

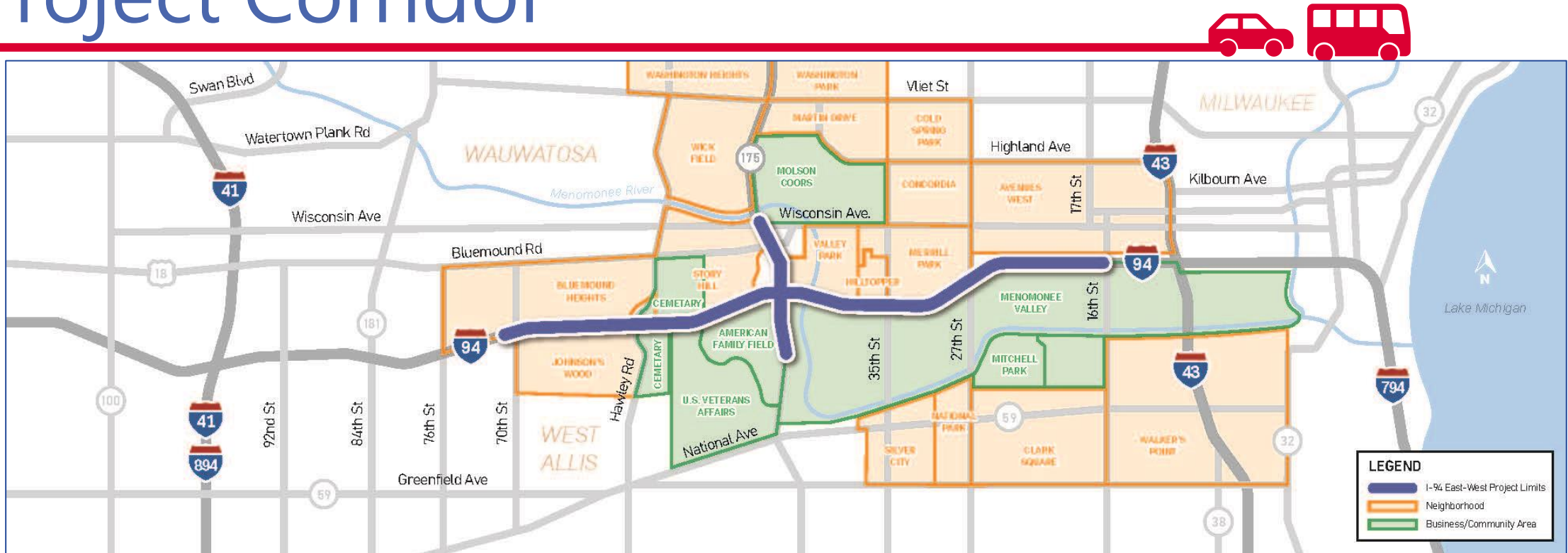


# I-94 EAST-WEST Corridor Study Update

Wisconsin Department of Transportation



# 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 background



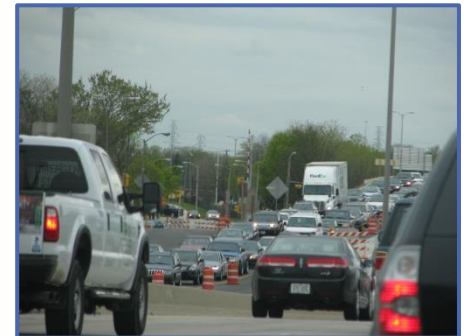
- Late 1990s – Major Investment Study
- 2012-16 – Freeway corridor study, recommended alternative, Record of Decision, approval rescinded in 2017 when project de-funded
- July 2020 – project restarted with a Re-evaluation which led to a decision to complete a Supplemental EIS



# 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



# Significant challenges

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- Anti-highway sentiment – “line in the sand” project
- Legacy of families adversely impacted by 1950s/60s era construction
- Historic properties - Wood National Cemetery commissioned by Abraham Lincoln
- Sacred sites, major traffic and tourism generators, front door to downtown Milwaukee
- Geography – east leg Valley/bluff
- River, railroads, major power corridor with multiple substations
- Statewide and national interest groups involved
- Transit system with inadequate funding options

# Important facts:

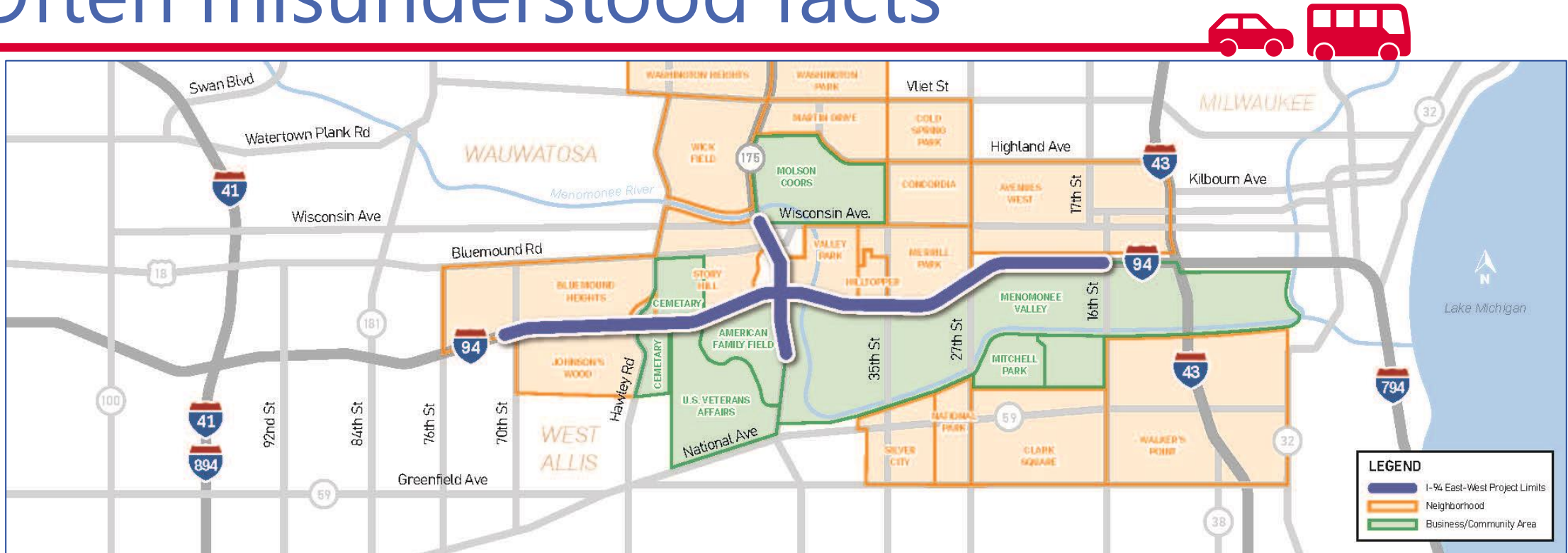
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- Not pursuing Double-Decker option at cemetery
- Not moving graves
- Investigating additional construction mitigation transit opportunities
- Investigating Disadvantaged Business and workforce development opportunities



