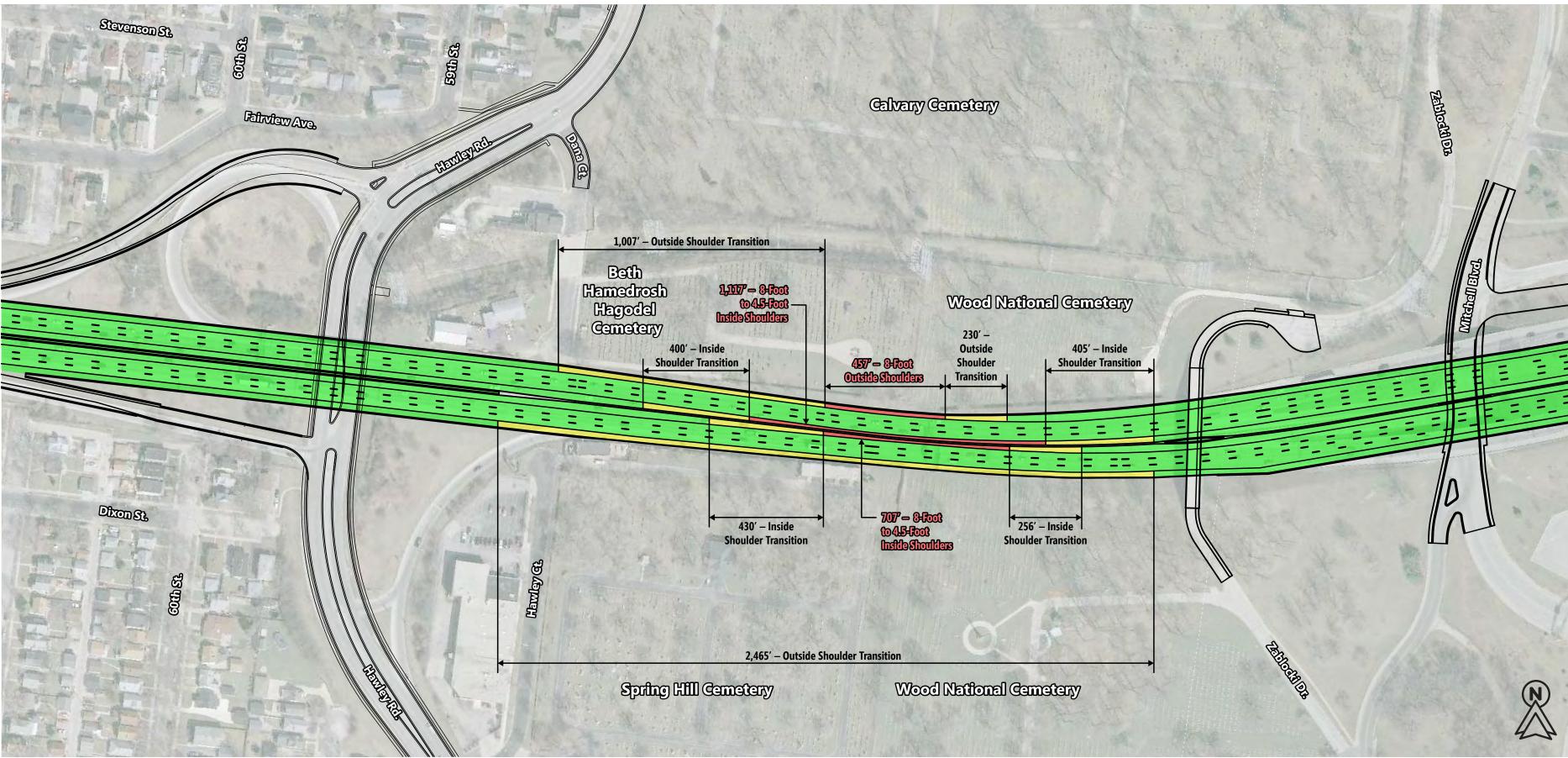
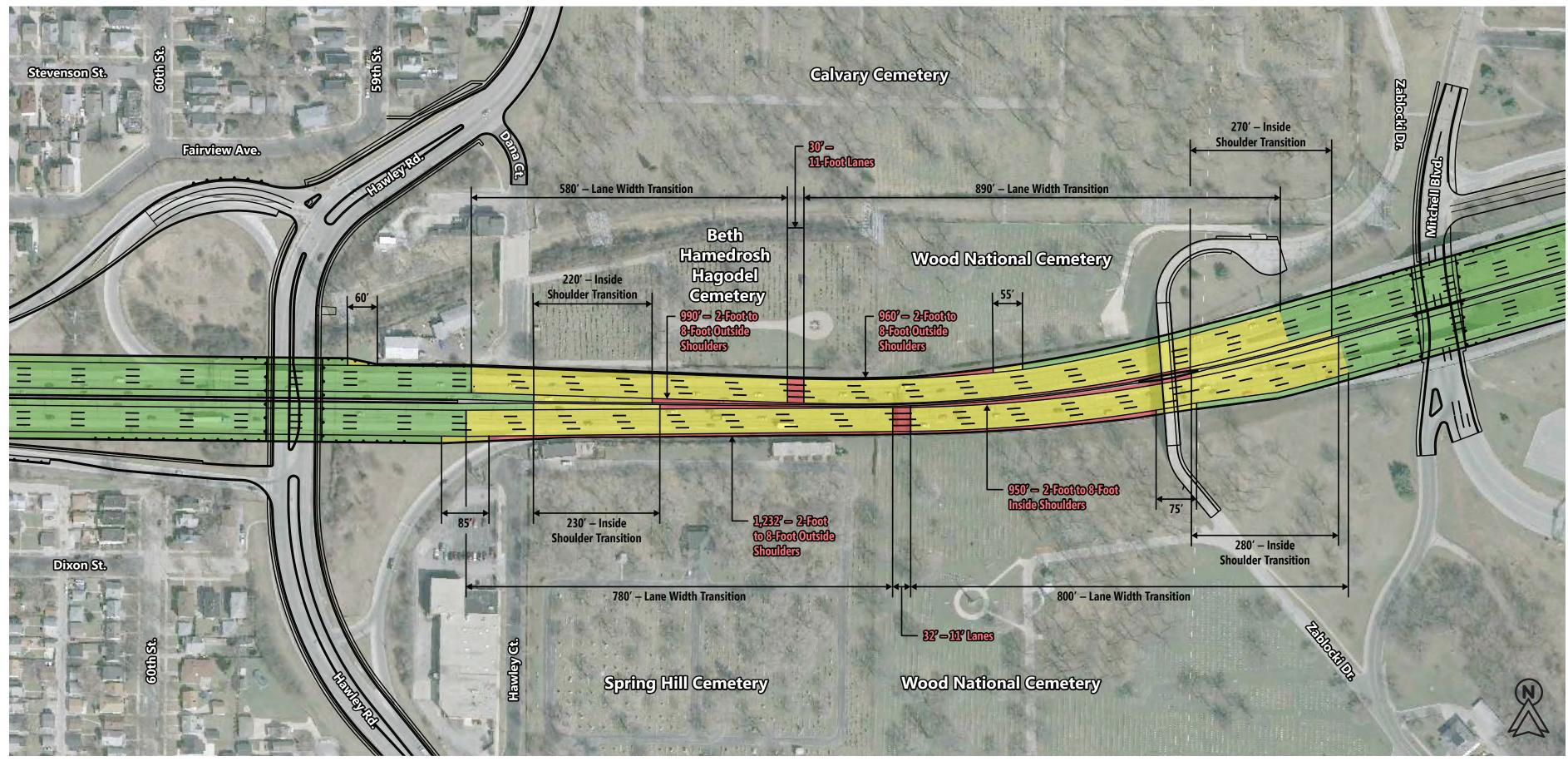


