

I-94 East-West Corridor Project



SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT UNDERWAY

The Wisconsin Department of Transportation (WisDOT) continues the I-94 East-West Corridor Study. The project corridor extends from 70th Street to just west of 16th Street on I-94 and from Wisconsin Avenue to just south of the Stadium Interchange on WIS 175.

A combination of the following factors demonstrates the existing issues along the I-94 corridor:

- > Deteriorated pavement and bridges – the infrastructure is at the point where it must be replaced.
- > Safety – the average crash rate is two to three times higher than the statewide average for similar roadways.
- > A freeway that works hand-in-hand with a crowded local street network. The City of Milwaukee is implementing a Complete Streets program throughout the city to slow down traffic and more safely accommodate bicycle and pedestrian traffic.
- > Improve freeway between the Zoo and Marquette Interchanges.
- > Congestion – traffic volumes have returned to near 2019 levels after the unprecedented impacts during the height of the pandemic.

WisDOT announced in April 2021 that a Supplemental Environmental Impact Statement (SEIS) is being undertaken using the most recent data and public input available. **The SEIS will look closely at, for example:**

- > Environment changes (new regulations, new protected species)
- > Changes to data (traffic, population)
- > Changes to the alternative (footprint, impacts, number of lanes)
- > What project stakeholders and the public have to say about the project

PROJECT NEWS

In July of 2021, the state budget included the enumeration of the I-94 East-West Corridor. Before any construction can begin, WisDOT is completing an SEIS to allow more time for public input and study the alternatives that will include a full evaluation of both a 6-lane and an 8-lane modernization alternative.

A preferred alternative will be identified in the SEIS and a public hearing will be held in summer of 2022.

THE FREEWAY NEEDS TO BE RECONSTRUCTED

The I-94 East-West project corridor was built nearly 60 years ago, and short-term repairs are no longer viable due to deteriorated infrastructure.

The I-94 East-West Corridor project would rebuild the portion of I-94 between the Marquette and Zoo Interchanges. The SEIS will determine what reconstruction will look like.



Deteriorating bridge conditions

ALTERNATIVES UNDER CONSIDERATION

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ANTICIPATED PROJECT SCHEDULE

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CONTACT

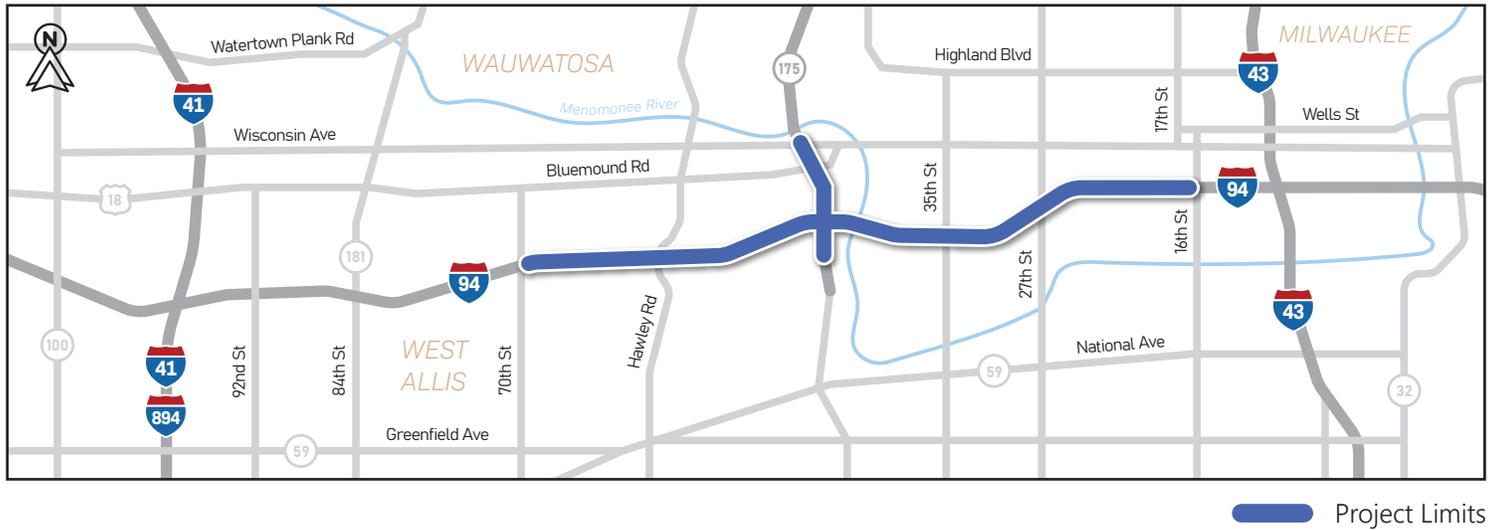
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CORRIDOR MAP



ALTERNATIVES UNDER CONSIDERATION

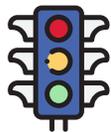
WisDOT is examining two main alternatives for the future layout, both alternatives include modernizing the freeway to current safety and design standards. The primary difference between the two is the number of travel lanes – six lanes and eight lanes. Currently the corridor has six-lanes from 70th Street to the Stadium Interchange, there are seven lanes (four westbound, three eastbound) in the area from the Stadium Interchange to 16th Street, the western limits of the Marquette Interchange.

