

94 North-South Freeway Project Update



**94 NORTH-SOUTH
FREEWAY PROJECT**



U.S. Department of Transportation
**Federal Highway
Administration**

Project Overview

Corridor map

- Includes about 35 miles of mainline freeway and 17 service interchanges
- Extends from the Mitchell Interchange area to just south of the Illinois state line
- Includes the spur to General Mitchell International Airport and the Plainfield Curve
- Includes frontage road system in Kenosha and Racine Counties



Project Overview

Purpose and need

- Improve safety
- Accommodate future traffic
- Maintain key link within transportation network
- Replace deteriorated pavement and structures
- Minimize environmental impacts



Project Overview

Traffic

- ❑ Traffic over the past 10 years has grown 17% - 31% in the corridor
- ❑ The study will design to 2035 forecasts
- ❑ 30-year growth expected between 12% and 48%



Selected alternative

Modernization alternative with capacity expansion- eight lanes

- Addresses major safety and design aspects and congestion throughout the system
- Eliminates certain ramp movements and correct unsafe ramp movements – results in about 100 crashes fewer per year
- Adds additional freeway lane
- Cost=\$1.9 billion

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Several ways to stay informed about the project

Message from Sec. Frank Busalacchi

The Tennessee Department of Transportation (TODOT) is reaching the final phase of the I-94 North-South Corridor study. We have done a long way since the study of the 35-mile corridor began in January 2006.

The project team started to create and refine alternatives for the interstate highway corridor from the Shiloh corridor through Knoxville and became known as the 251/261 Interchange in Winston County.

I-94, a primary commercial and tourism route serving growing industrial and commercial areas, has deteriorated. Safety issues, design deficiencies and traffic congestion concerns require full reconstruction and widening. Much of the corridor has been repurposed three lanes. Additional overpassing are not cost effective, and they will not address safety or long-term operational needs.

The purpose of this newsletter is to keep you informed about the latest activities on the I-94 North-South Corridor.

As the result of this study we know that community involvement was essential. Our project team has held more than 600 meetings with residents, businesses, advocacy leaders, elected officials and non-profits. We have solicited input to determine and address your needs. We encourage you to attend one of the public hearings on Dec. 3, 6, 9 or 10, to the press conference on November 29th and to the public hearings on the future of the I-94 corridor.

In this issue, you will find:

- An overview of the preferred alternatives cost and schedule to be presented at the public hearings
- An and issue analysis of the Secretary's action
- A summary of the draft environmental impact statement and where it is available
- What to expect of the public hearings
- Study schedule and contact information

What's New

What's New

What's New

Milwaukee County (North)

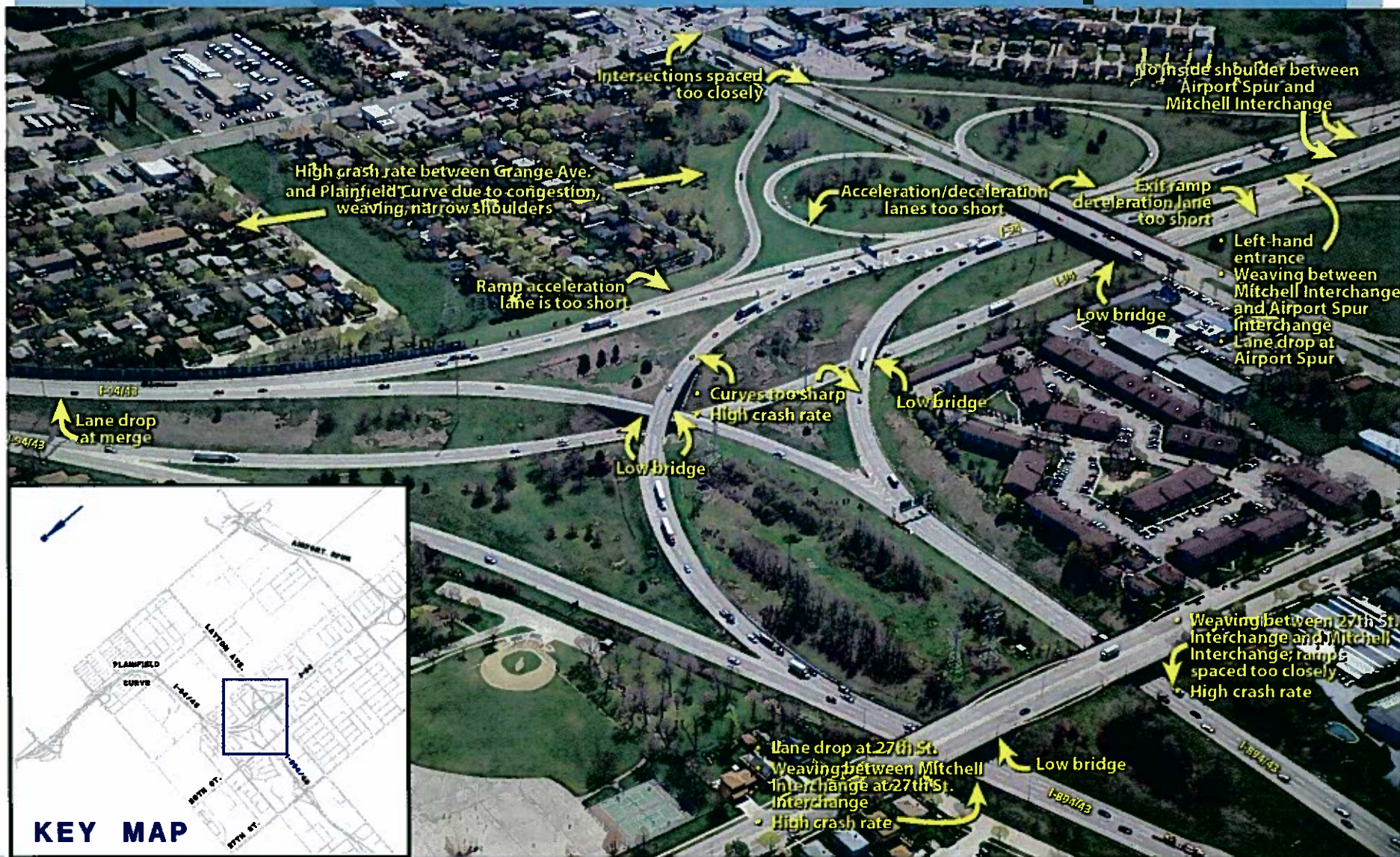


Milwaukee County (South)



Selected alternative

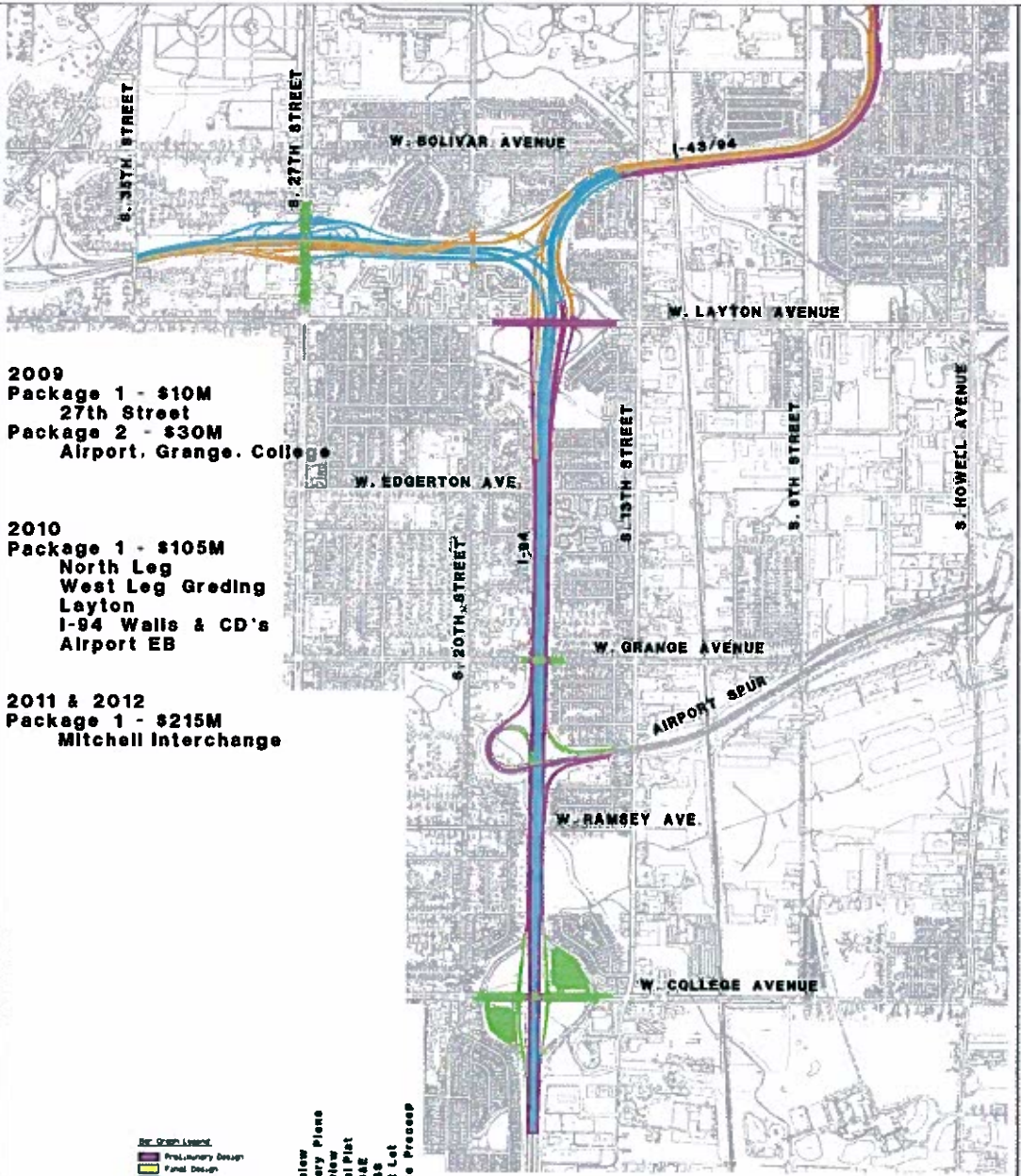
Modernization alternative fixes problems



