

# FALL 2025: PROJECT NEWSLETTER

I-94 East-West Freeway Project | 70th Street to 16th Street



## CONSTRUCTION BEGINS IN EARLY NOVEMBER ON I-94 BETWEEN 70TH STREET AND THE STADIUM INTERCHANGE

With the freeway construction project underway, a number of impacts are scheduled to start this fall:

- Long-term lane closures on I-94 eastbound and westbound between 70th Street and the Stadium Interchange reducing traffic to two lanes in each direction.
- Long-term full closure of the Stadium Interchange southbound WIS 175 ramp to I-94 westbound.
- Long-term full closure of the 68th Street entrance ramp to I-94 eastbound.
- Long-term full closures of all I-94 ramps at Hawley Road Interchange.
  - I-94 westbound exit ramp to Hawley Road and Hawley Road entrance ramp to I-94 eastbound will close permanently.
  - I-94 eastbound exit ramp to Hawley Road and Hawley Road entrance ramp to I-94 westbound will close through fall 2028.
- Approximately 30-day closure of the WIS 175 southbound exit ramp to Frederick Miller Way.

As on any construction project, large or small, all work is weather dependent and subject to change. More specific information will be shared for each closure as it becomes available. Additional lane, ramp, and local road closures start in late 2025/early 2026. *Sign up for updates - see page 5.*

*See articles on the following pages for details on the projects.*

The I-94 East-West corridor is an interstate highway serving multiple users with through trips, local access to homes, businesses, hospitals, schools, and major tourist destinations.