Lane and Shoulder Widths Proposed Design - 6-lane and 8-lane I-94 EAST-WEST





8-LANE (PREFERRED) ALTERNATIVE



LEGEND

Lane and Shoulder Widths Meet Standards 12' Lanes and 12' Shoulders

Lane and Shoulder Widths Transition Lane Widths Transition between 12' and 11' Shoulder Widths Transition between 12' and 8'

Minimum Lane and Less than 8' Shoulder Widths (No-Refuge) 11' Lanes Widths and 2'-8' Shoulder Widths



Stadium Interchange I-94 EAST-WEST











DIVERGING DIAMOND -PREFERRED ALTERNATIVE

STADIUM INTERCHANGE - ORIGINALLY DESIGNED TO CONNECT A FREEWAY SYSTEM THAT WAS NEVER COMPLETED

BUILD ALTERNATIVES INCLUDE A HYBRID OR SERVICE (DDI) INTERCHANGE WITH TRAFFIC SIGNALS

HYBRID:

TRAFFIC
 OPERATIONS
 SLIGHTLY BETTER

DIVERGING DIAMOND -PREFERRED ALTERNATIVE:

 LOWER COST THAN HYBRID (\$80M LESS)

THAN DDI
FEWER PREDICTED CRASHES THAN DDI
TRAFFIC FROM I-94 TO WIS 175 IS FREE FLOW

- SIMILAR HEIGHT TO EXISTING INTERCHANGE
- DIRECT ACCESS AT MITCHELL BLVD AND WISCONSIN AVE MAINTAINED
- WIS 175 LOWER POSTED SPEED THROUGH THE INTERCHANGE



Stadium Interchange Rendering Diverging Diamond Interchange - Preferred Alternative I-94 EAST-WEST





