

Appendix D
Agency Correspondence on the
Draft EIS and Preferred Alternative

Federal Agencies

U.S. Fish and Wildlife Service, 12/07/2007
FHWA Headquarters, 12/10/2007
National Oceanic and Atmospheric Administration, 12/10/2007
Corps of Engineers, 12/19/2007
U.S. EPA, 01/25/2008

State Agencies

Illinois EPA, 11/29/2007
DNR Bureau of Air Quality, 12/12/2007
State Senator Lena Taylor, 12/19/2007
DNR, 12/28/2007
IDOT District One/FHWA Illinois Division, 12/28/2007
Wisconsin Legislature, 01/23/2008
WisDOT Bureau of Aeronautics, 01/25/2008

Local Agencies

Kenosha County Executive Allan Kehl, 11/20/2007
Milwaukee County Executive Scott Walker, 11/26/2007
County of Kenosha Highway and Parks Committee, 12/03/2007
Milwaukee County Parks, 12/03/2007
City of Milwaukee Department of Public Works, 12/10/2007
City of Milwaukee Department of Public Works, 12/28/2007
City of Milwaukee Department of Public Works, 01/11/2008
City of Milwaukee Department of Public Works, 01/25/2008
Racine County Executive McReynolds, 12/11/2007
City of Franklin, 12/12/2007
Milwaukee Public Schools, 12/12/2007
Milwaukee Public Schools, Peter Blewitt, 12/12/2007
Milwaukee Alderman Jim Witkowiak, 12/17/2007
Racine County Public Works, 12/17/2007
City of Greenfield, 12/27/2007
Peggy Krusik and Mark Honadel, 12/31/07
Pleasant Prairie, 01/09/2008
Milwaukee Metropolitan Sewerage District, 01/23/2008
Milwaukee Aldermen Donovan, Witkowski, and Dudzik, 01/25/2008
Milwaukee Alderman Witkowski, 01/25/2008

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-----Original Message-----

From: Louise_Clemency@fws.gov [mailto:Louise_Clemency@fws.gov]
Sent: Friday, December 07, 2007 11:14 AM
To: Cooper, Carrie
Subject: Re: I-94 NS Corridor and Zoo Interchange Projects

Carrie,
We will not be providing comments on the I-94 project either.

Thank you for your patience,
Louise

Louise Clemency
Field Supervisor
U.S. Fish and Wildlife Service
Green Bay Ecological Services Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
920-866-1725
920-866-1710 Fax



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: **ACTION:** Wisconsin, Added Interchange,
Drexel Avenue at I-94, Milwaukee

Date: December 10, 2007

From: Frederick G. Wright, Jr.
Executive Director

Reply to
Attn. of: HIPA-20

To: Allen R. Radliff
Division Administrator
Madison, WI

The request to add an interchange at the subject location, transmitted by your office memorandum to Mr. Dwight A. Horne, dated November 15, has been reviewed. The proposed additional interchange is meant to improve operations, safety and accessibility.

1 { Based on an engineering and operations review, the proposed additional interchange at I-94 and Drexel Avenue is acceptable. If there are no major changes to the proposed design, final approval may be given upon completion of the environmental process.

Should you have any questions, please contact Michael Matzke at (202) 366-4658.

MOVING THE
AMERICAN
ECONOMY



1. The Drexel Avenue interchange with I-94 is now part of the preferred alternative.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
National Geodetic Survey
Silver Spring, Maryland 20910-3282

December 10, 2007

Ms. David Scott
Wisconsin Division – Federal Highway Administration
525 Junction Road, Suite 8000
Madison, WI 53717

Dear Mr. Scott,

We have provided comments on the DEIS regarding the I-94, I-43, I-894, & WI-119 (Airport Spur) I-94/USH 41 Interchange to Howard Ave. To Address Freeway System's Deteriorated Conditions, Funding & COE Sect 404 Permit, Kenosha, Racine & Milwaukee Counties, WI & Lake Co, IL (20070484).

The DEIS has been reviewed within the areas of the National Oceanic and Atmospheric Administration, National Geodetic Survey's (NGS) geodetic responsibility, expertise, and in terms of the impact of the proposed actions on NGS activities and projects.

1 { If there are any planned activities which will disturb or destroy geodetic control monuments, NGS requires notification not less than 90 days in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any required relocation(s).

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the homepage of NGS at the following Internet address: <http://www.ngs.noaa.gov>. After entering this website, please access the topic "Products and Services" then "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the NGS database for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

We hope our comments will assist you. Thank you for giving NGS the opportunity to review your DEIS.

Sincerely,

Christopher W. Harm
Program Analyst
NOAA's National Geodetic Survey
Office of the Director
1315 East-West Highway
SSMC3 8729, NOAA, N/NGS
Silver Spring, Maryland 20910



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1. WisDOT will notify NGS 90 days in advance if any geodetic control monuments will be disturbed.



DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
190 FIFTH STREET EAST, SUITE 401
ST. PAUL, MINNESOTA 55101-1638

REPLY TO
ATTENTION OF

DEC 19 2007

Operations
Regulatory (2006-00353-DJP)

Mr. William Mohr
Wisconsin Department of Transportation
Southeast Regional Office
P.O. Box 798
Waukesha, Wisconsin 53187-0798

Dear Mr. Mohr:

We have completed our review of the Draft Environmental Statement (DEIS) prepared for the I-94 North-South Corridor project (Project I.D. 1030-20-00). The project is located in Kenosha, Racine, and Milwaukee Counties, Wisconsin and Lake County, Illinois. The proposed project would require Corps authorization under Section 404 of the Clean Water Act (CWA Section 404).