# Often misunderstood facts



- A significant portion of the corridor adjacent to non-residential land use
- East leg already has 4-lanes in westbound direction
- Very few property takes under any build alternative

# Alternatives under consideration



- **SIX-LANE AND EIGHT-LANE MODERNIZATION**

- **Sub-options:**

- Full Hawley Interchange (with 6-lane alternative)
- Half Hawley Interchange, with Washington Street
- Reduced property impacts at 35<sup>th</sup> Street
- Reduced property impacts adjacent to 68<sup>th</sup> Street eastbound entrance ramp

- **Common to all 6-lane and 8-lane:**

- Redesigned Stadium Interchange to eliminate left side movements
- 68<sup>th</sup>/70<sup>th</sup>, 35<sup>th</sup>, 25<sup>th</sup>-28<sup>th</sup> Street interchanges similar to today
- Studying modifications to improve bike and pedestrian connectivity on various local roads

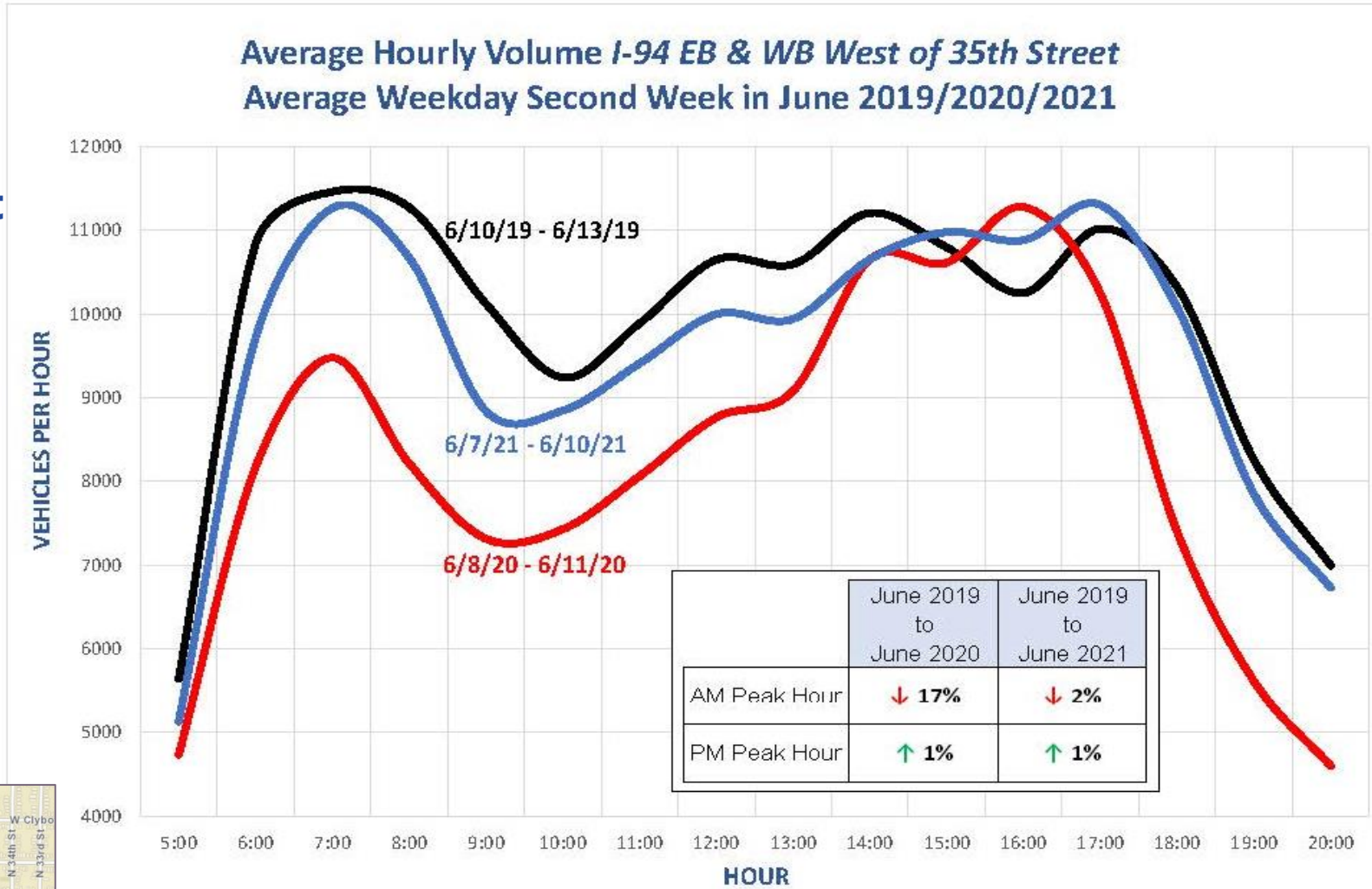


# Changes to Traffic During Pandemic

# DRAFT



**I-94 W of 35<sup>th</sup> St  
EB+WB**



*approx. LOS D/E threshold  
for existing geometry  
(3 lanes in each direction)*