Stadium Interchange Driving Movements DDI - 6-lane and 8-lane I-94 EAST-WEST

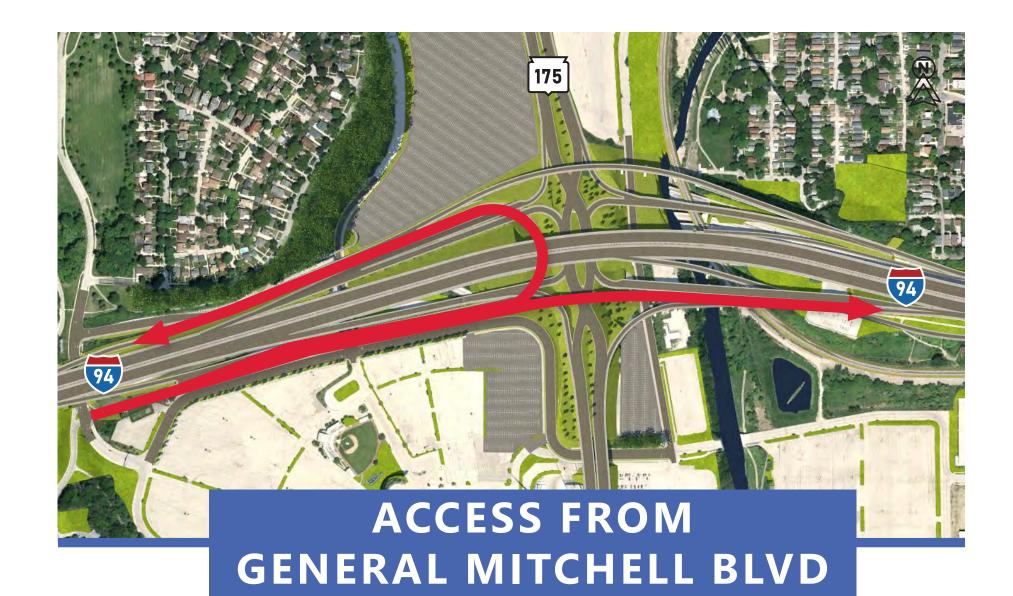
















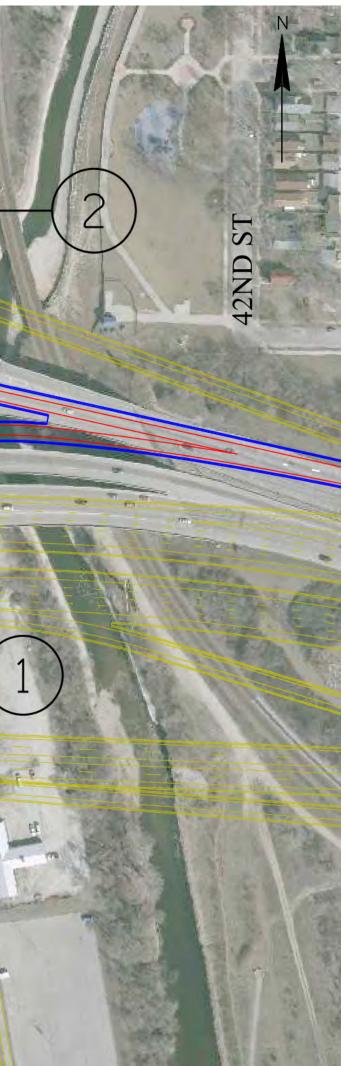
MAY 2022

Stadium Interchange – Height Comparison I-94 EAST-WEST

HYBRID 30 3b

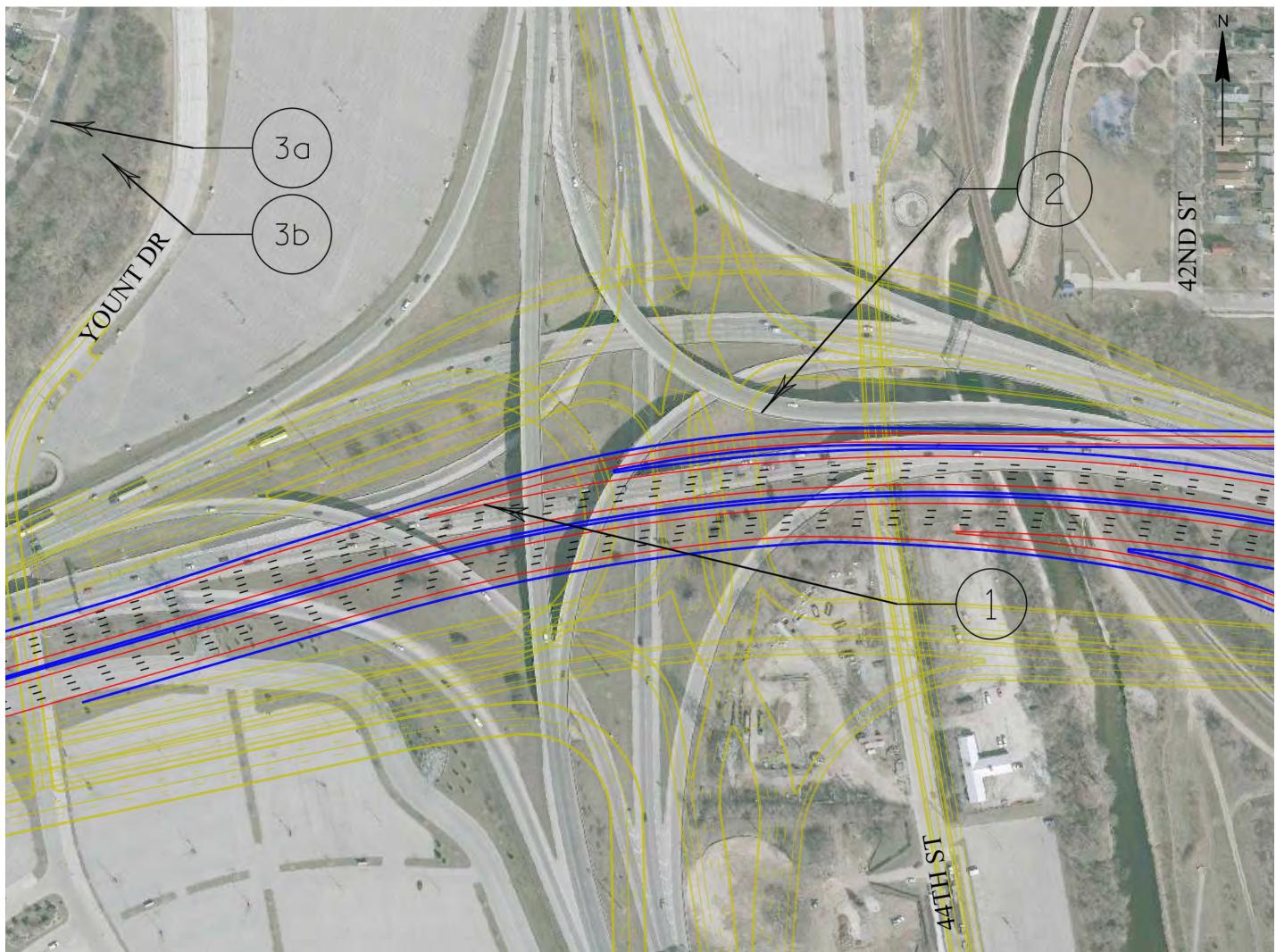
POINT KEY

- **1** Highest Proposed Elevation
- **2** Highest Existing Elevation
- **3a** Existing Roadway Elevation (N. Story Pkwy.)
- **3b** Existing Tree Line Elevation



