigation
- WisDOT partnerships with Milwaukee County; seek federal transit funding
- Connectivity improvements between Menomonee Valley and neighborhoods north of I-94
- Connection of Hank Aaron State Trail and Oak Leaf Trail
- **NOTE:** *New Southeast Region Study – WIS 175 project is largely a result of the input received on I-94 East-West*

Traffic: Average Weekday Hourly Volume at pre-pandemic levels

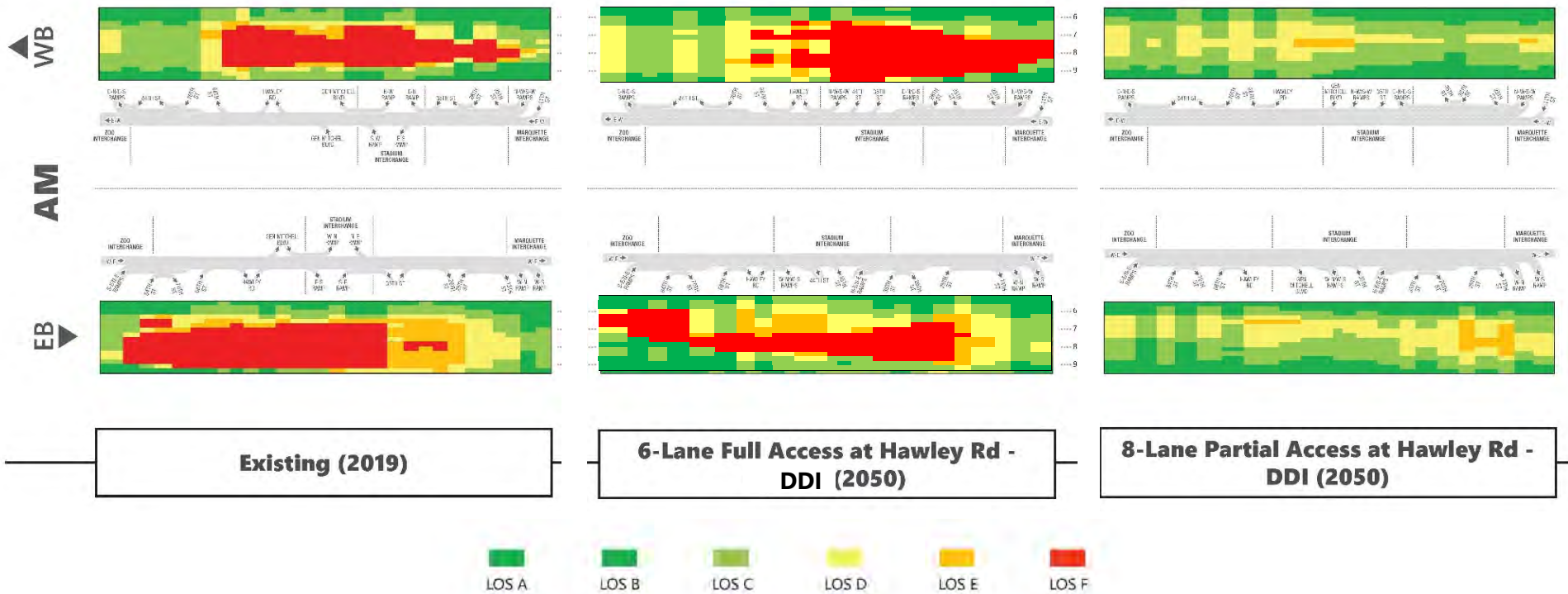
Early May 2019/2020/2021/2022



I-94 EB & WB at 26th Street

Traffic: Six and Eight-lane Operations

(6:00-9:00AM)



Traffic Forecast Variability Analysis - SEWRPC

- Regional Planning Commission – 2021 Analysis (pandemic, societal changes)
 - SEWRPC - Traffic Demand Model used
- Combined variables to create scenario with ***extreme decrease*** in vehicle reliance:
 - Increase transit capacity, make all transit free of charge, increase work from home, increase vehicle occupancy, more online shopping, and autonomous vehicles.
 - Even with all these in place, traffic models indicated significant congestion in future no-build condition
 - Traffic congestion inextricably linked to increase in crashes
- Conclusion, from Planning Commission report:

“Despite developing alternatives that would optimistically reduce demand on the freeway, all model runs resulted in severe or extreme congestion under the no-build condition for IH 94.”