U.S. Army Corps of Engineers Regulatory Branch (Corps) staff participated in interagency reviews of the "purpose and need" statement (Section 1) and the scope of alternatives evaluated (Section 2), which were conducted prior to the publication of the DEIS. A draft "purpose and need" statement was provided to our office on July 3, 2006. On July 13, 2006, we concurred with the "purpose and need" statement. On February 20, 2007, a Draft Section 2 of the EIS regarding project alternatives was provided to our office. On February 28, 2007, we concurred with the range of alternatives explored and identified the "Safety and Design Improvements" and the "Safety and Design Improvement with Added Capacity" and the various "Interchange Alternatives" as the alternatives that should be carried forward for detailed analysis in the DEIS. We have confirmed in our review of Section 1 and Section 2 of the DEIS that the concurred upon "purpose and need" statement and the scope of alternatives have been carried forward into the DEIS.

Section 2.4 identifies the "Safety and Design Improvements with Added Capacity" as the preferred alternative for the main stem of I-94. Section 2.4 also identifies a preferred alternative, excepting Drexel Avenue, for the proposed interchange improvements. From a CWA Section 404 perspective, we have no objection to limiting the analysis in the FEIS to these preferred alternatives.

Provided as follows are our comments, based on a brief review of the remainder of the DEIS (Sections 3 through 6 and Appendices A through C).

1. For CWA Section 404 purposes, we will require additional wetland characterization, avoidance and minimization efforts when the proposed project moves from the planning phase into the design phase. Please coordinate your additional wetland

1. Comment noted.

1 [characterization and sequencing efforts with the Corps as the proposed project is advanced.

2 [2. Please provide a printed and electronic copy of the indirect and cumulative effects report that is cited on page 4-3 to the following Corps Regulatory personnel:

Dale Pfeiffle
Waukesha Field Office
First Federal Savings Bank Bldg. Room 101,
1617 East Racine Ave.
Waukesha, WI 53186

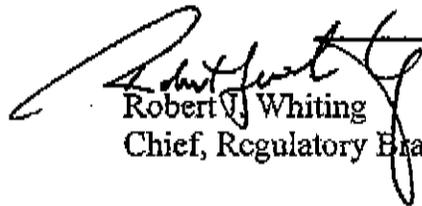
Tamara Cameron,
St. Paul District Office
190 E 5th Street
St. Paul, MN 55101

3 [3. It appears that the adjacent wetlands have been degraded over time as a result of their proximity to the roadway, and it stands to reason that the remaining wetlands may also be further degraded after roadway expansion. Please address the potential secondary impacts to remaining wetlands.

4 [4. As we have informed the WDOT previously, we will need a significant amount of additional time to prepare wetland jurisdictional determinations in accordance with the Rapanos guidance published in June 2007. You may submit a request for wetland jurisdictional determinations in advance of submitting a permit application.

If you have any questions, contact Dale Pfeiffle in our Waukesha office at (262) 547-0868. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,


Robert J. Whiting
Chief, Regulatory Branch

2. Copies were provided.
3. Many of the wetlands adjacent to I-94 have been affected by their proximity to I-94; indeed many were created as a result of the freeway's construction. Section 4.2.2, page 4-12, notes that there will likely be additional wetland loss in addition to the 53 to 56 acres of wetland loss under the Build Alternatives. Section 4.2 has been updated to note that wetlands that would be adjacent to the study-area freeway system after construction may be degraded.
4. WisDOT will begin working with the Corps of Engineers on the jurisdictional determinations as soon as design begins.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JAN 25 2008

REPLY TO THE ATTENTION OF:

E-197

Mr. David Scott
Federal Highway Administration – WI Division
Highpoint Office Park
525 Junction Road, Suite 8000
Madison, Wisconsin 53717

Mr. Roberto Gutierrez
Wisconsin Dept. of Transportation
Southeast Regional Office
141 N.W. Barstow Street
Waukesha, Wisconsin 53187-0798

Re: Comments on the Draft Environmental Impact Statement (DEIS) for the Interstate-94, I-43, I-894, and WI-119 (Airport Spur) and I-94/USH 41 Interchange to Howard Avenue Project in Kenosha, Racine, and Milwaukee Counties in Wisconsin and Lake County, Illinois, EIS No. 20070484

Dear Mr. Scott & Mr. Gutierrez:

I am providing comments on the Draft Environmental Impact Statement (DEIS) for the I-94, I-43, I-894, and WI-119 (Airport Spur) and I-94/USH 41 Interchange to Howard Avenue Project, which will be referred to in this letter as the I-94 North-South Project. These comments are consistent with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

The proposed I-94 North-South Project is needed to address the deteriorated condition and obsolete design in this section of I-94. A full range of alternatives were evaluated and assessed considering the needs of the area. The Wisconsin Department of Transportation (WisDOT) has retained two build alternatives for the mainline work: (1) Safety and Design Improvements (6-lane freeway), and (2) Safety and Design Improvements with Added Capacity (8-lane freeway). The 6-lane alternative represents the alternative that doesn't add any new capacity on the mainline whereas the 8-lane alternative represents adding one lane in each direction. Modifications at several interchanges are under consideration as was the construction of new interchanges with I-94 at Drexel and a full interchange with I-94 at 27th Street at the Milwaukee/Racine County line.

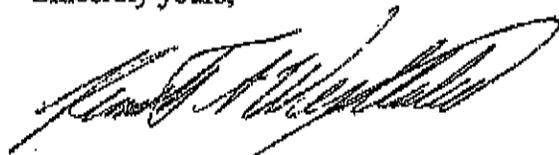
The U.S. Environmental Protection Agency Region 5 (U.S. EPA) agreed to be a participating agency for the I-94 corridor study. We provided our concurrence with the purpose and need for the project on July 17, 2006, and with the range of alternatives to be evaluated in detail in the DEIS on March 21, 2007. Both of these points are concurrence points under the merged NEPA and Clean Water Act Section 404 wetlands permit process. On August 13, 2007, we provided concurrence on the coordination plan and impact assessment methodology for this project.