Mitchell Interchange Rendering



Milwaukee Co. Construction Schedule



2009
 Package 1 - \$10M
 27th Street
 Package 2 - \$30M
 Airport, Grange, College

2010
 Package 1 - \$105M
 North Leg
 West Leg Grading
 Layton
 I-94 Walls & CD's
 Airport EB

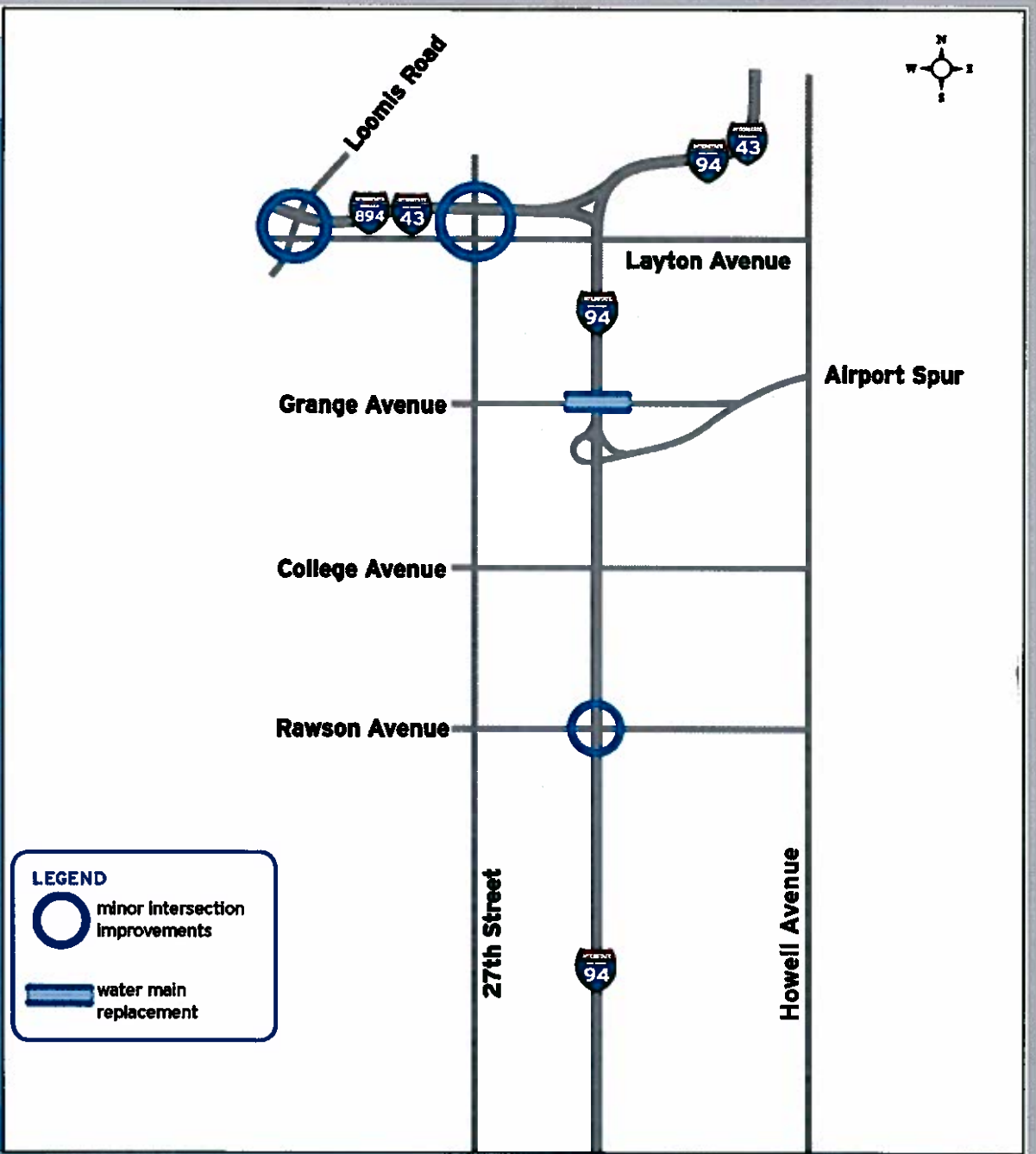
2011 & 2012
 Package 1 - \$215M
 Mitchell Interchange

- Preliminary Design
- Final Design
- 50% Review / 50% Revisions
- Proposed Preparation Process
- Contract Execution
- Construction

- 30% Review
- Preliminary Plans
- 60% Review
- Appraisal Plat
- Dress Plans
- Final PS&E
- Final PS&E
- Contract Let
- Notice to Proceed

	2008	2009	2010	2011	2012
27th/Spur 1/Grange/College					
North Leg/Grading/Layton/Walls/Spur 2					
Mitchell Interchange					





Milwaukee Co. 2008 Construction



Milwaukee Co. 2009 Construction



LEGEND

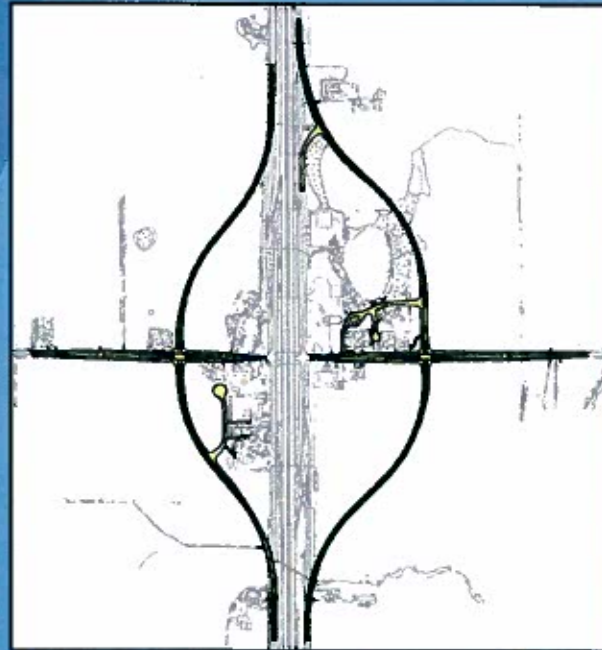
-  major interchange/overpass reconstruction
-  detour route
-  resurfacing project
-  minor intersection improvements

Kenosha County 2009 Construction

County C Frontage Roads



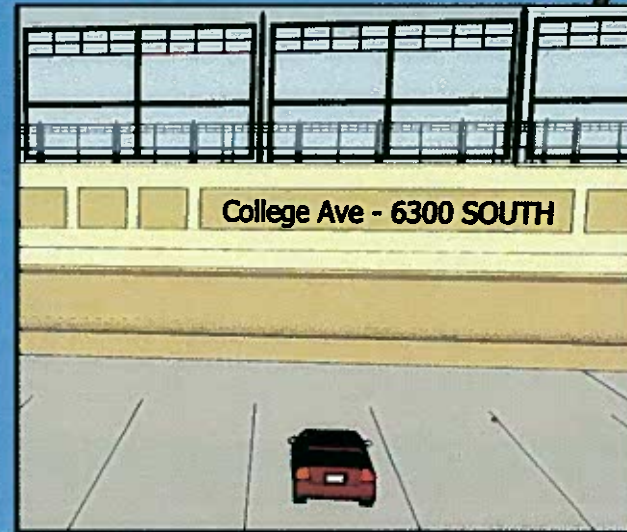
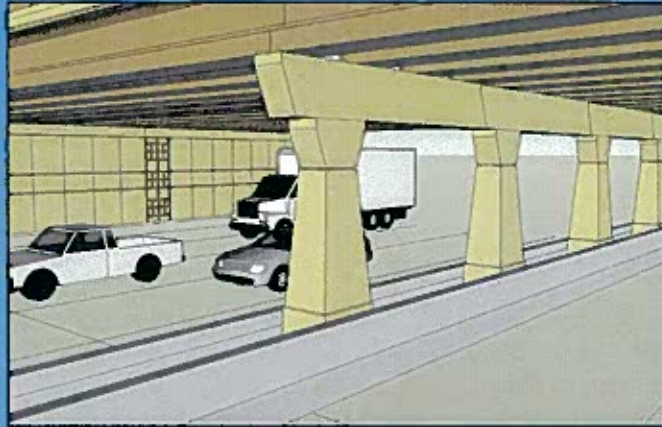
County E Frontage Roads