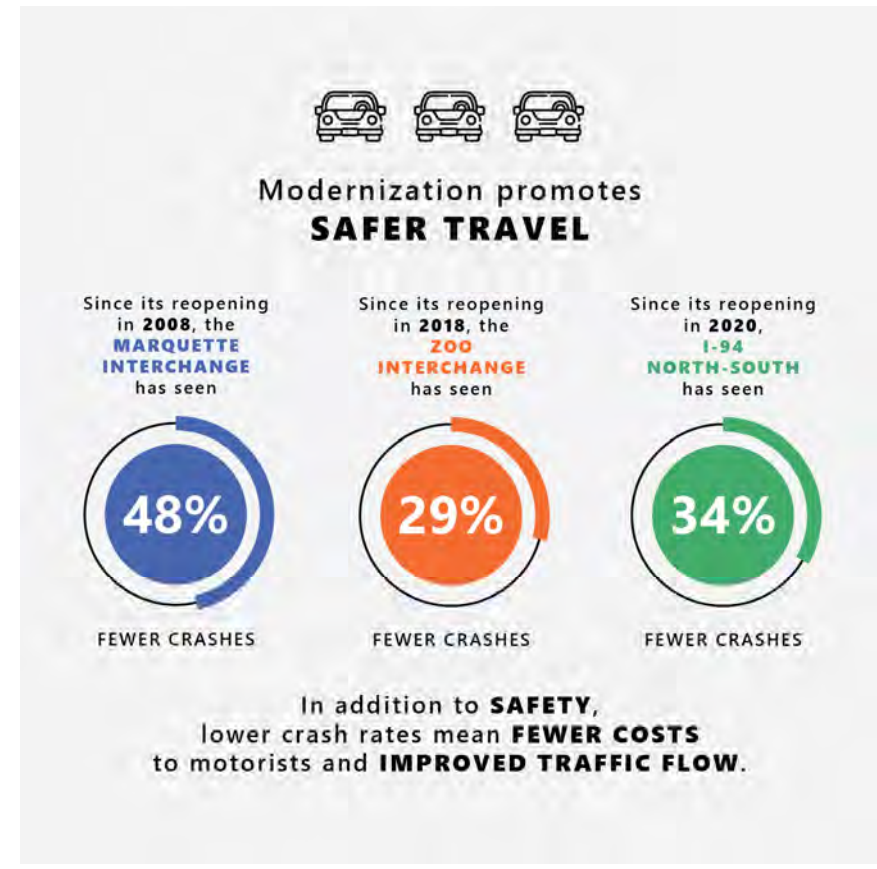
Preferred alternative

WisDOT recommends a modernized corridor with four lanes in each direction.

This alternative includes replacing the Stadium Interchange with a diverging diamond interchange, improvements to local roads to mitigate the partial closure of the Hawley Road Interchange, as well as increased bicycle and pedestrian connections.

Benefits:

- Improves safety
- Improves operations
- Replaces deteriorated infrastructure
- Responsive to public input



Comparing alternatives: 8-lane and 6-lane

Operations

- 8-lane: significant level of service improvements, with LOS D or better anticipated for the majority of the peak periods through the design year
- 6-lane operates at LOS F for the majority of the peak periods through the design year
- 8-lane: the increased capacity improves corridor reliability, making the corridor less sensitive to excessive delays due to disruptions in traffic flow such as weather or minor incidents

Safety

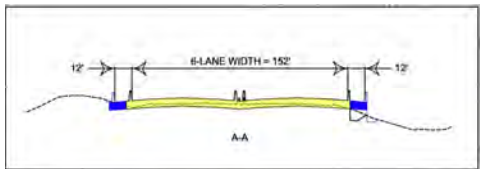
- All build alternatives are predicted to reduce crashes on I-94 by 20% over no-build
- 8-lane has the lowest predicted crash rate of all alternatives analyzed
- 8-lane lowers crash rate while serving 150 million more vehicle miles traveled (VMT) over 10 years (compared to 6-lane VMT) due in part to traffic returning to the freeway from the local streets
- 8-lane: improves safety due to geometric changes and reduced congestion*

**Note: The crash analysis of existing conditions indicated a correlation between congestion in the corridor and high crash rate.*

