



I-94 EAST-WEST

West Allis Common Council

Wisconsin Department of Transportation

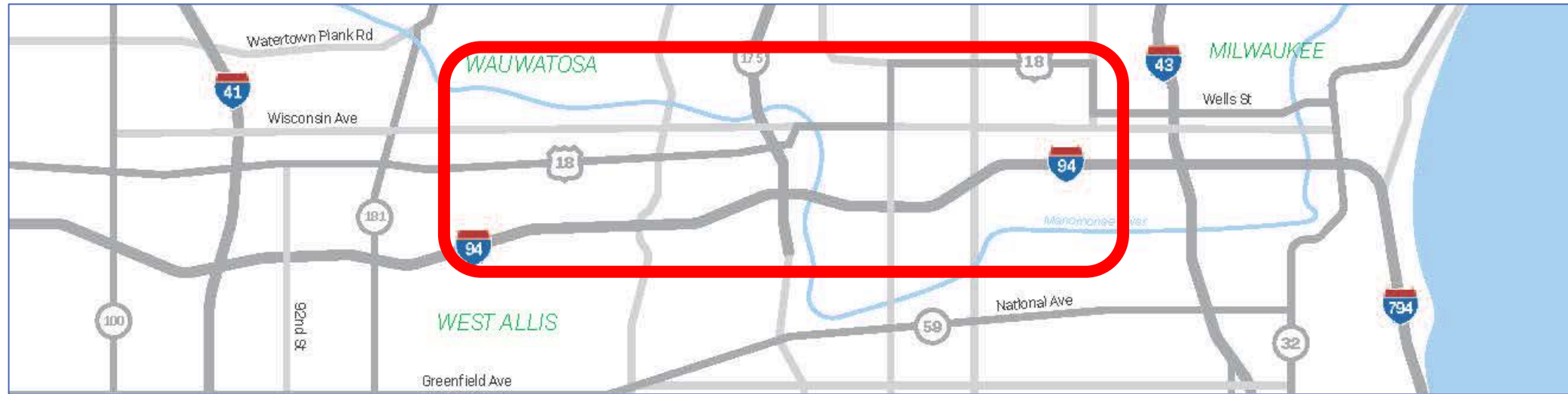
Agenda and introduction



- Project background
- Issues of equity
- Preferred alternative
- Washington Street extension

PROJECT BACKGROUND

Project Corridor



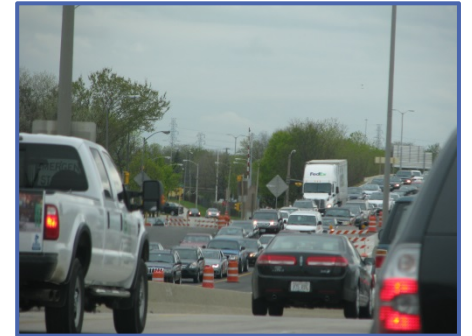
- I-94 from 70th Street to 16th Street; WIS 175 from Wisconsin Avenue south to Frederick Miller Way
- Located entirely in the City of Milwaukee, with close proximity to Wauwatosa, West Allis and West Milwaukee

east →
← west

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



Project of Regional & Statewide Importance



26% 32% 41%

PEOPLE JOBS BUSINESSES

in the 7-county region are within a
of the **Stadium Interchange**

5 MILE
RADIUS

Project of local importance



Understanding facts, clearing up misperception

- During rush hour, **76% of all trips start or end in corridor**
 - e.g. Live near UWM, work in Summit Place Office Complex
 - e.g. Live in Story Hill and work at UWM
- 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



Traffic – what's new



2020/21 data – peak traffic:

- In the weeks following the “safer at home” order, AM and PM peak volumes dropped by about 45%. Daily volumes dropped by 50%
- Volumes grew gradually May-September; relatively consistent since October 2020
- The AM peak HOUR is down about 10%; the AM peak PERIOD is down about 15%
- The PM peak HOUR has returned to pre-pandemic; the PM peak PERIOD has shifted, returned to approximately pre-pandemic

Bottom line:

- Need a **25%** reduction from pre-pandemic peak hour volumes to avoid expansion
- AM peak hour is down 10% and the PM peak hour is back to normal
- Capacity expansion continues to be justified

I-94 East-West Study



- Goal: Re-establish Record of Decision (FHWA approval of Environmental Impact Statement)
 - Confirm what was previously established
 - *Not pursuing Double-Decker option at cemetery*
- Investigate additional transit opportunities
 - Transit Technical Advisory Committee
- Investigate Disadvantaged Business and workforce development



Project overall – what's new?