WisDOT has identified Safety and Design Improvements with Added Capacity Alternative as the preferred alternative. No access from the 27th Street interchange with I-894/43 to and from I-94 is provided. Two options remain for the Drexel Avenue Interchange, either No Build or the Diamond Interchange alternative. As alternatives are further refined, we encourage WisDOT to fully explore options that minimize impacts. As stated in our previous comment letters, we are particularly concerned with avoiding impacts to wetlands and areas identified by the Southeastern Wisconsin Regional Planning Commission's environmental corridors.

1 - Based on our review, we have rated the DEIS as Environmental Concerns – Insufficient Information” “EC-2”. The “EC” indicates that we have environmental concerns. Our concerns center on how wetland impacts and air quality concerns are characterized and how mitigation strategies will be evaluated. Additional information is required to support the analysis and findings stated in the document. The overall rating is based on our concerns with wetland impacts, especially Advance Identified (ADID) wetlands, wetland mitigation, cumulative impacts, and mitigation during construction. We are providing our comments regarding wetland impacts, including ADID wetlands and mitigation of those impacts. Our comments also provide clarification on mobile source air toxics and suggest air quality mitigation strategies that should be considered for this project. Our detailed comments are attached to this letter.

We appreciate this opportunity to review and comment on alternatives for this project. If you have any questions, please contact Sherry Kamke at (312) 353-5794 or via email at kamke.sherry@epa.gov.

Sincerely yours,



Kenneth A. Westlake, Supervisor
NEPA Implementation
Office of Enforcement and Compliance Assurance

cc: Donald Reed, SEWRPC

1. Additional information has been added to the Final EIS to address these concerns.

Detailed Comments on the I-94 North-South Draft Environmental Impact Statement (DEIS)

Impacts To Aquatic Resources (Wetlands and Streams)

2 We have concurred with the project's purpose and need and the range of alternatives brought forward for detailed study. These concurrences were based on our assessment of the project's clearly stated purpose and the background information provided by WisDOT that supported that need. Because of the linear nature of the project and the large number of resources in the area, it is unlikely that any alternatives could avoid impacting aquatic resources altogether. Any off-alignment alternative would likely have much more impact to aquatic resources. Although the DEIS states that the preliminary roadway design for the interchanges attempted to avoid and minimize wetlands impacts, measures taken to avoid and minimize impacts to wetlands for either the mainline or interchanges were not specifically stated. We recommend that the FEIS include a description of these avoidance and minimization measures that were taken. Continuing this minimization effort will be critical to future design efforts. For 404 permit application purposes, it will be important to document how the design efforts, in fact, did reduce potential wetland impacts. Further, as stormwater detention ponds are planned, these should be located outside of wetlands.

3 For this project, expanding existing facilities will impact a number of wetlands, including wetlands in Advance Identification (ADID) corridors in Southeast Wisconsin. Most of the wetland impacts will come from new and reconfigured interchanges, rather than by adding highway lanes. The DEIS estimates about 56 acres of wetland losses for the project, which is a high number, but reflects the length of the project and its linear nature. Seven of the 56 acres are in ADID wetlands. We note that throughout the DEIS several statements are made regarding the degraded floristic quality of the wetlands. Floristic quality is one indicator of quality but it alone doesn't determine functions and values. While many of the wetlands in the study area are limited in their floristic quality, they remain critical to the water quality health of the region. We elaborate on this point in our comments on wetland mitigation.

4 Impairments to existing water bodies have been noted in the DEIS. For example, the Root River is included on the Wisconsin impaired waters list under Section 303(d) of the Clean Water Act, due to problems with phosphorus, sediment and dissolved oxygen. These parameters are sensitive to construction projects, the loss of wetlands, and to poorly managed stormwater. Under the Clean Water Act, it is important to not further degrade impaired waters while also maintaining or improving the quality of water bodies that are meeting water quality objectives. Standard design measures should be implemented but may not go far enough to protect and enhance water quality. We recommend that WisDOT consider this project as an opportunity to improve water quality along the highway right-of-way by improving stormwater retention, restoring stream morphology, and removing barriers and impediments that separate wetlands and other resources from hydrological sources.

5 We suggest the following clarifications to the description of the ADID for Southeastern Wisconsin, especially in Section 4.7.5 on p. 4-61:

2. Section 4.11.7 includes a discussion of wetland avoidance and minimization efforts.
3. Section 4.7.5 (page 4-57) of the Draft EIS acknowledges that only the floristic component was considered and that the "degraded" floristic quality is only one attribute to be considered in characterizing wetland functions and values. Section 4.7.5 of the Final EIS has been updated to further reinforce this point.
4. WisDOT will meet all applicable state and Clean Water Act water quality standards. In addition, WisDOT has been working closely with DNR throughout the study to locate and develop strategies to remove barriers to aquatic passage as part of the project. For example, as design of the I-94 service interchange progresses (as part of separate projects) WisDOT has designed box culverts that provide a low flow channel and correct perched pipes and culverts on frontage roads and crossroads. A several-hundred foot long stream at the CTH G interchange that was channelized decades ago will be realigned in 2008 to provide a meandering stream with enhanced riffles and pools for habitat. As design begins for the mainline freeway construction, WisDOT plans to continue working closely with DNR and, in the Milwaukee area, MMSD to identify opportunities for cost-effective enhancement beyond regulatory requirements.
5. Section 4.7.5 has been modified accordingly.

5

U.S. EPA Region 5 and the St. Paul District of the Army Corps of Engineers jointly announced the ADID determination for southeastern Wisconsin in 1985. ADID waters and wetlands are considered generally unsuitable for receiving fill. ADID designation does not limit an applicant from applying for a Section 404 permit, although the project is less likely to comply with the Section 404(b)(1) Guidelines. For southeastern Wisconsin, ADID lakes, streams and wetlands were those found in the 1980-designated Primary Environmental Corridors, based on the area-wide water quality planning process of the Southeastern Wisconsin Regional Planning Commission, conducted under Section 208 of the Clean Water Act.