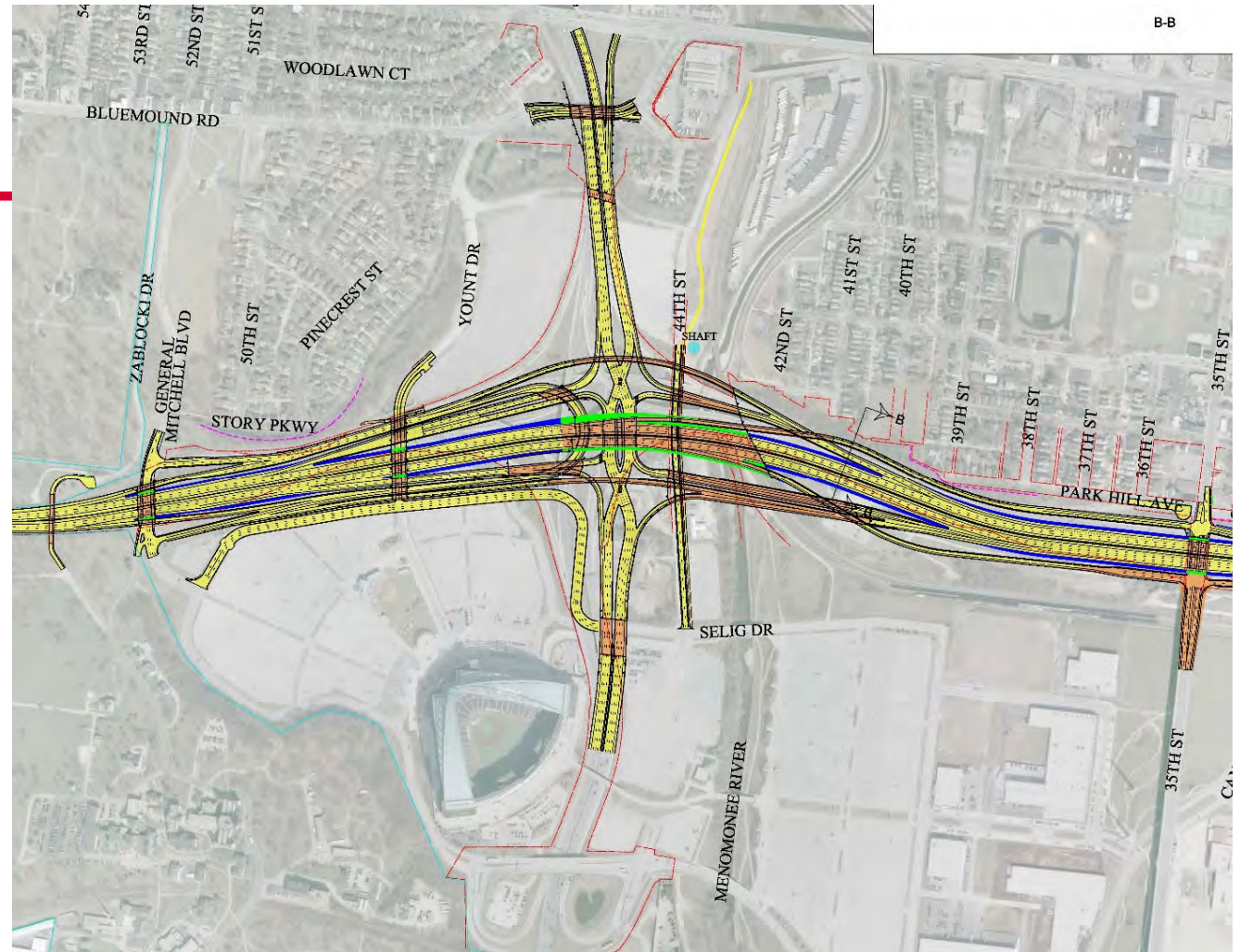
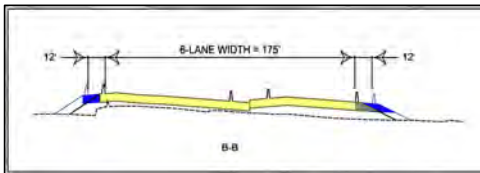
Environmental impacts

- Environmental impacts nearly identical with the exception of the 6-lane alternative with a full interchange at Hawley Road requiring 7 less acres of new right-of-way and one less public building (a WisDOT maintenance building) than the 8-lane alternative

