

I-94 East-West Freeway Corridor Study

Wisconsin Department of Transportation



Hearing handout packet

Public hearing for Draft Environmental Impact Statement I-94 East-West Freeway Corridor Study

(70th Street to 16th Street)

Milwaukee County

Project I.D.: 1060-27-00

Tommy Thompson Youth Center

December 3, 2014, 3 to 7 p.m.

Marquette University High School

December 4, 2014, 5 to 8 p.m.



U.S. Department of Transportation
Federal Highway Administration

Handout packet content

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Welcome and Purpose of Public Hearing

Thank you for attending today's public hearing for the I-94 East-West Freeway Corridor Study.

The purpose of this public hearing is to provide you the opportunity to give testimony on the Draft Environmental Impact Statement (Draft EIS) that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor. The Draft EIS does not recommend a "preferred" alternative. The Final EIS shall identify the preferred alternative and evaluate all reasonable alternatives considered. It shall also discuss substantive comments received on the Draft EIS and responses thereto, summarize public involvement, and describe the mitigation measures that are to be incorporated into the proposed action.

This public hearing is part of the process for involving the public in transportation decision-making. This is your opportunity to have a voice in proposed improvements to the I-94 East-West Corridor and its associated design and environmental aspects.

This public hearing includes a project presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. All testimony will be entered into the public hearing record, along with other public hearing presentations, exhibits and materials.

This public hearing will focus on the following aspects of the proposed I-94 East-West Freeway Corridor Study project:

- The corridor location and existing conditions
- Design features of the proposed improvements
- Alternatives being considered
- The National and Wisconsin Environmental Policy Act public hearing process, as applicable, on projects which include preparation of an environmental document. The Final EIS and Record of Decision prepared following this public hearing will be the decision documents for the proposed improvements.
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the United States including wetlands.

Copies of the Draft EIS document are available for review at this public hearing.

Public Hearing Agenda

Tommy Thompson Youth Center – December 3, 2014

Time	Item
3:00 p.m.	Sign in, pick up handout, review exhibits, visit with project staff and ask questions about the proposed improvements.
	Important! – Decide if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Availability to provide Private Verbal Testimony* and Written Testimony* begins. Both options are available until the end of the public hearing.
3:30 p.m.	Project presentation in banquet room #2.
	Public Verbal Testimony* option begins in banquet room #2 after the presentation.
	Opportunity to review exhibits and visit with project staff continues.
7:00 p.m.	Public Hearing ends.
	Submit written testimony via mail or email by* January 13, 2015

Marquette University High School – December 4, 2014

Time	Item
5:00 p.m.	Sign in, pick up handout, review exhibits, visit with project staff and ask questions about the proposed improvements.
	Important! – Decide if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Availability to provide Private Verbal Testimony* and Written Testimony* begins. Both options are available until the end of the public hearing.
5:30 p.m.	Project presentation in the Cannon Commons.
	Public Verbal Testimony* option begins in the Cannon Commons after the presentation.
	Opportunity to review exhibits and visit with project staff continues.
8:00 p.m.	Public Hearing ends.
	Submit written testimony via mail or email by* January 13, 2015.

*See the following “Options and Instructions for Providing Testimony”

Options and Instructions for Providing Testimony

There are several options for providing testimony. However you wish to provide testimony, it will become part of the public hearing record, and the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) will review and consider your testimony. Provide comments on the alternative(s) you support or oppose and your reasons. **Testimony should be limited to tonight's public hearing aspects (listed on Page 1) and statements or opinions about the proposed project.** Project staff is available to answer questions related to the project during the informal discussions, but any comments will not be recorded by the court reporter or included in the public hearing record. The options for providing testimony are:

- Private Verbal Testimony
- Public Verbal Testimony
- Written Testimony

Private Verbal Testimony

This option is available if you wish to make your statement privately to the court reporter rather than in front of an audience. This option is available during the entire public hearing although you are also encouraged to attend the project presentation. **See presentation start times listed in the Public Hearing Agenda on page 2.**

Provide the court reporter with your completed "Registration Slip for Verbal Testimony" (at the sign in table), state your name, address, and if applicable, the group, organization or business you are representing.

Give the court reporter your testimony.

Public Verbal Testimony

Public verbal testimony will be accepted following the presentation if you wish to make your statement to the panel, in front of an audience. **See presentation start times listed in the Public Hearing Agenda on page 2.**

Complete a "Registration Slip for Verbal Testimony" (at the sign in table). Give it to designated project staff any time before, during or immediately following the project presentation. Your name will be called in the order the registration slips are received.

When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization or business you are representing.

Please limit your testimony to three (3) minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so.

Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends (see end times on page 2), whichever comes first.

Options and Instructions for Providing Testimony (cont)

Written Testimony

You may provide written testimony in addition to, or in place of, verbal testimony.