Cumulative Impacts to Wetlands

6

In the "Description of Other Projects in the Area" section of the DEIS, WisDOT acknowledges the fact that they and the Federal Highway Administration (FHWA) completed a study of all 13 service interchanges with I-94 in Kenosha and Racine counties in 1996. Twelve (12) of those 13 interchanges were not included in the I-94 North-South Corridor DEIS because they were evaluated in separate NEPA analyses. WisDOT is currently preparing construction plans for these interchanges. Work on reconstructing these interchanges will begin in 2009 starting in Kenosha County. In the "Cumulative Effects" section of the DEIS, WisDOT addresses potential indirect impacts to wetlands in the area of new interchange access by disclosing the factors that influence development in these areas. The same section discloses 26 acres of wetlands would likely be impacted by the interchange reconstruction projects in Kenosha and Racine Counties. U.S. EPA recommends that the Final Environmental Impact Statement (FEIS) include more detailed information about wetland impacts in the I-94 corridor, both mainline and interchange work evaluated in this DEIS, and other WisDOT-sponsored projects along I-94 such as the previous interchange work evaluated in the EA and any frontage road work done along I-94 in these counties. The main purpose of this disclosure would be to more completely describe wetland impacts in this area due to any type of highway work yet to be done. This more complete description should provide more context for wetland mitigation decisions. As stated above, U.S. EPA is interested in ensuring that wetlands of all types are avoided. We are particularly concerned about impacts to ADID wetlands. We recommend that WisDOT enclose a table in the FEIS with this information in it.

Wetland Mitigation

7

Impacts to wetlands that cannot be avoided must have ample, timely, high quality compensatory mitigation to offset these losses. This is dealt with in a very basic fashion in the DEIS on pages 4-88 and 4-89; continued work will be necessary as the project progresses and in order to have clarity in the NEPA process and to have the Section 404 permit process proceed smoothly. The FEIS needs to report on this effort as specifically as possible. With the proposed losses documented in the DEIS, compensatory mitigation must be provided to address ADID wetlands and other wetlands. For the 49 acres of non-ADID wetlands, at the basic compensation ratio of 1.5: 1 of acres lost to acres replaced, about 73.5 acres of wetlands will need to be restored. The restoration project(s) need to replace the wetland types lost, such as riparian forested wetlands,

6. Section 4.2.2 has been updated to provide more information on wetland impacts of other planned WisDOT projects in the area. The comment requests additional detailed information on wetland impacts of the project. WisDOT does not have any additional information on the wetland impacts of this project beyond what was included in the Draft EIS.
7. Section 4.11.7 of the Draft and Final EIS describe the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline most recently updated in 2002 in cooperation with U.S. EPA and other state and federal agencies. A brief summary of wetland mitigation site searches in the corridor was also provided. In response to this comment a more detailed description WisDOT's exhaustive 12-year search for suitable wetland mitigation banking site or sites in the corridor has been added to Section 4.11.7. In 2007, Wisconsin DNR requested a meeting with WisDOT wetland staff to address their concern over this same issue. After this meeting, attended by DNR wetland staff and Don Reed/SEWRPC, the DNR concurred that WisDOT has gone beyond its regulatory duty to identify on-site or near-site mitigation sites. WisDOT has investigated sites suggested by DNR at and after this meeting, to no avail.

In addition to the formal site searches conducted over a 12-year period, WisDOT followed up on numerous leads from outside interested parties. Unfamiliarity with WisDOT's regulatory guidelines and site search criteria proved non-productive; sites were existing wetlands or conservancy lands, uplands, sites lacking restoration potential, or unwilling sellers. WisDOT discussed these sites with regional regulatory personnel, in addition, WisDOT provided frequent updates to the DNR. SEWRPC was involved in several meetings related to WisDOT mitigation issues for the SE Corridor; both the COE and SEWRPC understand that site selection is critical to insuring the probability of success when it comes to wetland restoration. The COE does not give mitigation credits to WisDOT for the acquisition of existing wetlands, or degraded/reed canary grass dominated wetlands for enhancement credits, unless the majority of the potential restoration acreage is designated as prior converted.

Restoration in the I-94 north-south corridor is especially challenging due to the urbanized nature of the area. In addition, to date, WisDOT has not used eminent domain power to acquire a mitigation parcel when the owner is an unwilling seller. WisDOT is also competing with developers for land acquisition of uplands; especially, for upland buffers abutting the prior converted wetlands. Regulatory agencies put an emphasis on restoration sites where functional values can be maximized and wetlands are sustainable. Wetland creations for restoration credits are regarded as risky. There are other constraints. The Federal Aviation Administration (FAA) has strict guidelines in their 2004 "Hazardous Wildlife Attractants on or near Airports" Circular Advisory which defines a 5,000-foot separation for piston aircraft, 10,000-feet for turbine aircraft, and "5 statute miles between the farthest edge of the airport's AOA and the hazardous wildlife attractant if the attractant could cause hazardous wildlife movement into or across the approach or departure airspace." Mitigation parcels are considered attractants. There are numerous airports in the SE Corridor such as the Kenosha Airport, numerous regional airports and Milwaukee's General Mitchell International Airport. The majority of all mitigation in the WisDOT's Southeast Region has been on-near site; this demonstrates both our degree of commitment to finding on-near site parcels and our expertise at locating suitable restoration parcels, if available. WisDOT's Southeast Region has one Statewide Wetland Mitigation Bank, the Jacobson parcel. Although constructed in 1998, approximately half of the original acreage is still available for credit.

shrub swamps and wet meadows. The wetlands need to be provided for in one or more of the project's watersheds. For aviation safety purposes, we recommend that the project occur beyond 10,000 ft. from the Kenosha Regional Airport and other airports. Non-open-water wetlands are generally less attractive to large birds. Further separation may be warranted if a specific wildlife concern for aviation safety can be documented.