**Safety is the top priority when traveling through the area!**

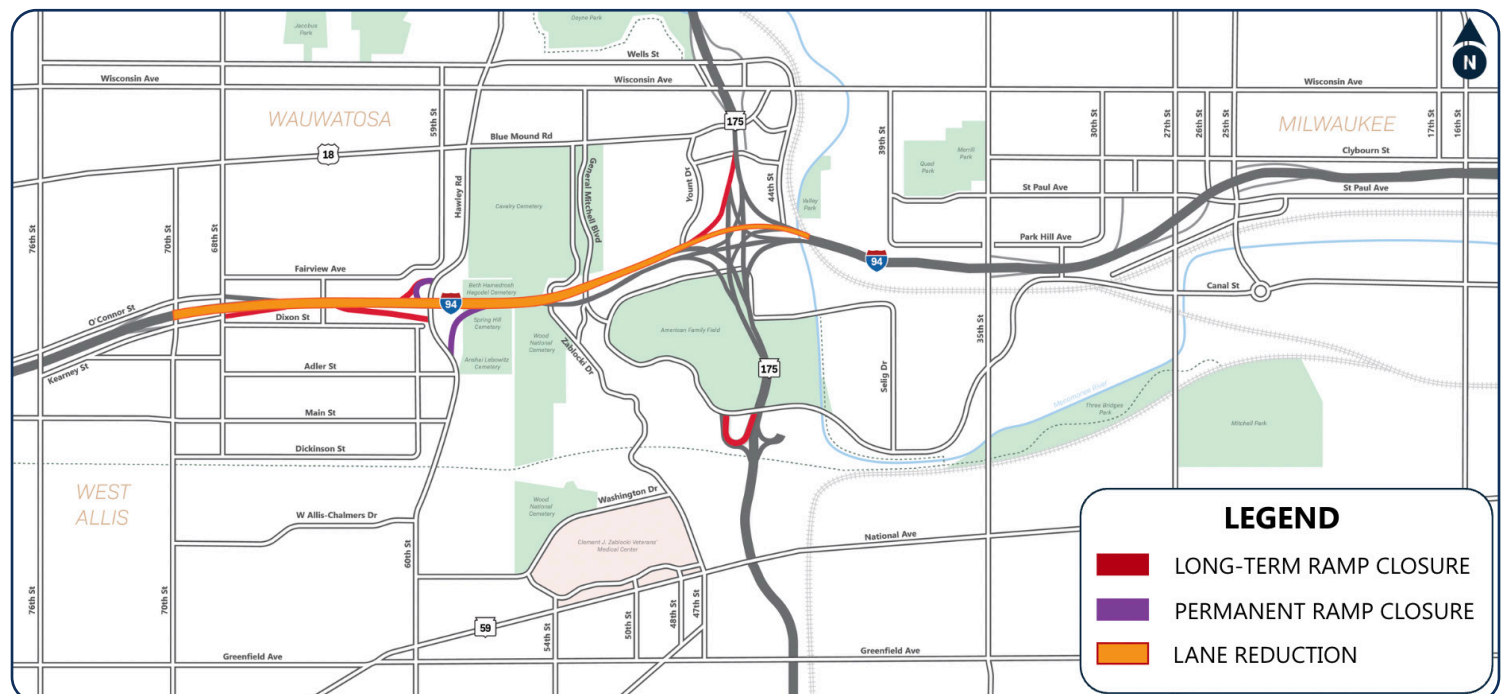


For the safety of all involved, travelers should allow more time to get to their destination safely.



Keeping construction workers and the traveling public safe is the most important component of any project.

## CLOSURES STARTING THIS FALL



## WEST LEG: I-94 FROM 70TH STREET TO THE ZABLOCKI BRIDGE

### CONSTRUCTION

*Constructing this segment will be one of the most challenging aspects of the project due to the tight corridor between the cemeteries. WisDOT balances transportation needs with cultural resources stewardship on all projects.*

During construction, some traffic will likely divert from this segment of I-94 to area roads, especially when interchange ramps are closed for extended periods. The first 18-24 months of construction will be the most difficult for freeway travel.

### WHAT IS BEING DONE TO KEEP TRAFFIC MOVING IN THE CORRIDOR?

Milwaukee County has a very strong, reliable east-west grid system of local roads and state highways. Many improvements have been made to traffic signal timing and local intersections to improve the traffic flow prior to construction of I-94. Other strategies include:

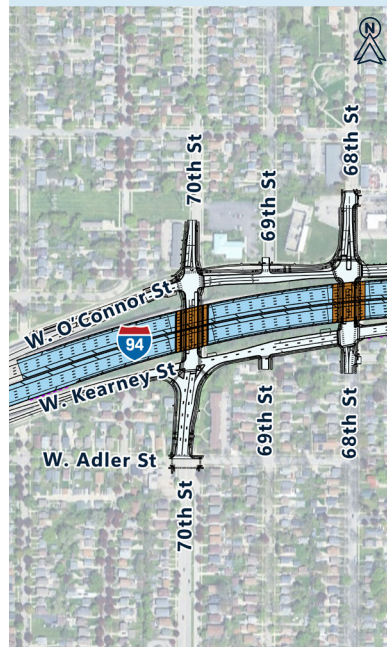
- Freeway and local street lane closures will be completed at alternating times to ease disruptions to the extent possible.
- WisDOT is encouraging travel time shifts and travel mode changes. For example, drivers may shift the times they are on the freeway, reducing the number of vehicles on the road during rush hour.
- Implementing a community involvement plan to inform the public, including radio, internet, print, and television.
- Investment in local municipalities traffic signal networks to improve operations and emergency response on key alternative routes.
- WisDOT is encouraging regional traffic to consider using alternate East-West routes like WIS 100 (Brown Deer Road) or I-894.
- A \$25-\$30 million transit mitigation program is underway to maintain or improve bus routes adjacent to the I-94 East-West corridor during the I-94 East-West project.

**Milwaukee County Transit System**  
ridemcts.com

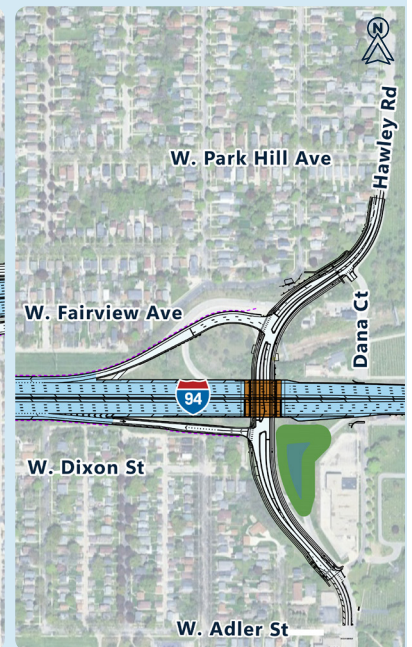
**Milwaukee County Transit Plus Paratransit**  
ridemcts.com/accessibility/transit-plus

