

# I-94 East-West Freeway Corridor Study

## Impacts summary table from DEIS

I-94 EAST-WEST CORRIDOR STUDY DRAFT EIS

TABLE S-1  
Impact Summary Table

Impact	8 Lane Modernization Alternatives						Corridor Total
	No build	West Segment			East Segment		
		At grade (No Hawley)	At grade (Half Hawley)	Double Deck	On alignment	Off alignment	
Total Cost (2014 dollars in millions)	\$0	\$115	\$125	\$295 to \$345 <sup>a</sup>	\$710 to \$735 <sup>b</sup>	\$785 to \$810 <sup>b</sup>	\$825 to \$1,155
New Right-of-Way (acres) <sup>c</sup>	0	7	8	13	42 to 47	44 to 49	49 to 62
Residential Displacements (housing units)	0	4	5	10	3	3	7 to 13
Commercial Displacements	0	1	2	2	8 <sup>d</sup>	6 <sup>d</sup>	7 to 10 <sup>d</sup>
Institutional Displacements	0	0	0	0	0	0	0
100-year Floodplain Crossings (no new crossings)	1	0	0	0	1	1	1
Floodplain (acres)	0	0	0	0	0	0	0
Stream Crossings (no new crossings)	1	0	0	0	1	1	1
Wetland (acres)	0	0	0	0	0.1	0.1	0.1
Parkland (acres)	0	0	0	0	0	0	0
Threatened and Endangered Species (Yes/No)	No	No	No	No	Yes	Yes	Yes
Primary Environmental Corridor (acres)	0	0	0	0	0	0	0
Adverse Effects to Historic Properties	0	0	0	3 <sup>e</sup>	0	0	0 to 3
Archaeological Sites Affected	0	0	0	0	0	0	0
Environmental Justice Issues (Yes/No)	No	No	No	No	No	No	No
Air Quality Permit	No	No	No	No	No	No	No
Noise Receptors Impacted (Design Year 2040)	0	130	113	98/110 <sup>f</sup>	50	83	148 to 213
Potential Contaminated Sites (sites recommended for additional field testing)	0	2	2	3	37	47	39 to 50

<sup>a</sup> The all up option is estimated to cost \$295 million and the partially down option \$320 to \$345 million.  
<sup>b</sup> Construction in the Stadium Interchange area of the east segment is about \$25 million greater if the Double Deck alternative is selected for the west segment.  
<sup>c</sup> In addition to right-of-way acquisition, easements (not included as part of the right-of-way total in this table) may be required.  
<sup>d</sup> There are two (On-alignment) to three (Off-alignment) additional vacant commercial buildings/parcels that will be acquired (June 2014).  
<sup>e</sup> Historic properties affected are Calvary Cemetery; Northwestern Branch, National Home for Disabled Volunteer Soldiers National Historic Landmark and Historic District; and Story Hill Residential Historic District 2 and 3.  
<sup>f</sup> There are 98 noise receptors impacted with the all up option and 110 impacted with the partially down option.

FHWA-WI-EIS-2014-02-D

PROJECT I.D. 1060-27-00  
I-94 EAST-WEST CORRIDOR  
70<sup>th</sup> STREET TO 16<sup>th</sup> STREET  
MILWAUKEE COUNTY, WISCONSIN

**DRAFT ENVIRONMENTAL IMPACT STATEMENT**  
and Section 4(f) Evaluation

Submitted Pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303  
by the  
U.S. Department of Transportation, Federal Highway Administration,  
State of Wisconsin Department of Transportation  
Cooperating Agencies

U.S. Department of the Interior, National Park Service  
U.S. Army Corps of Engineers  
Wisconsin Department of Natural Resources (pursuant to 23 U.S.C. 139)

**APPROVALS**

*[Signature]* 11-9-2014 Date For Federal Highway Administration  
*[Signature]* 11/9/2014 Date For Wisconsin Department of Transportation

**CONTACTS FOR ADDITIONAL INFORMATION ABOUT THIS DOCUMENT**

George Poirier  
Division Administrator  
Federal Highway Administration  
525 Junction Road, Suite 8000  
Madison, WI 53717  
Phone: 608-829-7500

Rebecca Burkel  
Director  
WisDOT Bureau of Technical Services  
P.O. Box 7965  
Madison, WI 53707-7965  
Phone: 608-516-6336

FHWA will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b), unless FHWA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319.

**ABSTRACT**

The I-94 East-West Corridor study area includes I-94 from 70<sup>th</sup> Street to 16<sup>th</sup> Street, a distance of about 3.5 miles. This corridor has safety issues and design and operational deficiencies, including closely spaced interchanges, a combination of left-hand and right-hand exit and entrance ramps, and deteriorated pavement. As traffic increases, safety and traffic operations on this corridor will continue to deteriorate. By 2040, increased traffic volumes will cause I-94 to operate at level of service D to F during peak periods. The Environmental Impact Statement evaluates the social, environmental, and economic impacts of the No-build alternative and a range of Build Alternatives, as well as the extent to which these alternatives address the project's purpose and need.

Comments on this Draft Environmental Impact Statement are due by January 13, 2015, or 60 days after the Notice of Availability is published in the Federal Register, whichever is later, and should be sent to:

Jason Lynch, P.E.  
Supervisor  
Wisconsin Dept. of Transportation  
141 N.W. Barstow Street  
Waukesha, WI 53188  
jason.lynch@dot.wis.gov

