

I-94 East-West Corridor Project



ENVIRONMENTAL STUDY AND ENGINEERING ANALYSIS: MOVING FORWARD AGAIN

The Wisconsin Department of Transportation (WisDOT) continues the I-94 East-West Corridor Study with a reevaluation of the Final Environmental Impact Statement (EIS). The project corridor extends from 70th Street to just west of 16th Street on I-94 and from Wisconsin Avenue to just south of the stadium on WIS 175.

The problems the project needs to address:

- > Deteriorated pavement and bridges
- > Safety – the average crash rate is two to three times higher than the statewide average
- > Congestion

The freeway must be reconstructed.

WisDOT and the Federal Highway Administration (FHWA) began studying/looking at redesigning this freeway in the late 1990s, and completed an EIS from 2012 to 2016. The reevaluation of the Final EIS is looking closely at three key measures:

- > Has the environment changed (rules, new protected species)
- > Has the data changed (traffic, population)
- > Has the alternative changed (footprint, impacts)

From what we know today, the three criteria above are largely unchanged; a thorough examination of data continues.

AN INVESTMENT IN THE COMMUNITY

"Moving forward on the I-94 East-West corridor project will mean between 6,000 and 10,000 good jobs and will ultimately save lives, reduce travel times, and help businesses across our state. We know that deferring road maintenance could cost us more down the road and put safety at risk, so getting to work on this project is good common sense."

Governor Tony Evers, July 8, 2020



JOIN US!

MARCH 16, 2021 | 6:00-8:00 P.M.
ONLINE PUBLIC INVOLVEMENT MEETING

The Wisconsin Department of Transportation (WisDOT) invites you participate in an online Public Involvement Meeting for the I-94 East-West Corridor project.

The purpose of the meeting is to discuss the project background, continue communication between WisDOT, local residents, and businesses, and provide firsthand information about project content, milestones, and next steps.

WHAT'S NEW WITH THE PROJECT?

- > WisDOT approach to mitigation: identifying additional transit mitigation opportunities as part of the reevaluation
- > WisDOT Southeast Region Disadvantaged Business Development and Workforce Development focus
- > Recognize that lack of economic opportunity creates poverty, and mitigation strategies improving transit will improve equity issues
- > Large freeway projects can offer business and employment opportunities
- > WisDOT has equity/inclusion planning underway that fits within Governor Evers' Executive Order
- > WisDOT recognizes that now is the time to make in investment in Milwaukee, and in Wisconsin's future, with transportation leading the way for equity and job growth

HOW TO CONNECT TO THE ONLINE MEETING







see back page

DEBUNKING THE MYTHS

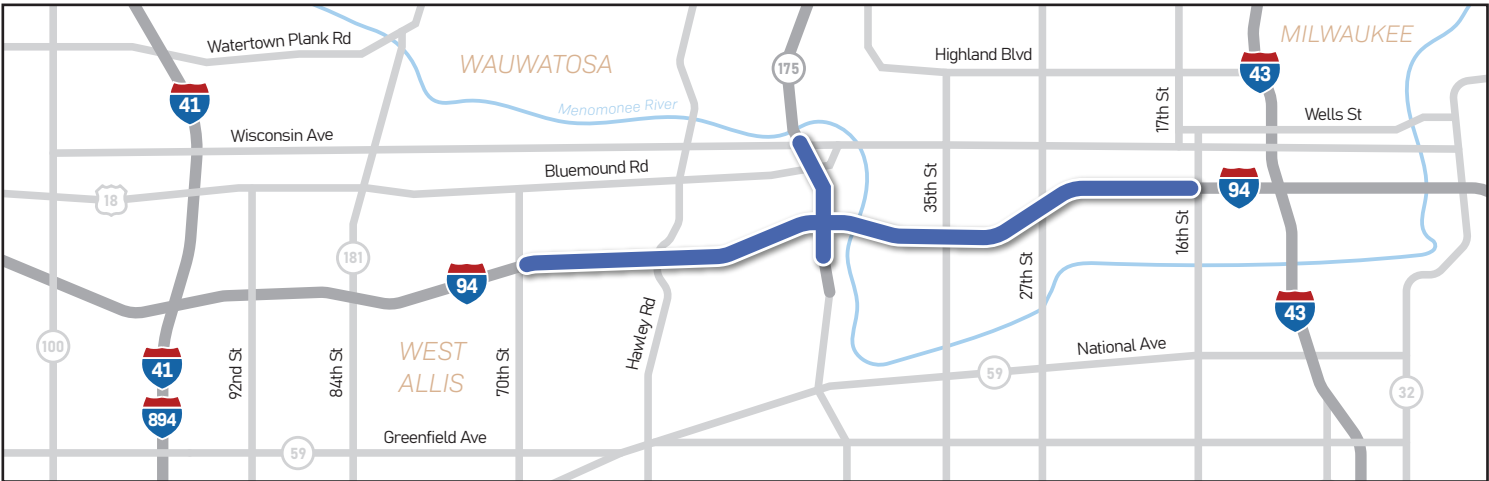
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HOW TO SHARE COMMENTS