7 If impacts to the seven acres of ADID wetlands are unavoidable and must be filled, at a minimum ratio of 2:1 of acres restored to acres lost, 14 additional acres of compensatory mitigation must be found. It is *absolutely critical* that these 14 acres contribute to restoring wetlands in or next to the primary environmental corridors of the Des Plaines and/or Root Rivers, and to continue the water quality function of wetlands for this region. Wetland types to be achieved should also relate to the capacity of the restoration opportunity. If a suitable project site were to produce additional restoration acres, these would be ideal in meeting part or all of the 73.5 additional acres of wetland restoration needed for the project. All restoration sites need to include additional areas of non-wetland vegetated buffers to protect the restored wetland, in addition to the goal of the acres of restored wetland.

Two important tools are newly available for the mitigation site search, which should be most helpful in locating sites with high potential for effective restoration. The Wisconsin Department of Natural Resources (WDNR) has a Potentially Restorable Wetlands methodology and the Southeastern Regional Planning Commission is completing mapping of drained wetlands. These agencies may also be able to provide local expertise in finding potential candidate areas. In addition, revisions of the Wisconsin Wetland Inventory Maps for the study area are about to be released by WDNR.

Air Quality Mitigation During Construction

Exposure to diesel exhaust by construction workers and those nearby a construction site can have serious health implications. For this reason, the U.S. EPA recommends Best Available Diesel Retrofit Control Technology (BACT) on all significant construction projects. We believe this project is a significant construction project because of the size and duration of the project, the proximity to residential areas, including environmental justice areas, the use of diesel equipment for purposes of construction purposes, and the existing problems with ozone and fine particulate (PM_{2.5}) in the area.

8 Typically BACT requirements can be met through the retrofit of all diesel-powered equipment with diesel oxidation catalysts or diesel particulate filters, in addition to other strategies or technologies (for example, cleaner burning fuels or anti-idling policies). The statement below is reflective of a study U.S. EPA completed on diesel exhaust health effects:

Long-term (i.e., chronic) inhalation exposure to diesel exhaust is likely to pose a lung cancer hazard to humans, as well as damage the lung in other ways depending on exposure. Diesel exhaust is listed as a human carcinogen by the State of California and a likely human carcinogen by U.S. EPA. Short-term (i.e., acute) exposures can cause irritation and inflammatory symptoms of a transient

8. Section 4.9.2 has been updated to provide more information about construction air quality impacts and potential mitigation measures. WisDOT will review all these measures for possible implementation during construction. Some are generally implemented by highway contractors on their own accord.

nature, these being highly variable across the population. The assessment also indicates that evidence for exacerbation of existing allergies and asthma symptoms is emerging. U.S. EPA recognizes that diesel exhaust, as a mixture of many constituents, also contributes to ambient concentrations of several criteria air pollutants including nitrogen oxides and fine particulates, as well as other air toxics.¹

8 These air quality mitigation measures for construction should be considered by WisDOT. While regional emissions of particulate matters of 2.5 microns or smaller (PM2.5) are trending downward, the project area's levels of ambient PM2.5 levels are close to causing the area to be designated as non-attainment for this pollutant. Everything possible should be done to improve ambient levels of PM2.5. In addition to being concerned about PM2.5 on a regional basis, U.S. EPA is concerned about the potential for localized impacts of PM2.5, especially from diesel equipment and trucks. We recommend that WisDOT include in the FEIS construction mitigation actions and strategies that will reduce PM2.5 emissions. We also recommend that WisDOT formalize their actions by developing and implementing a construction emissions reduction plan. Options to include in such a plan include:

- (a) retrofitting off-road construction equipment including repower or engine upgrades
- (b) using ultra low sulfur fuels for all equipment
- (c) limiting the age of on-road vehicles in construction projects to 1998 and newer and 1996 and newer for off-road equipment
- (d) fugitive dust control plans
- (e) diesel particulate traps and oxidation catalysts
- (f) use of existing power sources or clean fuel generators rather than temporary power generators
- (g) encourage the use of off-road equipment that meets the Tier 3 standards

U.S. EPA is available to assist in efforts to select mitigation strategies that would be included in the final project. U.S. EPA has developed a compendium of contract specifications and language to assist State DOTs and other proponents of construction projects. Please see the following link for the specifications and language: <http://www.epa.gov/midwestcleandiesel/projects/index.html>

Mobile Source Air Toxics (MSATs)

9 The Mobile Source Air Toxics (MSAT) analysis points out that one alternative will move traffic closer to some homes, schools, and businesses and that there may be localized areas where ambient concentrations of MSATs could be higher. The MSAT analysis in the DEIS states that these potential increases "cannot be accurately quantified due to the inherent deficiencies of

¹ U.S. Environmental Protection Agency (EPA). (2002) Health assessment document for diesel engine exhaust. Prepared by the National Center for Environmental Assessment, Washington, DC, for the Office of Transportation and Air Quality, EPA/600/8-90/057F. Available from: National Technical Information Service, Springfield, VA; PB2002-107661, and <<http://www.epa.gov/ncca>>.

9. FHWA will continue to monitor the state of the science and update the interim guidance when necessary.

The National Highway Cooperative Research Program (NCHRP) referenced is the result of a Request for Proposal to identify a process or methods that could be used to analyze the contribution and impact of air toxic compounds emitted by vehicles operating on transportation facilities. Transportation agencies were recognizing that analysis of toxic compounds (referred to as mobile source air toxics or MSATs) was being raised to challenge proposed projects during environmental assessment. The consultant's report was started before but completed after FHWA released its MSAT Guidance document. The consultant, ICF, issued its report to NCHRP in March 2007.

