

FEDERAL APPROVAL ADVANCES PROJECT

On March 8, 2024, the Federal Highway Administration (FHWA) signed the Supplemental Final Environmental Impact Statement/Record of Decision, which announced the agency's final decision and approval to reconstruct the Interstate 94 (I-94) East-West Corridor to an eight-lane freeway with design and safety improvements. With the FHWA Record of Decision, the project can move to final design and construction with federal funding.

**STUDY****APPROVAL****DESIGN****BUILD**

BACKGROUND

The I-94 East-West project is expected to benefit the state of Wisconsin for decades to come. The project consists of 3.5 miles of freeway corridor leading to and through the Stadium Interchange. The corridor opened to traffic in the early 1960s and is in need of replacement.



FHWA oversaw WisDOT's alternative development process and assessment of social, cultural, natural, and physical environments. The Supplemental Environmental Impact Statement included data collection, development and refinement of alternatives, impact assessment, and community involvement.

WisDOT conducted hundreds of individual and group meetings with stakeholders, attended many community events, had a booth at the 2023 Wisconsin State Fair, all resulting in conversations with tens of thousands of stakeholders. That valued public engagement helped mitigate impacts and refine the selected preferred alternative. A summary of the comments and concerns has been included in the Supplemental Final Environmental Impact Statement (EIS), which can be found on the project website at: wisconsindot.gov/94eastwest

STAY INVOLVED

Public involvement is vital to every WisDOT project and remains a priority as the I-94 East-West project moves forward. WisDOT continues to engage community members and stakeholders throughout this project and remains committed to delivering effective transportation solutions for the people of Wisconsin. Opportunities to engage with the project will continue to be available, so please stay involved.

INVOLVEMENT OPPORTUNITIES

Meetings regarding noise barriers: In the upcoming months, public meeting notices will be sent to areas closest to eligible noise barrier locations. Watch your mailboxes for those letters.

Corridor-wide public meeting: An opportunity to share detailed design information and continue to seek your input. Planning is underway so stay tuned!

Neighborhood, civic, business, and church meetings: Thanks to all those who have invited us to attend your meetings. Please invite us back to talk with your groups, we welcome the conversations!

Community events: We'll be back at State Fair, National Night Out, and other community events. Hope to see you this summer!



MIT-I-GATE

verb

We use the terms "mitigate" and "mitigation" on transportation projects. In this case it typically means "to lessen impacts".

HOW THE I-94 EAST-WEST BUDGET GETS SPENT

Various government agencies build and maintain roads – local roads (managed by cities/villages), County Highways (counties throughout the state), State Highways (WisDOT), Interstate Highways (Federal Highway Administration and WisDOT) – and every type of roadway has its own source of funding. Sometimes those funding sources are combined for **very specific** project reasons:

EXAMPLE #1: The I-94 East-West project will fund some modifications to the National Avenue/Miller Parkway intersection – that is mitigation for traffic diversion due to the Hawley Road ramp closures.

EXAMPLE #2: If there is damage to a local road due to truck traffic during the I-94 East-West reconstruction, WisDOT will repair/repave the road after construction.

EXAMPLE #3: I-94 East-West will fund \$25-\$30 million in transit because:

- > the freeway reconstruction will impact transit service when roadways are closed for construction and the reconstruction will impact bus stops near the interchanges.
- > WisDOT wants to encourage people to use transit. Reducing the number of cars on the freeway during construction improves safety.



PROJECT COST

The recommended alternative with a diverging diamond interchange at the Stadium Interchange is estimated to cost approximately \$1.47 billion (in 2023 dollars). WisDOT also estimated the cost in year-of-expenditure dollars, with construction planned for 2025-2032. The current estimate for the preferred alternative in those future year dollars is approximately \$1.74 billion.

The approved design for the Stadium Interchange is a \$70-\$90 million savings as compared to the 2016 Final Environmental Impact Statement (EIS). It is also responsive to public and local government input.

The department remains committed to delivering projects in a cost-effective and responsible manner to help ensure a safe and efficient transportation system for all of Wisconsin.

The costs are, in part, dependent on the timing of future funding allocations.

ADDRESSING WATER QUALITY & WATER QUANTITY

WisDOT will continue to work with the Wisconsin Department of Natural Resources, the Milwaukee Metropolitan Sewerage District, and partner communities during the project's final design to determine stormwater best management practices (BMPs) and to address stormwater management, from a water quality and water quantity standpoint. WisDOT is coordinating with these partners to identify additional stormwater management measures that will be cost-effective to implement and consistent with WisDOT's stormwater management policies.

There are many BMPs that are commonly used. One we will use for I-94 East-West is stormwater trees – this BMP will be used in the project corridor or Menomonee River Watershed to reduce runoff. Stormwater trees absorb stormwater during a rainfall event, absorb carbon dioxide, serve as an urban canopy to reduce urban heat zones, and reduce erosion during rainfall events. WisDOT has committed to spending \$300,000 as part of MMSD's Reforestation and Wetland Restoration Initiative.

