

I-94 East-West Corridor Study

70TH STREET TO 16TH STREET, MILWAUKEE COUNTY



PROGRESS CONTINUES ON I-94 EAST-WEST CORRIDOR STUDY

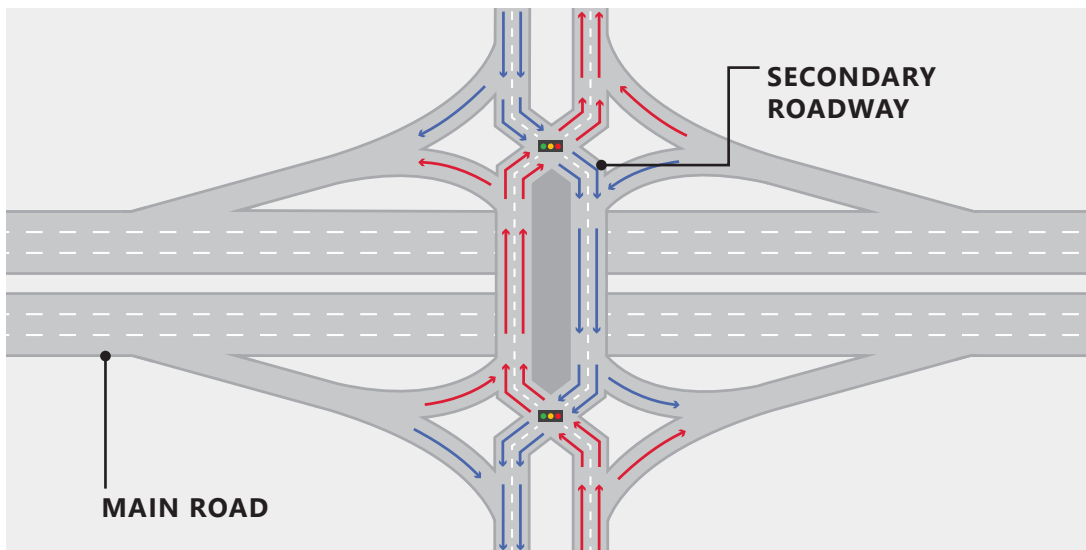
NEW STADIUM INTERCHANGE DESIGN BEING EVALUATED

As part of the Supplemental Environmental Impact Statement (SEIS), the Wisconsin Department of Transportation (WisDOT) is evaluating new traffic forecasts which impact the future traffic and operations on certain Stadium Interchange ramps. These updated traffic forecasts led to additional analysis of the Stadium Interchange and a determination that a diverging diamond interchange warrants further study. The interchange design shared at the December 2021 public meeting remains under consideration along with this new interchange design.

Traffic forecasts are based in part on future land use and population forecasts. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) created updated forecasts as part of their Vision 2050 Regional Plan. WisDOT received I-94-specific traffic forecasts from SEWRPC in late 2021 as part of the SEIS and continues to evaluate design based on the data.

WHAT CHANGED?

Forecasts for some of the Stadium Interchange ramp movements changed from those generated during the previous study period (2012-2016). The updated traffic forecasts allowed the project team to investigate additional interchange alternatives that could potentially meet the project purpose and need.



Sample traffic patterns in a typical diverging diamond interchange (DDI) from around the state. This is not a precise representation of how a DDI may be built at the Stadium Interchange.

WisDOT is evaluating the use of a diverging diamond interchange (DDI) at the Stadium Interchange.

This innovative interchange, is designed to safely guide motorists through the interchange. The DDI has been shown to increase capacity and safety, decrease congestion and minimize the cost of new infrastructure.

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ALTERNATIVE ANALYSIS IS ONGOING

Since the December 2021 public meeting, the 6-lane and 8-lane alternatives have been modified to reduce impacts and better reflect public input.

- > At the 35th Street interchange, the roadway north of I-94 is narrowed to avoid any acquisitions on the west side of 35th Street, avoiding two business and three residential acquisitions.
- > At the 68th Street eastbound entrance ramp, the design is narrowed to avoid two of three residential acquisitions adjacent to the ramp.
- > With these reduced impacts, only one residential acquisition is required for the entire corridor.

DO ALL HIGHWAYS GET EXPANDED? NO.

Fixing what we have first is a primary focus for WisDOT projects. In Governor Evers' first budget, there was an increase of \$467 million for transportation and none of that increase went to expansion projects: \$320 million went to repairing 2-lane state highways and the remainder went to local communities to help them address their backlog of repairs. Secretary Thompson directed WisDOT staff to reexamine projects throughout the state through the "fix first" lens. In many cases, project scopes changed to stay on current routes and not expand. There are a few examples where expansion needs to be considered, and the I-94 East-West corridor is one of those projects.