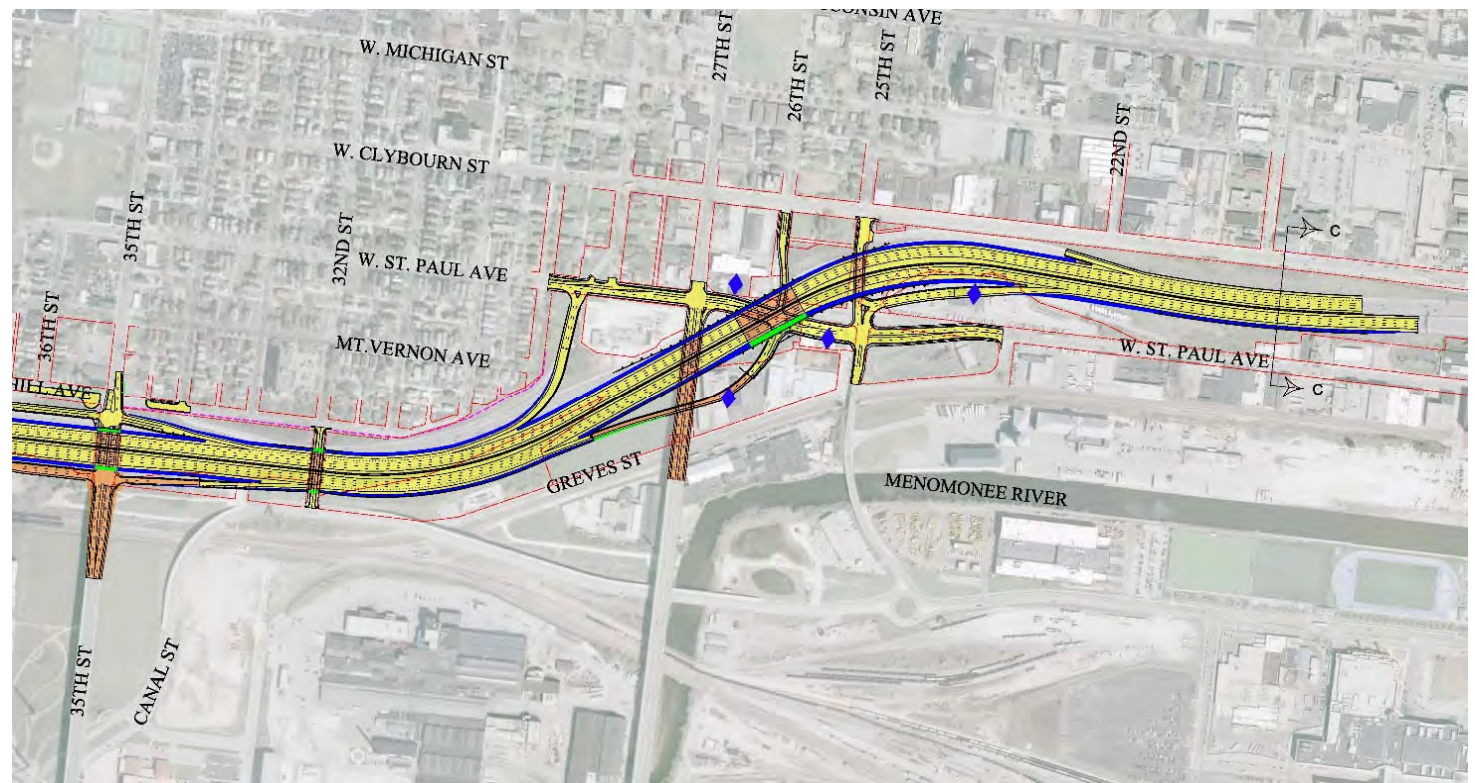
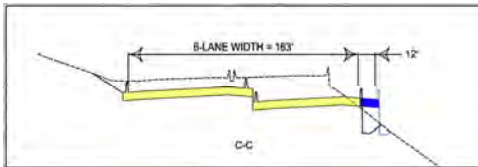
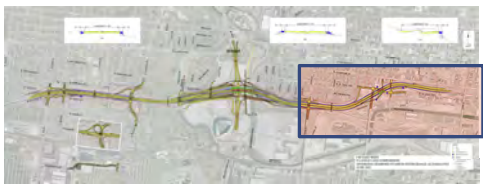
I-94 East-West: 6-lane/8-lane Comparison