**LOS E**



east →  
← west

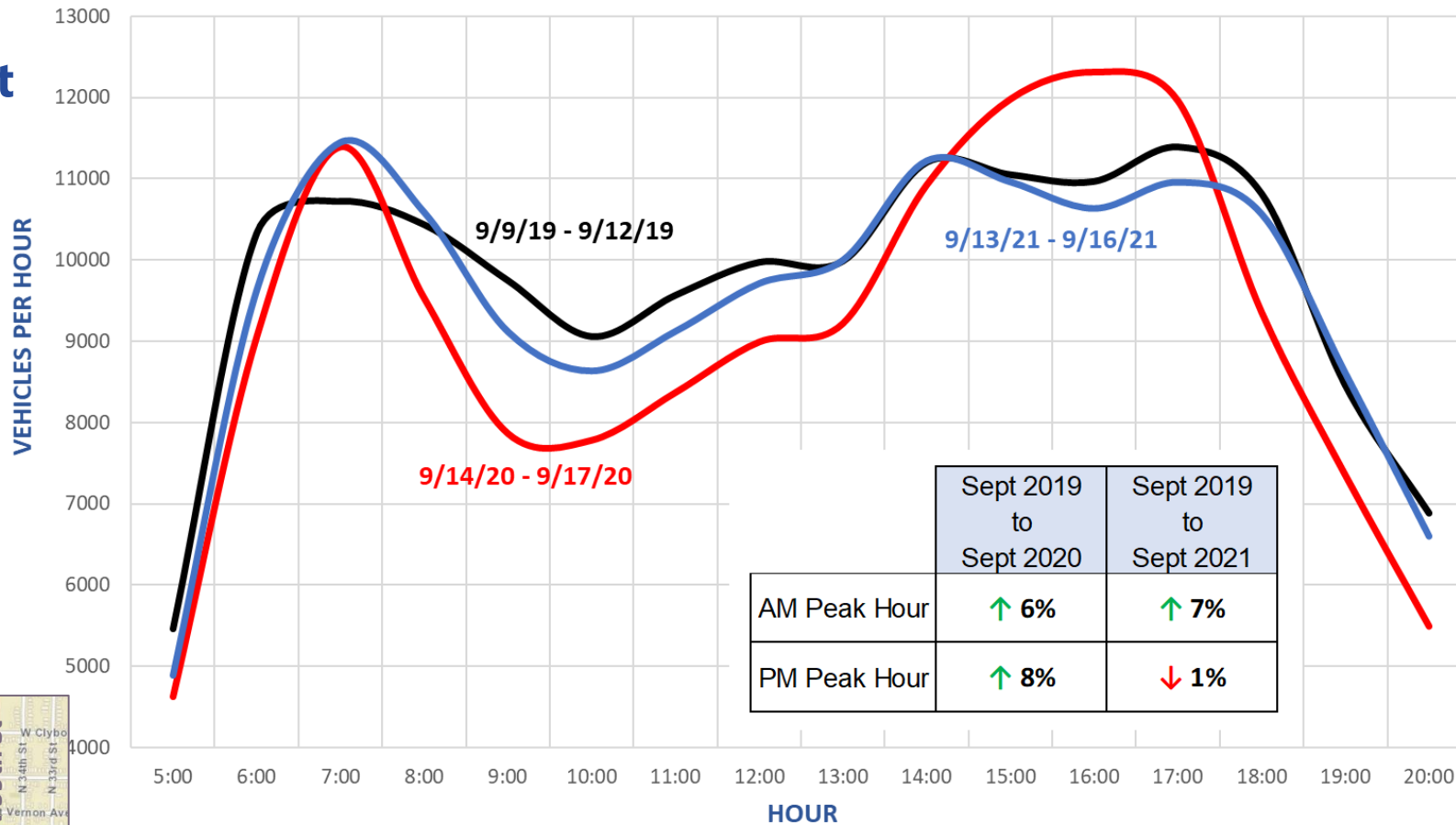
# Changes to Traffic During Pandemic

# DRAFT



## I-94 W of 35<sup>th</sup> St EB+WB

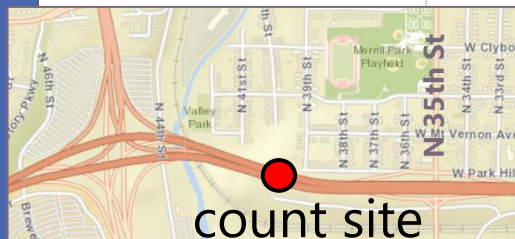
Average Hourly Volume I-94 EB & WB West of 35th Street  
Average Weekday Second Full Week in September 2019/2020/2021



approx. LOS D/E threshold  
for existing geometry  
(3 lanes in each direction)



LOS E



east →  
← west



# Traffic forecasts

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- Regional Planning Commission (SEWRPC) develops forecasts
- WisDOT and FHWA verify
- Current traffic data analyzed
- Traffic models are run to determine future scenarios:
  - Safety
  - Volumes
  - Level of service
  - Impacts to local roads





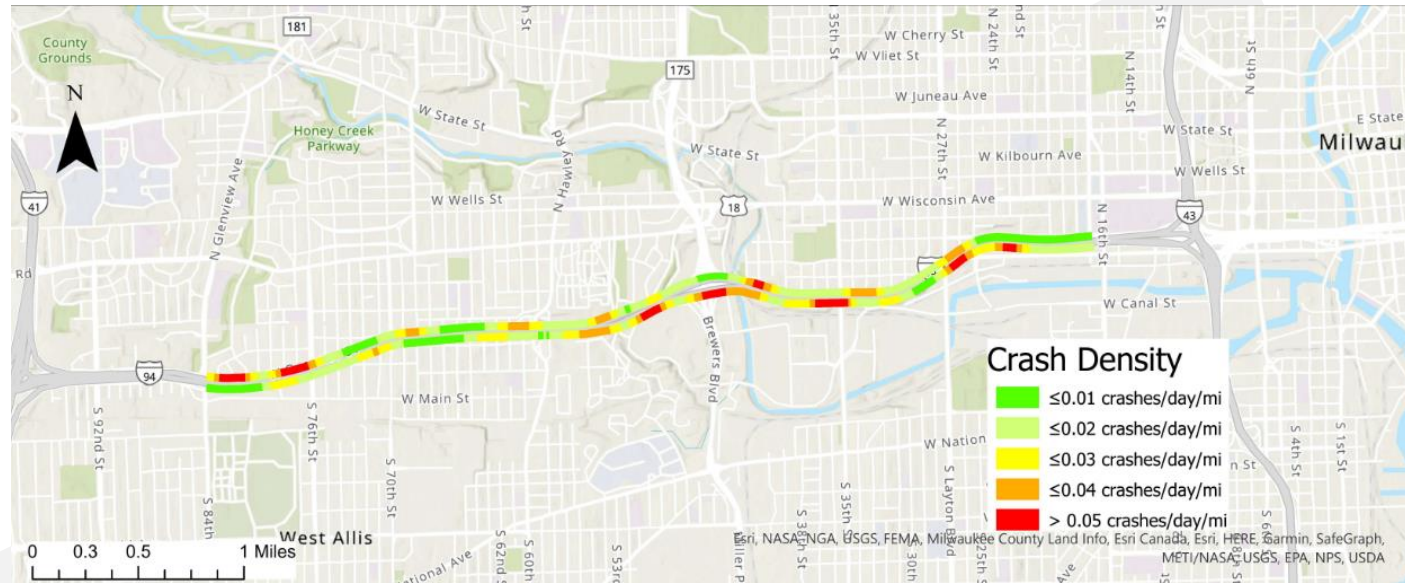
# Crash Data Overview

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- In the five years between 2015 and 2019:
  - ~2,300 crashes occurred within the study area on I-94 and ramps
  - 21% included an injury of some kind:
    - Four fatalities
    - 646 injuries in 491 crashes
  - 19% of all crashes occurred in wet conditions
  - 51% of all crashes occurred in the weekday AM & PM peak periods
    - 37% occurred in congested conditions
  - 63% were rear-end, strong indication of significant congestion
    - 84% of all rear-ends in weekday peak periods

