

### GREENHOUSE GAS ANALYSIS AVAILABLE

As part of the Interstate 94 (I-94) East-West corridor project, the Wisconsin Department of Transportation (WisDOT) completed an analysis to examine the potential greenhouse gas (GHG) emissions of project construction and future traffic operations. We examined each of the build alternatives we carried forward in the Supplemental Draft Environmental Impact Statement (EIS). **This newsletter (page 2) highlights key information included in the full report, which can be found on the project website: [WISCONSINDOT.GOV/94EASTWEST](http://WISCONSINDOT.GOV/94EASTWEST)**

**BACKGROUND:** WisDOT avoids, minimizes, or mitigates the impacts of transportation projects to the natural and human environment, to the extent practicable, while planning and delivering projects. Balancing the department’s environmental responsibilities with transportation program needs requires a thorough understanding of state and federal environmental requirements.

#### GREENHOUSE GAS (GHG) BACKGROUND

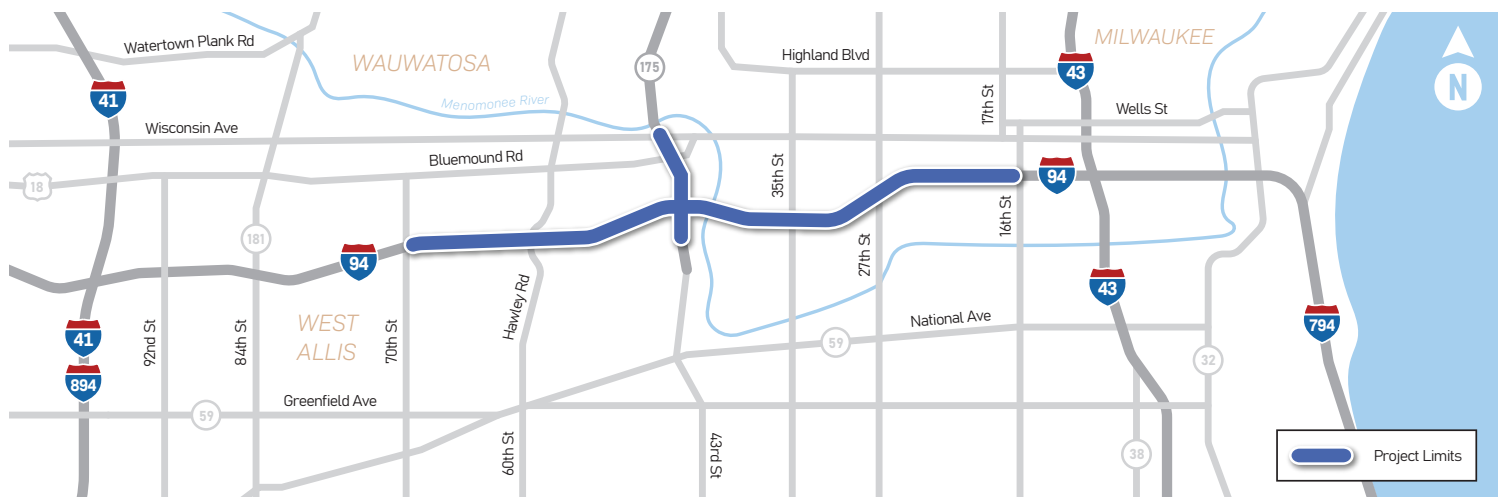
- > **What are greenhouse gases?** GHGs are trace gases that trap heat in the Earth’s atmosphere. Some GHGs such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Others are created and emitted solely through human activities.
- > **How was this analysis done?** GHG emissions from the project construction and future traffic operations and maintenance were estimated using the Federal Highway Administration (FHWA) Infrastructure Carbon Estimator (ICE). The ICE program was developed by FHWA to estimate the lifecycle energy and GHG emission from transportation infrastructure construction, maintenance, and operation.

**WE WELCOME YOUR COMMENTS!** 

Contact information is on the back page to mail or email comments.