Complete the “Written Testimony Form” (at the sign in and comment tables). You may also use your own stationery. Include your name, address, and if applicable, the group, organization or business you are representing.

If you prepared written testimony prior to the public hearing, you may submit that also.

There are two options for submitting your written testimony:

1. **Submit Tonight:** Complete the Written Testimony Form and place the form along with any other supporting documentation in the box located on the comment table.

OR

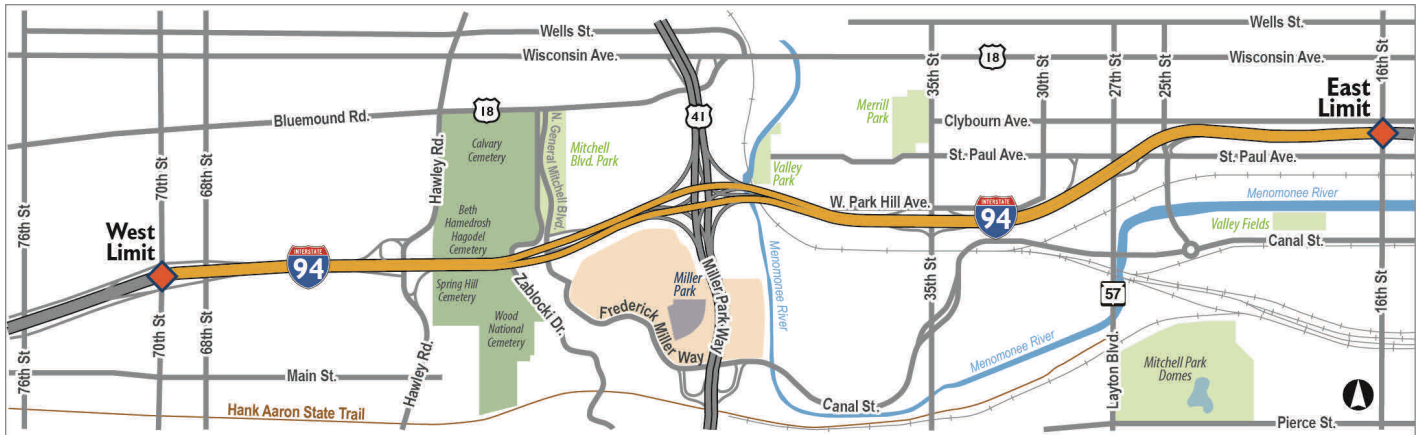
2. **Mail In:** You may prefer this option if you would like additional time to organize your thoughts/testimony. **Self-addressed, postage paid envelopes are available at the sign-in table for your convenience.**

You may also send written testimony via e-mail. See “WisDOT Contact Information” on Page 18 of this handout. Mailed or e-mailed testimony must be postmarked no later than January 13, 2015 to be included in the official public hearing record.

Information for the Public Hearing Record

In addition to the testimony provided at this public hearing, all exhibits, handouts, presentations and displays at the public hearing will be included in the official public hearing record. Page 6 of this handout contains a summary listing of these materials. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing record provided they are postmarked no later than January 13, 2015.

Study Location Map



Environmental Documentation Process

The environmental documentation process includes development of a project purpose and need, range of alternatives, evaluation and screening of alternatives and identification of a preferred alternative. Numerous factors are considered throughout the environmental document development process including safety, mobility, compatibility with state/regional/local plans, engineering design standards, impacts to the socio-economic, natural and physical environment, cost, and input from the public and state/federal review agencies.

The I-94 East-West Freeway Corridor Study is currently at the Draft EIS stage. The Draft EIS documents the project purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the development of the purpose and need and refinement of alternatives.

The Final EIS will identify the preferred alternative, reasons for its selection and summarize the results of public testimony provided during the public hearing and document availability period along with agency comments on the Draft EIS.

Project Statement

Project Description

The I-94 East-West Corridor is located in central Milwaukee County and includes 3.5 miles of I-94 from 70th Street on the west to 16th Street on the east. The study area contains the following existing interchanges:

- 68th Street/70th Street at I-94
- Hawley Road at I-94
- Mitchell Boulevard at I-94
- Stadium Interchange (I-94, US 41, Miller Park Way)
- 35th Street at I-94
- 25th/26th/28th Street at I-94
- Bluemound Road /Wisconsin Avenue/Wells Street at US 41, located just north of I-94

The I-94 East-West freeway was constructed in the early 1960s and is one of the busiest routes in southeastern Wisconsin. It serves a vital link to downtown Milwaukee and the western suburbs, and is part of a major east-west Interstate route serving national, regional, and local traffic for trips within and through the study area. I-94 provides access to and from manufacturers, merchants, commuters, and tourists within southeast Wisconsin and other areas.

The scope of the proposed action is to rebuild the freeway and bridges, modify interchange access to improve safety and traffic flow, and reconstruct local streets affected by freeway reconstruction. The project would provide a safer and more efficient transportation system in the I-94 East-West Corridor while minimizing impacts to the natural, cultural, and built environment to the extent feasible and practicable.