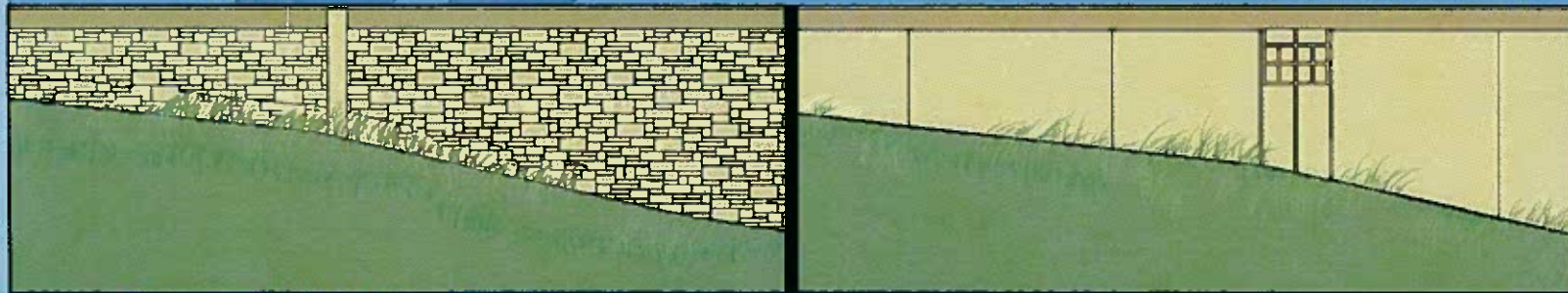
WIS 158 Frontage Roads



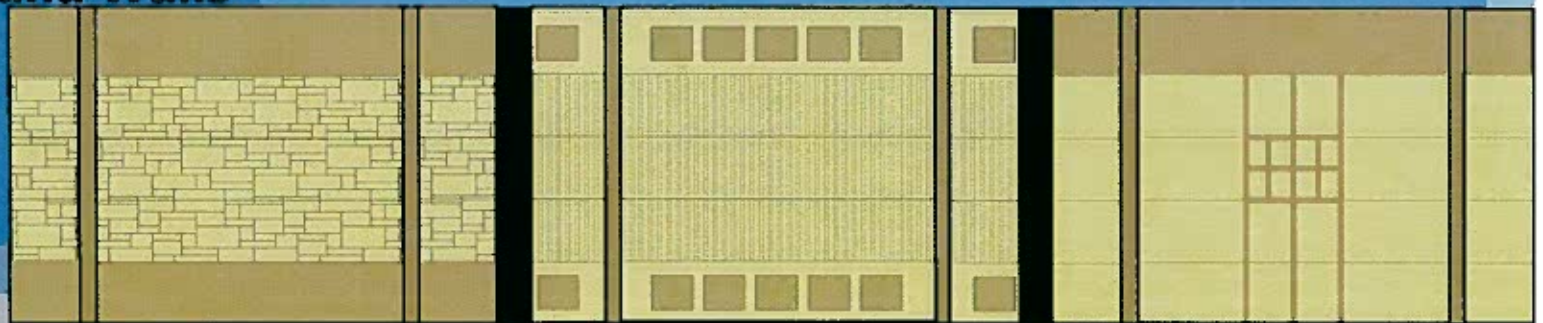
CSD treatments- Milwaukee County



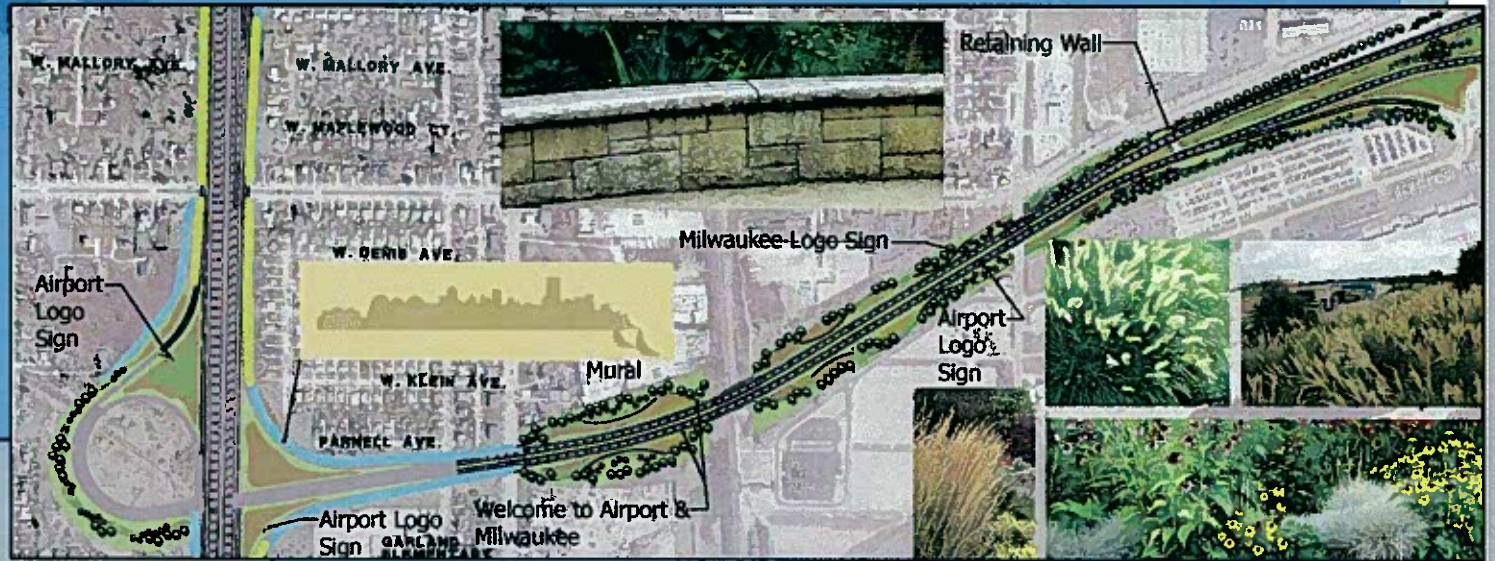
Retaining Walls



Sound Walls



CSD treatments- Milwaukee County



Curb & Gutter Treatment in Median



Retaining Wall Treatment in Median



• 27th St & Ryan Rd

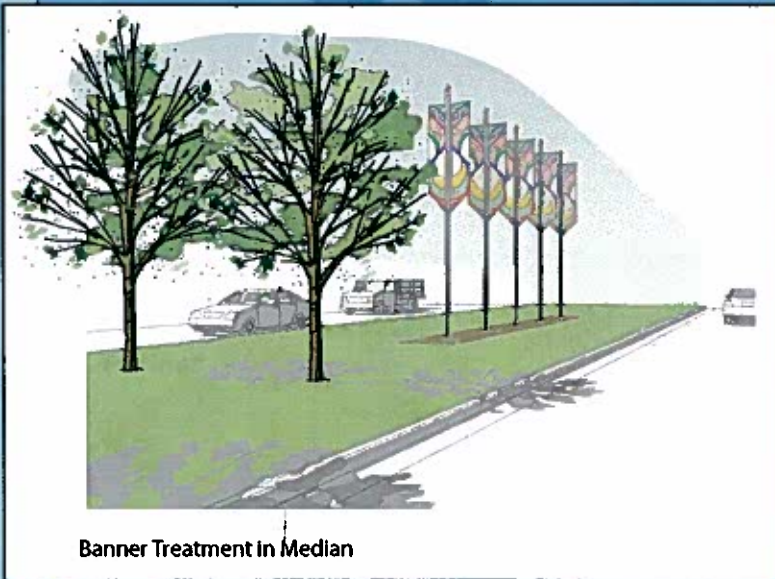
• 20th St, Rawson Rd & Postel Rd

• Luyton Ave & Dievel Ave

