



I-94 EAST-WEST Milwaukee County

Wisconsin Department of Transportation

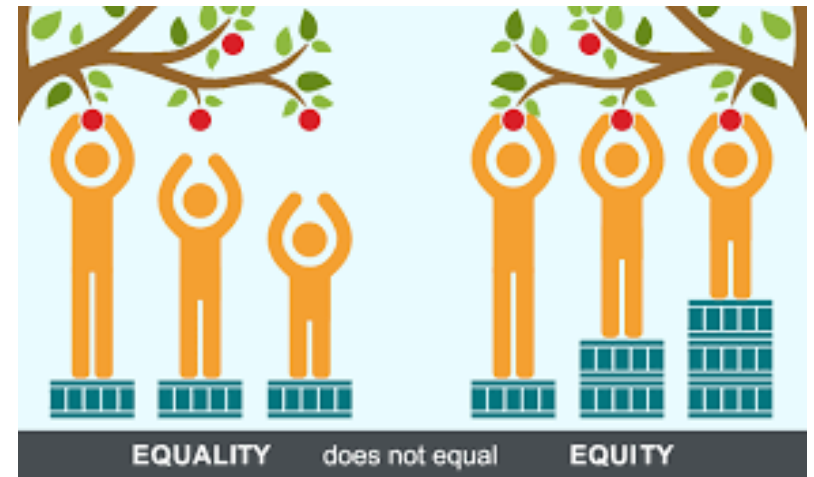


PROJECT BACKGROUND

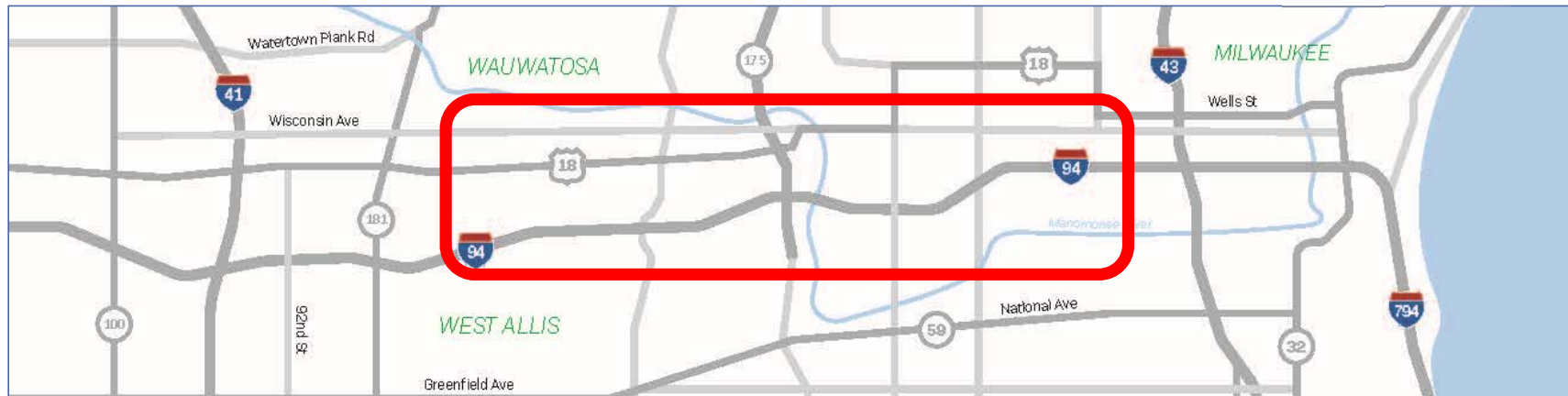
Equity in Transportation



- We've learned from the past
 - Improved environmental studies bring the community to the table
- Extensive stakeholder input for WisDOT program and projects
- Community and neighborhood benefits of transportation projects
 - Jobs
 - Working with DBE businesses
 - Better mobility options for all



Project Corridor



- I-94 from 70th Street to 16th Street; WIS 175 from Wisconsin Avenue to just south of stadium
- Located entirely in the City of Milwaukee, with close proximity to Wauwatosa, West Allis and West Milwaukee

Project needs to address



- Deteriorated pavement and bridges
- Safety – average crash rate two to three times higher than statewide average
- A freeway that works hand-in-hand with a crowded local street network
- Improve freeway between Zoo and Marquette Interchanges
- Congestion