SOME FACTS ABOUT THE ALTERNATIVES UNDER CONSIDERATION

- > **Common to all 6-lane and 8-lane alternatives:**
 - > Redesigned Stadium Interchange, eliminating left side entrance and exit movements.
 - > 68th/70th, 35th, and 25th-28th Street interchanges will be configured and operate similar to how they operate today.
 - > WisDOT is currently studying modifications to improve bike and pedestrian connectivity on various local roads, with possible connections to paths under the Stadium Interchange and adjacent roadways, and wider, safer, more inviting connections between the neighborhoods north and south of the freeway.
- > **Sub-options:**
 - > Full Hawley Road interchange (interchange similar to today, included with the 6-lane alternative only).
 - > Half Hawley Road interchange, with access to and from the west only. This option includes the extension of Washington Street in West Allis to better accommodate traffic that currently uses the Hawley Road entrance and exit ramps to and from the east (an option under both the 6-lane and 8-lane alternatives).
 - > Reduced property impacts at 35th Street. One sub-option widens 35th Street north of the interchange to allow for safer traffic operations and adds a bike lane. The widening option includes some property acquisition on the west side of 35th Street. A second sub-option eliminates the property acquisition by not widening the roadway.
 - > Reduced property impacts adjacent to 68th Street eastbound entrance ramp. Ramp placement may or may not require purchasing three homes adjacent to the ramp.



Illustration of proposed Stadium Interchange, looking southwest



UNDERSTANDING TRAFFIC INFORMATION

Traffic volumes and related impacts are essential for understanding the need for the project, how people travel in and around the corridor on the freeway, using the local road system, and other modes of travel such as transit, walking, and bicycling.

HOW IS TRAFFIC COUNTED?

WisDOT maintains continuous count stations at four locations in the corridor. Traffic volume and vehicle classification information is collected continuously throughout the day, month, and year.

HOW MANY VEHICLES USE I-94?

In the study area, I-94 carries between 158,000 and 178,000 vehicles per day on an average weekday (2019 volumes).



WHO USES I-94?

A historic pattern for an Interstate like I-94 in the morning consists mostly of users traveling from homes to work in both the east and west direction. The volume of traffic east and west is about the same.



IS THE FREEWAY BUSY ALL DAY?

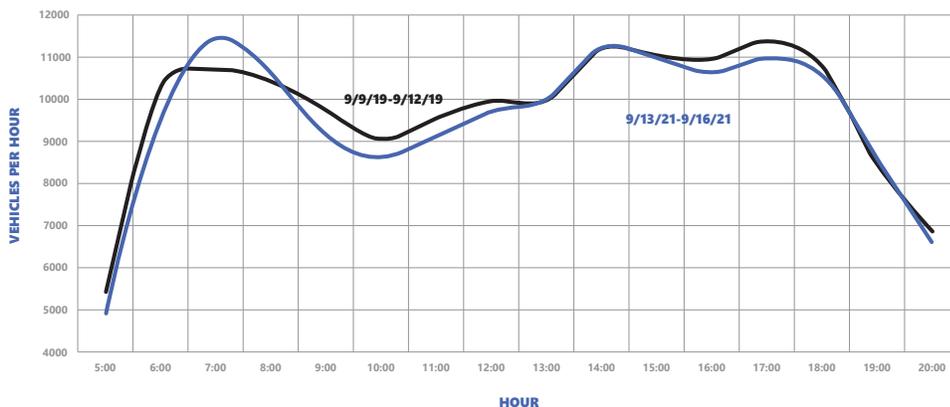
Traffic volumes grow throughout the early morning, reach a maximum peak, and then decrease. During the midday, most travel is between businesses, which includes the highest amount of trucks as a percentage of total volume. Traffic volumes then begin to increase in the early afternoon as users start returning to home after work, increasing to a second peak before decreasing throughout the evening.

DID TRAFFIC CHANGE DURING THE PANDEMIC?

Yes, traffic was greatly impacted during the *Safer At Home* orders. Since the restrictions were lifted in 2021, traffic in the East-West Corridor has returned very close to pre-pandemic levels. The chart below illustrates traffic in 2019 and 2021. These counts were taken in September of each year, near I-94 and 35th Street.