# High Crash Locations



- I-94 Eastbound corridor
  - Between General Mitchell Blvd entrance and SB WIS 175/Miller Park Way exit
  - Between NB WIS 175 exit and NB WIS 175 entrance
  - Near 35th Street interchange
  - Between 27th Street overpass 25th Street overpass
  - Near 25th Street/St Paul Ave entrance

- I-94 Westbound corridor
  - Near WIS 175/Miller Park Way exit ramps
  - Between 76th Street overpass and 79th Street
  - Near WIS 181/84th Street exit ramp



# Current Geometric Issues

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- Short ramp merges
- Short weave areas
- Left entrances and exits
- Multiple access points in less than a mile

DRAFT

# Outcomes from outreach



- Dropped double deck alternative
- Kept split diamond 68th/70th
- Designed Washington Street extension
- Kept 35th Street interchange
- Kept 25<sup>th</sup>-28<sup>th</sup> interchange – dropped off-alignment alternative
- Moved Stadium Interchange slightly south – away from neighborhoods
- Determined a Supplemental EIS is needed
- Working to include additional transit as project mitigation
- Department partnerships with Milwaukee County; seek federal transit funding





# Supplemental EIS - topics

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- Engineering/design topics:
  - Updated traffic analysis
  - Design alternatives (including 6-lane modernization) and related impacts analysis
- Land use, Transportation, Utilities
- Residential development, Commercial and industrial development, Institutional/public services
- Socioeconomic, Environmental justice
- Surface water and fishery, Wetlands, Environmental corridors & natural areas, Floodplains, Upland habitat, Wildlife, Threatened and endangered species
- Visual character, Noise, Air quality
- Hazardous materials, Soil resources
- Cemeteries, Historic sites, Archaeological, Recreational resources/public use land
- Construction, Mitigation
- Indirect Effects, Cumulative Effects
- Continued public involvement and consideration/documentation of input (including public hearing)

# Bike/ped connectivity

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- East Leg and Stadium Interchange
  - Connect Hank Aaron State Trail (HAST) and Oak Leaf Trail
  - Connect north side neighborhoods to jobs in Valley
  - Safer, more inviting access points
  - Design elements to encourage vibrant neighborhood, discourage undesirable activity
- West Leg
  - Considering options for improved/additional HAST access
  - Hawley Road – removing conflicts on east side with half-interchange alternative

# What happens next?



Data gathered and analyzed



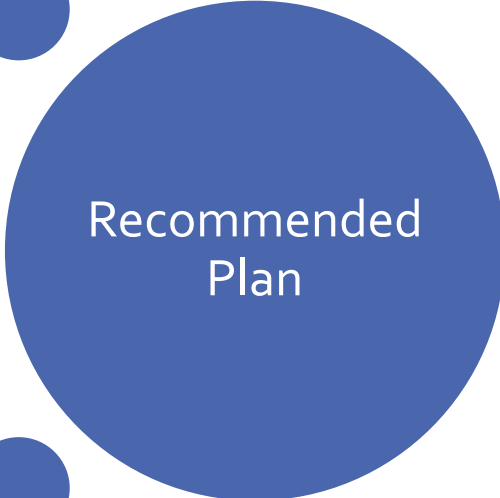
Alternative designs developed and studied



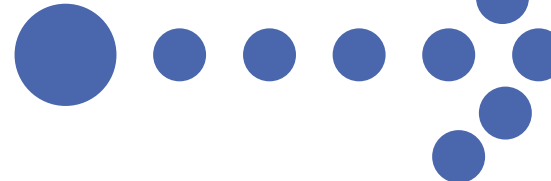
Input from stakeholders



Recommended Plan



Federal Highway review and approve



Final design and construction

# Anticipated schedule

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- 2021
  - Data collected and analyzed
  - Designs developed
  - Community input
  - Public meeting – late in year
- 2022
  - Continued study and analysis
  - Preferred alternative identified
  - Community input
  - Public hearing - summer
- 2023-2025
  - Federal Highway review
  - Preliminary and final design
- 2024-2028 (dependent on funding, fed/state approvals, much to be determined)
  - Construction of related utilities and prep work – year one
  - Freeway construction – likely four years