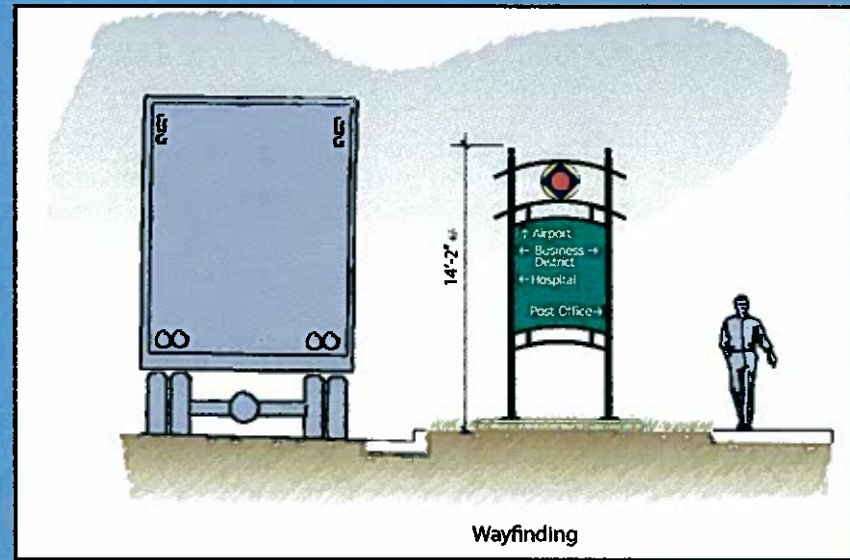
• Grange Ave & College Ave

• Elm Rd

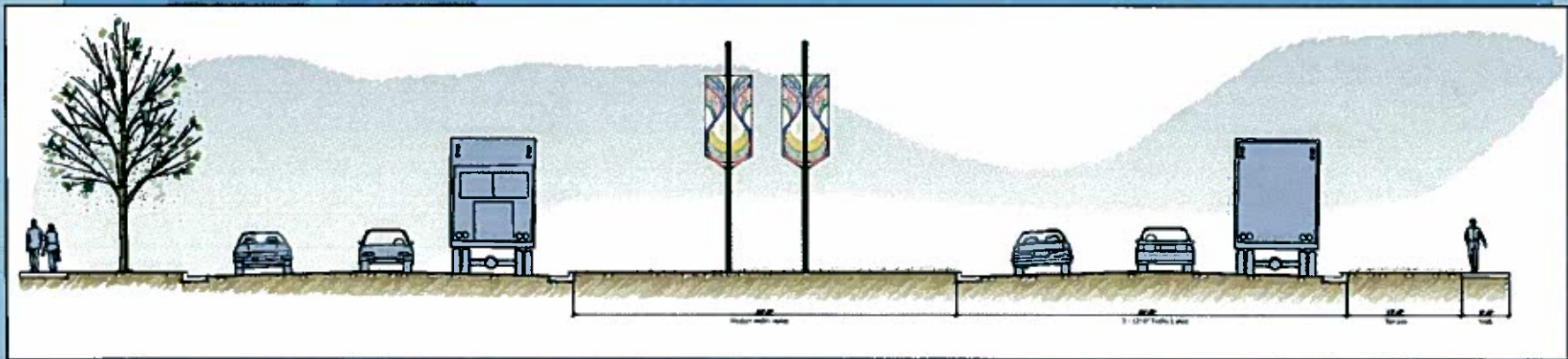
CSD treatments- 27th Street



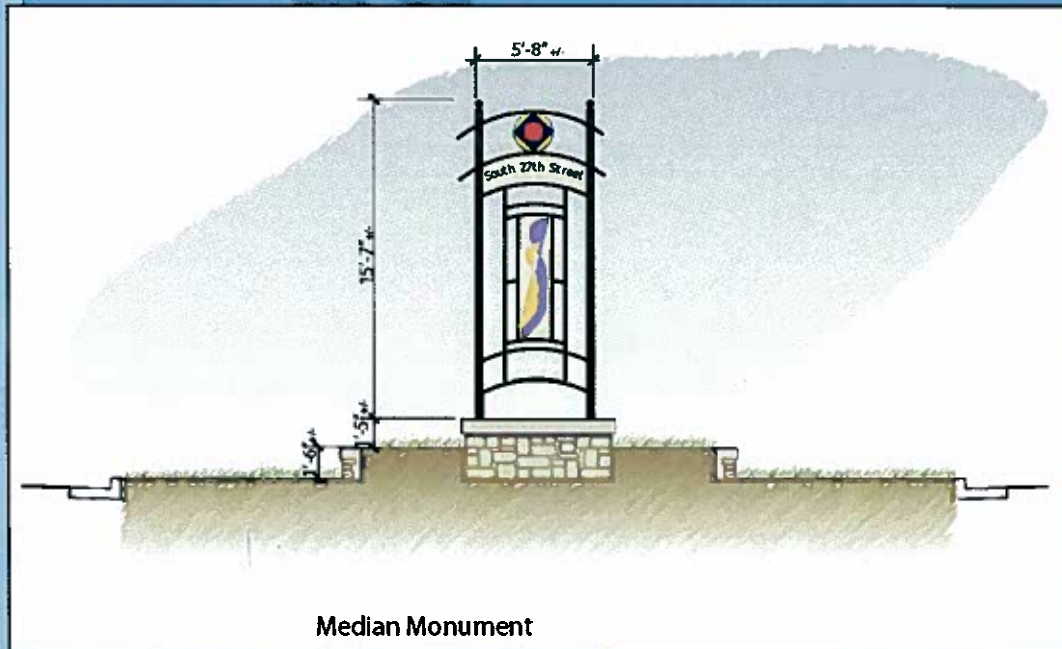
Banner Treatment in Median



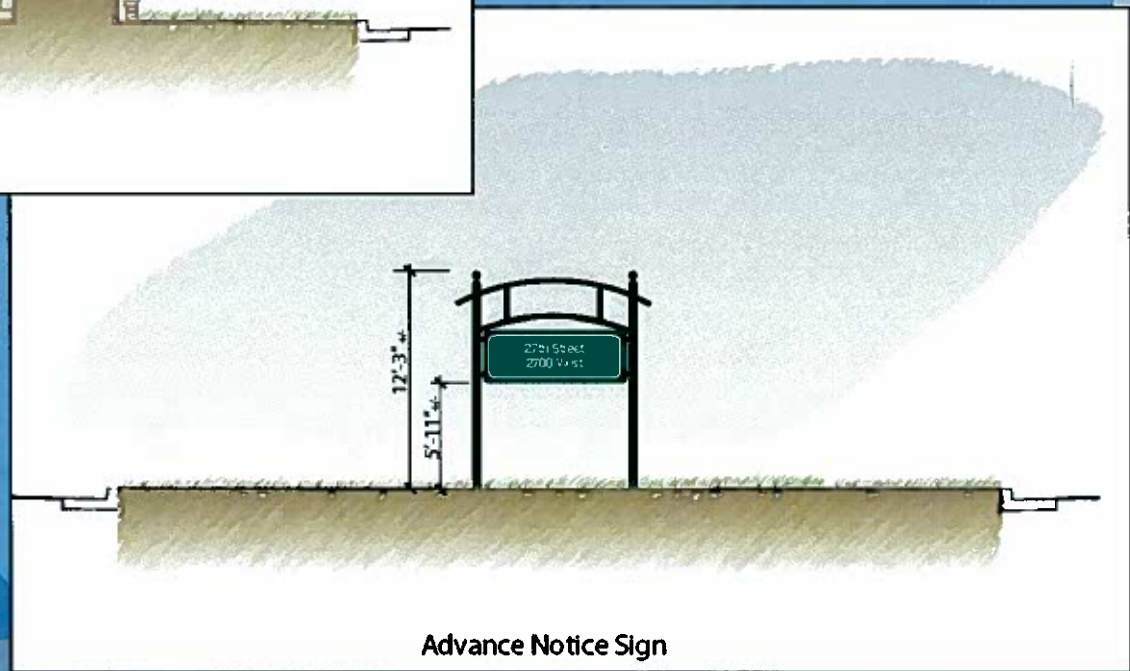
Wayfinding



CSD treatments- 27th Street



Median Monument



Advance Notice Sign

Project Contacts

Web site:

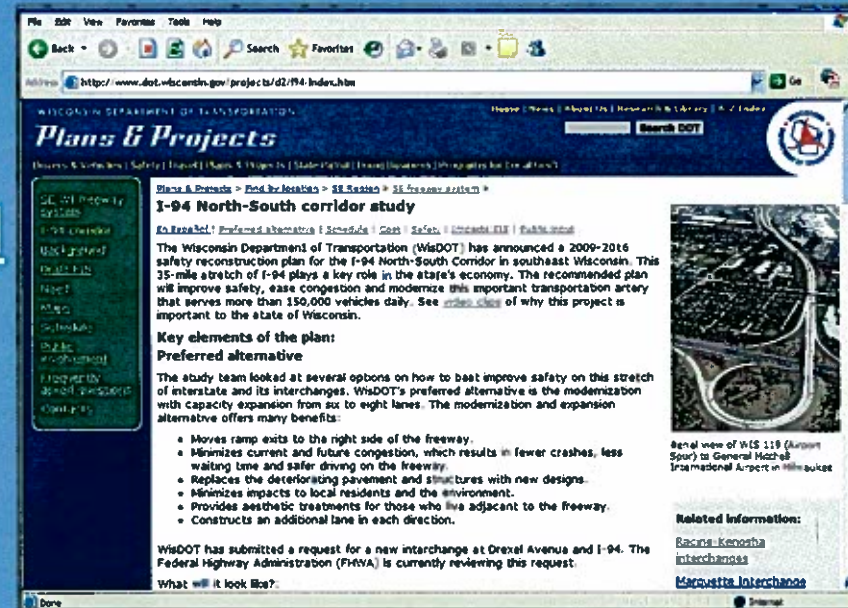
www.seffreeways.org

Hotline:

(262) 548-8721

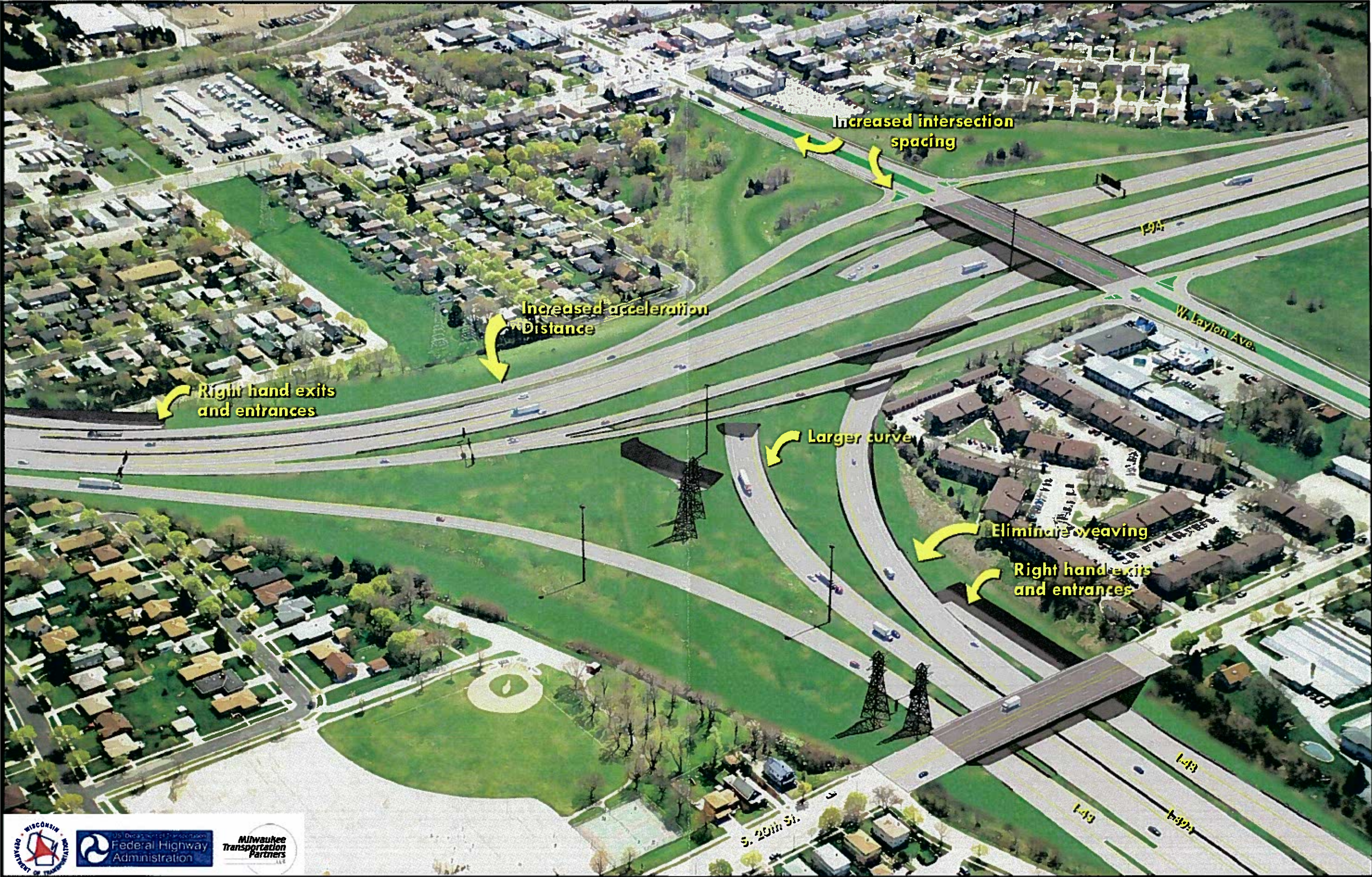
Email:

dotseffreeways94nsc@dot.state.wi.us

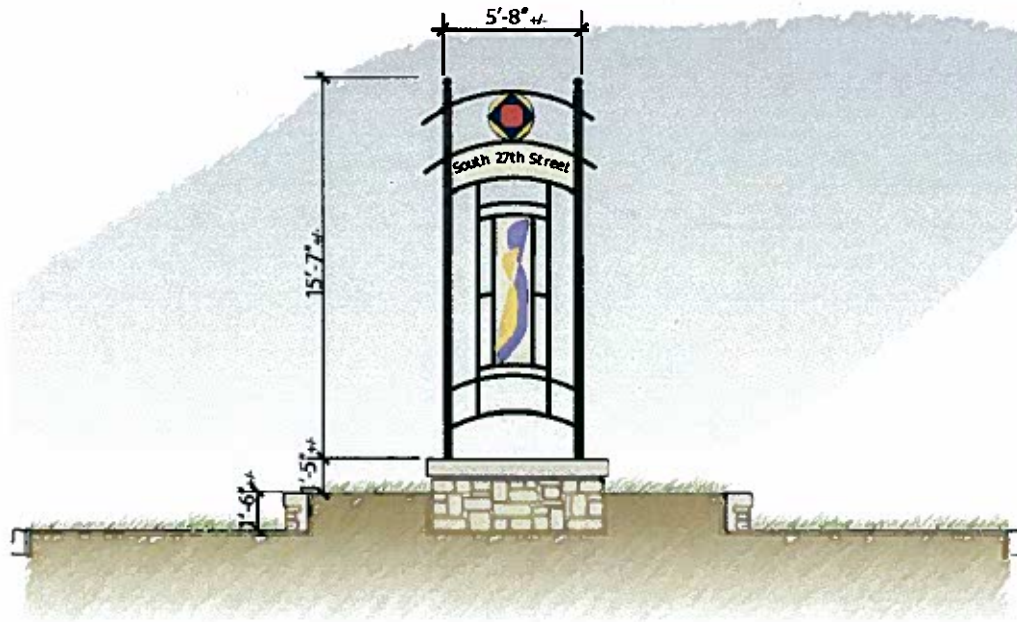


US Department of Transportation
**Federal Highway
Administration**

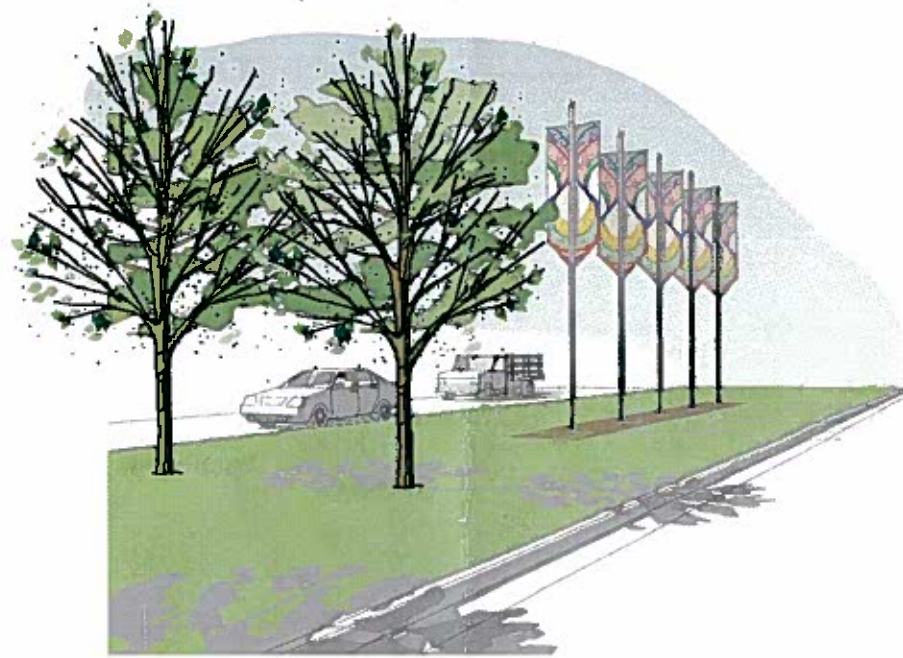
Mitchell Interchange Improvements



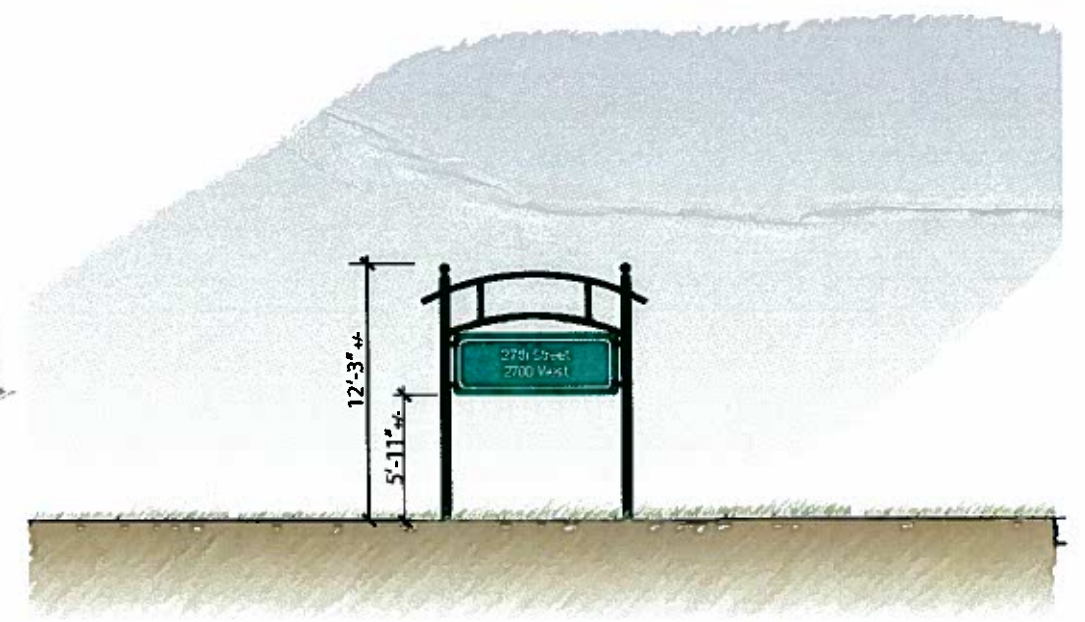
S. 27th Street Proposed Improvements



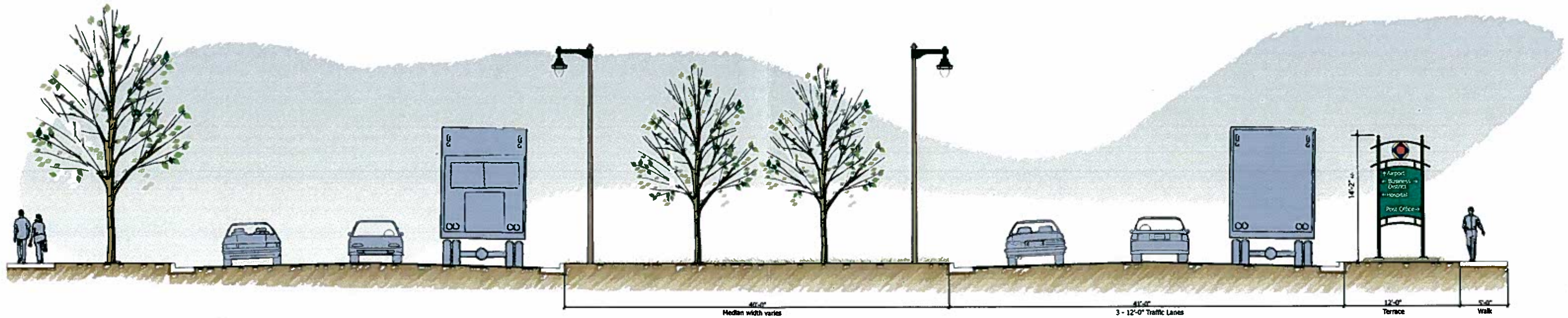
Median Monument



Banner Treatment in Median



Advance Notice Sign

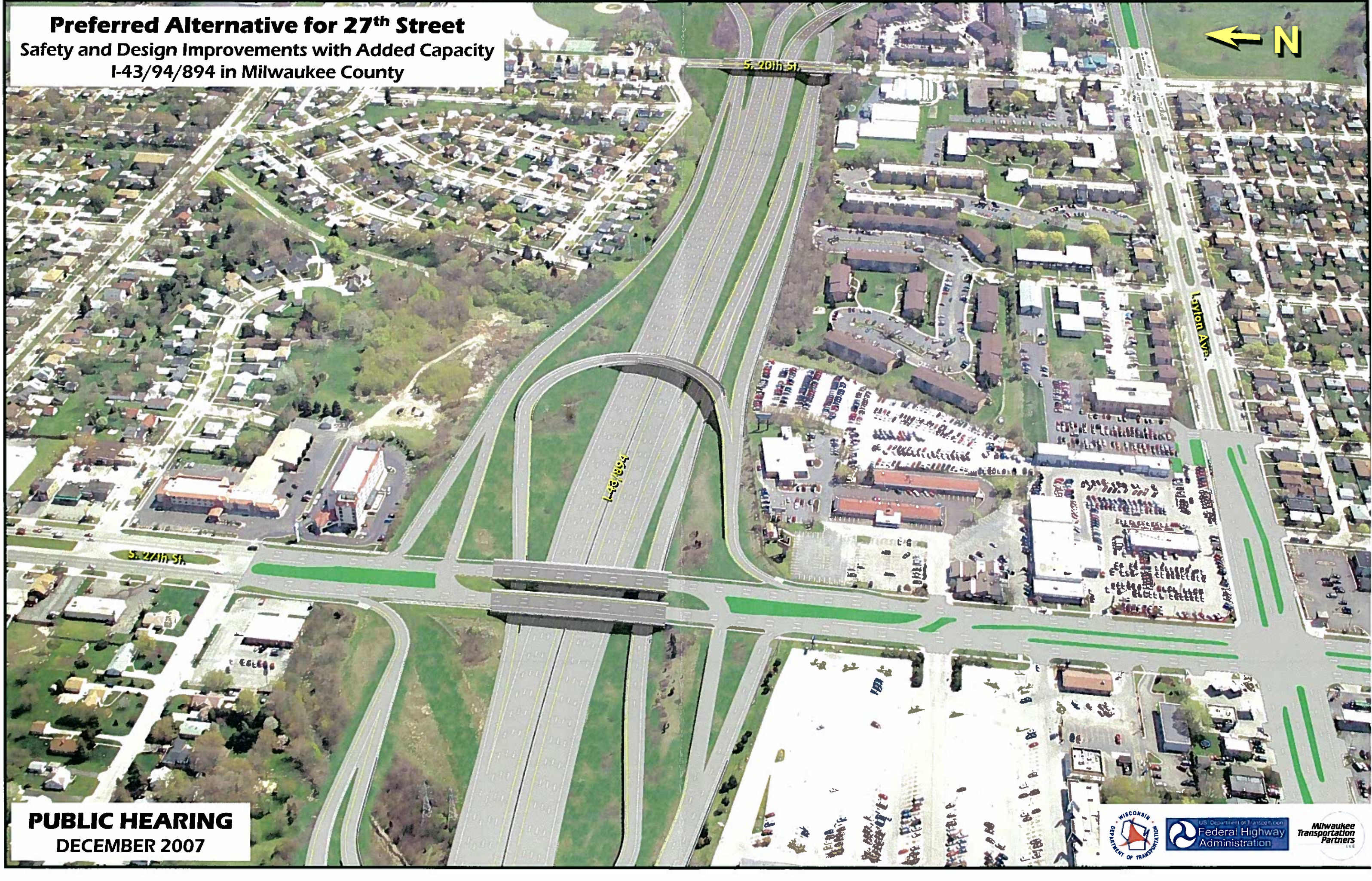
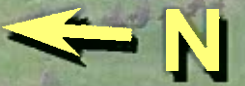


City of Milwaukee Pole and Light Fixture

Wayfinding



Preferred Alternative for 27th Street
Safety and Design Improvements with Added Capacity
I-43/94/894 in Milwaukee County



PUBLIC HEARING
DECEMBER 2007





**94 NORTH-SOUTH
FREEWAY PROJECT**

Project **BRIEF**

I-94 North-South Corridor project information

ABOUT THE PROJECT

- Stretches 35 miles between the Mitchell Interchange in Milwaukee, through Racine and Kenosha counties to the Illinois state line.
- The \$1.9 billion project will expand the interstate to four lanes in each direction and redesign 17 interchanges.
- Construction will begin in 2009 and end in 2016.
- Visit the project Web site online at www.seffreeways.org

Mitchell Interchange lighting update



As part of the I-94 North-South Corridor freeway reconstruction project, the Wisconsin Department of Transportation (WisDOT) will be conducting a staged removal of existing high mast lighting in the Mitchell Interchange, and replacing them with street level lighting.

As part of the removal process, three high mast lighting towers in the Mitchell Interchange will be relocated in 2008 and 2009. The three high mast lighting towers that will be relocated are shown in the map above. These relocations are temporary, as all units will be replaced with permanent, WisDOT street-level

lighting between 2010 and 2012. All high mast lighting will be removed from this area by the 2012 construction season.

Questions?

If you have questions about the temporary relocation of high mast lighting towers or lighting plans for the I-94 North-South Corridor project, you may contact the project team at (262) 548-8721 or by e-mail at dotseffreeways94nsc@dot.state.wi.us. You can also visit us on the Web at www.seffreeways.org to view the latest project information or to sign up for periodic mail and e-mail updates.



U.S. Department of Transportation
**Federal Highway
Administration**





Project **BRIEF**

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South 20th Street Update

As part of the I-94 North-South Corridor freeway reconstruction project, the Wisconsin Department of Transportation (WisDOT) will use S. 20th Street between I-894 and the Layton Avenue freeway ramps as a haul route for heavy trucks during a portion of the 2009 construction season. Use of S. 20th Street as a haul route will be safer for construction vehicles and freeway motorists than vehicles exiting and entering freeway traffic within the Mitchell Interchange.

Hauling operations will:

- *Begin in April 2009 and be complete by July 2009*
- *Be restricted to daytime hours only*
- *Add approximately 200 trucks per day on S. 20th Street between I-894 and Layton Avenue*

WisDOT will minimize disturbance and inconvenience to residents and businesses during this phase of the I-94 freeway reconstruction project. To promote the safety of residents and pedestrians, WisDOT will:

- *Provide construction flagger personnel to be present before and after school to ensure sidewalk safety for students at nearby schools.*
- *Monitor contractors' dirt and dust control measures.*
- *Evaluate S. 20th Street pavement condition before and after hauling operations to address any damage caused by hauling operations.*

Your neighborhood construction liaison, Emylynn Grisar, can be reached at (262) 548-8721. She will answer your questions and handle your concerns.

Thank you for your cooperation and understanding during this brief phase of the reconstruction project.