- The ICF report was intended to provide analysis options, not required procedures. At the time the document was initiated, FHWA's guidance had not yet been released. The research was intended to fill a perceived void that was soon after filled by FHWA's release of its Interim Guidance.
- Both the FHWA and the ICF approaches are similar except that the consultant suggested going further than the FHWA Guidance. ICF suggested conducting a dispersion analysis and a health risk assessment in certain cases.
- FHWA considered, but ultimately rejected analysis beyond an "emissions burden" analysis as too uncertain to provide meaningful information to transportation decision makers. An emissions burden analysis quantifies the total emissions level predicted for the project and any alternatives including the "no-build". While FHWA had concerns even with this level of analysis for MSATs, the guidance recommends it on high traffic roadways for purposes of comparison.
 - a. Currently MOBILE 6.2 is the model used for emissions analysis. It has significant limitations such as the inability to calculate predicted emission changes for particulate matter (PM) and diesel particulate matter (DPM) with changes in speed, among others. However, if project alternatives are similar, then some of MOBILE 6.2's shortcomings can be neutralized, and a comparative analysis may provide useful information.
 - b. Dispersion analysis and health risk assessments, which depend on MOBILE's emission estimates, are useful only insofar as they provide accurate values of MSAT concentrations and the risk associated with them. (Otherwise the information is redundant with the emissions burden analysis). Determining exposures, as needed under health risk assessment, are notoriously inaccurate with error margins frequently spanning 2 orders of magnitude. Further, they are based on a 70 year exposure rate which is highly questionable. The American public is highly mobile, moving around even during the course of a single day, changing jobs (every 3 years on average) and moving to new residences. The relevance of a health risk assessment at a very small geographic scale is not obvious, given these facts.
- ICF did not provide an adequate rationale as to why they recommended dispersion and health risk analysis in light of these significant problems. They discounted the importance of accurate projections in these areas, and cite that such analyses are

current models". The statements of technical limitations and the analysis presented in the DEIS are based on FHWA's "Interim Guidance on Air Toxics Analysis in NEPA Documents". We believe this guidance is not consistent with current academic literature and other published guidance. As an example, we point to the extensive report to the American Association of State Highway and Transportation Officials conducted as part of a National Cooperative Highway Research Program (NCHRP) project: "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process", March 2007, [http://www.trb.org/NotesDocs/25-25\(18\)_FR.pdf](http://www.trb.org/NotesDocs/25-25(18)_FR.pdf). This NCHRP document, commissioned by State DOTs, represents current professional practices of air quality experts and identifies air quality tools and approaches that would be appropriate for various NEPA settings and project levels. The NCHRP document also states that reasonable scientific evidence exists that indicates adverse impacts may occur as a result of MSAT emissions, particularly at locations in close proximity to concentrated motor vehicle activity. Although the MSAT analysis in the DEIS conforms to FHWA's Interim Guidance, we believe more could be done to quantify MSAT concentrations in those areas where potential higher concentrations may be expected.

sometimes used in other transportation venues. FHWA consulted with other federal agencies to determine their approach to MSATs. We determined that FAA's process was very similar to FHWA's guidance on MSATs. Some other agencies did not include MSAT analysis at all.

- Another divergence from the approach that FHWA took was ICF's suggested threshold for quantitative MSAT analysis. FHWA recommended 140,000 AADT while ICF placed the threshold lower at 125,000. While a minor discrepancy, FHWA has concerns about the information and modeling they used to develop their proposed threshold which appears dated. By contrast, FHWA's based its threshold on the definition of a major source of hazardous air pollutants contained in the Clean Air Act.
- The ICF report is an exploratory research effort and represents the opinion of a consultant on what should be done. FHWA's guidance was almost three years in the making that scoured available literature and funded new research activities, consulted with known experts, and actively considered the analytical uncertainties in a real world context. It is unknown the extent to which AASHTO will embrace these research findings. As the "Disclaimer" on the front of the report states, "opinions and conclusions expressed or implied...are not those of the research agency...TRB, NRC, FHWA, AASHTO...". While some of the consultant's suggestions are interesting, others may need to await implementation of more rigorous models and analytical procedures.



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 - (217) 782-3397
JAMES R. THOMPSON CENTER, 100 WEST RANDOLPH, SUITE 11-300, CHICAGO, IL 60601 - (312) 814-6026

ROD R. BLAGOJEVICH, GOVERNOR DOUGLAS P. SCOTT, DIRECTOR

217-782-0547

November 29, 2007

Mr. Willaim Mohr, PE
Major Project Manager
WisDOT/ Southeast Freeways
Southeast Regional Office
141 N. W. Barstow Street
Waukesha, WI 53187-0798

Dear Mr. Mohr:

Thank you for the opportunity to review the proposed I-94 North-South Corridor Study/
Environmental Impact Statement as it pertains to Lake County, Illinois.

The Agency has no objections to the project, however a permit will be required from the
Division of Water Pollution Control for more than one acre being disturbed during construction.
A construction site activity stormwater NPDES permit will be required. For further
information or if you have questions, please contact Al Keller at 217-782-0610.

Solid and hazardous waste must be properly disposed of or recycled.

If you have need for an Environmental Review in the future, please submit your information to:
Illinois Environmental Protection Agency, Deputy Director's Office/MC #1,
PO Box 19276, Springfield, Illinois 62794-9276, ATTN: DIAnne Schuerman

Sincerely,

Bernard P. Killian

Bernard P. Killian
Deputy Director

1. Comment noted. WisDOT does not intend to implement the preferred alternative in Illinois. Any work done in Illinois would be completed by the Illinois Department of Transportation, and as such, IDOT would be responsible for obtaining necessary permits.