- WisDOT approach to mitigation
 - Identifying additional mitigation opportunities as part of re-evaluation – specifically transit opportunities
- SE Region and I-94 E-W Business Advisory Committee – both with DBE and workforce development focus



ISSUES OF EQUITY

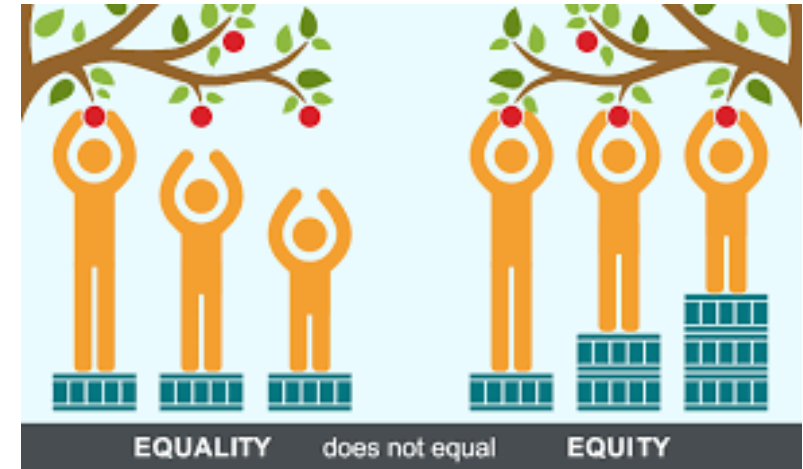
Equity

DBE Opportunities

Issues of equity



- Department is being very intentional in listening to elected officials, community and business leaders
- We recognize:
 - Lack of economic opportunity creates poverty
 - 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