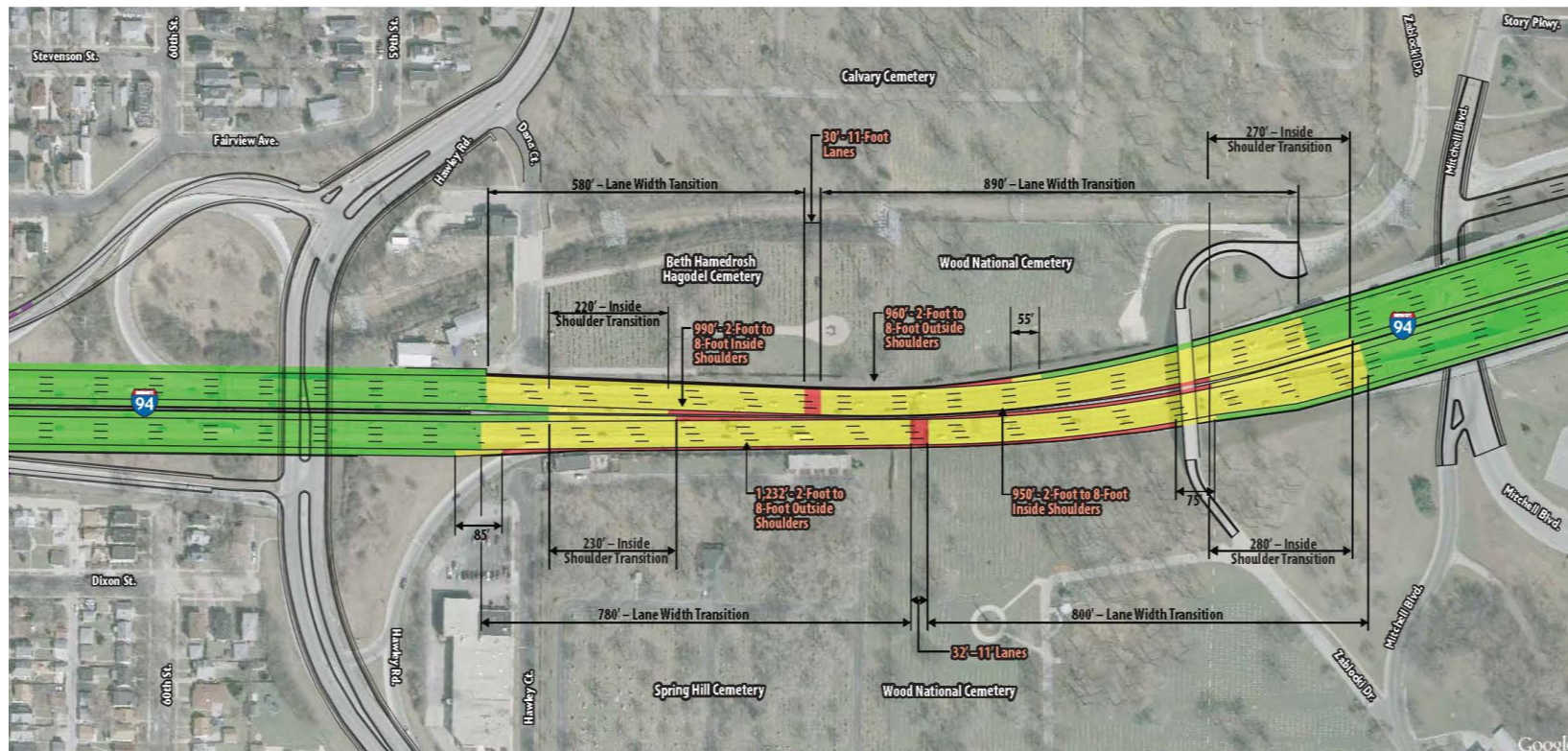




# 8-lane alternative



- Cemetery area east of Hawley Road – most sensitive, pinch point
- Most narrow segment, with 11 ft lanes and 2 ft shoulders = 30 feet in distance along the freeway; transition sections to narrow