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary

101 S. Webster St.
Box 7921
Madison, Wisconsin 53707-7921
Telephone 608-266-2621
FAX 608-267-3579
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December 12, 2007

FILE REF: 4509
Permit # 07-MF-304

Carrie Cooper
Environmental Planner
WisDOT SE Freeway Team
Southeast Regional Office
141 N.W. Barstow Street
Waukesha, WI 53187 - 0798

Subject: I-94 North - South Corridor Study Screening Level Analysis

Dear Ms. Cooper:

The Bureau of Air Management has completed a screening level review of the I-94 North-South Corridor Study Project in Milwaukee, Racine and Kenosha Counties (DNR Air Permit # 07-MF-304). The review was completed using the CAL3QHC dispersion model with MOBILE6.2 emission rates.

Based upon review of your analysis and additional modeling, we confirm that the maximum predicted carbon monoxide concentrations would not exceed 75% of any carbon monoxide standard. Therefore, under section NR 411.04(2) (c) of the Wisconsin Administrative Code, no air pollution control permit is required for this project.

A copy of the Bureau of Air Management modeling report is available, upon request. If you have any comments or questions about this project, or about Wisconsin's indirect source permit program, please contact me at (608) 267-0806 or via e-mail: (michael.friedlander@wisconsin.gov).

Sincerely,

Mike Friedlander, Transportation and Air Quality Planner
Regional Pollutants and Mobile Sources Section
Bureau of Air Management

Cc: Jay Waldschmidt - WisDOT
Mike Thompson - WDNR/SER

LENA C. TAYLOR

Wisconsin State Senator • 4th District

HERE TO SERVE YOU!

December 19, 2007

Attn: Bob Guiterrez
WisDOT SE Region
PO Box 798
Waukesha, WI 53187-0798

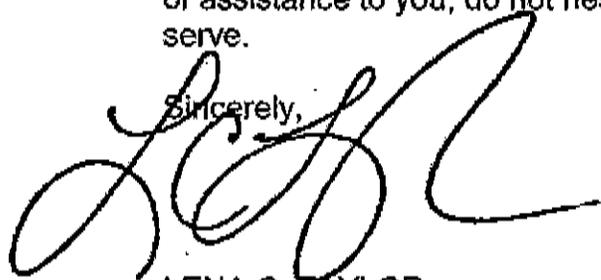
Dear Mr. Guiterrez,

Thank you for inviting me to attend the series of public hearings of the I-94 North-South Corridor, particularly, the December 12th hearing that was held in Milwaukee. I am honored that you asked me to participate. Please accept my sincere apologies for missing the gathering.

As a state elected official, it is important for me to be informed on issues and concerns that affect every citizen of our state. Also, sessions like these are helpful in developing the strategy and leadership needed to make sound policy decisions. I am encouraged to observe that others, like you, are working to address these issues that affect our "constituents" overall quality of life.

Please continue to keep me apprised as your good work progresses. If I may ever be of assistance to you, do not hesitate to contact my office. As always, I am here to serve.

Sincerely,



LENA C. TAYLOR
State Senator-4th Senate District

LCT:mne



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary
Gloria L. McCutcheon, Regional Director

Southeast Region Headquarters
2300 N. Dr. Martin Luther King, Jr. Drive
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FAX 414-263-8606
Telephone 414-263-8500
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December 28, 2007

File Ref: 1600

Mr. Roberto Gutierrez, Project Manager
Wisconsin Department of Transportation, Southeast Region
141 N.W. Barstow Street
Waukesha, WI 53187

Dear Mr. Gutierrez:

Thank you for the opportunity to comment on the North-South Corridor Draft Environmental Impact Statement. The Department of Natural Resources (Department) is committed to intergovernmental cooperation and planning to protect public health, safety, and the environment while conserving resources that support a sustainable high quality of life.

The Department and the Department of Transportation (WisDOT) work together during transportation planning, design, and construction to develop projects that meet transportation needs, minimize adverse environmental impacts, consider long-term consequences, maximize use of existing infrastructure, support a compact regional development pattern, consider stakeholder input and public opinion, and enhance community and regional character.

The following comments are submitted for your consideration during the development of the North-South Corridor Environmental Impact Statement.

SUMMARY

- 1 Summarize air quality impacts (ozone, fine particulate matter 2.5 micrometers in diameter and smaller (PM_{2.5}), and mobile source air toxics (MSAT)) in the Environmental Impacts section and Exhibit S-1.

PURPOSE AND NEED

- 2 **1.2.2 Land Use and Transportation Planning**
 1. Describe the current land use development patterns in the area and how the development patterns affect vehicle miles of travel (VMT).
- 3
 2. Discuss how implementation of the Southeastern Wisconsin Regional Planning Commission 2035 Regional Land Use Plan affects development patterns and travel. Compare vehicle miles of travel (VMT) forecasts for current land use trends and the recommended Southeastern Wisconsin Regional Planning Commission 2035 Regional Land Use Plan.
- 4
 3. Page 1-6; Present an analysis of highway and transit implementation trends in the Regional Transportation System Plan for Southeastern Wisconsin: 2035 SEWRPC Planning Report No. 49 (June 2006) section.

1. The Summary and Exhibit S-1 have been updated to note that this project will not contribute to any violation of the NAAQS, MSAT emissions will decrease under both Build Alternatives and CO levels will not exceed air quality standards.
2. Current land use development patterns in the corridor are discussed in Sections 3.1.6, 3.1.7, and 4.2. Text has been added to Section 1.2.2. to acknowledge the relationship between land use and VMT.
3. See Section 1.2.2. SEWRPC's regional plan calls for compact high- and medium-density development in order to conserve the region's natural resource base and reduce vehicle miles of travel. The regional plan envisions a 36 percent increase in vehicle miles of travel in the region between 2001 and 2035 on an average weekday.