Description of Public Hearing Exhibits

Exhibits at the hearing show the reasons the project is needed, the alternatives under consideration, and the costs and impacts of the alternatives.

Project location map	Impacts summary table from Draft EIS
Project schedule	Utility concerns
Study schedule	Stormwater concerns
Existing design deficiencies	Section 106 historic and cultural resources
Pavement life cycle	Boundaries of Section 4(f) properties
Total crash rate (statewide average)	Noise barrier - how they work; effectiveness
Marquette Interchange crash rate	Public input
Level of Service pictures; existing AM and PM data	Regional significance of corridor
Alternatives under consideration	Milwaukee County Transit System funding
Cost breakdowns	Vehicle miles traveled
Visualization renderings	Travel time reliability
Animated fly thru	Hearing instructions
Alternative screening chart	

Project Statement

Purpose and Need

The purpose of the project is to address the deteriorated condition of I-94, obsolete roadway and bridge design, existing and future traffic demand, and high crash rates. A combination of the following factors demonstrates the need for the transportation improvements in the I-94 East-West Corridor:

- **Existing freeway conditions and deficiencies**—This segment of I-94 was completed in 1963. Over the years, the concrete pavement has become worn and cracked. WisDOT resurfaced I-94 in the mid-1970s, late 1990s, and again in 2011–2012, which returned a smooth riding surface to the roadway, but did not address the cracks in the concrete or the voids in the gravel base under the pavement that are the source of the problem for the roadway surface. In addition to the physical condition, there are other substandard design elements, such as inadequate ramp spacing, that must be addressed. Perhaps the most notable functional deficiencies are the closely spaced service interchanges and the combination of left- and right-hand entrance and exit ramps, which are contrary to driver expectations and result in major safety and operational problems, such as traffic weaving and congestion. The condition of bridges in the study area has deteriorated over the years due to age, heavier than expected traffic, road salt, freeze-thaw cycles, and water entering cracks in the bridges. At some specific locations, bridge clearances (the vertical distance from the pavement to the lowest portion of the bridge above the roadway) are below current accepted criterion.
- **Safety**—From 2005 to 2009, there were 2,230 crashes (not including deer/other animal crashes) on I-94 and interchange entrance/exit ramps in the study area, or roughly 1.2 crashes per day. About 29 percent of the crashes resulted in injuries and three crashes were fatal. Most crash rates in the I-94 East-West Corridor are at least 2 to 3 times higher than the statewide average for similar roadways, and several sections are more than 4 times higher than the statewide average. On the I-94, the most common types of crashes were rear-end, single-vehicle off-road, and sideswipe.
- **Existing and future traffic volumes**—This segment of I-94 carries 143,000 to 160,500 vehicles per day on an average weekday. Currently, during the heaviest traffic periods, level of service on I-94 ranges between level of service C and level of service F. By 2040 (the project's design year), traffic volumes are expected to rise to approximately 160,000 to 186,000 vehicles per day, which represents an 11 to 16 percent traffic increase over the current conditions. By 2040, I-94 would generally operate at level of service D to F during the morning peak period and at level of service E or F in the evening peak period.
- **System linkage and route importance**—I-94 is a major east-west freeway link across the northern United States and is part of the National Highway System. It is also a federal and state “long truck route” and a backbone route in WisDOT's *Connections 2030 Long-Range Multimodal Transportation Plan*. I-94 is a critical link in Milwaukee County's freeway system. In addition to serving long-distance travelers and regional and national freight movement, the study-area freeway system is an important commuter route for many of the employees who work in Milwaukee County.

The need for the proposed improvements sets the stage for developing and evaluating possible improvement alternatives.

Project Statement

Alternatives

WisDOT developed, evaluated, and screened a wide range of alternatives to address the deficiencies on I-94. These alternatives were presented to the public and evaluated based on meeting purpose and need factors, costs, environmental constraints, impacts to natural resources and development, and input from resource agencies, local officials, and the public. Federal and state laws, such as Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act, and Section 404 of the Federal Clean Water Act were also considered in evaluating alternatives.

The initial range of alternatives considered included the following:

- **No-build Alternative**—No safety or capacity improvements would be made. Only maintenance and minor improvements would be performed. This alternative serves as a baseline for comparison to the build alternatives.
- **Transportation Demand Management**—This alternative strives to reduce the number of auto trips through increased transit ridership and other strategies. The public transit system element of *A Regional Transportation System Plan for Southeastern Wisconsin: 2035* recommends several ways to increase mass transit in Milwaukee County.
- **Transportation System Management**—This alternative includes measures to maximize the efficiency of the highway system to help alleviate or postpone the need to expand freeway capacity. The Transportation System Management element of the SEWRPC regional transportation plan recommends measures such as freeway traffic management (ramp meters, bus, and high-occupancy vehicle lanes on ramps) and intelligent transportation systems (advanced traveler information for transit and highway travel conditions).
- **Build Alternatives:**
 - **Replace-in-Kind Alternative**—The I-94 East-West Corridor would be replaced in its current configuration with three lanes in each direction, left-hand entrance and exit ramps, and closely spaced interchanges.
 - **Spot Improvements**—Replacing the existing roadway and bridges in or close to their existing configuration, while addressing safety issues that can be fixed with little or no new right-of-way acquisition.
 - **Modernization Improvements (6-lane)**—Replacing the existing roadway and bridges and completely reconfiguring I-94 to address the safety issues. Transportation System Management measures are included as part of the alternative.
 - **Modernization Improvements (8-lane)**— Replacing the existing roadway and bridges and completely reconfiguring I-94, while adding one new lane in each direction to address the safety and congestion issues. Transportation System Management measures are included as part of the alternative.

The 8-lane modernization improvements alternative was retained for detailed study following an alternatives screening process because it meets all purpose and need elements and has the appropriate number of lanes for future traffic volumes. WisDOT and FHWA developed and evaluated several 8-lane modernization alternatives for the project. The 6-lane modernization improvements alternative was eliminated from further study due to its inability to meet the project's purpose and need in regards to existing and future traffic volumes

Project Statement

Alternatives Retained for Detailed Study

Through the alternatives screening process, the following alternatives were retained for detailed study for the I-94 East-West Corridor:

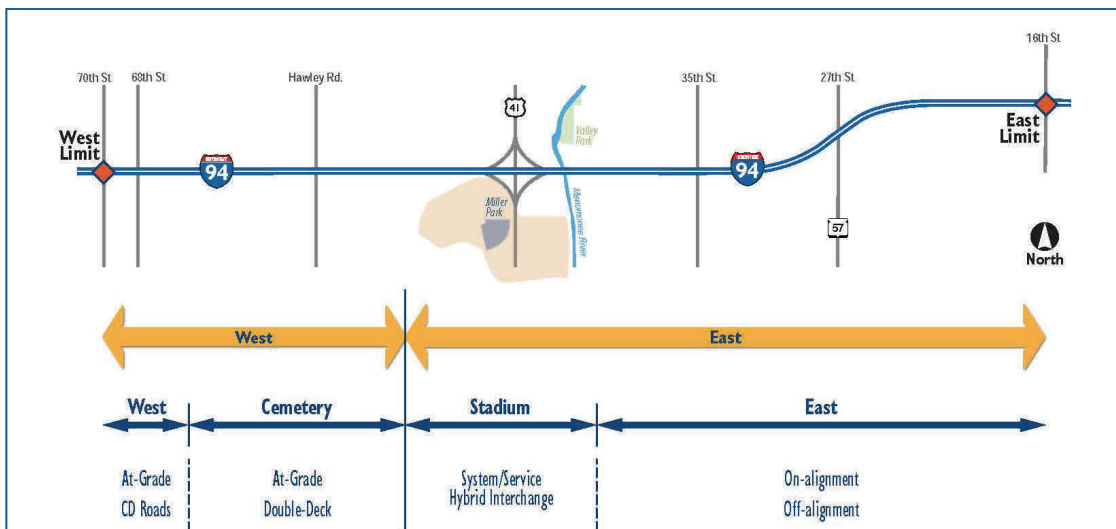
West segment (70th Street to Stadium Interchange)

- Add a 4th lane in each direction, with either no Hawley Road Interchange or a half-interchange at Hawley Road (on-/off-ramps to and from the west), and narrow lanes and shoulders through cemetery area (**At-grade alternative**)
- Add a 4th lane in each direction, with Hawley Road Interchange and double deck (all up or partially down) through cemetery area (**Double Deck alternative**)

East segment (Stadium Interchange to 16th Street)

- Add a 4th lane in each direction, with a modified single-point interchange at the Stadium Interchange and remaining nearly on-alignment east of 32nd Street (**On-alignment alternative**)
- Add a 4th lane in each direction, with a modified single-point interchange at the Stadium Interchange and an off-alignment segment east of 32nd Street (**Off-alignment alternative**)

No-build (retained for comparative purposes) The No-build alternative was retained for comparative purposes only.



All of these build alternatives are interchangeable. For example, both the On-alignment and Off-alignment alternatives in the east segment are compatible with the Double Deck alternative in the west segment. The same holds true for the At-grade alternative. The four alternatives are:

- At-grade (west segment) and On-alignment (east segment)
- At-grade (west segment) and Off-alignment (east segment)
- Double Deck (west segment) and On-alignment (east segment)
- Double Deck (west segment) and Off-alignment (east segment)

Project Statement

Alternatives Retained for Detailed Study

West Segment

The west segment of the study area is I-94 from 70th Street to Yount Drive, just west of the Stadium Interchange. This segment includes the existing 68th/70th Street, Hawley Road, and Mitchell Boulevard service interchanges. All alternatives were developed to avoid a direct impact on the cemeteries (Beth Hamedrosh Hagodel Cemetery, Spring Hill Cemetery, and Wood National Cemetery) adjacent to I-94.

