



I-43 BROWN STREET TO CAPITOL DRIVE

I-94 70TH STREET TO 16TH STREET

Bronzeville Committee
September, 2021

Impactful WisDOT projects

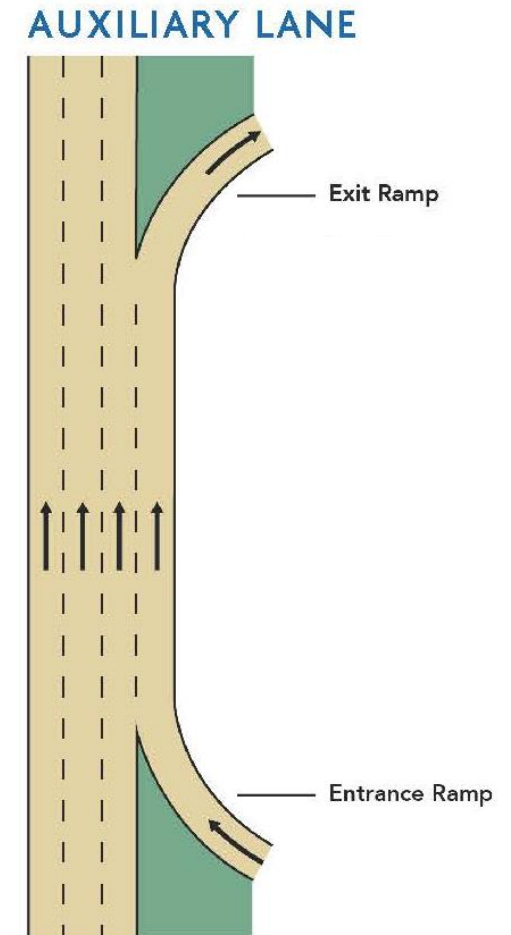


- Thank you for your time!
- Briefly share information on two WisDOT projects in the City
 - I-43 – Rehabilitate bridges and pavement in Brown-Capitol corridor
 - I-94 – Full reconstruct of corridor from 70th Street to 16th Street
- WisDOT's goal – manage our assets to get as much useful life; rehabilitate until we have to replace

I-43 Brown to Capitol



- Rehabilitate pavement in entire corridor (base patch, mill and overlay)
- Repair bridges at Brown, Wright, Center, Locust, Burleigh
 - Various work depending on need - replace the deck, sidewalk, paint
- Recommending: safety and operation improvements
 - Example – auxiliary lane adds pavement length between entrance/exit for easier merging
 - Example – high friction surface treatment to help prevent incidents; improve drainage to avoid ice



I-43 NOISE STUDY - preliminary

- Studied as part of environmental document
- Locations will be reexamined with final alternative – preliminary recommendations:
 - East of I-43 – Locust to Keefe
 - East of I-43 – Capitol off-ramp
 - West of I-43 – Chamber to Keefe
 - West of I-43 – Brown to Walnut
- Owners and renters in *impacted and benefited* locations get a vote