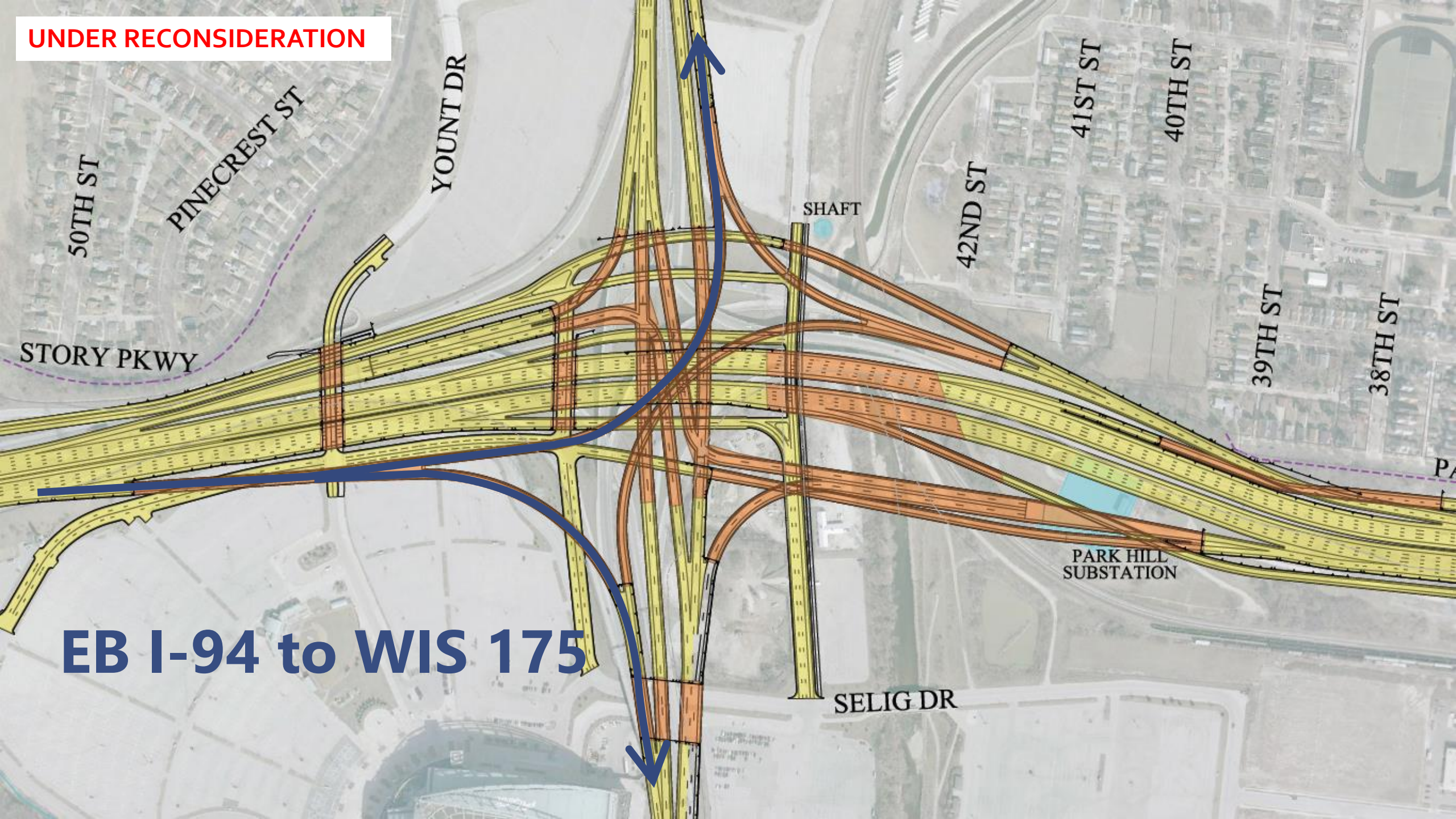
# Stadium Interchange Rendering



east →  
← west



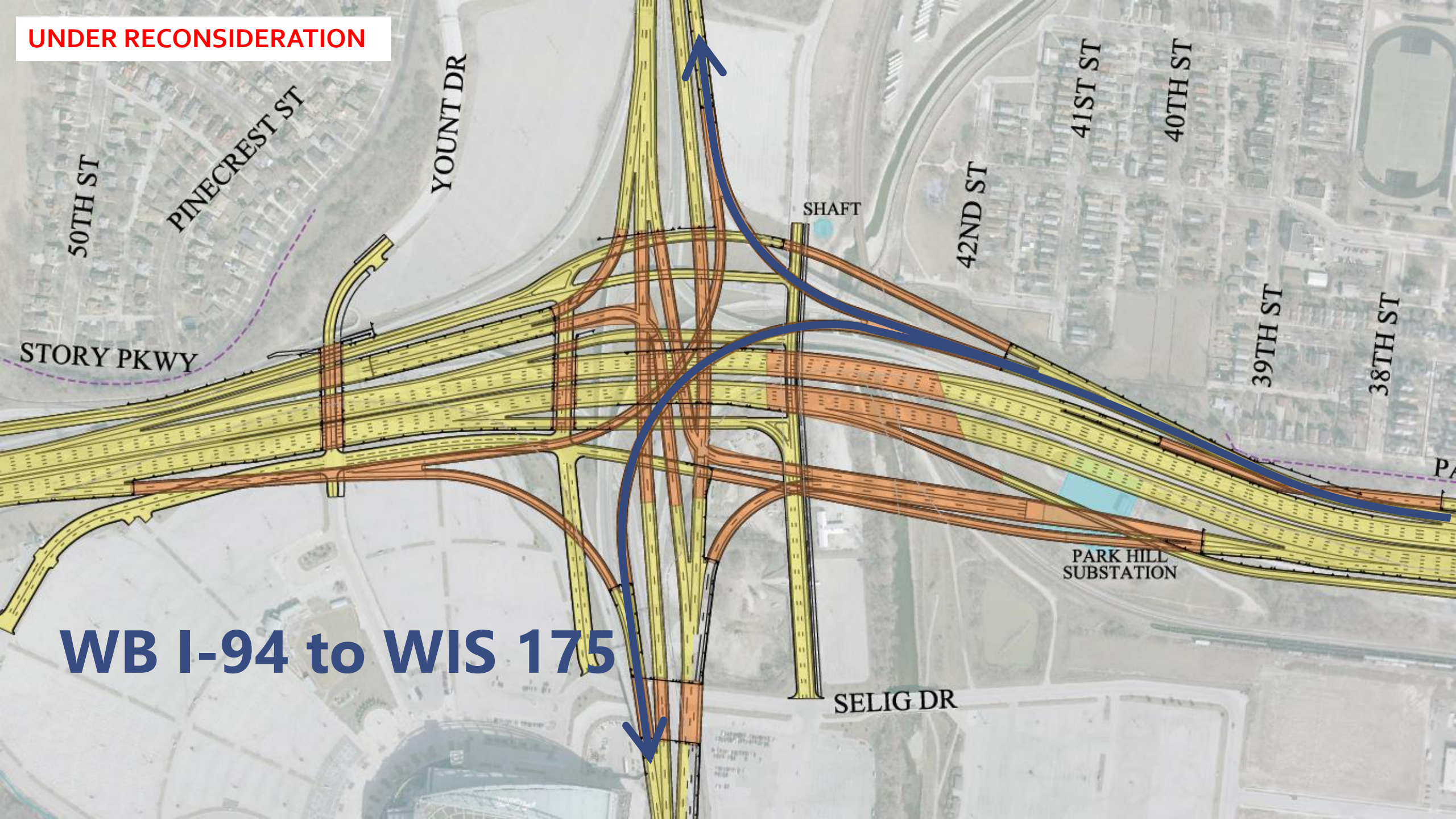
**UNDER RECONSIDERATION**



**EB I-94 to WIS 175**



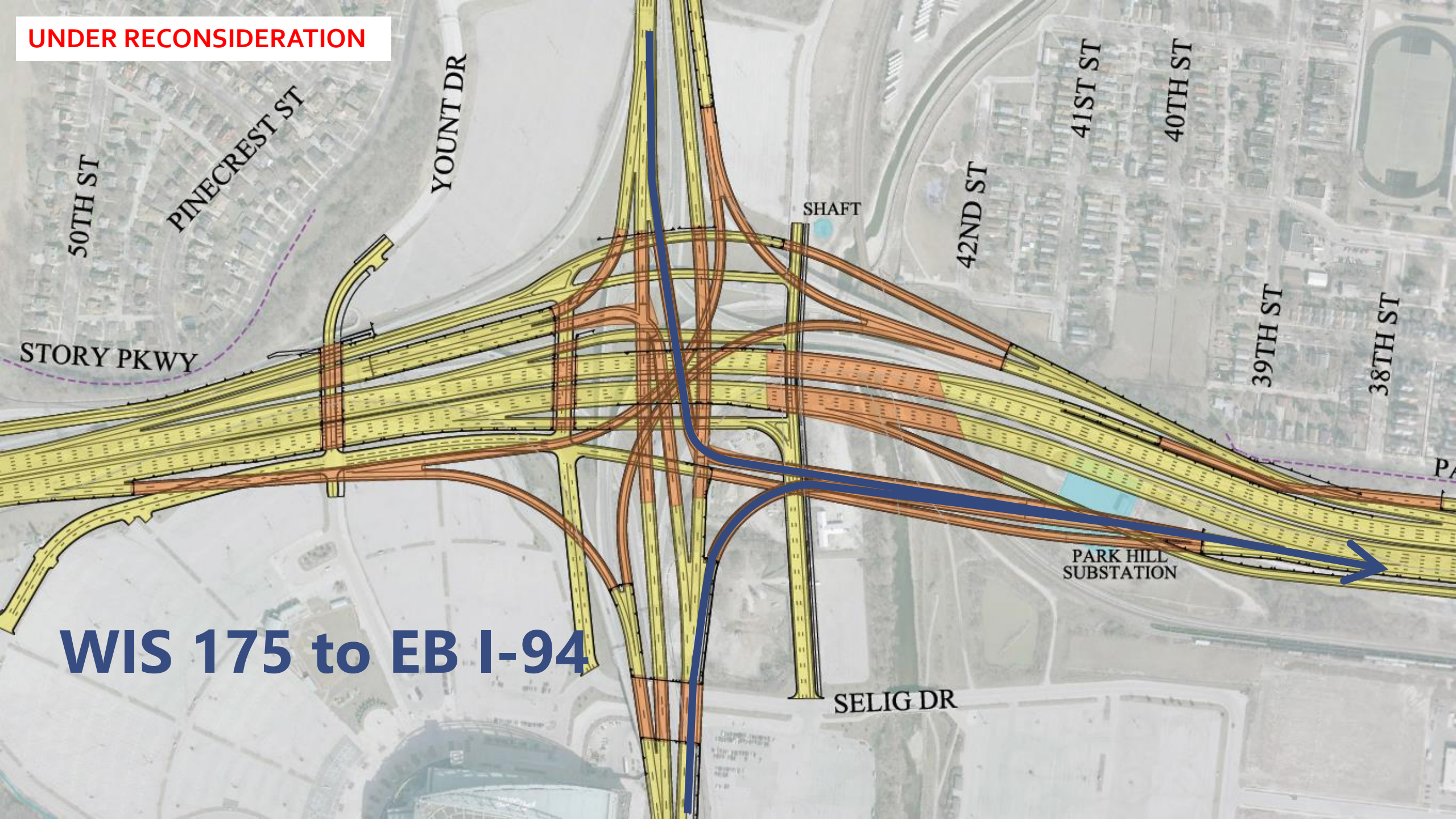
**UNDER RECONSIDERATION**



**WB I-94 to WIS 175**