At-grade Alternative

The At-grade alternative would reconstruct I-94 to 8 travel lanes (4 in each direction) at essentially the same elevation as the existing freeway. To avoid encroachment on the cemeteries, the reconstructed freeway mainline would have less than 12-foot driving lanes and narrow shoulders in the approximate 2,000-foot segment between the adjacent cemeteries (Hawley Road to Zablocki Drive). Lane widths would be as narrow as 11 feet for a short distance. The lanes would transition from 12 feet to 11 feet for several hundred feet east and west of the 11-foot-lane segment. The shoulder widths would vary in this segment as the available right-of-way varies (the shoulders would be as narrow as 2 feet). East and west of the cemeteries, the freeway would have standard 12-foot lanes and full shoulders. Dynamic traffic management tools to warn drivers of closed lanes in the narrow segment, advance warning signs alerting drivers to the narrow lanes and narrow shoulders, and other tools like reflectors on the center median barrier wall and the outside barrier wall would likely be implemented to make the narrow lane/narrow shoulder segment as safe as possible.

The 68th/70th Street interchange would be reconstructed in its current configuration (a split diamond interchange). Entrance and exit ramps would be longer than the existing ramps to provide more room for traffic entering and exiting the freeway, improving safety and traffic operations.

The At-grade alternative would have either no interchange at Hawley Road or a half interchange at Hawley Road. The half interchange would have an entrance ramp to westbound I-94 and an exit ramp from eastbound I-94 to Hawley Road. There would be no westbound exit ramp or eastbound entrance ramp as part of the half interchange at Hawley Road option. The reason for no interchange or a half interchange is that any ramps east of Hawley Road would impact the cemeteries and result in the relocation of graves.

FHWA's long-standing policy is to provide either a full interchange or no interchange at crossroads on interstate highways. FHWA considers half interchanges in "rare and extraordinary circumstances." FHWA is considering a half interchange at Hawley Road because of the constraint posed by the cemeteries east of Hawley Road combined with extensive public and local government input that removing the entire Hawley Road interchange would have a socioeconomic impact on businesses and residents that currently use the Hawley Road interchange. FHWA does offer some flexibility to justify not meeting interchange standards if there are no reasonable alternatives to meeting standards. Extensive environmental impacts and/ or extreme costs are often factors that are taken into consideration when evaluating reasonable alternatives.

Project Statement

Alternatives Retained for Detailed Study

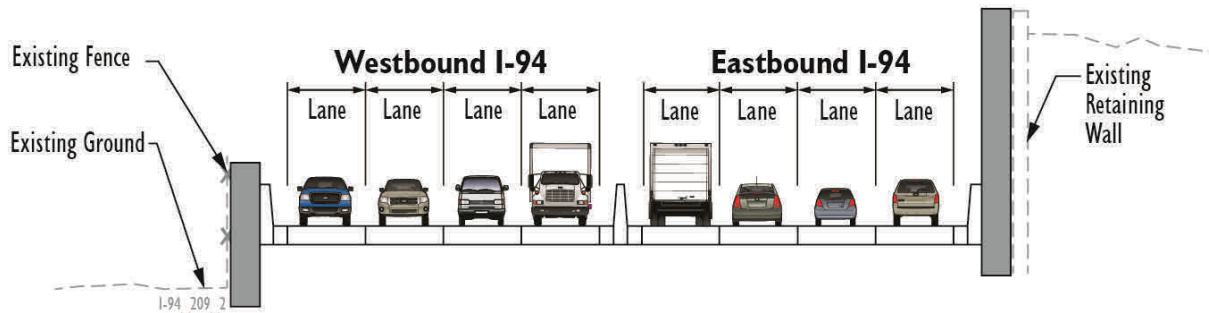
West Segment - At-grade Alternative (cont)

Zablocki Drive would remain at its present location, and its bridge over I-94 would be replaced and raised, requiring reconstruction of short segments of Zablocki Drive on each side of the new bridge.

The freeway entrance and exit ramps at the Mitchell Boulevard interchange would be removed. Having entrance and exit ramps in the narrow cemetery area would increase congestion and there is no space for the ramps without impacting the cemeteries or having very short and unsafe merge distances on the interstate. The Mitchell Boulevard interchange would be replaced by a new local road interchange under the Stadium Interchange.

The At-grade alternative with no Hawley Road interchange would displace four single-family residences and one business displacement, a cemetery maintenance business. The At-grade alternative with a half interchange at Hawley Road would displace 5 residences, four single-family residences and an apartment above a business and 2 businesses, a cemetery maintenance business and public entertainment establishment.