Disadvantaged business opportunities



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



Disadvantaged business – Zoo Interchange

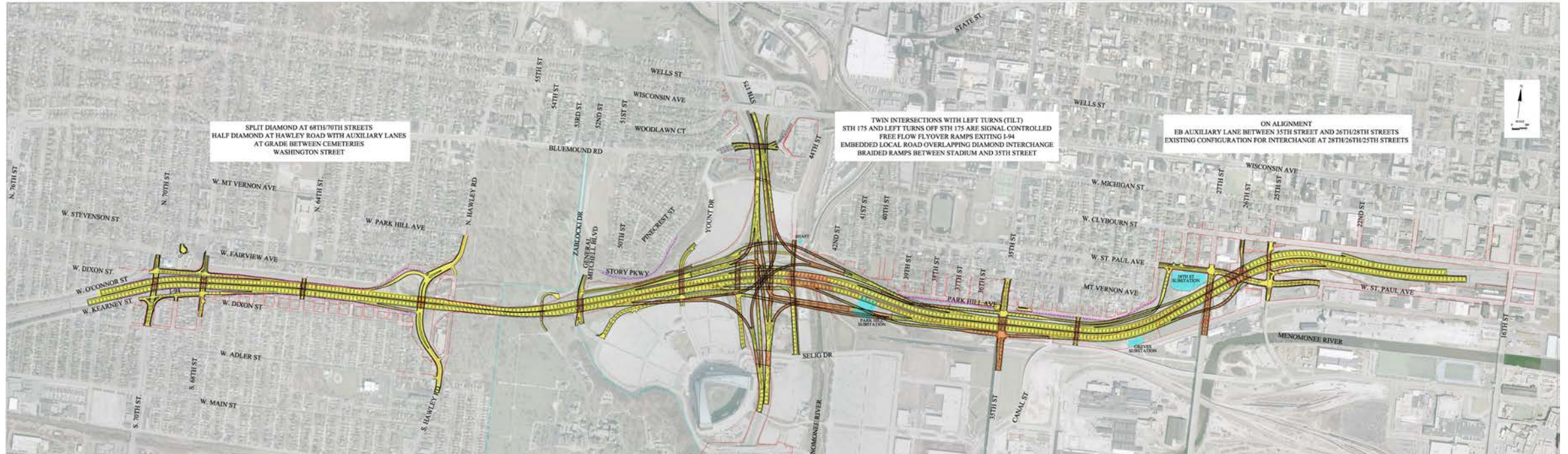


- 3G Trucking, LLC
- 4N
- AAS Trucking
- Adaptive Electrical Controls, Inc.
- AJR industrial Lawn & Snow Maintenance, LLC
- AMS Elite Solutions, Inc.
- Arbor Green, Inc.
- Abrazo Marketing
- Arrow-Crete Construction, LLC
- Barrientos Design
- Benavides Construction, Inc.
- Beth Foy and Associates
- BMJ Trucking, LLC
- Bullet Transit Co., Inc.
- Bumpy's Steel Erection
- Casso & Son Trucking
- Certified Contractors, LLC
- Choice Construction Companies, Inc.
- Cisco Distributing, LLC
- CM Sobczyk Trucking, Inc.
- Community Traffic Control, LLC
- Con-Cor Company, Inc.
- Corbitt Trucking, LLC
- Cotter Consulting
- CRB Corporation, Inc.
- CS Trucking, LLC
- D & V Trucking LLC
- Daar Engineering
- Dixon & Company
- Dolson, Inc.
- Edwards and Associates
- EFH Trucking LLC
- EMCS
- EPN Trucking
- Flying C Transportation, LLC
- G Moxie
- G. P. Trucking, Inc.
- Gee's Trucking, LLC
- Gestra Engineering, Inc.
- Godoy Trucking LLC
- Gonzalex E, LLC
- Gorman & Son, Inc.
- Guin's Trucking, LLC
- Haas Media
- Habermehl Electric, Inc.
- Hall Trucking
- Heider & Bott Co.
- Helping Hand Trucking, LLC
- Himalayan Consultants
- Howard Trucking
- Interstate Sealant & Concrete, Inc.
- Islas Trucking, LLC
- J & O Trucking, Inc.
- J Harris Trucking
- J Harris Trucking
- J.A. Watts Inc.
- K & B Trucking, Inc.
- Kanes Trucking LLC
- KG Family Investment
- Lakeside Trucking and Excavation LLC
- Leden's Trucking Inc.
- Lira Trucking, Inc.
- Interra, Inc.
- Luchador1& Yvette29 Trucking
- Luna Trucking
- Luz Mercado Trucking, Inc.
- Lynch and Associates
- M Rodriguez and Son, LLC
- M. Peters Trucking Inc.
- Madd-Ward Trucking
- Mariann Noyes Trucking, LLC
- Martha Love Association B
- MB Bros Trucking
- MinCon, Inc.
- MJM Trucking, LLC
- Morales Trucking, LLC
- MTC Moreno's, Inc.
- Next-In-Town
- NEZA Trucking, LLC
- Nuvo Construction Co., Inc.
- P Diaz and Sons Trucking
- Patriot Truck Service, Inc.
- Piceno's Trucking
- Pilos Trucking, LLC
- Pressure Express, LLC
- R&L Trucking, LLC
- Ralph Trucking, LLC
- RAM Auto Transport, LLC
- Renegade Trucking, LLC
- RMS of Wisconsin, Inc.
- Rodriguez Construction Corp.
- Ron's Trucking
- S P E, Inc.
- Salvador S Sanchez Trucking
- Schweiger & Baumann
- Sean & Sons Trucking
- Siker Consulting
- SLM Transport, LLC
- South Star, Inc.
- Spann and Associates
- Stanley Harris Trucking
- Szada Trucking, Inc.
- T. Bell Trucking, LLC
- Thomas Trucking
- Transmart
- Tremmei-Anderson Trucking, LLC
- Twin Lakes Transit, LTD
- Vizcaino's Trucking, LLC
- Waterford Truck Service, Inc.
- Zara Trucking

PREFERRED ALTERNATIVE

Overview and Schedule

Interstate Improvements



- Add fourth lane in each direction
- 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