WHAT ABOUT LONG-TERM IMPACTS?

The Southeastern Wisconsin Regional Planning Commission is examining ways to estimate a range of future traffic volumes based upon several societal work and commuting variables.



Average Hourly Volume I-94 EB & WB West of 35th Street
Average Weekday Second Full Week in September 2019/2021

WHAT IS THE IMPACT NEAR THE CEMETERIES?

WisDOT maintains its commitment to not relocate graves in the cemetery section immediately west of American Family Field. If the freeway is reconstructed with four through lanes in each direction, there will be a narrow section through the cemetery area. The narrowest condition, 11-foot lanes and 2-foot shoulder, is only 30-feet in length. The standard lane width is 12-feet. The short distance of narrow lanes is needed to avoid cemetery impact.





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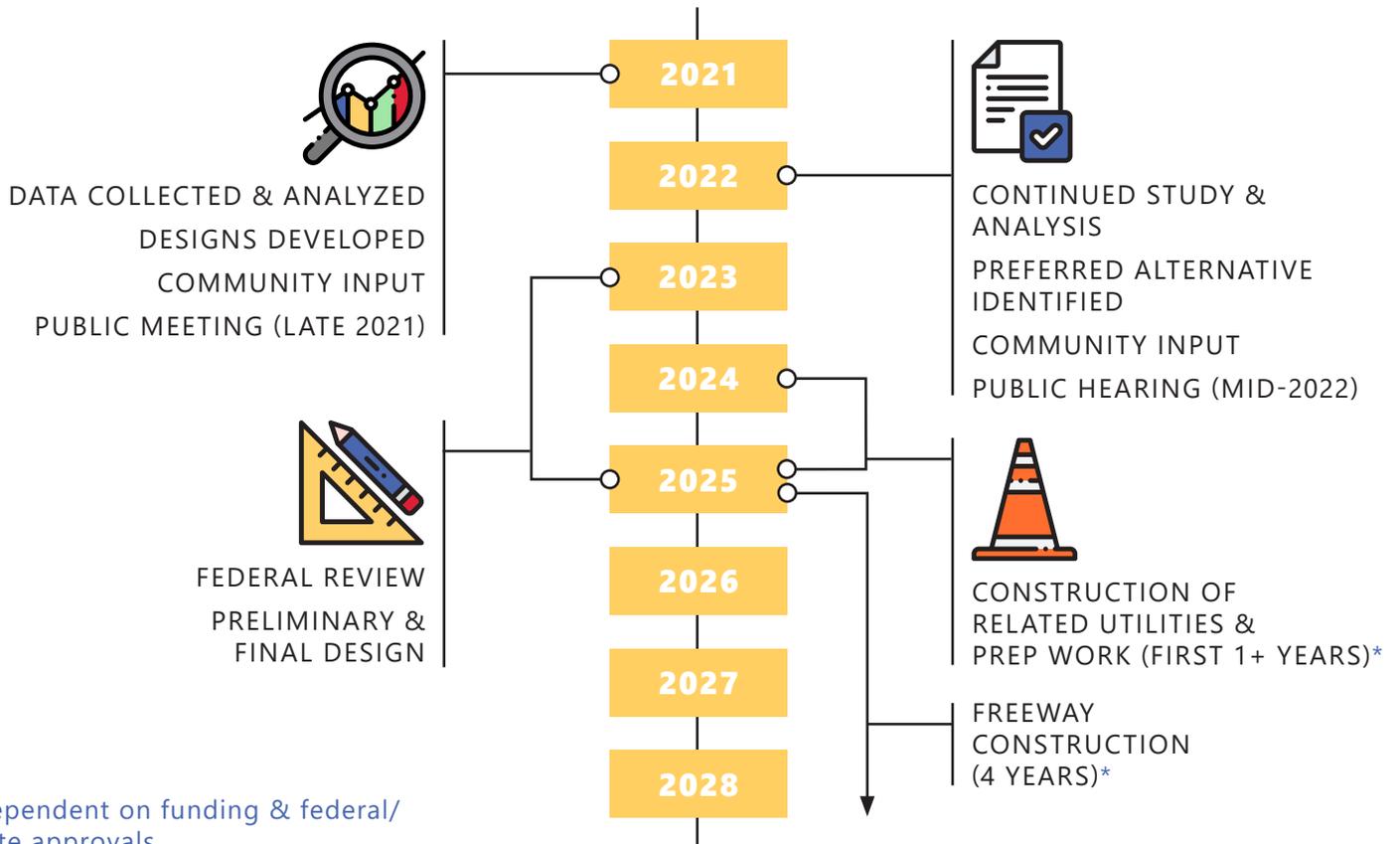
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ANTICIPATED PROJECT SCHEDULE



*dependent on funding & federal/state approvals