Cross Section of At-grade Alternative Between Cemeteries



Double Deck Alternative (All Up or Partially Down)

The Double Deck alternative would reconstruct I-94 to 8 travel lanes (4 in each direction). A Double Deck, meaning the freeway lanes would be stacked with one set of freeway lanes elevated over the other, would be constructed in the area between the cemeteries to avoid direct impacts to the cemeteries. The transition back to side-by-side freeway lanes would occur at about 64th Street, just west of the Hawley Road interchange and Yount Drive, just west of the Stadium Interchange.

All I-94 lanes would be 12-feet-wide under this alternative. The shoulder width will vary in this segment. The available right-of-way varies near the cemeteries and the proposed shoulder width would be 12-feet for the eastbound traffic on the upper deck and 10-feet for the westbound traffic on the lower deck. East and west of the cemeteries, the freeway would have standard 12-foot lanes and full shoulders. The 10-foot shoulders balance the safety needs of the project with the consideration of impacts to the cemeteries.

Project Statement

Alternatives Retained for Detailed Study

West Segment - Double Deck Alternative (cont.)

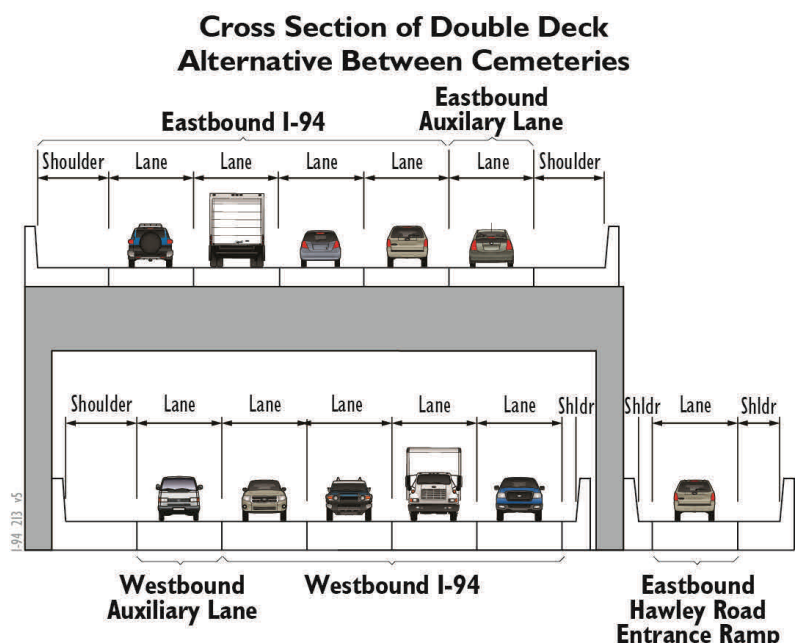
This alternative would reconstruct the 68th/70th Street and Hawley Road interchanges with collector-distributor roads connecting the interchanges. Collector-distributor roads would eliminate weaving on I-94 between 68th Street and Hawley Road, improving safety and traffic operations on I-94, while still providing direct access to and from I-94. The 68th/70th Street and Hawley Road interchanges would be reconstructed with a configuration similar to that of the existing interchanges.

Ramps at the Mitchell Boulevard interchange would be removed and replaced by a new interchange imbedded within the Stadium Interchange. Zablocki Drive would be shifted east, where it would be parallel to Mitchell Boulevard, but would not be connected to it. Zablocki Drive would continue to provide a connection between the Zablocki Medical Center and Bluemound Road (and between the north and south sides of Wood National Cemetery). Zablocki Drive and Mitchell Boulevard would pass under I-94 (Zablocki Drive crosses over I-94 today).

The Double Deck alternative has two design options, all up and partially down. Under both options, the construction footprint would generally be the same. Eastbound I-94 would transition to the top level, while westbound I-94 would be on the bottom level. For westbound traffic (on the lower level), there would be 4 freeway lanes and 1 auxiliary lane. The westbound auxiliary lane would serve vehicles entering and exiting I-94 between the Stadium Interchange and the Hawley Road and 68th/70th Street interchanges. The eastbound Hawley Road entrance ramp would also be located on the lower level running counter-directional to the westbound traffic. For eastbound traffic (upper level), there would be 4 freeway lanes and 1 auxiliary lane. The eastbound auxiliary lane would serve vehicles entering and exiting I-94 between the 68th/70th Street interchange and the Stadium Interchange.

Under the all up option the top level of the freeway (eastbound roadway) would be about 30 feet above the existing freeway elevation. The bottom level (westbound roadway) would be at about the same elevation as the existing freeway. Under the partially down option the top level of the freeway (eastbound roadway) would be 22 to 24 feet above the existing freeway. The bottom level (westbound roadway) would be about 6 to 8 feet below the existing freeway elevation.

The Double Deck alternative would displace 10 residences consisting of 9 single-family residences and 1 apartment unit located above a business. It would also displace two businesses, a cemetery maintenance business and a public entertainment establishment.