**Example rendering –
I-43 , north of Capitol**

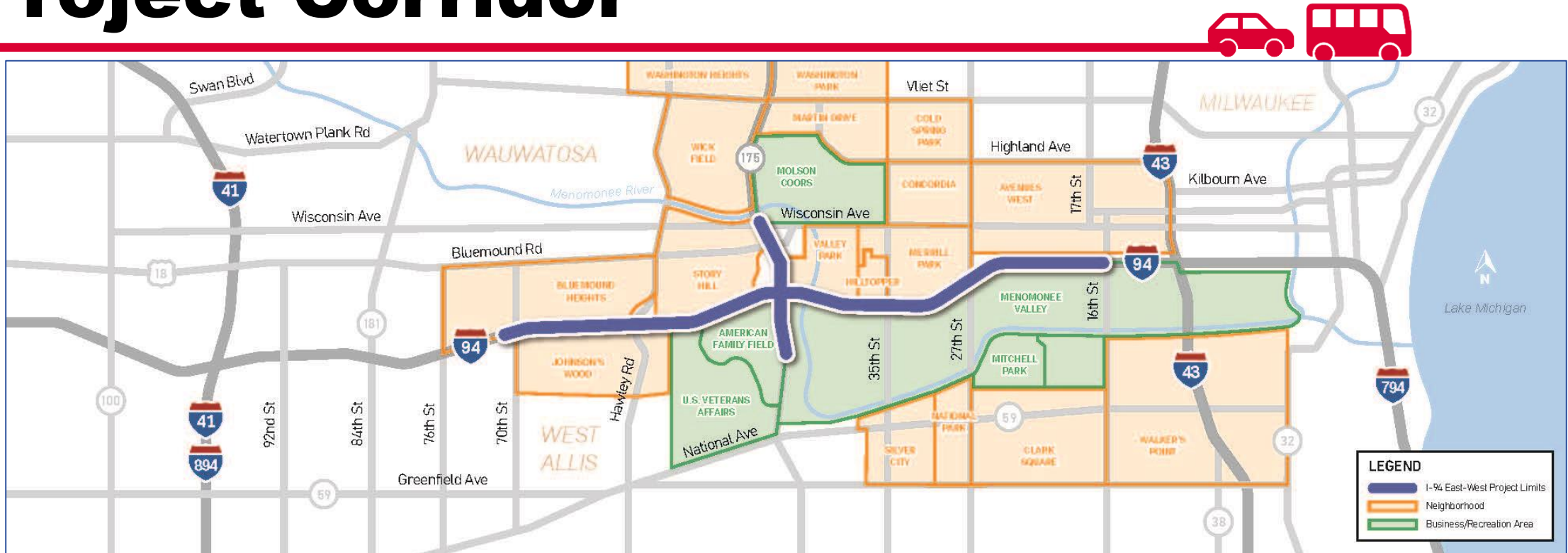
ANTICIPATED SCHEDULE



- 2021
 - Finalize environmental Study
 - Public outreach
 - Noise barrier public process
- 2022
 - Finalize plans
- Late 2022-mid 2024
 - Construction



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

I-94 – 70th St. to 16th St.



- Full redesign/reconstruct
- Preparing Supplemental Environmental Impact Statement
- If build alternative chosen:
 - Eliminate left hand entrance/exit
 - Redesign to modern safety standards
- 6-lane and 8-lane alternatives under consideration



I-94 – Important facts



- Not pursuing Double-Decker option at cemetery
- Not moving graves
- Investigate additional construction mitigation transit opportunities
- Investigate Disadvantaged Business and workforce development opportunities
- Traffic moving east/west during hour is about 50/50
- Projects helps city residents with safer, more reliable roadways
- Supports regional economy with Milwaukee as hub

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



- **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
- **2024-2027**
 - Construction



THANKS FOR YOUR TIME!

ANY QUESTIONS?

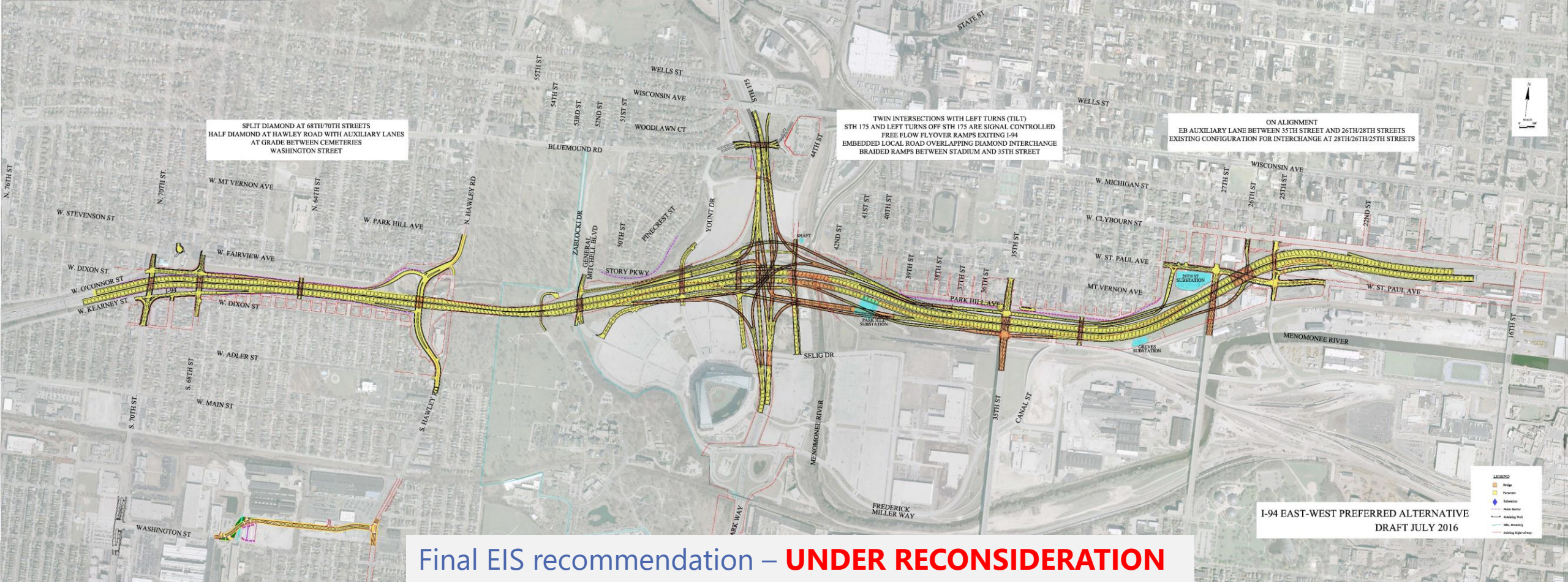
**Reference slides for
Q&A, if needed**

RECOMMENDED IMPROVEMENTS



- Stay within existing right-of-way
- Allow for merging at straighter location
- Allow drivers more distance to enter/exit
- Repair bridges: Brown, Wright, Center, Locust, Burleigh
- Coordination with City DPW, County DOT/MCTS