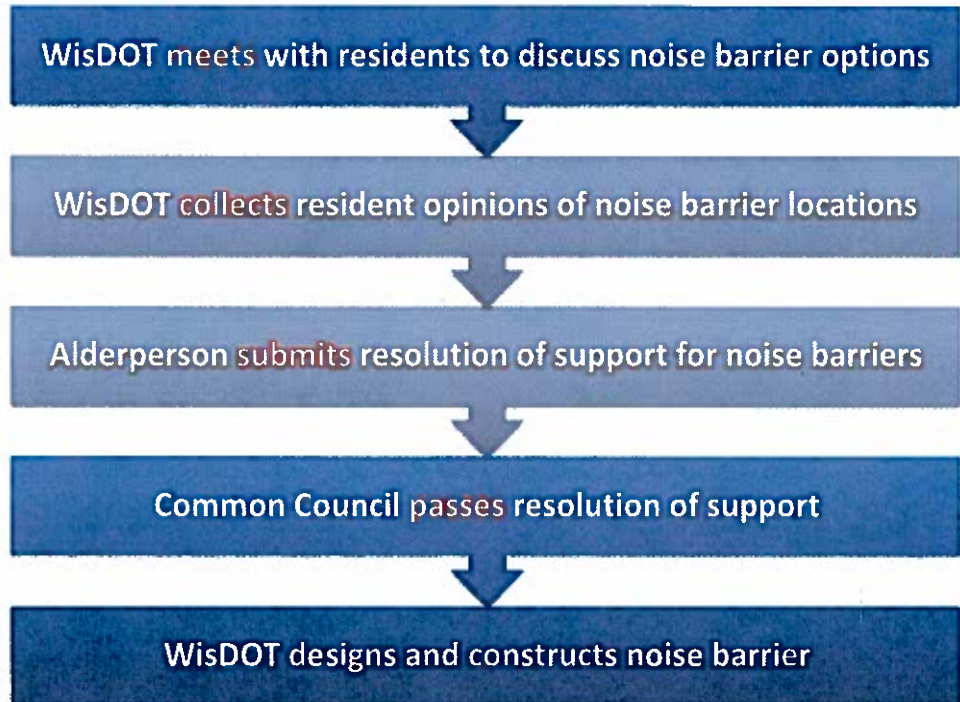
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The noise barrier decision process



As part of the I-94 North-South Corridor freeway reconstruction project, the Wisconsin Department of Transportation (WisDOT) is following the above process to evaluate and construct/replace noise barriers that meet the "reasonable and feasible" criteria at the locations WisDOT has determined are eligible. Local community representatives will be involved in all steps of this process.

Currently, the project team is refining noise barrier locations and heights based upon preliminary engineering

of the freeway. Public meetings for residents living within 500 feet of any existing or proposed noise barrier are tentatively scheduled for Spring 2009.

Questions?

If you have questions about the noise barrier process, you may contact the project team at (262) 548-8721 or by e-mail at dotseffreeways94nsc@dot.state.wi.us. You can also visit us on the Web at www.seffreeways.org to view the latest project information or to sign up for periodic mail and e-mail updates.



Business and labor opportunities

There are various business and labor opportunities on the project, including those for certified Disadvantaged Business Enterprise (DBE) firms. Opportunities include:

- Construction administration
- Earthwork
- Traffic control and safety
- Pavement
- Structures- bridges, culverts & walls
- Landscaping
- Trucking
- Demolition

To request a DBE application or learn more about business and labor opportunities, call (414)438-4583 or visit www.dot.wisconsin.gov/business.

WisDOT
PO Box 798
Waukesha, WI 53187-0798

Stay informed



Find the latest project information by signing up for our mail and e-mail updates at:

www.seffreeways.org

The I-94 North-South Corridor project team welcomes your questions, concerns or comments about the project. We are committed to meeting with anyone, anywhere, at any time to further discuss the project.

Call us at (262)548-8721 or e-mail us dotseffreeways94nsc@dot.state.wi.us.



North-South
Corridor

INSIDE

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The new look of I-94 in Milwaukee County

PAGE 3

Construction in 2009: When and where will it happen?

PAGE 4

•Business and labor opportunities
•How to stay informed about the project

Corridor

COMMUNICATIONS

SUMMER 2008

I-94 North-South Corridor project information

Project cleared to begin final design

Federal Highway Administration confirms WisDOT's recommended preferred alternative

On May 30, the Federal Highway Administration (FHWA) issued its Record of Decision, which announced the agency's final decision and support to reconstruct the I-94 North-South Corridor to an eight-lane freeway with design and safety improvements.

FHWA oversaw the Wisconsin Department of Transportation's (WisDOT) process in considering various alternatives for the I-94 North-South Corridor project and their impacts. The project spans three counties, starting at the Mitchell Interchange in Milwaukee County, going south through Racine and Kenosha counties, to the Wisconsin-Illinois state line.

FHWA's decision completes the study phase of the project, which began in January 2006. At that time, the purpose and need for reconstruction of the corridor were determined, as well as the environmental impacts such reconstruction would have on the surrounding area. Since then, the project has advanced through multiple steps including community workshops, data collection, public information



An example of final design in the Mitchell Interchange.

meetings, over 500 stakeholder meetings and community presentations, numerous freeway reconfiguration alternatives and the preparation, review, and finalization of the Environmental Impact Statement.

With FHWA's decision, the I-94 North-South Corridor project can now advance into final design and construction. Construction will commence along the corridor in 2009. For 2009 construction schedule information, turn to page 3.



U.S. Department of Transportation
Federal Highway
Administration



The new look of I-94 in Milwaukee County

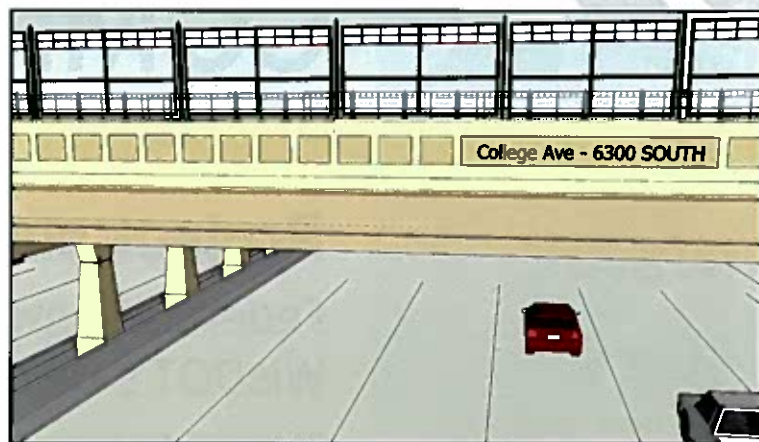
I-94 design plans incorporate community sensitive design

In mid-January, WisDOT began a series of workshops to determine the new look of I-94 in Milwaukee County. The Community Sensitive Design (CSD) committee consisted of residents and business owners in the area. Together, this group worked diligently to determine the final look and feel of the project in Milwaukee County.

Similar to the Marquette Interchange, local street names will be cast into freeway overpasses. Decorative fencing will include a variety of inserts that are symbolic of various areas of the county. The fencing near the airport, for example, will include a decorative panel that resembles a plane leaving General Mitchell International Airport. The appearance of retaining walls and sound walls was also assessed, and a decision was made to cast patterns into their exposed surfaces that are consistent with the overall corridor design theme.

Airport Gateway

The committee also recommended that the Airport Spur and its freeway interchange be designed as a focal point and gateway to



Example of the Craftsman style and tile patterning that will be used throughout Milwaukee County.



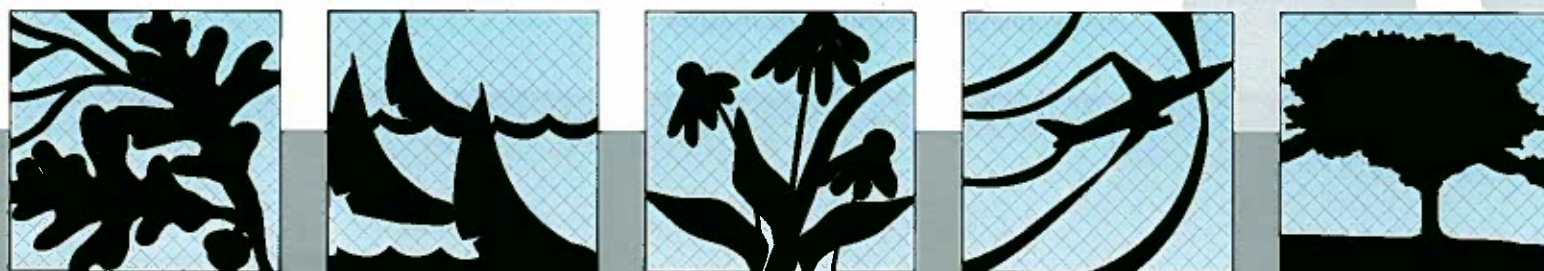
The Milwaukee County mural, showcasing the downtown skyline and featuring notable attractions in the area, will be cast into walls around the Airport Spur.

Milwaukee, the airport, and the state. Features in that area may include enhanced landscaping, decorative lighting and unique signage.

The CSD plans in Racine and Kenosha counties were finalized in 2007. The design treatments in all three counties reflect the area's rich history and bright future.



Decorative Fence: Panel inserts (below) will be used in select locations.

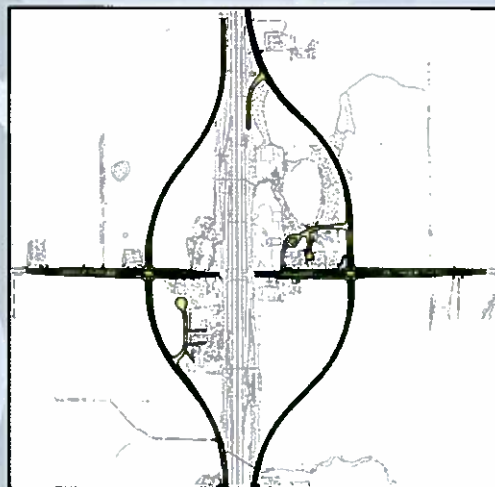


27th Street and Ryan Road, 20th Street, Rawson Road and Puetz Road, Layton Avenue and Drexel Avenue, Grange Avenue and College Avenue, Elm Road

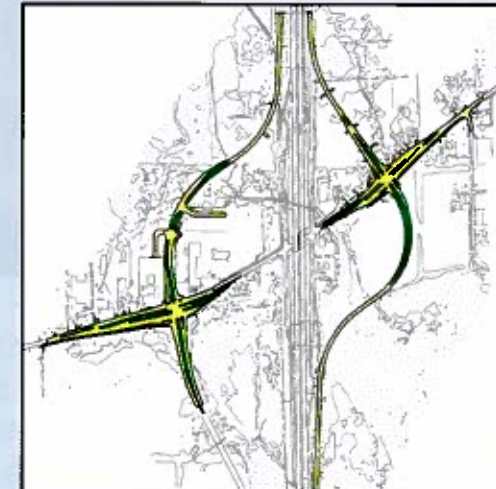
2009 construction: When and where will it happen?