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DEBUNKING THE MYTHS: I-94 EAST-WEST CORRIDOR	
MYTH	FACT
 <p>WISDOT CAN USE THESE FUNDS TO FIX LOCAL ROADS</p>	These are Federal Highway Administration funds and cannot be used for other purposes.
 <p>WISDOT CAN FUND TRANSIT INSTEAD</p>	WisDOT’s involvement in transit and level of funding it devotes to transit is guided by state statute rather than the discretion of WisDOT. Mitigation funds for the project may be used for transit and other traffic mitigation needs while the project is under construction.
 <p>THIS STRETCH OF HIGHWAY IS ONLY USED BY COMMUTERS FROM WAUKESHA</p>	During rush hour, 76% of all trips start or end in the corridor. In other words, 76% of rush hour trips may involve someone who lives near UWM and works at the stadium, or someone who lives in Story Hill and works at UWM. The 24% of “through traffic” includes, for example, people who live in Bay View and work at Froedtert.
 <p>AN ENVIRONMENTAL IMPACT STATEMENT HAS NOT BEEN DONE</p>	WisDOT completed a Final Environmental Impact Statement (EIS) and it was approved by the Federal Highway Administration (FHWA) in 2016. At the restart of this project in 2020, FHWA required WisDOT to complete a reevaluation of the Final EIS. The reevaluation is examining if the environment has changed, if the data has changed, and if the preferred alternative has changed. If the re-evaluation process dictates a need, the Department would prepare a supplemental EIS.
 <p>POST-PANDEMIC TRAFFIC IS SO LOW, RECONSTRUCTION IS NOT NEEDED</p>	A 25% reduction from pre-pandemic peak hour traffic volumes is needed to avoid expansion. Morning peak hour traffic is currently down 10% and the afternoon peak hour is back to pre-pandemic levels. Capacity expansion continues to be justified now, and for traffic volumes anticipated through 2040.
 <p>THE PUBLIC HAS NOT BEEN INVOLVED</p>	In developing the Environmental Impact Statement, over 300 stakeholder meetings were held, in addition to five major public information meetings and two public hearings. Since the restart in 2020, nearly 100 stakeholder meetings have taken place (online meetings and conversations to gather input).

PROJECT LOCATION



Project Limits

PREFERRED ALTERNATIVE

INTERSTATE MODIFICATIONS

- > Add a fourth lane in each direction
- > 68th Street/70th Street – similar configuration as today
- > Hawley Road – maintain access to/from west only
- > Stadium Interchange
 - > Move all the movements to righthand to improve safety
 - > Extend local roads (44th Street and 46th Street) to accommodate Brewer traffic
- > 35th Street and 27th Street Interchanges – similar configuration as today



Illustration of proposed Stadium Interchange, looking southwest

OFF-FREEWAY MODIFICATIONS

- > Due to access changes at Hawley Road, Washington Street in West Allis will be extended between 70th Street and Hawley Road

Note: WisDOT maintains its commitment that no graves will be moved for this project.

MITIGATION

Throughout the design and construction phases, many decisions will be made regarding how to mitigate impacts. As design progresses, WisDOT will know more about impacts to local intersections, or what road closures may require improvements on detour routes. Those decisions will be made with the public, with interest groups, with local municipalities.

Stay involved and stay educated on the project as we move forward with these plans.

Project information may be found on our website and the project team is always willing to answer your questions. (see contact info on back page)

HOW TO SHARE COMMENTS AND STAY INFORMED

- > Submit your questions during the meeting via YouTube Live to be answered by WisDOT staff following the presentation.
- > Visit the project website at wisconsindot.gov/94eastwest
- > Other comments can be submitted to Project Manager Joshua LeVeque via email: Joshua.LeVeque@dot.wi.gov or phone: (414) 750-1468
- > Other comments may also be mailed to: WisDOT SE Region, 141 NW Barstow Street, PO Box 798, Waukesha, WI 53187-0798.
- > To be part of the meeting record, comments should be submitted by March 30, 2021.



ANTICIPATED PROJECT SCHEDULE



FINALIZE RECORD OF DECISION

mid/late 2021 (if supplemental EIS not needed)
mid/late 2022 (if needed)



ENUMERATION/
FUNDING & BEGIN
PRELIMINARY/
FINAL DESIGN
2021



CONSTRUCTION

Based on funding:
could start as early as
2023/2024 (approx.
3-4 years)



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WISCONSIN DEPARTMENT OF TRANSPORTATION I-94 EAST-WEST: 70TH STREET TO 16TH STREET ONLINE PUBLIC INVOLVEMENT MEETING

TUESDAY, MARCH 16, 2021 FROM 6:00 P.M. TO 8:00 P.M.

JOIN THE MEETING

- > The meeting can be accessed by visiting the project website: wisconsindot.gov/94eastwest
- > Or, go straight to YouTube Live: youtu.be/8vw-RTUJnk8

You can view the presentation in English or español prior to the meeting on the project website:
wisconsindot.gov/94eastwest

You may send in comments early, during the live meeting Q&A session, or after the meeting via the website.

Información en español: wisconsindot.gov/Pages/projects/by-region/se/94stadiumint/informativa.aspx

HELP US SHARE PROJECT INFORMATION


Want to have a virtual brown-bag learning session for your neighbors, co-workers, or organization?

We would be happy to attend your online gathering to share project information and gather your input.



CONTACT

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