684' (Hybrid) 659' (DDI)
659'
669'
720′

DIVERGING DIAMOND INTERCHANGE -PREFERRED ALTERNATIVE



INTERCHANGE HEIGHT

Hybrid Diverging Diamond Interchange *For Reference Comparison* Zoo Interchange Approximately 70' above lowest roadway Approximately 45' above lowest roadway

Approximately 95' above lowest roadway



Stadium Interchange Rendering HYBRID Alternative I-94 EAST-WEST







6-Lane/8-Lane with Stadium Interchange Alternatives Project Cost Comparison

I-94 EAST-WEST

Note: These figures will be refined as the project moves through design. Cost estimates are calculated by quantifying the main project components with unit costs from other recent freeway projects. A contingency is built in for items unknown until design is refined. Costs are calculated in 2021 dollars.

Mainline Alternatives	With Hybrid Stadium IC	With DDI Stadium IC	Cost Savings Hybrid - DDI
6-Lane Half Hawley Road Interchange	\$1.238 billion	\$1.158 billion	\$80 million
6-Lane Full Hawley Road Interchange	\$1.207 billion	\$1.127 billion	\$80 million
8-Lane Half Hawley Road Interchange	\$1.281 billion	\$1.201 billion (Preferred Alternative)	\$80 million





6-Lane/8-Lane with Stadium Interchange Alternatives Project Real Estate Impacts Comparison I-94 EAST-WEST

	8-Lan	ne Alternative	6-Lane Alternative			
	Hybrid Interchange Preferred Alternative		Hybrid Interchange		Diverging Interch	
	Hawley Road Half Interchange		Hawley Road Full Interchange	Hawley Road Half Interchange	Hawley Road Full Interchange	Hawley Road Half Interchange
New Right-of-Way (Acres)	49	49	42	48	42	48
Residential Displacements	1	1	1	1	1	1
Commercial Displacements	6	6	6	6	6	6
Institutional Displacements	1	1	0	1	0	1



Off-Interstate Improvements Not Applicable to all Build Alternatives; Applicable to Preferred Alternative I-94 EAST-WEST