An online comment form can also be found on the Public Involvement page of the project website:

**[wisconsindot.gov/94eastwest](http://wisconsindot.gov/94eastwest)**



<b>WHAT'S INSIDE?</b>	<b>Greenhouse Gas Analysis</b>	Page 2	<b>I-94 East-West Model Unveiled</b>	Page 5
	<b>Anticipated Schedule</b>	Page 2	<b>And More Summer Outreach</b>	Page 5
	<b>Latest News on Design</b>	Page 3	<b>What's Next?</b>	Page 6
	<b>35th Street Interchange</b>	Page 4	<b>Project Contacts</b>	Page 6



## I-94 EAST-WEST GREENHOUSE GAS (GHG) ANALYSIS

- > The GHG Analysis was completed in 2023, following the Supplemental Draft EIS availability period.
- > In most of the United States, transportation is the largest source of GHG emissions, mostly carbon dioxide. In Wisconsin, the electricity sector is the top GHG contributor.
- > The I-94 East-West GHG emission analysis was performed for the existing conditions, future build, and no-build alternatives. The analysis was based on an opening year of 2030 (approximate end of construction) and traffic forecast horizon year 2050.
- > The cumulative GHG emissions (construction and operation) between the years 2030 and 2050 is about 1.5% greater for the 8-lane diverging diamond compared to the 6-lane diverging diamond alternative.
- > **The GHG emissions in 2030 are projected to be approximately 17% to 19% lower than 2019 while GHG emissions in 2050 are projected to be 22% to 24% lower than in 2019.** The lower GHG emissions in future years are due to the fleet turnover, improved fuel economy, and increased use of alternative fuel vehicles.
- > Mitigation measures are in section 5.3 of the GHG Analysis.
- > **Comments on the Greenhouse Gas Analysis** may be submitted from the original posting of the Greenhouse Gas Analysis to November 30, 2023. Comments submitted following the end of the comment period will be included in the project record. See contact information on back page.

## WHAT'S NEW?

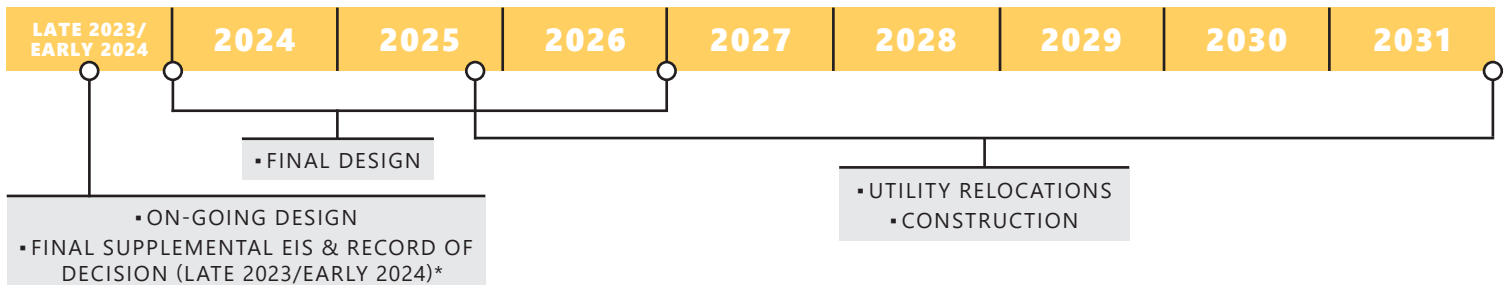
The Council on Environmental Quality (CEQ) issued interim guidance on assessing GHG emissions and climate change effects under the National Environmental Policy Act (NEPA) on **January 9, 2023**. This interim guidance offered FHWA and WisDOT a federally approved methodology to examine GHG emissions as a result of the I-94 East-West Corridor project.

## GREENHOUSE GAS REGULATIONS

Agencies should use this interim guidance to inform the National Environmental Policy Act (NEPA) review for all new proposed actions. Agencies should exercise judgment when considering whether to apply this interim guidance to the extent practicable to an on-going NEPA process. **(NOTE: the I-94 East-West project was not required to perform this analysis for this environmental document. Instead, WisDOT and FHWA proactively completed this extra analysis in response to newly released federal guidance and public input.)** Agencies should consider applying this interim guidance to actions in the Environmental Impact Statement (EIS) preparation stage if this would inform the consideration of alternatives or help address comments raised through the public comment process.

**How is GHG analysis used?** The CEQ interim guidance does not establish any particular quantity of GHG emissions as "significantly" affecting the quality of the human environment. Agencies are not required to select the alternative with the least impact, though the findings are useful to inform decisions.

## ANTICIPATED SCHEDULE



**Notes:**

The Record of Decision is the final step in the Federal Highway Administration approval of the environmental document. Design schedules are dependent on future approvals. Construction schedules are dependent on budget allocations.