**UNDER RECONSIDERATION**



**WIS 175 to EB I-94**

PARK HILL  
SUBSTATION

SHAFT

50TH ST

PINECREST ST

YOUNT DR

42ND ST

41ST ST

40TH ST

39TH ST

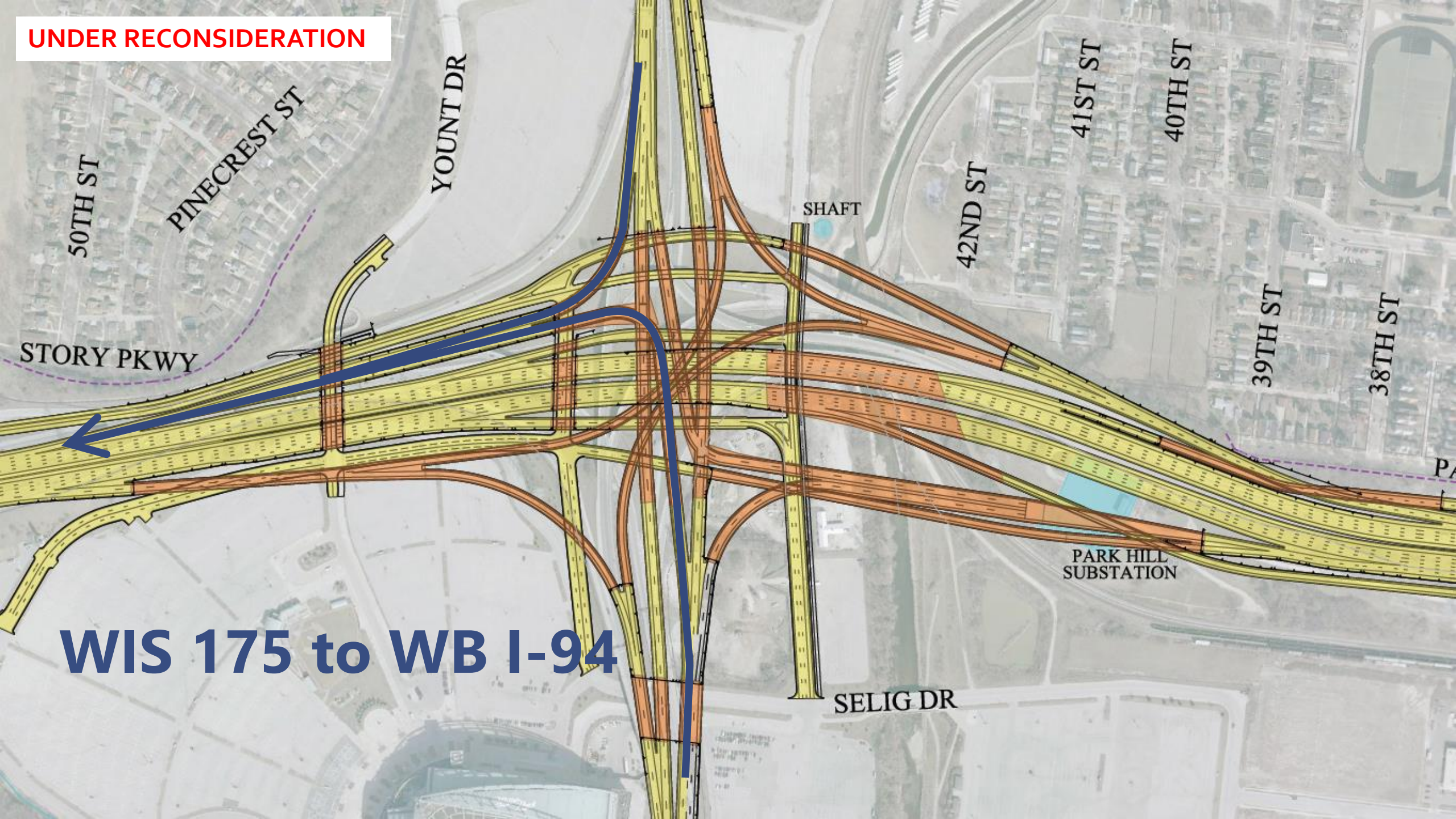
38TH ST

SELIG DR

STORY PKWY



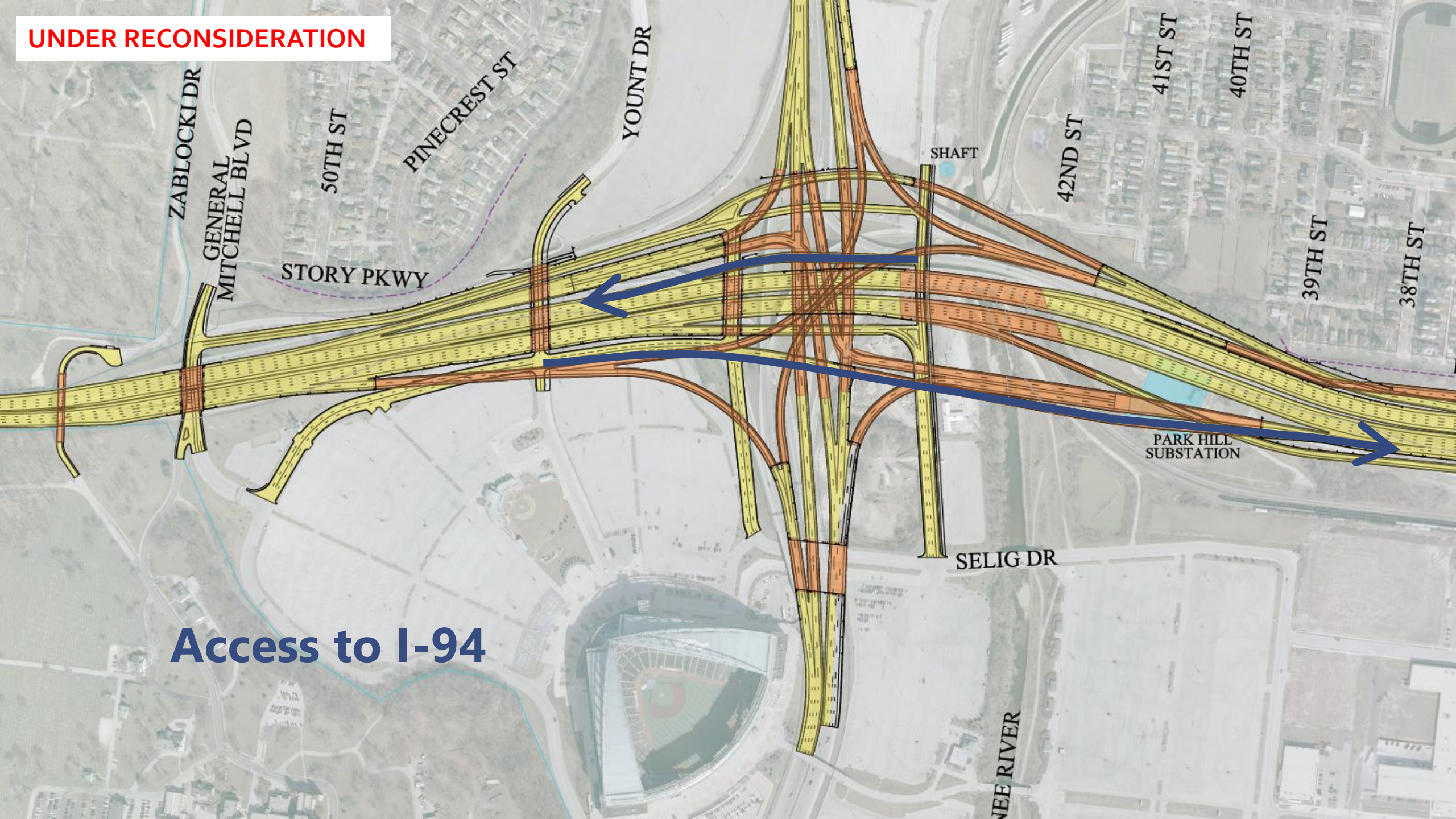