### DESIGN

The 68th and 70th Street interchange will be reconstructed in a similar manner to what exists today. The interchange type is known as a split diamond interchange with I-94 traveling over both roadways and one-way frontage roads between 70th and 68th Streets for both east and westbound traffic. Traffic will enter and exit I-94 from similar locations as today. The I-94 travel lanes will be 12 feet wide matching their current width, and the shoulders will be widened to 12 feet except for a short distance through the cemeteries between Hawley Road and Mitchell Boulevard. An additional through lane will be added in each direction.



68th and 70th Street interchange.



Hawley Road interchange.

Hawley Road Interchange will be reconstructed as a half-interchange; ramps to and from the east will be eliminated while access to and from the west will remain. The impacted sections of Hawley Road underneath I-94 will include improvements for bike and pedestrian users.



## EARLY EAST LEG: 27TH STREET BRIDGE OVER I-94 AND ST. PAUL AVENUE FROM 29TH STREET TO 27TH STREET

I-94 and the interchanges east of American Family Field to 16th Street will be reconstructed during the I-94 East-West project. Maintaining access across the Menomonee Valley is essential, so the 27th Street and 35th Street bridges will be reconstructed at different times.

From late 2025-2028, the 27th Street Bridge over I-94, and St. Paul Avenue from 29th Street to 27th Street will be reconstructed. Extensive utility work in the area will also be completed at the same time.

### CONSTRUCTION

- Long-term full closure of 27th Street bridge over I-94. (Spring 2026)
- Long-term lane closures on I-94 eastbound and westbound approaching 27th Street. (Spring 2026)
- St. Paul Avenue from 29th Street to 27th Street will be reconstructed and 28th Street will be constructed as a cul-de-sac at 28th Street and St. Paul Avenue.

### UTILITY WORK

A considerable amount of overhead and underground utility work will be completed as a result of this project. Most utility work happens within or alongside the roadway, requiring crews to occupy part of the travel lane or shoulder. Utility construction plans include critical steps to ensure there is no disruption of essential services. Safety protocols are also crucial to prevent damage to live electric or gas lines.

Utility work is scheduled ahead of major roadway reconstruction to avoid future conflicts. While this makes sense long-term, it means traffic impacts may occur twice-first for the utility project, then later for the road reconstruction itself. Repeat closures are avoided when possible.

### LOOKING AHEAD

- Starting in late 2028, the remainder of the 26th/St. Paul interchange and the segments of I-94 in that area will be reconstructed. The design for that area will result in similar traffic operations to today.
- The 35th Street Bridge will be completed in late 2028-2030 after the 27th Street Bridge is completed.

### DESIGN



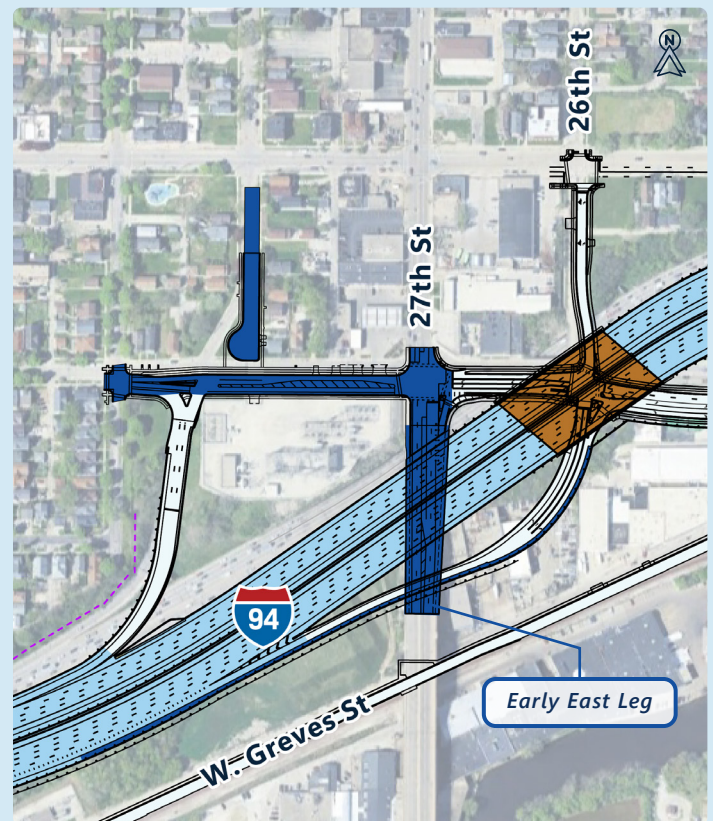
The 27th Street Bridge over I-94 will include sidewalks and bike lanes in each direction.