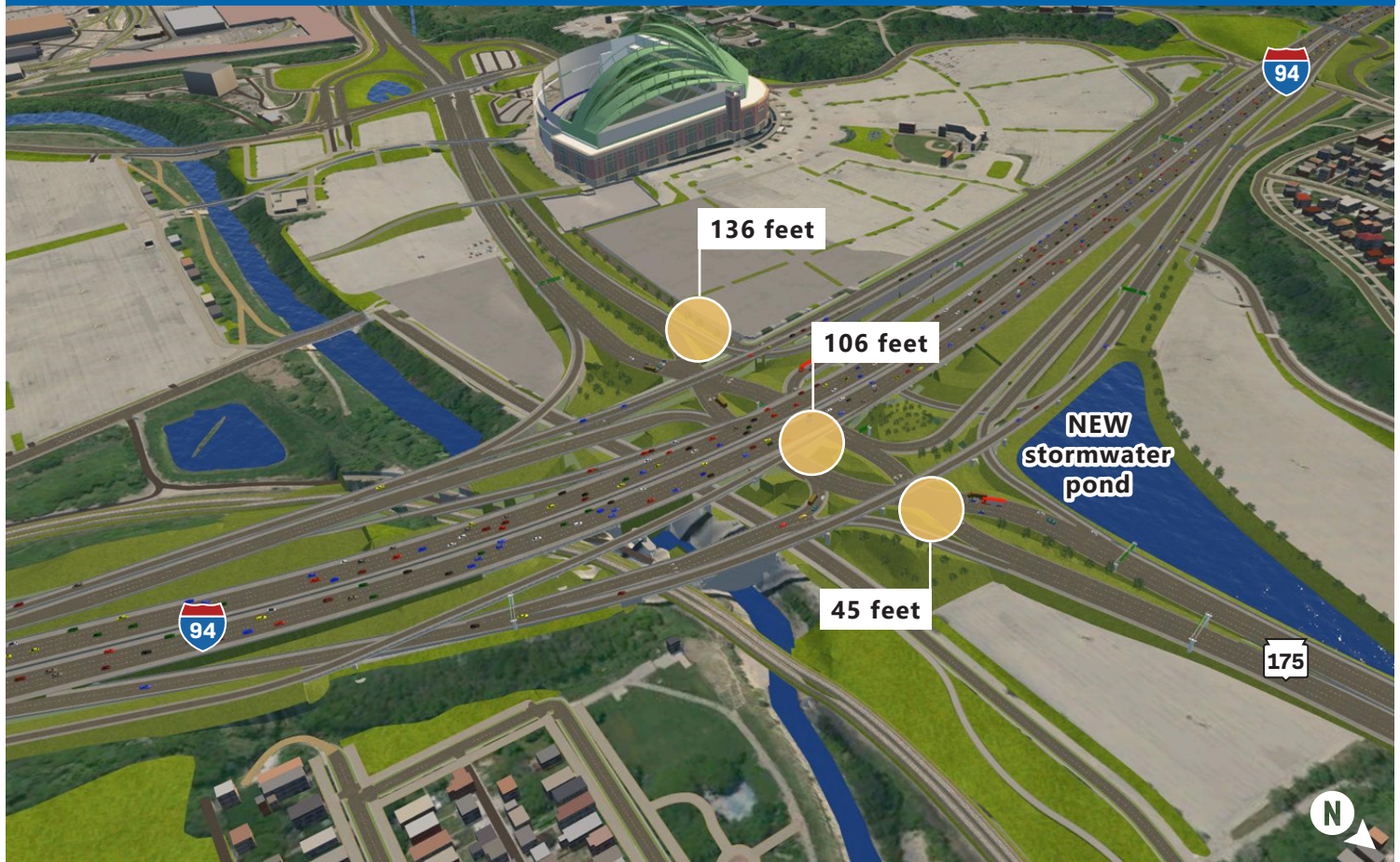
## LATEST NEWS ON DESIGN

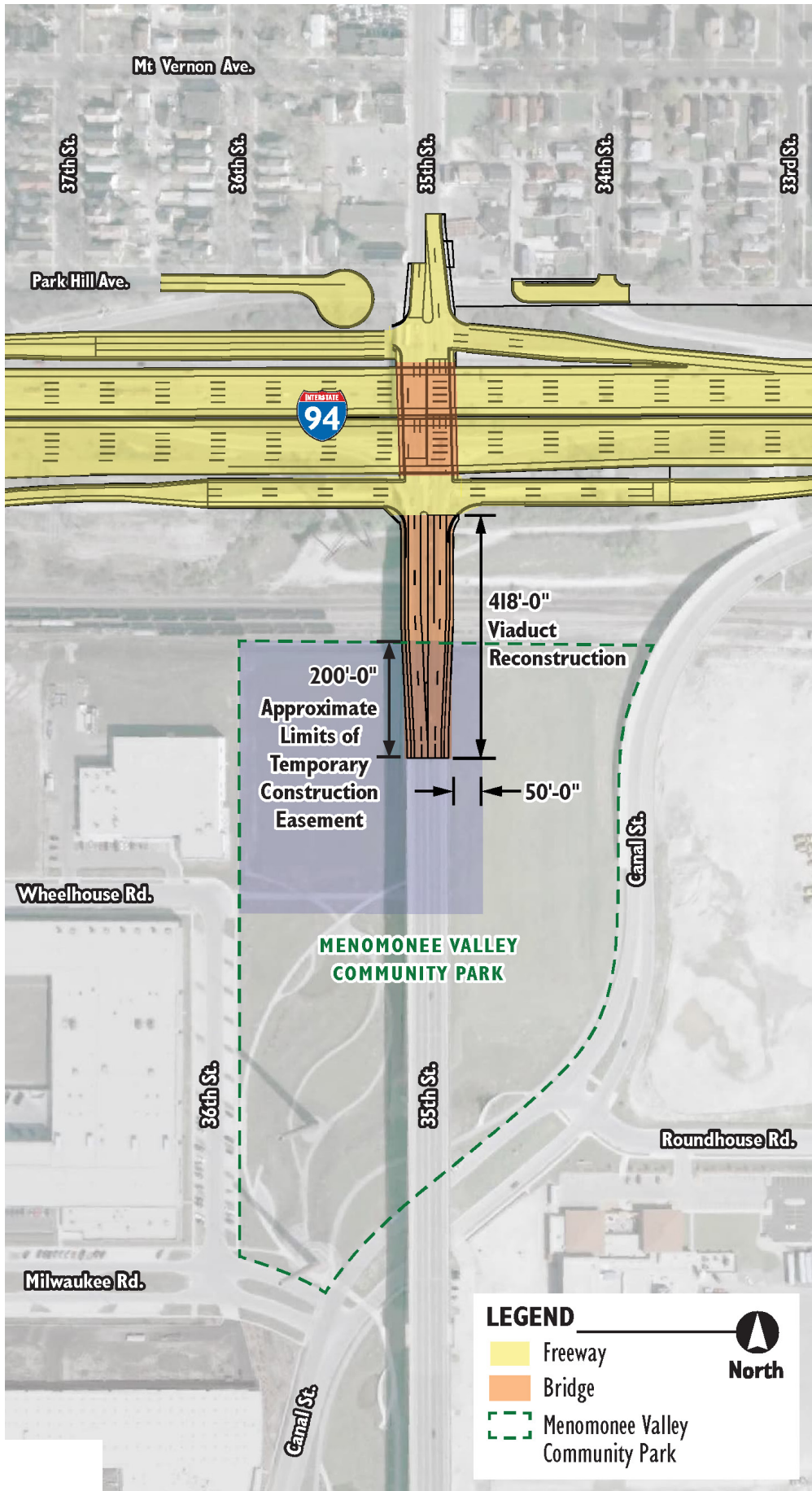
As the design is advanced, it is normal for adjustments to be made to the preferred alternative included in the environmental document. Minor revisions will continue to be made to the design to address project impacts, improve operations, and construct the project.

The following are changes being recommended to the design since the preferred alternative was shown in the 2022 Supplemental Draft EIS:

- > WIS 175 shift to the east as shown on the graphic below, reducing the cost of the project, and simplifying the construction. The shift is most noticeable to the south of I-94 in the area of the stadium parking lots. A stormwater pond is being planned in the northwest quadrant of the interchange.
- > Hawley Road designs will be modifying the road layout from two lanes to one lane in each direction through the interchange, allowing for separated bike/sidewalk.
- > WisDOT is no longer including the reconstruction of the Bluemound Road Bridge over WIS 175 in this project. Replacing the Bluemound Road Bridge was required under the hybrid Stadium Interchange design. With the selection of the diverging diamond interchange, the Bluemound Road Bridge no longer needs to be replaced. The alignment and reconstruction of the bridge may be considered as part of the Reimagining WIS 175 study.
- > The 27th Street Viaduct limits have moved north. With continued design refinement, the southern limit of the viaduct changes will be moved north of the railroad and Greves Street, saving taxpayer dollars and construction time.
- > 69th Street was planned as a cul-de-sac at O'Connor Street under the preferred alternative. The cul-de-sac is no longer necessary and 69th Street will connect to O'Connor Street as it does today.