I-94 East-West: 6-lane/8-lane Comparison



I-94 East-West: 6-lane/8-lane Comparison



Preferred - Eight-lane alternative

Requires Half-Hawley Interchange and **Off-interstate modifications**



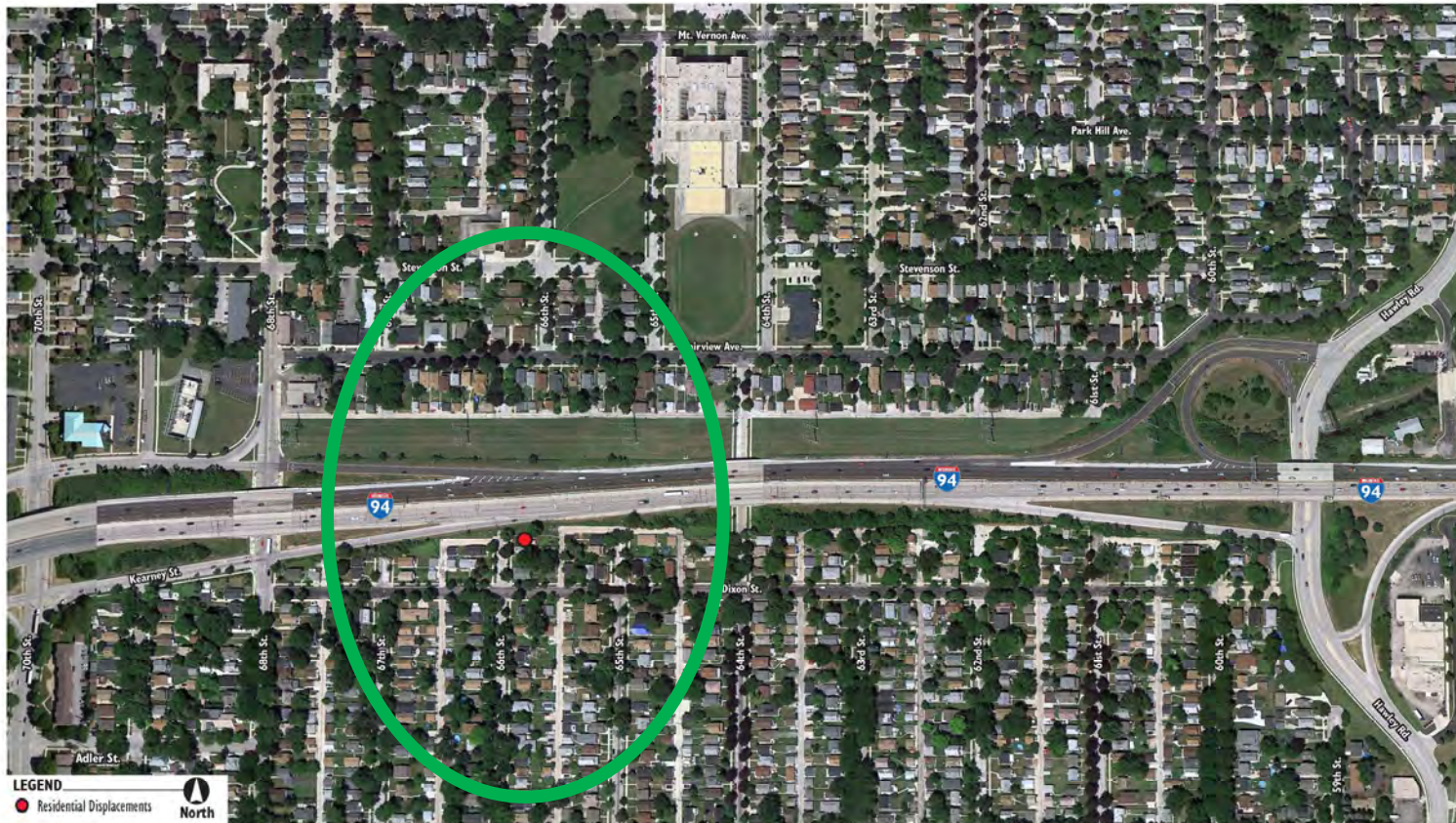
Preferred alternative

Impacts: Reduced impacts from 2016 Final EIS to 2022 Supplemental Draft EIS

Impact Summary Table