Project Statement

Alternatives Retained for Detailed Study

East Segment

The east segment of the study area is from Yount Drive, just west of the Stadium Interchange, to 16th Street. This segment includes the existing 35th Street and 25th/26th/28th Street service interchanges and the Stadium Interchange. The alternatives retained for detailed evaluation include a new embedded interchange under the Stadium Interchange to replace the interchange removed from Mitchell Boulevard.

Off-alignment Alternative

Under the Off-alignment alternative, the Stadium Interchange would be reconstructed as a hybrid between a service interchange and a system interchange. The highest point of the new Stadium Interchange would be about 25 feet higher than the existing interchange. Some of the ramps would be free-flow and some would be controlled by a traffic signal. All of the exit ramps from I-94 to US 41/Miller Park Way would be free-flow ramps, meaning no traffic signals for those movements.

Given that US 41/Miller Park Way traffic is higher than on most urban streets (like 68th and 70th Streets, or Hawley Road for example), but still less than on other urban freeways like I-94 or I-894, WisDOT decided on a “hybrid” interchange, with both free-flow and signal-controlled ramps for specific movements. The ramps from southbound US 41 to eastbound I-94 and from northbound Miller Park Way to westbound I-94 would be controlled by a traffic signal. The reconstructed interchange would have a smaller footprint than the existing interchange and a smaller footprint than the other alternatives considered for this interchange.

Underneath the Stadium Interchange, new on- and off-ramps to 44th Street and a new local street, tentatively referred to as 46th Street, would be constructed. The ramps would replace the interchange that would be removed at Mitchell Boulevard.

East of the Stadium Interchange, the 35th Street interchange would be reconstructed. Braided ramps between the Stadium Interchange and the 35th Street interchange would allow the two closely spaced interchanges to operate safely. Braided ramps would also be provided between the 35th and 27th Street interchanges. The 27th Street interchange would be reconstructed so that all ramps directly connect to 27th Street. Currently, the ramps at this interchange connect to 25th, 26th, 28th Streets, and St. Paul Avenue, all local roads.

East of 32nd Street, I-94 would be reconstructed about 400 feet south of its current alignment. I-94 would rejoin its existing alignment near 18th Street. Benefits of re-aligning to the south include the following:

- Remove the horizontal and vertical curves (i.e. downhill with a curve at the bottom) on I-94 near 25th Street that limit sight distance for eastbound I-94 drivers as they approach the Marquette interchange. This would decrease the crash frequency on this segment of I-94 by 38 percent compared to the existing freeway, and 2 percent compared to the On-alignment alternative.
- Allow enough space to build on- and off-ramps directly to 27th Street. This would provide a more direct connection between I-94 and 27th Street, a major north-south arterial and state highway.

The Off-alignment alternative would displace an apartment unit located above a vacant retail unit and a duplex, a total of 3 residences. This alternative would require 6 commercial displacements. The displacements include a dog day care, an insulation contractor, an urgent care medical center, a truck dealership, a bar, and a towing business. Three additional vacant commercial buildings/parcels would be acquired.

The reconstructed Stadium Interchange would fill two wet meadow wetlands totaling about 0.1 acre. New freeway bridges across the Menomonee River would cross the 100-year floodplain, but, with the exception of new bridge piers, would not place fill in to the floodplain.

Project Statement

Alternatives Retained for Detailed Study

East Segment - On-alignment Alternative

The On-alignment alternative would have essentially the same Stadium interchange as the Off-alignment alternative. The difference between the two alternatives is that east of 32nd Street, the freeway would remain close to its current alignment and be widened to the south. The centerline of reconstructed I-94 would be about 50 feet south of the existing freeway centerline. The on- and off-ramps near 27th Street would remain where they are today at 25th, 26th, and 28th Streets, and St. Paul Avenue because there would not be enough room to consolidate them at 27th Street. This alternative would improve sight distance compared to the existing freeway, but not to the extent of the Off-alignment alternative. The improved sight distance under the Off-alignment alternative would result in 2 percent fewer crashes under that alternative compared to the On-alignment alternative.

The intersection of 27th Street and St. Paul Avenue would need more extensive reconstruction under this alternative than the Off-alignment alternative. This is because most of the exiting freeway traffic destined for 27th Street would first get to St. Paul Avenue at 25th or 26th Street, and then turn onto 27th Street at its intersection with St. Paul Avenue. Similarly, most of the traffic entering the freeway at 25th and 28th Streets would also use the 27th Street/St. Paul intersection. This would result in four commercial displacements at or near the 27th Street/St. Paul Intersection under the On-alignment alternative, compared to one displacement in this area under the Off-alignment alternative. However, the On-alignment alternative would reduce business displacements south of the freeway to three businesses, compared with four businesses under the Off-alignment alternative.