Compared to the designs shared at the 2022 public hearings, **the diverging diamond interchange has shifted slightly to the east** at the locations noted below:





### 35th Street Interchange/ Menomonee Valley Community Park

For the preferred alternative, part of the 35th Street viaduct over the Menomonee Valley Community Park will be reconstructed. The limit of the viaduct reconstruction is approximately 200-feet south of the park’s northern boundary (see image). This would temporarily require approximately 4.8 acres of park property to be used during construction to access the construction site and stage construction equipment. This area includes the soccer fields west of the viaduct, the area under the viaduct, and an area about 50-feet east of the viaduct. This area would be needed for less than 2 years (currently estimated from fall 2027 to fall 2029). The soccer fields east of the viaduct would still be available for use during construction. The construction area will be fenced off to ensure the safety of those using the soccer fields during construction. After construction, WisDOT would return the park property to its pre-construction condition.

Additionally, one existing bridge support, or pier, within the park will be removed and replaced by two new piers. The width of the new piers will match the width of the existing pier at ground level.

WisDOT is asking the public to provide comments on potential impacts of the project on the park. Please provide comments by November 30, 2023.

**I-94 EAST-WEST  
MODEL UNVEILED**

**SCALE MODEL DEBUTS AT  
WISCONSIN STATE FAIR**

WisDOT unveiled the scale model of the I-94 East-West Preferred Alternative at the Wisconsin State Fair. The ten-foot long, four-foot wide model is complete with miniature road signs, homes, and landmark buildings that surround the corridor. The model also shows the diverging diamond Stadium Interchange. The model helps viewers visualize how the corridor will look and operate when construction is completed.

Tens of thousands of people stopped by the WisDOT booth to watch the drive through videos, check out the model, talk with staff, or pick up maps and handouts. We appreciate all the feedback we received.

Thanks to everyone who took the time to visit our booth!



*WisDOT's Southeast Region Director is explaining the model to Fair-goers*

**AND MORE SUMMER OUTREACH!**

National Night Out celebrations across the community attract thousands of visitors. Our I-94 project team set up booths at five National Night Out events to share project information and receive feedback from the public.

A public meeting was held in West Allis in July to discuss the extension of Washington Street through the old Allis Chalmers development in West Allis. The new street extension will be a connection between 60th Street and 70th Street in West Allis.

WisDOT's project team has shared information at community organization meetings, bike/walk events, and in meetings with individuals and stakeholder groups.

We appreciate all the great conversations we have at these community events!



*Stakeholders enjoy looking at the model and learning about the project*



**SCAN ME  
TO VISIT  
THE  
PROJECT  
WEBSITE!**



## WHAT'S NEXT?

Our current plan is to schedule and conduct a public involvement meeting following the FHWA approval of the Supplemental Final Environmental Impact Statement/Record of Decision.

Noise barrier public meetings will likely take place in the qualifying areas within a few months following the federal approvals.

We will continue to take and consider comments throughout all phases of the project - environmental, design, construction.



Community members providing comment at the public hearing held in December 2022

## STAY INVOLVED!

Opportunities for public engagement will continue.

- > Following the state process, WisDOT will involve the communities, neighborhoods, and property owners most impacted by the placement of noise barriers.
- > Detailed planning and design for the improvements to local roads, interchanges, and the mainline freeway will include community officials, neighborhoods, businesses, and impacted property owners.
- > Do you have a group or organization you would like us to speak to? We welcome the opportunity to engage with the public at neighborhood meetings, civic organizations, business groups, and others.
- > If you would like our project team to meet with your organization, please contact our project manager, Chris Zacharias at [I94EW@dot.wi.gov](mailto:I94EW@dot.wi.gov) or (262) 548-6716 or fill out the online comment form on the project website.

## PROJECT CONTACTS



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### PROJECT EMAIL

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### PROJECT WEBSITE

[wisconsin.dot.gov/94eastwest](http://wisconsin.dot.gov/94eastwest)