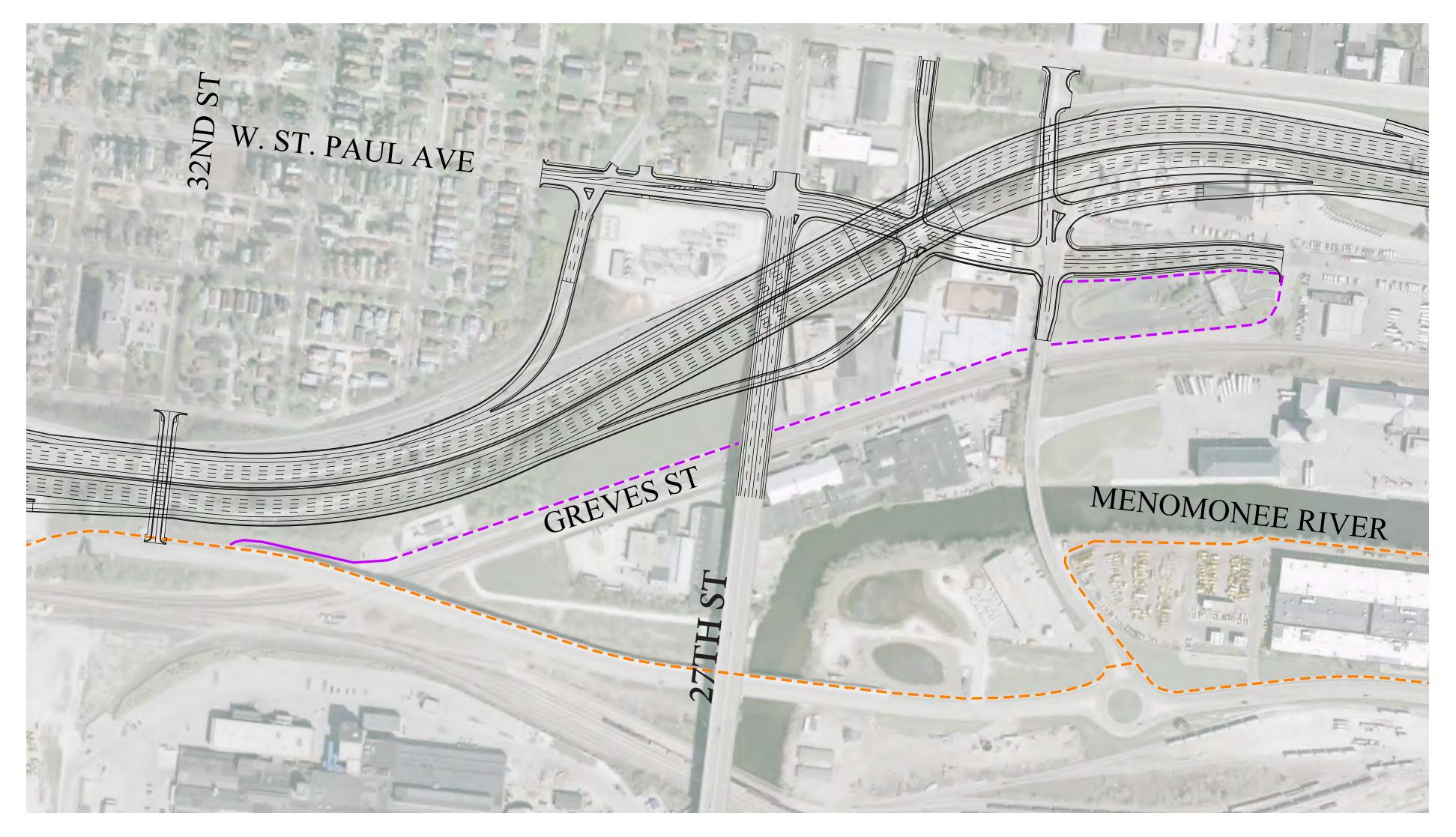




Proposed Connectivity: HAST **Connection to Greves/St. Paul**



I-94 EAST-WEST



- **On-Street Improvements**
- Hank Aaron State Trail
- Off-Street Improvements



GREVES STREET CONNECTION

PENDING UTILITY COORDINATION & OTHER FACTORS

- > Construct 10' shared-use path connecting 32nd Street with **Greves Street**
- > Maintain existing 6' sidewalk and add new sidewalk from

25th Street to St. Paul Avenue on north side of Greves Street > Add shared lane pavement markings for bikes

Proposed trail connection – on-street improvements



Proposed Connectivity: 25th/26th/St. Paul I-94 EAST-WEST

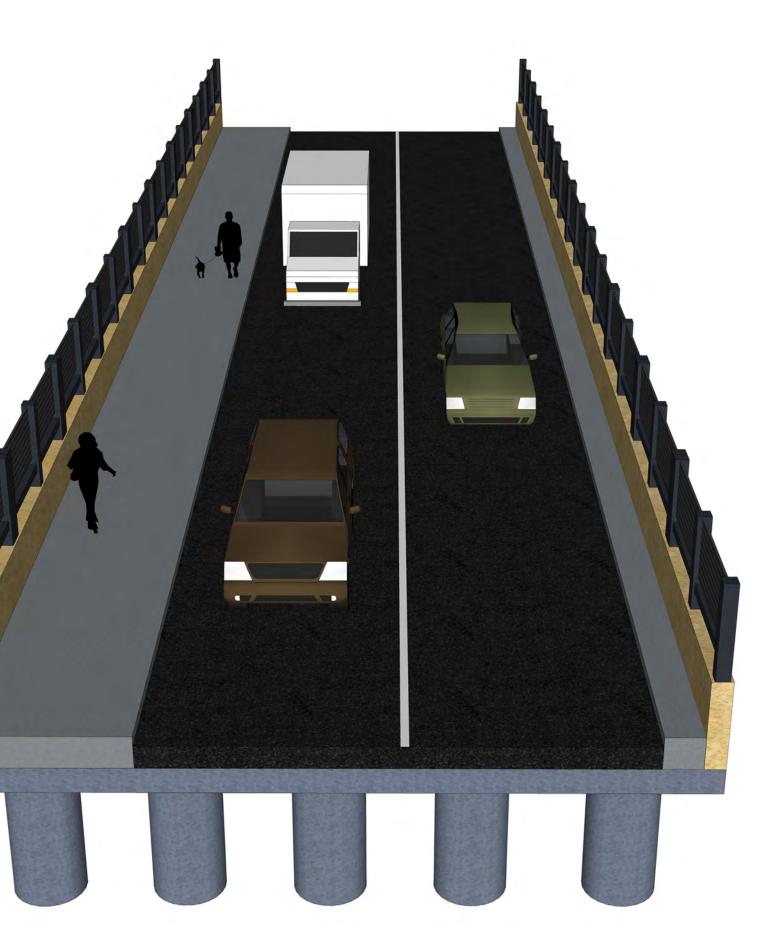


ONE-WAY 25TH STREET WITH SIGNALIZED INTERSECTIONS

- > 15' lanes (one-way southbound between Clybourn Street and St. Paul Avenue)
- > 10' shared-use path on west side of 25th Street, north of St. Paul Avenue
- > 10' shared-use path on east side of 25th Street, south of St. Paul Avenue
- > 6' sidewalks along 26th Street
- > Signalized intersections at 26th/25th Streets and St. Paul Avenue