The on-alignment alternative would displace an apartment unit located above a vacant retail unit and a duplex, a total of 3 residences. This alternative would require 8 commercial displacements. The displacements include a dog day care, an urgent care medical center, a veterinary clinic, a truck dealership, a bar, a towing business, a gas station undergoing reconstruction, and a storage facility. Two additional vacant commercial buildings/parcels would be acquired.

The reconstructed Stadium Interchange would fill two wet meadow wetlands totaling about 0.1 acre. New freeway bridges across the Menomonee River would cross the 100-year floodplain, but, with the exception of new bridge piers, would not place fill in to the floodplain.



Project Statement

Relocation and Property Assistance

As noted, in the west segment the At-grade alternative with no Hawley Road interchange would displace 4 residences and 1 business while the At-grade alternative with a half interchange at Hawley Road would displace 5 residences and 2 businesses. The Double Deck alternative would displace 10 residences and 2 businesses. In the east segment, the Off-alignment alternative would displace 3 residences and 6 businesses, with an addition 3 vacant commercial buildings/parcels acquired. The On-alignment alternative would displace 3 residences and 8 businesses with an addition 2 vacant commercial buildings/parcels acquired.

Before any property acquisition activities are initiated, members of the Region Real Estate staff will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All (any) properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

Relocation assistance will be made available to anyone displaced by this project. In this regard, a survey of available housing and business locations was made in 2013. This survey indicates that there will be sufficient housing, rental units, and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement housing and businesses.

The "Relocation Assistance" brochure made available to you has been prepared to answer many of the general questions frequently asked concerning relocation assistance. Note that in addition to the cost of replacement housing and business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred.

It is emphasized that no person shall be displaced unless a comparable and/or adequate replacement dwelling or business location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, he or she will be promptly advised of the procedure to follow in making an appeal.

Notes:

¹The crash rates used for this project are based on crashes from 2005 to 2009. More recent data are not included due to changes in the I-94 East-West Corridor traffic volumes from Zoo Interchange emergency bridge repair work in 2010, resurfacing of I-94 in 2011 and 2012, and the restriping of I-94 from the Marquette Interchange to the Stadium Interchange in 2013.

²Level of service is a measure of roadway congestion that uses rankings from A to F. freeway level of service is based on number of vehicles per lane per hour, with level of service A exhibiting free flow traffic and level of service F exhibiting severe congestion approaching gridlock. Level of service D is considered acceptable in urban areas, like this project area.

³Although this alternative is referred to as "On-alignment," it would require right-of-way acquisition and commercial displacements on the south side of I-94. At its greatest extent, the On-alignment alternative's centerline/median would be located about 50 feet south of the existing I-94 centerline near 29th Street.

⁴FHWA 2010 (<http://www.fhwa.dot.gov/design/interstate/pubs/access/access.pdf>, page 43)

Alternatives Comparison Matrix

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 ^a	\$710 to \$735 ^b	\$785 to \$810 ^b	\$825 to \$1,155	
New Right-of-Way (acres) ^c	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 ^d	6 ^d	7 to 10 ^d	
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 ^e	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 ^f	50	83	148 to 213	
Potential Contaminated Sites (sites recommended for additional field testing)	0	2	2	3	37	47	39 to 50	

^a The all up option is estimated to cost \$295 million and the partially down option \$320 to \$345 million.

^b 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.

^c In addition to right-of-way acquisition, easements (not included as part of the right-of-way total in this table) may be required.

^d There are two (On-alignment) to three (Off-alignment) additional vacant commercial buildings/parcels that will be acquired (June 2014).

^e 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.

^f There are 98 noise receptors impacted with the all up option and 110 impacted with the partially down option.

Project schedule

	2012	2013	2014	2015	2016	2017	2018	2019
Conduct environmental and engineering study								
Conduct design; address real estate and utility issues				★				
Reconstruct the corridor								★

★ Based on funding availability and legislative approvals

What happens next?

Below is the latest look at the plans for completing the environmental impact statement (EIS) and beginning the preliminary engineering process.

A decision regarding a preferred alternative

WisDOT will identify a preferred alternative for the I-94 corridor subject to FHWA oversight and concurrence. Elements that will guide WisDOT and FHWA as they identify a preferred alternative, not in order of importance, include:

- responsiveness to project purpose and need factors (user safety, traffic operations, aging infrastructure);
 - feedback from review agencies, local units of government, landowners, and other stakeholders (received throughout the study period, including but not exclusively during the public hearing/testimony/Draft EIS comment period);
 - impacts to the natural and built environments;
 - cost; and
 - ability to avoid, minimize, and mitigate impacts.
- **Early 2015** - Final EIS will be prepared and made available for review. A Record of Decision will be issued in mid-2015.
 - **2015 and beyond (if a build alternative is chosen)** - Engineering, real estate and utility issues will be addressed. Construction is not likely until 2019 and is dependent on many factors.

WisDOT Contact information

To submit comments for the public hearing record,
postmarked or emailed by **January 13, 2015**:

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