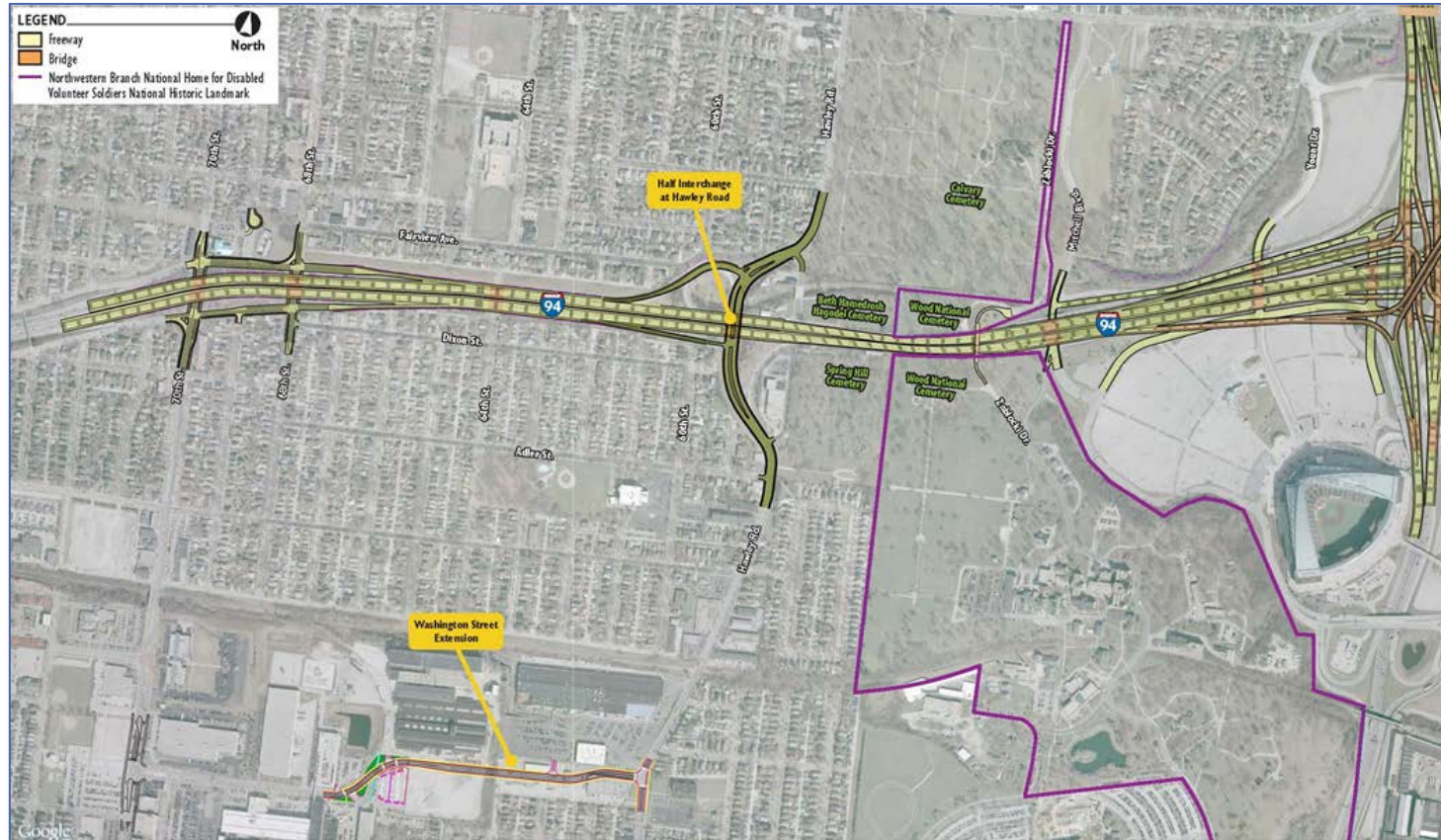
Preferred Alternative - Cost



- Costs were calculated as part of 2012-2017 study and will be updated as part of the Final EIS re-evaluation
- Approximately **10-12 percent** of the total project cost is related to **adding a fourth lane** in each direction
- Approximately **35 percent** of the cost is related to the **replacement of pavement and bridge**
- Over **50 percent** of the cost is associated with **safety and design improvements**



Selected West Segment Alternative



- I-94 would have less than 12-foot driving lanes and narrow shoulders in the approximate 2,000-foot segment from Hawley Road to Zablocki Drive, to avoid encroachment on the adjacent cemeteries.
- ***Most narrow segment, with 11 ft lanes and 2 ft shoulders = 30 feet in distance***
- East and west of the cemeteries, the freeway would transition to standard 12-foot lanes and 12-foot should
- 68th/70th – similar configuration to today.
- Hawley Road – half diamond to/from west.

Off freeway



Accommodate traffic impacted by Hawley Road changes



Washington Street



Accommodate traffic impacted by Hawley Road interchange modifications



Anticipated Schedule



- Finalize Record of Decision in mid/late 2021 [if supplemental EIS not needed]
 - Mid/late 2022, if needed



- Enumeration/Funding 2021
 - Preliminary/Final Design 2021



- Construction timeline based on funding
 - Could start as early as 2023/2024
 - Construction likely 3-4 years, depending on funding





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