The first year of construction on the I-94 North-South Corridor is expected in the following areas:

Kenosha County

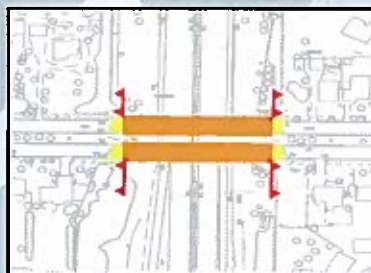


County E Frontage Roads

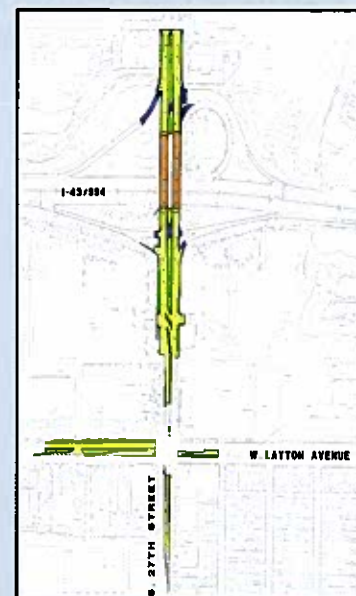


County C Frontage Roads

Milwaukee County



Grange Avenue over I-94



27th Street and Layton Avenue Intersection Improvements



College Avenue



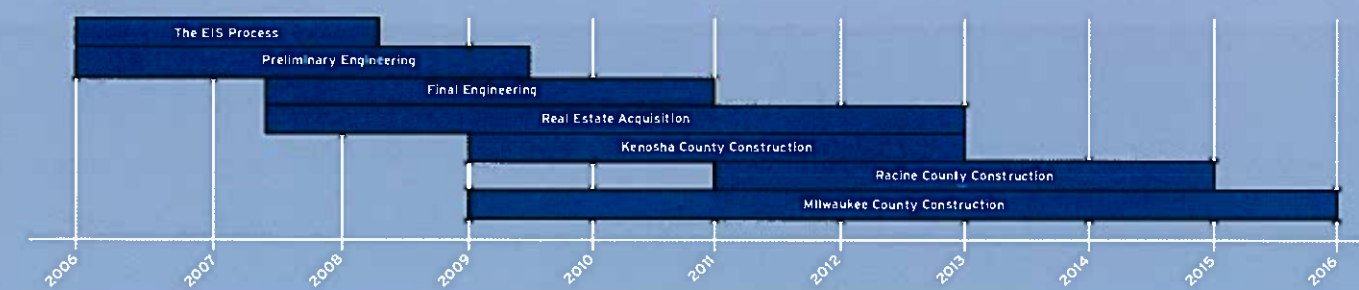
WIS 158 Frontage Roads

Key

- Roadway to be reconstructed
- Bridges to be reconstructed
- Walls to be reconstructed
- Temporary pavement
- Grass

Stay tuned later this summer for more detailed information on traffic impacts.

Reconstruction Timeline



WisDOT
PO Box 798
Waukesha, WI 53187-0798

Stay informed



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www.sefreeways.org

The I-94 North-South Corridor project team welcomes your questions, concerns or comments about the project.

- Call us at (262)548-8721
- E-mail us at dotsefreeways94nsc@dot.state.wi.us
- Mail us at Southeast Freeways Team
141 NW Barstow Street
PO Box 798
Waukesha, WI 53187-0798



Corridor

COMMUNICATIONS

MILWAUKEE COUNTY
FALL 2008

I-94 North-South Corridor project information

INSIDE

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2008 Milwaukee County construction and detour information

PAGE 3

2009 Milwaukee County construction and detour information

PAGE 4

How to stay informed about the project

Mitchell Interchange model unveiled

Scale model debuts at Wisconsin State Fair

On July 31, the Wisconsin Department of Transportation (WisDOT) unveiled the scale model of the newly designed Mitchell Interchange at the opening day of the Wisconsin State Fair. The Mitchell Interchange is the northernmost boundary of the I-94 North-South Corridor project that will be reconstructed from Milwaukee County, south through Racine and Kenosha counties, to the Wisconsin-Illinois state line.



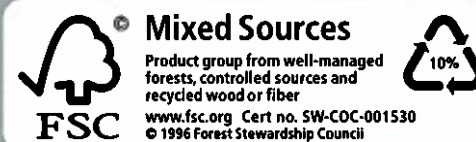
State Fair-goers view the model showcasing the new design for the Mitchell Interchange.

The six-foot long, five-foot wide model is complete with miniature road signs, homes, and landmark buildings that surround the real Mitchell Interchange. The model also shows the tunnels that will be part of the new Mitchell Interchange, and helps viewers to visualize how the interchange will look and operate when construction is completed on the interchange in 2012.



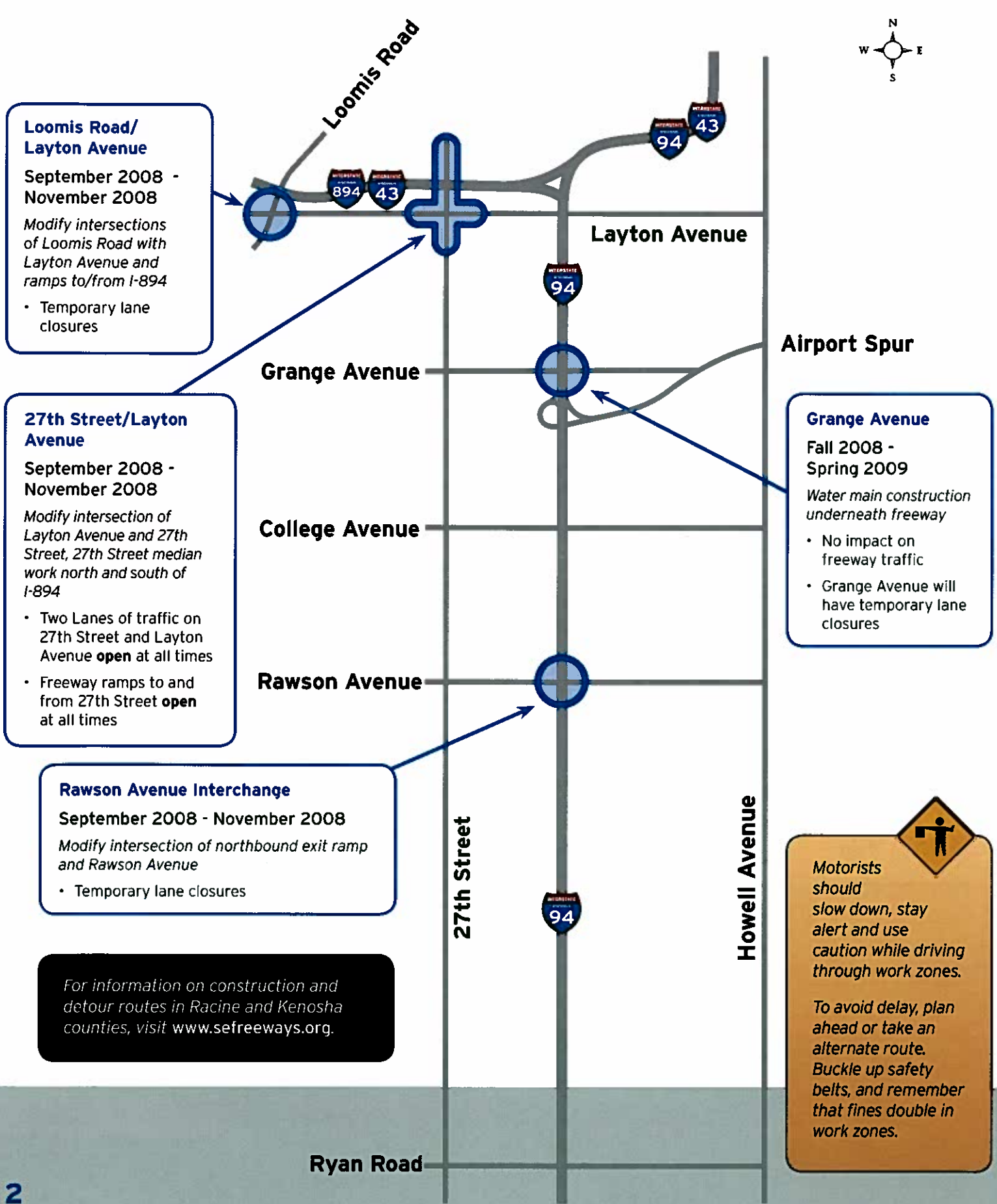
Project engineers explain the model to attendees at this year's Wisconsin State Fair.

In Milwaukee County, construction will commence along the corridor this September. For 2008 and 2009 Milwaukee County construction schedules and detour information, turn to pages 2 and 3.



2008 CONSTRUCTION

MILWAUKEE COUNTY



2009 CONSTRUCTION

MILWAUKEE COUNTY