I-94 under 27th Street will be wider, with an additional lane in each direction when the program is complete.



Due to mainline freeway widening and safety improvements, some businesses in the area have been relocated and some local road intersections will change.



Early work in the east section of the project includes the 27th Street Bridge and St. Paul Avenue from 29th Street to 27th Street.

## CEMETERY AREA

The most discussed area of the project is the segment between the cemeteries. The Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) considered many alternatives for this segment of I-94.

### *Will graves be moved?*

No graves will be moved.

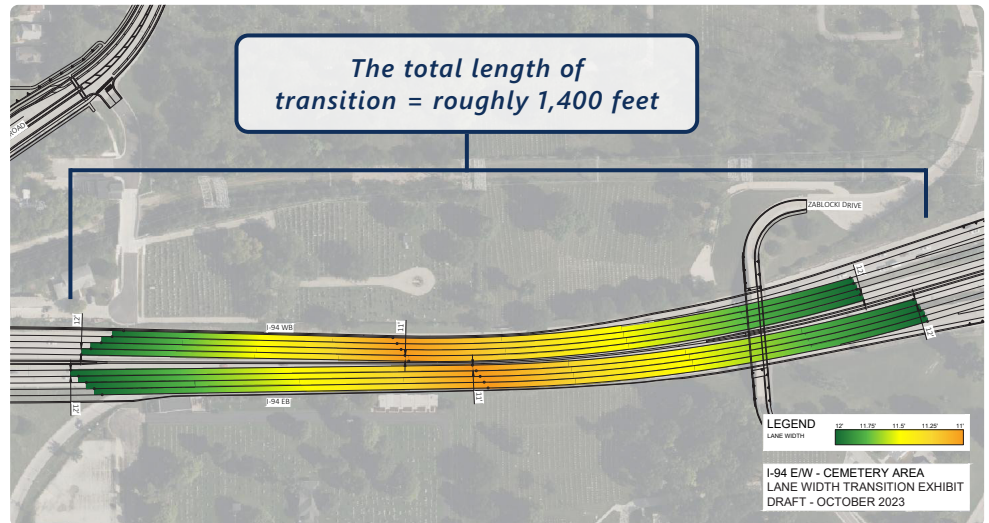
### *How will the four lanes fit?*

The roadway lanes and shoulders will be slightly narrowed for a very short distance between General Mitchell Boulevard and Hawley Road. The narrowest section 11-foot lanes, 2-foot shoulders, is illustrated here.

There are currently much longer sections of 11-foot lanes in the corridor, and they are performing well.

In addition, the Hawley Road ramps to and from east will be eliminated. The ramps to and from the east could not be safely accommodated without cemetery impacts. Hawley Road access to and from the west will be maintained.

## NARROWED CEMETERY SECTION



Lane width transitions from 12 feet, to 11 feet, and back to 12 feet.



At the narrowest point, where the lanes are 11 feet wide, driving through will be instantaneous.



This section is a 17-second drive, traveling at 55 mph.