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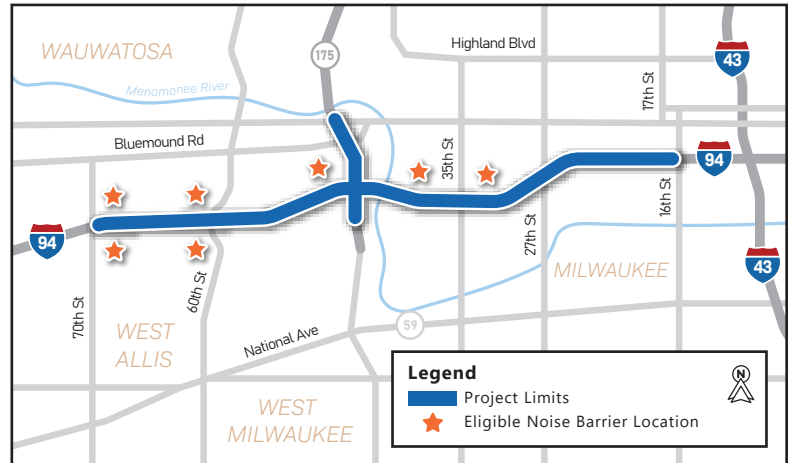
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WEBSITE**

wisconsin.dot.gov/94eastwest

REDUCING NOISE IMPACTS

After a detailed noise analysis, WisDOT confirmed there are technically feasible and financially reasonable noise barriers eligible along the I-94 East-West corridor.

In order to be built, each barrier must receive a vote of support from a simple majority of all votes cast by residential owners and tenants of the benefited areas. The voting process, which includes a Public Involvement Meeting about the noise barriers, will occur later this year. This meeting will also provide owners and residents of the surrounding area an opportunity to ask questions about the noise barriers.



BIKE & PEDESTRIAN IMPROVEMENTS

TRAILS

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.

Current plan for other trail connections:

- > **South of Blue Mound Road**
Trail to follow Selig Drive to 44th Street – construct 10-foot shared-use path on the east side of 44th Street
- > **North of Blue Mound Road**
Add shared lane pavement markings for bikes along 44th Street and Wells Street

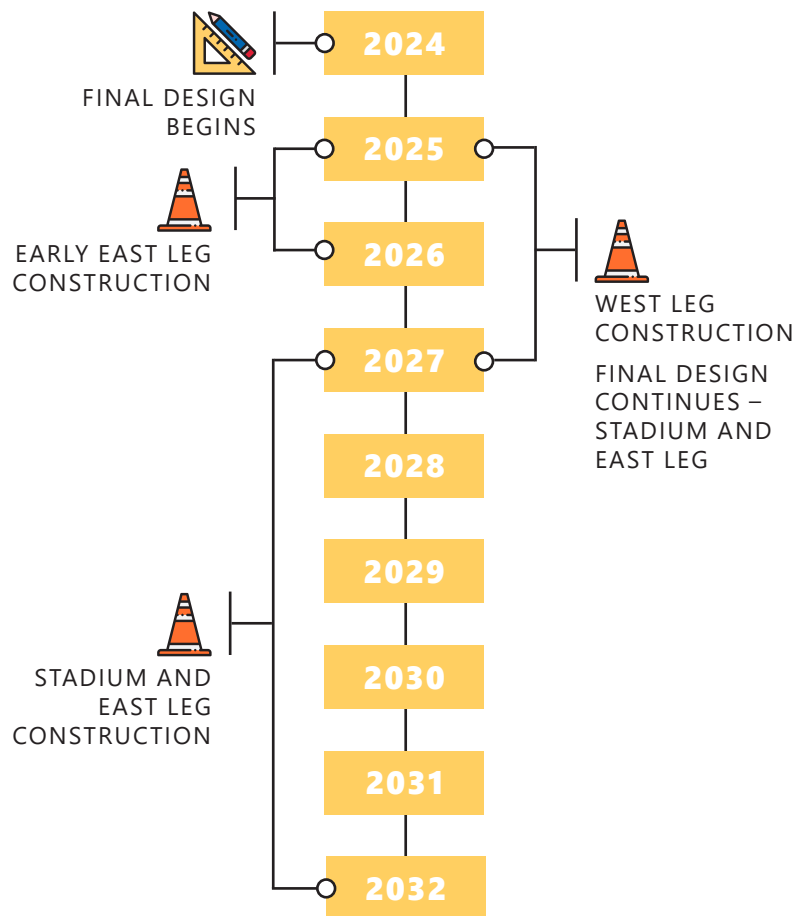
LOCAL ROADS

WisDOT and the City of Milwaukee are also working closely on plans for bike and pedestrian safety improvements on the local roads impacted by the project. For example, on Hawley Road near the I-94 Interchange, designs are underway to have separated bike lanes.

Significant coordination and improvements are also proposed at other major interchange local streets: 35th Street, 68th Street, 70th Street, and St. Paul Avenue.

More details on those plans to come during final design!

ANTICIPATED SCHEDULE



Notes:

- > Schedule dependent on approvals and future funding allocations.
- > Planning for the duration and sequence of construction is under development. Stay tuned for more details as the final design proceeds.



Para información del proyecto en español:
wisconsin.gov/Pages/projects/by-region/se/94stadiumint/informativa.aspx



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CONSTRUCTION CONTRACT/SEQUENCING PLANNING

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 impacts to existing traffic, utility relocation, and available funding. This plan will continue to be refined and is subject to change as the design progresses.