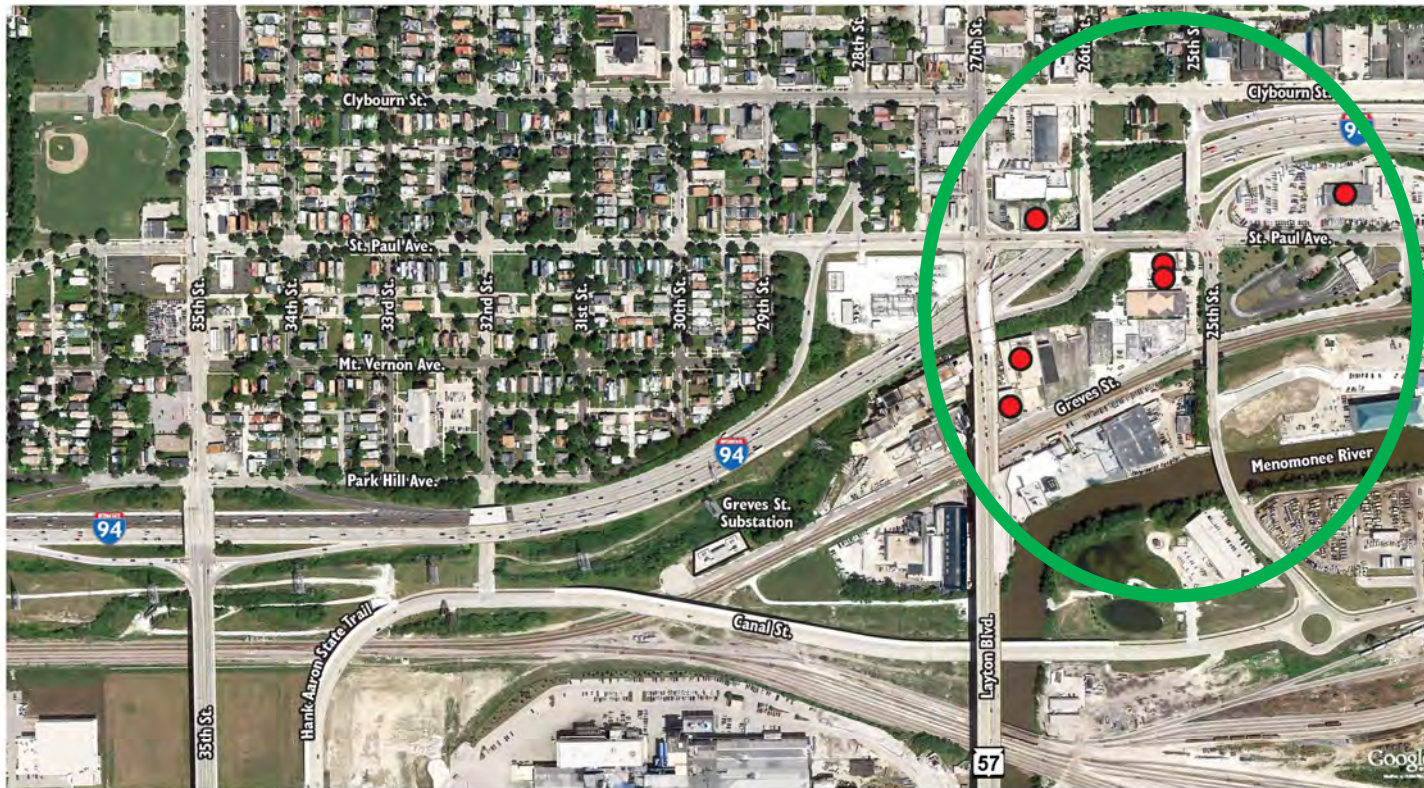
Environmental Factor	2016 Final EIS Preferred Alternative	2022 Supplemental Draft EIS Preferred Alternative	SEIS preferred as compared to FEIS preferred
New Right-of-Way (acres)	73	49	↓
Residential Displacements (housing units)	8	1	↓
Commercial Displacements	11	6	↓
Publicly Owned Building Displacements	1	1	=

