



## Legislation Text

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**File #:** 141632, **Version:** 0

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ALD. MURPHY

Resolution expressing the City of Milwaukee's support for the "at grade alternative" on the State of Wisconsin's plans for reconstruction of the Interstate 94 corridor between 16<sup>th</sup> and 70<sup>th</sup> Streets as it relates to historic preservation.

This resolution expresses the City of Milwaukee's support for the "at grade" alternative for the reconstruction of the Interstate 94 corridor between 16<sup>th</sup> and 70<sup>th</sup> Streets as it relates to historic preservation.

Whereas, The Wisconsin Department of Transportation ("WisDOT") has developed the I-94 East-West Freeway Corridor Study and a Draft Environmental Impact Statement for reconstruction of Interstate 94 between 16<sup>th</sup> and 70<sup>th</sup> Streets in Milwaukee; and

Whereas, According to WisDOT, the purpose of this project is to develop a long-range improvement plan for this segment of Interstate 94 that addresses the following issues:

1. Deteriorated condition of the freeway pavement.
2. Obsolete design of the roadway and bridges.
3. Current and future freeway congestion.
4. An unacceptably high crash rate.

; and

Whereas, WisDOT is now presenting 3 alternatives for reconstruction of Interstate 94 between the Stadium Interchange and 70<sup>th</sup> Street, including 2 at-grade alternatives (both of which call for adding a lane in each direction, for a total of 8 lanes) and one alternative that calls for double-decking the freeway between Mitchell Boulevard and 62<sup>nd</sup> Street; and

Whereas, WisDOT's plans for reconstruction of the Stadium Interchange, which are consistent among all alternatives still being considered, call for creation of new traffic signals for north-south traffic, elimination of the US 41 northbound off-ramp to Wisconsin Avenue and replacement of the Mitchell Boulevard Interchange with a new interchange about a half-mile east; and

Whereas, WisDOT is presenting 2 alternatives for reconstruction of Interstate 94 between 16<sup>th</sup> Street and the Stadium Interchange, one of which keeps the reconstructed freeway as close to the existing lanes as possible and the other which would move Interstate 94 "a few hundred feet" south of its

current location from approximately 18<sup>th</sup> Street to 30<sup>th</sup> Street; and

Whereas, The various Interstate 94 East-West Freeway Corridor Study alternatives now being presented by WisDOT would require between 49 and 62 acres of new right-of-way, displace 7 to 13 housing units, displace 7 to 10 businesses, and affect up to 3 historic properties; and

Whereas, The estimated total cost of reconstructing Interstate 94 between 16<sup>th</sup> Street and 70<sup>th</sup> Street, based on the various combinations of west segment and east segment alternatives still being considered, ranges from \$825 million to \$1.155 billion, with the estimated cost of reconstructing the Stadium Interchange to 70<sup>th</sup> Street segment ranging from \$115 - \$125 million (at-grade alternatives) to \$295 - \$345 million (double-decking alternative); and

Whereas, WisDOT has eliminated from further consideration less-expensive, less-intrusive options favored by the City of Milwaukee - options that would involve rebuilding the freeway with 6 lanes and within its current footprint, at a total cost of about \$400 million; and

Whereas, WisDOT has requested the Common Council to comment on the Draft Environmental Impact Statement (DEIS) for the section of I-94, 70<sup>th</sup> Street to 16<sup>th</sup> Street; and

Whereas, The Common Council appreciates the public hearings on the Draft Environmental Impact Statement held by WisDOT in Milwaukee in December, 2014, as well as the efforts of WisDOT and the Federal Highway Administration and their participation in the ongoing Section 106 process of the National Historic Preservation Act with representatives of local, state and national historic preservation agencies to assess the impact of the various alternatives on historic properties located in the project area, namely, the National Soldiers Home and Wood National Cemetery, both of which are within a National Historic Landmark District and a National Register Historic District; and

Whereas, The “double-decking” alternative would have an adverse impact on these properties eliminating the viewing of the burials both from the north and south sides of the freeway and increasing noise levels; and

Whereas, Calvary Cemetery and Story Hill 2 and 3, which have been determined to be eligible for designation on the National Register, would also be negatively affected by the “double-decking” alternative due to increased air, noise and visual pollution; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the Common Council expresses its support for the “at grade” alternative for the interstate 94 corridor between 16<sup>th</sup> and 70<sup>th</sup> Streets as it relates to historic preservation.

LRB157101-1  
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2/9/2014