Deteriorating infrastructure

- Bridges are deteriorating and need to be replaced
- These photos show deterioration under the bridge and chunks of concrete fallen onto the sidewalk



March 2021
I-94 westbound bridge over
Mitchell Blvd.

east →
← west

Safety and traffic flow

- Safer roads for motorists in Wisconsin
- Marquette Interchange nearly a one half reduction in crashes
- Zoo Interchange nearly one third reduction since completion of the Core of the interchange



Modernization promotes
SAFER TRAVEL

Since its reopening in **2008**, the **MARQUETTE INTERCHANGE** has seen



FEWER CRASHES

Since its reopening in **2018**, the **ZOO INTERCHANGE** has seen



FEWER CRASHES

Since its reopening in **2020**, **I-94 NORTH-SOUTH** has seen



FEWER CRASHES

In addition to **SAFETY**,
lower crash rates mean **FEWER COSTS**
to motorists and **IMPROVED TRAFFIC FLOW**.



Traffic – what's new



- Pre-pandemic there was significant congestion
- Need a **25%** reduction from pre-pandemic peak hour volumes to avoid expansion
- **THIS REDUCTION WOULD ALSO NEED TO BE SUSTAINED THROUGHOUT THE DESIGN LIFE OF THE PROJECT. (until 2050)**
- Currently – traffic numbers are rebounding from early days of “Safer at Home”
- Our Supplemental EIS is underway – however, all indications from current data are that capacity expansion continues to be justified



Project of local importance



- During rush hour, **76% of all trips use local interchanges**
 - e.g. Live near UWM, work at Stadium
 - e.g. Live in Story Hill neighborhood and work at the airport
- Only 24% of rush hour trips are traveling through corridor
 - e.g. Live in Bay View, work at Froedtert
- Improvements to safety and reductions in congestion along I-94 will:
 - Make it more convenient and safer for people to access the area
 - Make it easier for local residents to use I-94 to access opportunities both within and outside the corridor



Note: Based on 2012 traffic analysis; additional study underway

I-94 East-West Study



- Goal: Re-establish Record of Decision (FHWA approval of Environmental Impact Statement)
 - Confirm what was previously established; update information as appropriate
 - **Re-evaluation led to decision to complete a Supplemental EIS**
- Important facts:
 - *Not pursuing Double-Decker option at cemetery*
 - *Not moving graves*
- Investigate additional transit opportunities
- Investigate Disadvantaged Business and workforce development



Coordination with Milwaukee County



- MCDOT and MCTS represented on Transit Technical Advisory Committee
- On-going discussions about how to fund transit mitigation through the construction timeframe
- Continued commitment to East-West BRT (funding was committed in Final EIS)
- County Board – there will be opportunities to weigh in on the project as we complete the Supplemental Environmental Impact Statement. ***Supervisors might want to delay any resolution so the Board has the latest data on existing conditions and on the recommended alternative.***
- Public Meeting – likely Summer/Fall 2021, Public Hearing – likely Spring 2022



Interstate Improvements



Preferred alternative identified in 2016 Final EIS/Record of Decision

- Add fourth lane in each direction – 70th Street to 18th Street
- 68th /70th – similar configuration as today
- Hawley Road – maintain to/from west access only
- Stadium Interchange
 - Move all the movement to right-hand to improve safety
 - Extending local roads (44th and 46th) to accommodate Brewer traffic
- 35th Street and 27th Street interchanges – similar to today



Note: Supplemental EIS will reevaluate recommendation



Local businesses benefit from work



Disadvantaged business opportunities are plentiful

- Bridge and ironwork
- Construction support
- Trucking
- Erosion control
- Traffic control
- Landscaping
- Inspection
- Supplies
- Signage
- Painting
- Staining



Zoo Interchange – so far:
Over 100 DBE firms, over \$120
million in contracts

DBEs are almost always local businesses



Footprint



The reconstructed I-94 East-West Corridor will be built largely within its existing right of way or on publicly owned land.

Approximately:

- 80% will be built in the existing footprint
- 15% on other publicly owned land (public utilities and baseball district)
- 5% on privately owned land



Note: Based on 2016 Final EIS, relocations being confirmed as part of Supplemental EIS; does not include temporary easements for construction

Anticipated Schedule



- Finalize Record of Decision by end of 2022



- Enumeration/Funding 2021
 - Preliminary / Final Design 2021 – 2026



- Construction timeline based on funding
 - Could start as early as 2023/2024



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I-94 EAST-WEST UPDATE