Preferred alternative – residential displacements



One residential displacement adjacent to the 68th Street on-ramp

Preferred alternative – *commercial displacements*



Six commercial displacements in the 27th-25th Street areas

LEGEND

● Commercial Displacements



Right of Way

- Existing Right-Of-Way = 173.1-acres
- Preferred Alternative Total Right-Of-Way = 222.1-acres

BOTH 6-LANE ALTERNATIVES AND THE 8-LANE ALTERNATIVE:

- 75% built in the existing right-of-way (ROW)
- 20% built on land currently owned by public utilities and stadium district
- 5% built on land which is currently owned by private entities



Preferred alternative

Impacts:

Overall, reduced impacts from 2016 Final EIS to 2022 Supplemental Draft EIS

Increase in cost is due solely to inflation and would be even greater without the reduced right-of-way and relocation impacts

Impact Summary Table

Environmental Factor	2016 Final EIS Preferred Alternative	2022 Supplemental Draft EIS Preferred Alternative	SDEIS preferred alt. as compared to FEIS preferred alt.
Total Cost Estimate	\$852M (2014 dollars)	\$1.2B (2021 dollars)	↑
New Right-of-Way (acres)	73	49	↓
Residential Displacements (housing units)	8	1	↓
Commercial Displacements	11	6	↓
Publicly Owned Building Displacements	1	1	=
100-year Floodplain Crossings (no new crossings)	1	1	=
Floodplain (acres)	0	0	=
Stream Crossings (no new crossings)	1	1	=
Wetland (acres)	0.6	0.05	↓
Parkland (acres)	0	0	=
Threatened and Endangered Species (Yes/No)	Yes	Yes	=
Primary Environmental Corridor (acres)	0	0	=
Adverse Effects to Historic Properties	0	0	=
Archaeological Sites Affected	0	0	=
Environmental Justice Issues (Yes/No)	No	No	=
Air Quality Permit	No	No	=
Noise Receptors Impacted (design year 2040)	59	73	↑
Potential Contaminated Sites (sites recommended for additional field testing)	39	67	↑

Stadium Interchange - DDI

Diverging Diamond Interchange (DDI)

- Move all the movements to right-hand on I-94 to improve safety
- Includes "hook ramp" with direct access to General Mitchell Blvd. to accommodate local/Brewer traffic
- 2-levels above local roads
- 2-signals on WIS 175 & signals for I-94 exits @ WIS 175



Preferred alternative- Stadium: DDI



Stadium Interchange - DDI

Why selected

- DDI accommodates forecasted traffic
- DDI footprint (horizontal & vertical) less than Hybrid, better accommodates lower speed on WIS 175
- DDI provides direct access to General Mitchell Blvd. from I-94 and Wisconsin Ave from WIS 175
- DDI lowers cost of project by approximately \$80M



Preferred alternative - *Multi-modal opportunities*

Bike/pedestrian (*new connections*)

- Major trail connection: connecting the Hank Aaron State Trail and Oak Leaf Trail via 44th Street
- Adding Hank Aaron State Trail connection at 64th street
- 32nd/HAST/Greves Street Connection (dependent on utility relocation)
- Possible link to 30th Street rail-with-trail (*currently under study*)
- **Result: connecting largely minority neighborhoods to jobs and recreation area in Menomonee Valley**

Transit

- Draft TMP – construction mitigation - \$25-\$30 Million for transit
 - **Note:** More than double the funding of previous WisDOT mega-projects
 - **Note:** Wisconsin law limits the amount WisDOT may spend for public transit in this project. WisDOT is not currently authorized to spend additional funds on public transit in an amount beyond what has been included in the Supplemental Draft EIS.

Preferred alternative - *Environmental Justice*

Involvement

- Partnered with Community Based Organizations to enhance involvement of EJ populations
- Sought input at dozens of neighborhood/community events and three public involvement meetings
- Conducted hundreds of stakeholder meetings
- Connectivity and multi-modal enhancement in Supplemental Draft EIS