**UNDER RECONSIDERATION**



**WIS 175 to WB I-94**



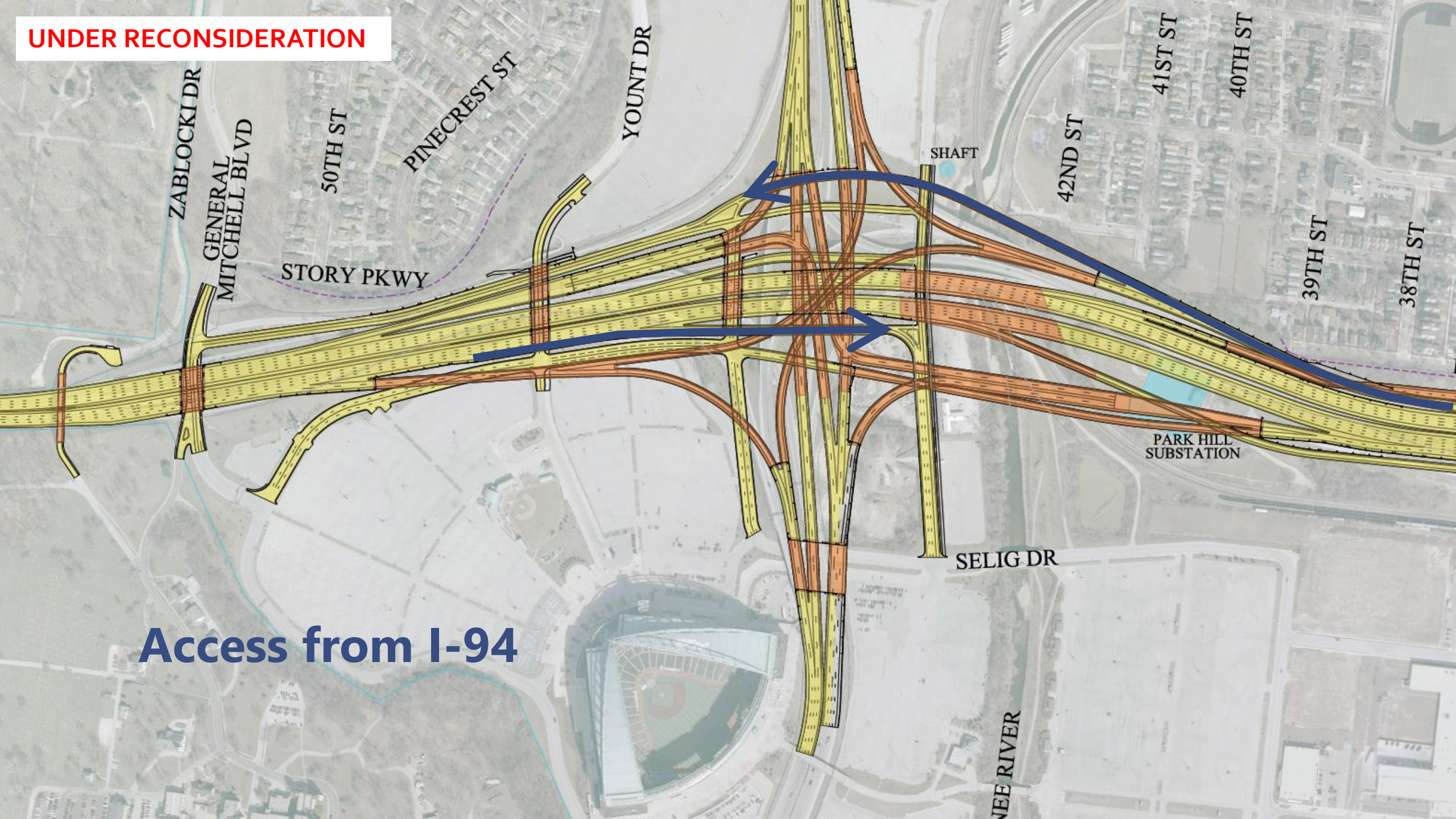
**UNDER RECONSIDERATION**



**Access to I-94**



**UNDER RECONSIDERATION**



**Access from I-94**



# Off freeway



Accommodate traffic impacted by Hawley Road changes





# I-94 EAST-WEST



east  
west