REPLACING BRIDGES AND STRUCTURES IN THE I-94 EAST-WEST CORRIDOR, AND MODERNIZING TO IMPROVE SAFETY, IS ESSENTIAL FOR THE USERS OF I-94 AND FOR ALL THOSE WHO RELY ON THE COMMERCE THAT MOVES ON I-94.

WHAT DOES THE PUBLIC THINK?

While this is a complex project with many varying opinions about the details, people uniformly want safer driving conditions.

WisDOT has conducted hundreds of meetings with groups and individuals and has had thousands of conversations about this corridor with area stakeholders. This I-94 East-West Corridor Study stands on the shoulders of over two-decades of planning, design work, and public engagement in this corridor.

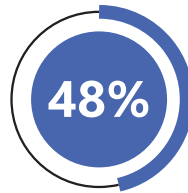
Many area stakeholders have been involved in the I-94 East-West planning discussions since the late 1990s. We are grateful for the public's time and commitment to helping the community. Their input is helping us make decisions that will work for the community and provide a safer highway.

MODERN DESIGNS IMPROVE SAFETY

Analysis shows the 8-lane alternative results in better traffic operations and is safer than the 6-lane alternatives. 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.

Modernization promotes SAFER TRAVEL

Since its reopening in 2008, the MARQUETTE INTERCHANGE has seen



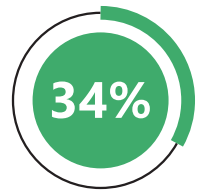
FEWER CRASHES

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 CONTACTS



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PROJECT WEBSITE

wisconsin.gov/94eastwest

TRANSIT MITIGATION DURING CONSTRUCTION

\$25-\$30 million in transit mitigation is recommended by WisDOT as part of the I-94 East-West Corridor Study.

Mitigation funds are used to solve a problem: alternate routes become more congested during construction, so project funds may be used to mitigate that situation. WisDOT freeway project mitigation funds, available only during construction, may be used for transit when the funding meets mitigation criteria.

A preliminary look at traffic mitigation opportunities justified the expense of spending project money to maintain reliability for buses, relieving congestion so transit routes may operate more efficiently in the east-west and north-south direction during construction.

Working with Milwaukee County Transit System and other local transit experts, WisDOT recommends spending money on maintaining service on existing routes during construction. Supporting existing routes has the greatest opportunity to successfully mitigate the impacts caused during construction.

Options being evaluated for the initial funding include:

- > East-West Bus Rapid Transit (operating primarily on Wisconsin Avenue and Bluemound Road)
- > MCTS Route 18/Orange Line (operating primarily on Greenfield Avenue and National Avenue)
- > MCTS Purple Line (operating primarily on 27th Street)
- > MCTS Route 60 (operating primarily on 60th Street/Hawley Road)

WisDOT and its transit partners will finalize plans after a preferred alternative is identified and approved by the Federal Highway Administration. Metrics will be developed to judge success of the funding and flexibility will be built into the program to adjust funding to the most needed and successful components throughout construction.



Hank Aaron State Trail and Oak Leaf Trail connection

I-94 PROJECT — OPPORTUNITY TO CONNECT HANK AARON STATE TRAIL AND OAK LEAF TRAIL

During Stadium Interchange construction, the Hank Aaron State Trail and Oak Leaf trail will be connected, providing better bicycle and walking connectivity in the area.

This is the current plan for trail connections:

- > South of Bluemound: trail to follow Selig Drive to 44th Street — construct 10-foot shared-use path on the east side of 44th Street
- > North of Bluemound: add shared lane pavement markings for bikes along 44th Street and Wells Street

ANTICIPATED SCHEDULE

(dependent on funding allocations)

2022-2023	<ul style="list-style-type: none"> ONGOING ENVIRONMENTAL ANALYSIS JUNE 2022 — PUBLIC MEETING FALL/WINTER (2022/2023) — SEIS PUBLIC HEARING FALL 2023 — FINAL EIS & RECORD OF DECISION*
2023-2024	<ul style="list-style-type: none"> ON-GOING DESIGN
2025-2029	<ul style="list-style-type: none"> UTILITY RELOCATIONS FREWAY CONSTRUCTION

*future allocations dependent on build alternative being selected



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**VISIT THE
PROJECT
WEBSITE**

HOW TO STAY INFORMED

- > Attend WisDOT public meetings — watch the website for details.
- > Invite us to attend your neighborhood group meeting, business meeting, church or civic group meetings. We regularly attend community events to share information and get your feedback.

PUBLIC INPUT DOES MATTER!

Major design elements included or dropped based on public input: eliminated the double deck alternative, connecting Hank Aaron State Trail and Oak Leaf Trail, improving connectivity between the Menomonee Valley and neighborhoods north of I-94, kept east segment on current alignment, and more!