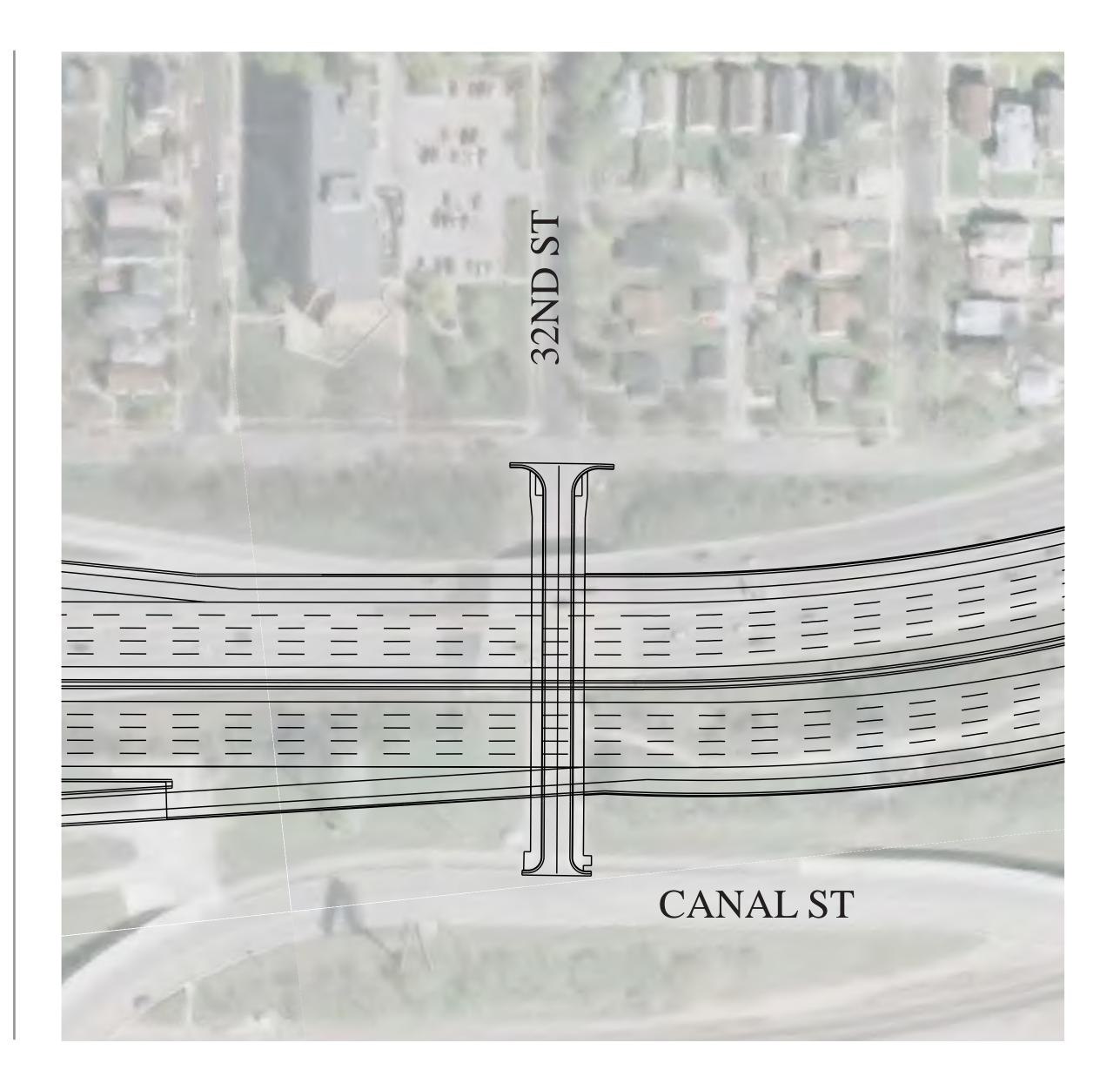
25th Street, north of St. Paul Avenue

Proposed Connectivity: 32nd Street I-94 EAST-WEST



PROPOSED TYPICAL SECTION ALONG 32ND STREET FROM PARK HILL AVE TO CANAL STREET

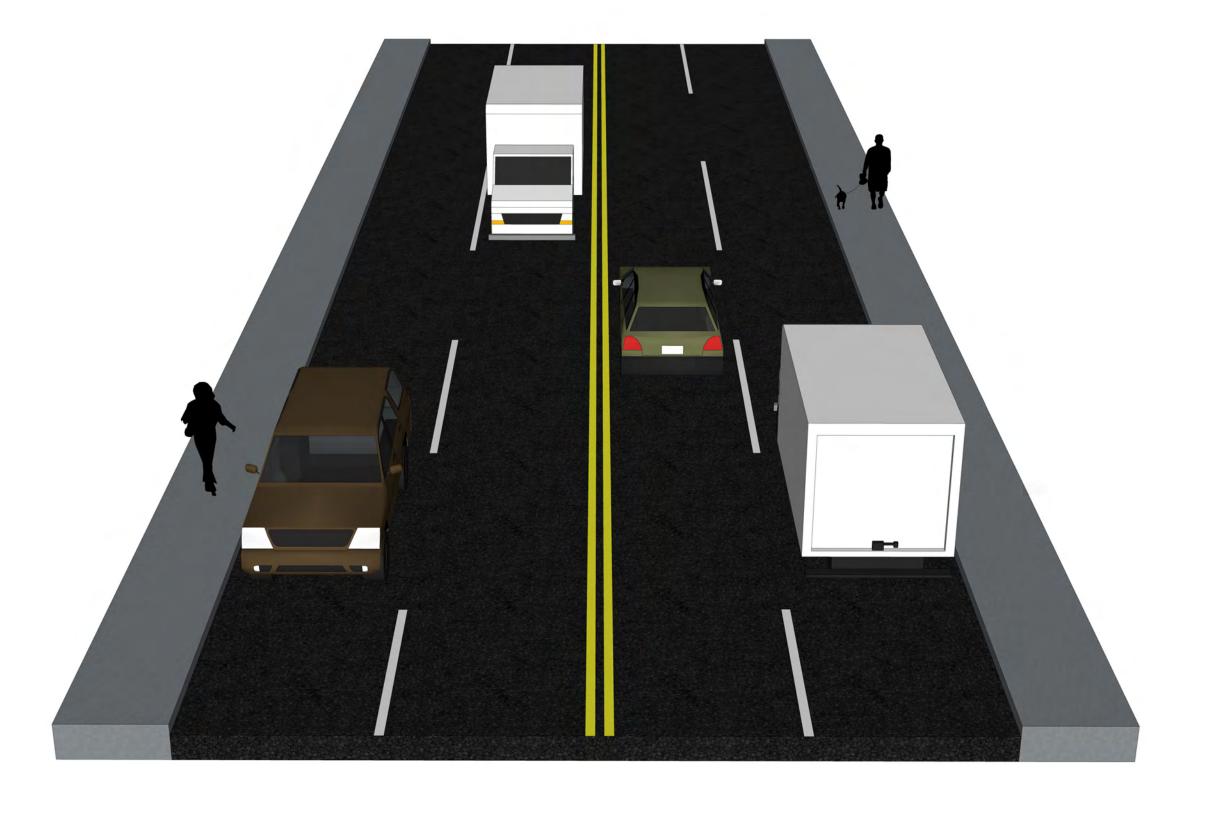
- > 12' lanes
- > 10' shared-use paths on both sides
- > No parking lane
- > Neighborhood input: eliminate parking to improve pedestrian safety