## RENDERING OF PROPOSED CEMETERY WALL

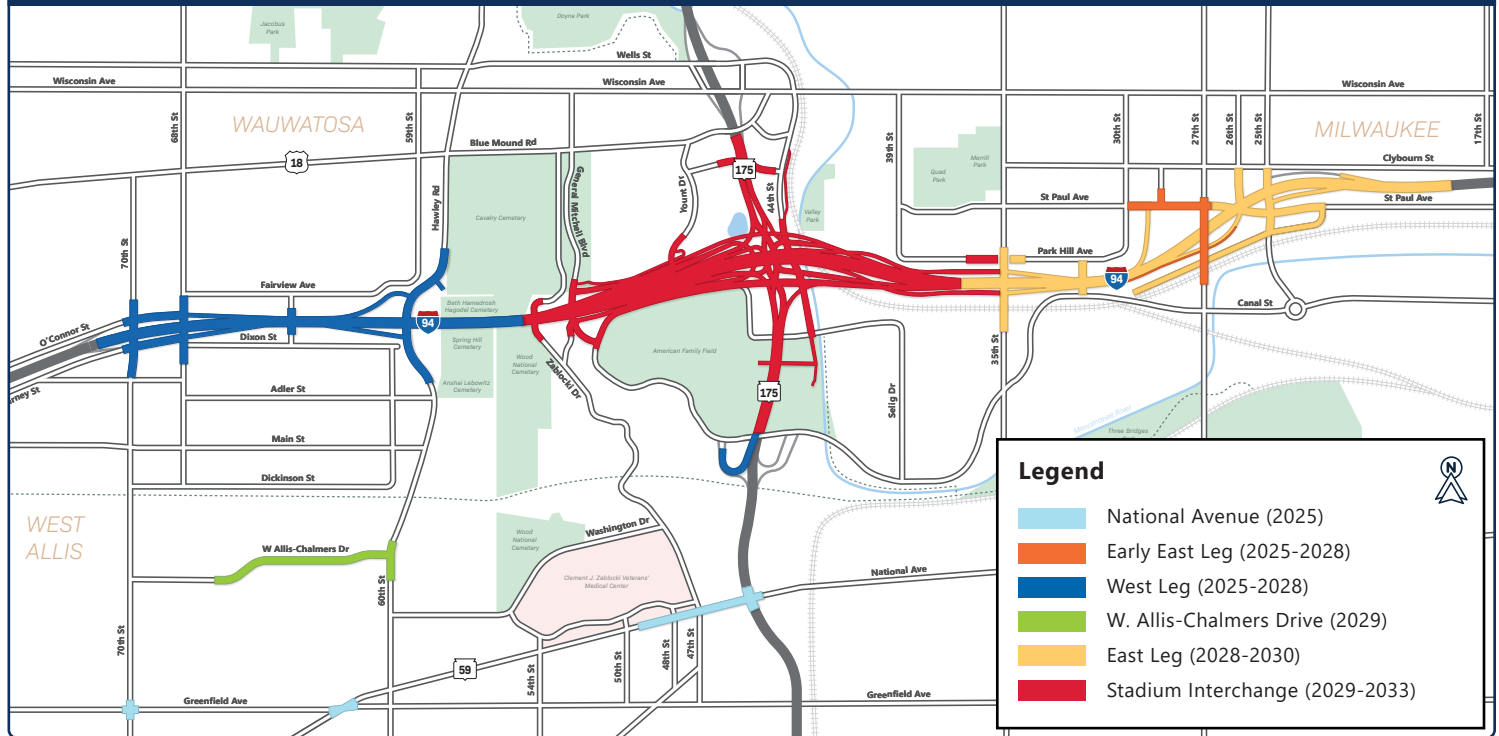
WisDOT and FHWA worked with Wood National Cemetery and the National Cemetery Association to design screening walls along I-94.





## ANTICIPATED SCHEDULE

The map below is the current plan for constructing and sequencing the reconstruction of the full I-94 East-West corridor. Many variables impact this plan including accommodating existing traffic, utility relocation, and available funding. This plan will continue to be refined and is subject to change.



### STAY UP TO DATE!

Scan the QR code for more information, or go to the project website at: [94eastwest.wisconsin.gov](https://94eastwest.wisconsin.gov)

### MORE PROJECT UPDATES:

[facebook.com/wi94eastwest](https://facebook.com/wi94eastwest) [511wi.gov](https://511wi.gov)

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