





Decision on Preferred Alternative for I-94 E/W Corridor

Issue: Cemetery Section (west of Stadium Interchange)

How to reconstruct the freeway to 8 lanes (capacity expansion) through the Soldier's Home National Historic Landmark?

Alternatives

- 8 Lane At-Grade (8LAG) – Provides four 11-foot lanes (12 foot standard) in each direction with minimal shoulders. Not enough space for ramps to and from Hawley on the east side. This results in a half Hawley interchange with connections to and from the west.
- Double Deck (DD) – This alternative stacks eastbound lanes on top of westbound lanes. Enough additional space is available for full Hawley Road interchange

Neither option requires any R/W purchased from the cemeteries

Neither option directly impacts graves

Both options provide 4 through lanes in both directions

Decision

WisDOT has selected 8 LAG because

- Cost: 8LAG is less expensive by \$170 million
- Schedule: DD creates an “adverse effect” the National Historic Landmark which would require extensive coordination with federal agencies and likely significant additional dollars for mitigation. This would add about a year to the design schedule.
- Traffic Operations: Although slightly less than the DD, the 8LAG achieves acceptable Level of Service in 2040 (Based on moderate traffic growth forecast)
- Neighborhood Impacts: Fewer homes need to be purchased for the 8LAG. Also, we heard very clearly from adjacent neighborhoods that DD would result in unacceptable noise and visual impacts.
- More acceptable to City of Milwaukee and Milwaukee County

Impacts

- City of West Allis is concerned about loss of a full interchange at Hawley Road. As possible mitigation, WisDOT is investigating local street concepts that could help direct traffic to the 68th/70th interchange to the west and Miller Parkway to the east.
- The minimal shoulders through the cemetery area will be challenging for snow removal and responding to accidents or disabled vehicles.
- 8 LAG has slightly less vehicle capacity so very long term (beyond 20 years) it will fail sooner than the Double Deck alternative

Issue: East Leg (East of Stadium Interchange)

The section of existing I-94 near 27th street has a unique combination of vertical and horizontal geometry which is substandard. The reconstruction of I-94 with 4 lanes (capacity expansion) needs to address this deficiency.

Alternatives

- On-Alignment: Provides slightly better geometric alignment while keeping ramps to 27th area the same as existing. Ramps connect to 25th street, St. Paul and 28th
- Off-Alignment: Shifts the freeway to the south, improving the geometric alignment and consolidating access to 27th Street.

Decision

WisDOT has selected the On-Alignment Alternative because:

- It is \$100 million less expensive
- It doesn't impact Intec (local business) which employs 50-60 from the community
- More acceptable to City of Milwaukee

Impacts

- Some stakeholders liked the consolidation of access to 27th Street
- Geography of On-Alignment alternative is improved over current, but not as much as Off-alignment