Proposed Connectivity: 35th Street I-94 EAST-WEST



SOUTH OF MT. VERNON AVENUE

- > 11' lanes
- > 6' sidewalks
- > No bike lanes
- > Limited impacts to adjacent properties





Proposed Connectivity: 44th Street Hank Aaron State Trail & Oak Leaf Trail Connection 1-94 EAST-WEST



NORTH OF BLUEMOUND ROAD

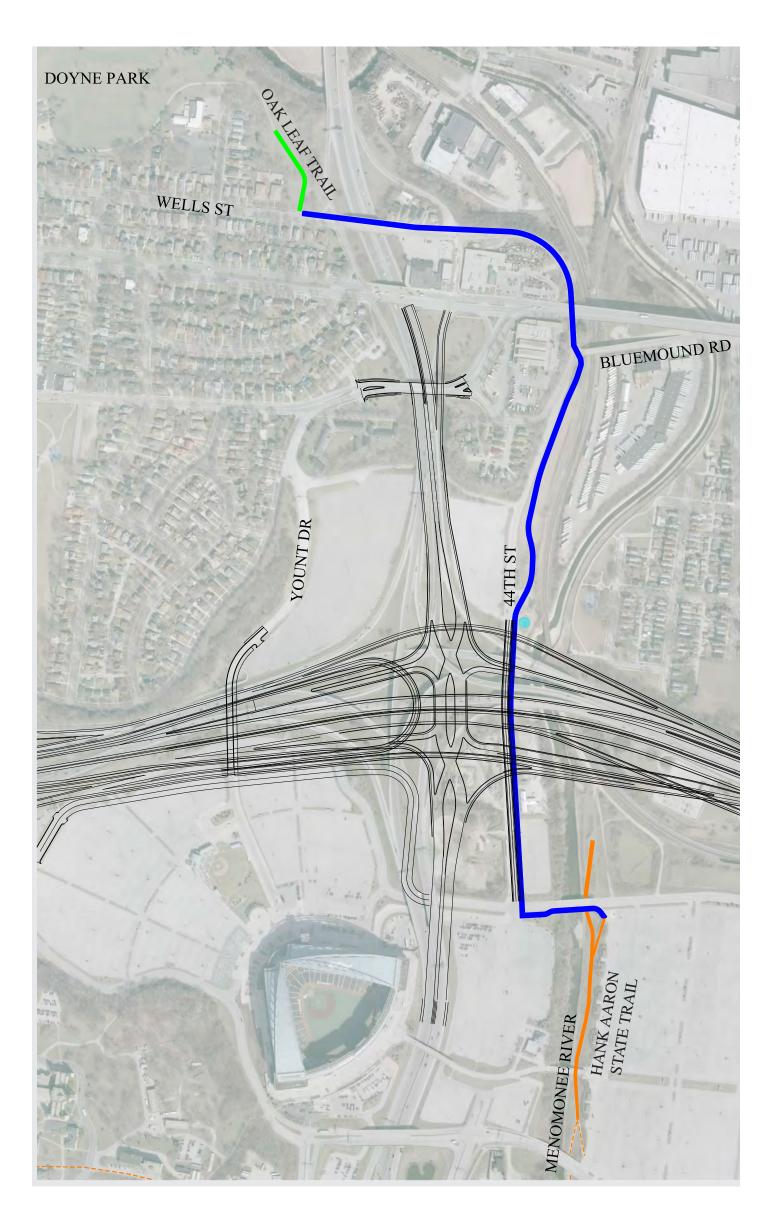
- > Existing 44th Street to remain
 - > 12' lanes
 - > 6' sidewalk on west
- > Add shared lane pavement markings for bikes along 44th Street and Wells Street



SOUTH OF BLUEMOUND ROAD

- > Construct 10' shared-use path on east side of 44th Street
 - > Adjacent to roadway through interchange
 - > Off alignment from interchange to Bluemound Road
- > Existing path/sidewalk on west side of 44th Street to remain (north of I-94)