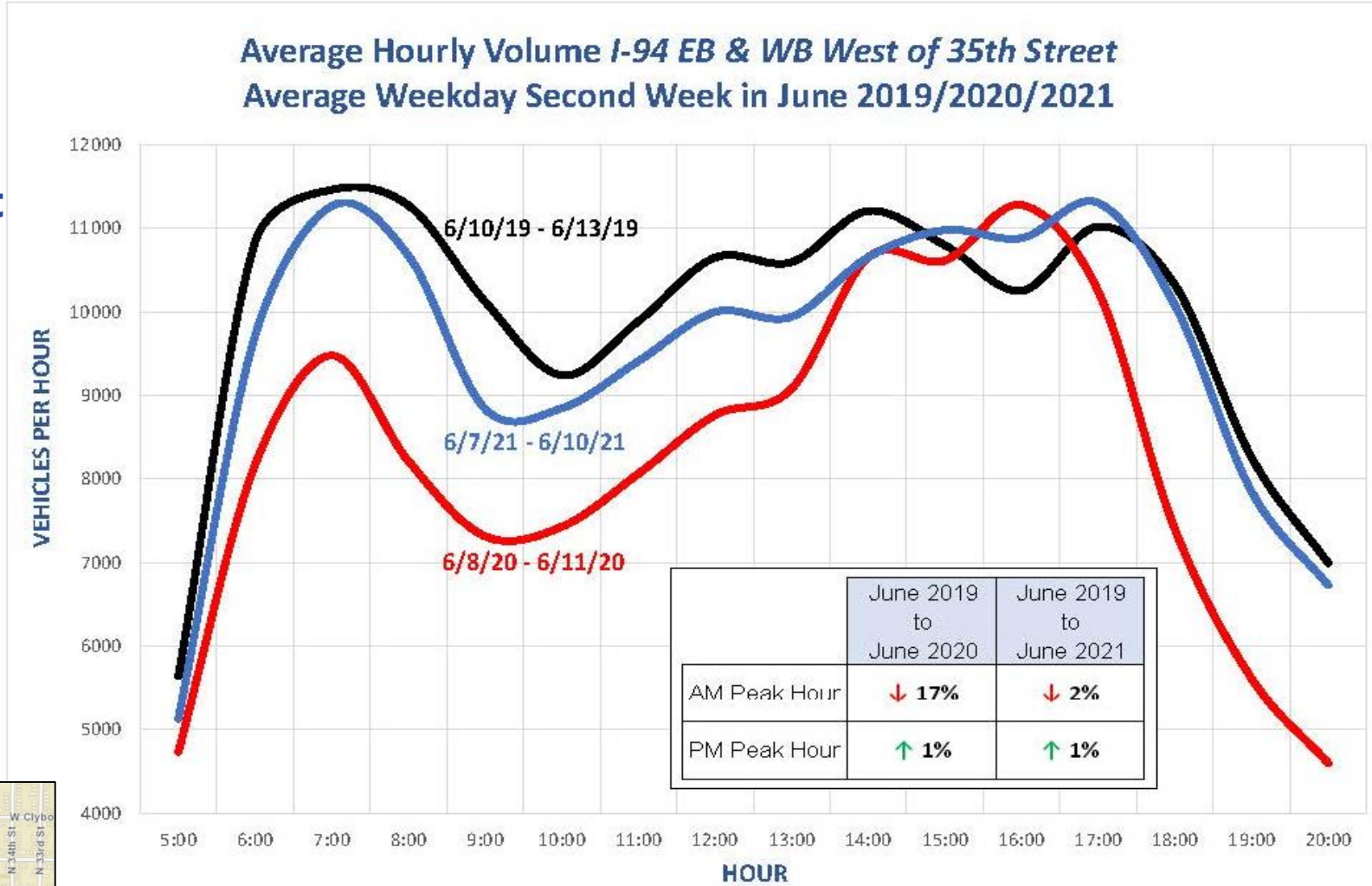
Previous recommendation



Changes to Traffic During Pandemic **DRAFT**



**I-94 W of 35th St
EB+WB**



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



LOS E