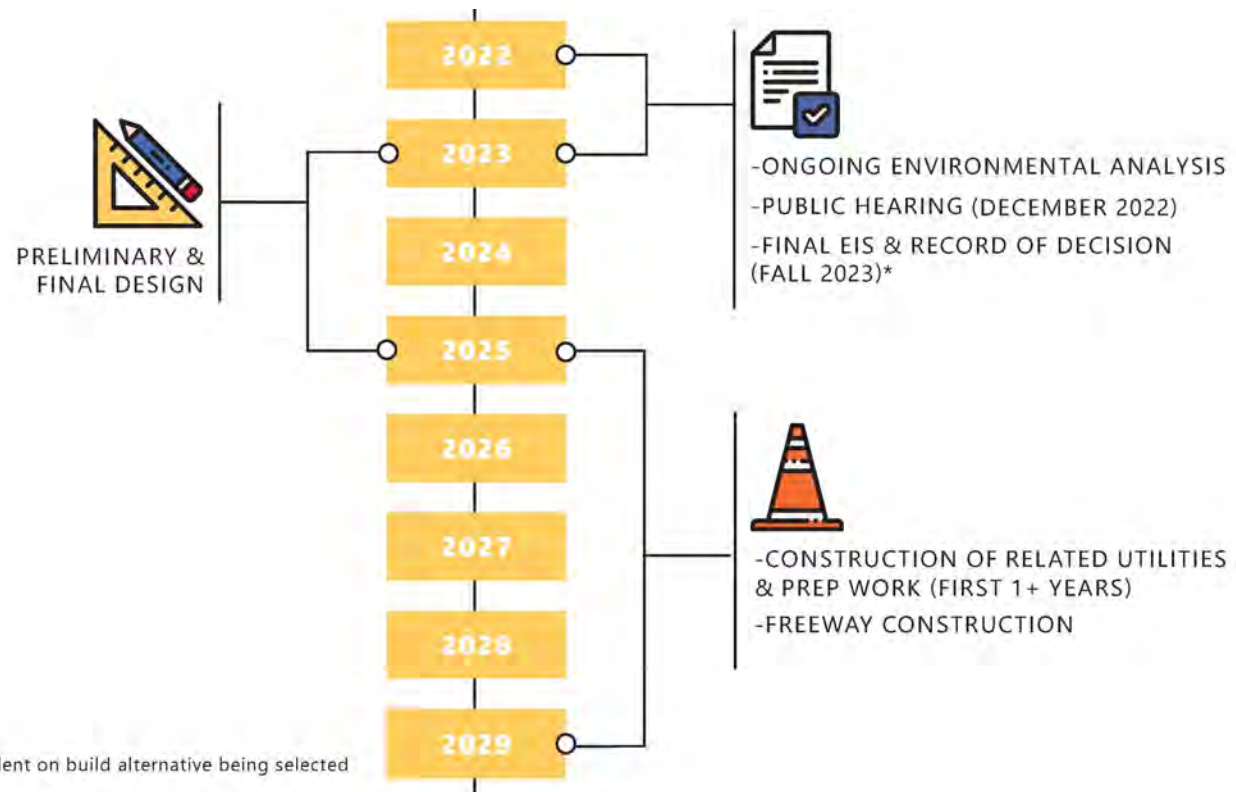
Conclusions

- The I-94 East-West Corridor project will provide benefits that will positively affect minority and/or low-income populations
- The benefits of the 8-lane alternative include reduced congestion, which results in time savings for all users
- While the majority of minority and/or low-income transportation users drive, reduced congestion also improves transit performance and reliability
- The project will improve safety and reduce crashes on I-94 by about 20 percent, a benefit received by all users, including local road users
- ***This project will not cause disproportionate impacts to minority populations***

Clearing up misunderstandings

- There is not a 6-lane alternative that sufficiently meets the purpose and need for the project. We have studied and designed 6-lane alternatives; one that improves safety and stays in the footprint does not exist and is not feasible.
- The eastern half of the I-94 E-W corridor currently has seven lanes – four westbound and three eastbound. Three lanes westbound does not work and results in crashes and unacceptable congestion in the Marquette Interchange and on I-43.
- The I-94 E-W project is not anticipated to cause adverse impacts to air quality.
 - According to EPA models, the forecast greenhouse gases for this corridor will be 23% lower in 2050 than in 2019
 - According to approved federal models, MSAT air pollution in this corridor will be 73% lower in 2050 than in 2019
- The 8-lane alternative has a lower crash rate than the 6-lane while handling more traffic, much of the traffic returning to the freeway from local streets.
- The preferred alternative does not preclude transit improvements; MCTS manages transit in Milwaukee County, WisDOT does not.

Anticipated schedule



*future allocations dependent on build alternative being selected



Thank you