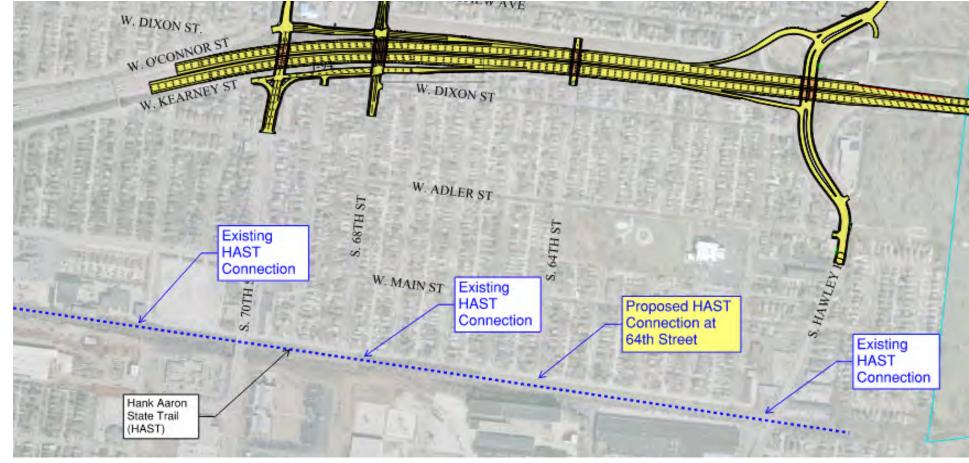


Proposed Connectivity: West of Stadium Interchange I-94 EAST-WEST



PROPOSED HANK AARON STATE TRAIL CONNECTION





LOCAL ROADWAY PED & BIKE ACCOMMODATIONS

	EXISTING		PROPOSED	
LOCATION	PEDESTRIAN	BIKE	PEDESTRIAN	BIKE
70th Street				
68th Street				\bigcirc
O'Connor Street (Existing & Proposed Sidewalk on North Side Only)				\bigcirc
Kearney Street (Existing & Proposed Sidewalk on South Side Only)				\bigcirc
69th Street				
64th Street				\bigcirc
Hawley Road				
Dana Court (Existing & Proposed Sidewalk on West Side Only)				\bigcirc
Zablocki Drive (Existing & Proposed Sidewalk on East Side Only)				
General Mitchell Boulevard		\bigcirc		\bigcirc
North Frontage Road - Mitchell Boulevard to Yount Drive (Existing & Proposed Sidewalk on North Side Only)	N/A	N/A		
Yount Drive (Existing & Proposed Sidewalk on East Side Only)				\bigcirc
46th Street	N/A	N/A		

Selig Drive				
Washington Street	N/A	N/A		

TYPICAL PROPOSED LOCAL ROADWAY SECTION

> 11' - 12' lanes

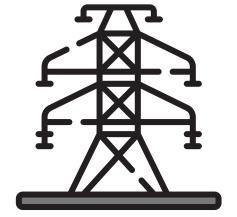
> Number of lanes varies per roadway
> 5' bike lanes or 4' paved shoulder next to 2' gutter

> 5' sidewalks with 5' terrace



Utility Considerations I-94 EAST-WEST





MAJOR POWER CORRIDOR FOR ATC AND WE ENERGIES

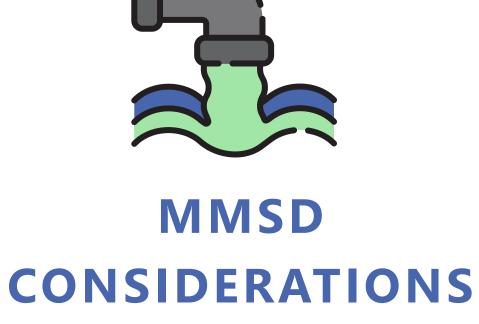




WAUWATOSA, WEST ALLIS, AND MILWAUKEE UTILITIES



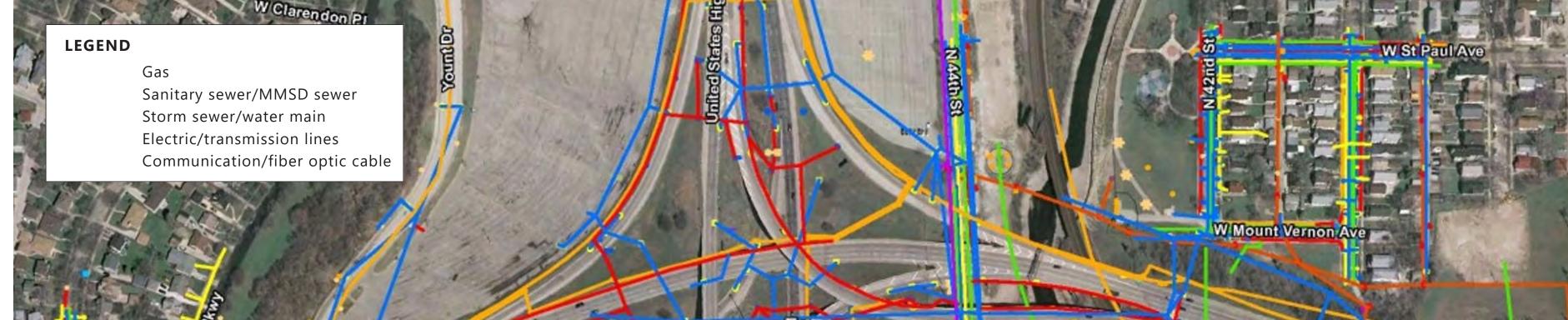




STORMWATER/ STORM SEWER CONSIDERATIONS

WORK UNDERWAY

- > Review and update utility data
- > Utility coordination (TRANS 220 process)
- > Identify utility conflicts with design
- > Estimate utility impact costs
- > Analyzing locations for power substations



UTILITY CONSIDERATIONS PRESENT THROUGHOUT CORRIDOR