Comparing regional VMT forecast for current land use trends to the forecast VMT based on the regional land use plan is beyond the scope of this study.

4. The requested analysis is beyond the scope of this study. The 2035 regional transportation plan discusses implementation trends.

5 [4. Page 1-12; Describe the Wisconsin State Implementation Plan's purpose and function for air quality and the conformity determination process. Discuss how transit ridership, changes in service and increased fares, and road expansion affect the Wisconsin State Implementation Plan for air quality conformity determinations.

6 [5. Discuss how the corridor relates to Connections 2030: Wisconsin's Long Range Transportation Plan and statewide transportation planning.

7 [6. Page 1-16; Add this sentence to the Port of Milwaukee Access section; "The Port of Milwaukee also provides Lake Express passenger and vehicle ferry services."

1.2.4 Existing and Future Traffic Volumes

8 [1. Revise Exhibit 1-5 to show existing and 2035 levels of service in Milwaukee County

9 [2. Verify 2035 level of service A, B, and C (no congestion) in Milwaukee County in Exhibits 1-6 and 1-7.

10 [3. Provide examples of how level of service D in Milwaukee County during design year 2035 would affect the I-94 corridor.

11 [4. Discuss fuel cost assumptions and how costs affect vehicle miles of travel (VMT).

12 [5. Analyze existing and forecast travel times for the existing designed freeway facility. In Section 2.2.4, compare projected travel times for the build alternatives, including safety design with capacity expansion.

1.4 Environmental Aspects

13 [Describe the implementation of modern stormwater management practices, the removal of obstacles to aquatic organism passage, and other resource improvements that could be made to the existing freeway facility in the study area.

ALTERNATIVES CONSIDERED

2.2.4 Build Alternatives

14 [1. Describe incident management and speed management as safety improvements in addition to the design improvements for safety.

15 [2. Compare projected travel times for the build alternatives.

AFFECTED ENVIRONMENT

3.1.4 Transportation Service

16 [1. Discuss how transit implementation affects vehicle miles of travel (VMT) and land use in the study area.

3.2.7 Transportation

17 [Provide an exhibit showing how many people have access to a transit stop within ¼ mile of the I-94 north-south corridor.

3.2.8 Health Condition

18 [Provide more analysis and discussion of existing and proposed carbon monoxide, nitrogen oxide, particulate matter and other air pollutant emissions and their potential health-related impacts to residents living near the study area. Carbon monoxide (CO) may reduce the amount of oxygen distributed throughout the body by the blood stream. Nitrogen oxides (NO_x) are one of the main precursors in the formation of ground-level ozone and may affect the delicate structure of lung tissue. Fine particulate matter can penetrate the sensitive respiratory tract and affect health. Sensitive individuals may be affected by low level pollutant exposure.

5. Section 1.2 has been updated to include a description of the SIP under the discussion of the 2007-2010 Transportation Improvement Program. Discussion of how transit ridership, changes in service, increased fares and road expansion affect the SIP is beyond the scope of this study. This project is included in the 2007-2010 TIP, which is in conformance with the SIP.
6. WisDOT's Bureau of Planning and Economic Development plans to complete the Connections 2030 plan later in 2008. The plan will likely include widening I-94 to eight lanes in the I-94 North-South corridor.
7. Section 1.2.3 has been updated.
8. The A.M. and P.M. level of service in Milwaukee County is displayed in Exhibits 1-6 and 1-7.
9. WisDOT verified that the level of service information in Exhibits 1-6 and 1-7 are correct.
10. WisDOT followed up with DNR to clarify this comment. The comment referred to questions about Exhibit 4-6. Section 4.3.1 has been updated to clarify and provide more context for the information presented in Exhibit 4-6.
11. SEWRPC will run the regional VMT model using \$4/gallon as the level for fuel cost. This analysis will address the comment.
12. Section 4.3.1 has been updated to provide a comparison of travel times between the two Build Alternatives evaluated in detail.
13. Section 1.4 has been updated.
14. This is addressed in Section 2.2.3 of the Draft EIS.
15. See response to comment #12.
16. Regional VMT forecasts assume implementation of KRM commuter rail, fixed guideway transit and increased bus mass transit. If these elements of the regional plan are not implemented then VMT in the corridor would likely be higher than projected.
17. Approximately 15,000 residents and 8,000 workers have access to a transit stop within one-quarter mile of the study corridor.
18. Section 3.2.8 has been updated accordingly.

3.4.1 Surface Water and Fishery – Storm Water Collection

- 19 [1. Revise Table 3-13 and Exhibit 3-12 to include all perennial waterway crossings.
- 20 [2. Page 3-52; Revise the sentence in the Root River section to read “~~A 4-mile stretch is considered Limited Aquatic Life while the remaining 28 Twenty-eight~~ miles of streams in the Root River watershed are listed as impaired waters under Section 303(d) of the Clean Water Act.”
- 21 [3. Page 3-52; Revise the sentence in the Oak Creek section to read “~~According to the DNR, due to the toxic levels of contaminants found in sediment,~~ Approximately 13 miles (61 percent) of the creek are listed as impaired waters under Section 303(d) of the Clean Water Act.”
- 22 [4. Describe winter road sanding and salting operations and their effect on stormwater quality.

3.4.3 Floodplains and Hydraulics

- 23 [1. Provide a definition of floodway and flood fringe.
- 24 [2. Provide exhibits showing floodway and flood fringe within the study area. Include dates and sources for the floodplain maps.
- 25 [3. Page 3-55; Revise the sentence in the Floodplains and Hydraulics section to read “Floodplain also serves to carry regional flood discharges, provide wildlife habitat and corridors for wildlife movement.”

3.4.4 Groundwater and Water Supply

- 26 [1. Indicate if the project will directly (abandonment) or indirectly (minimum set back requirements) affect any private, public, high capacity, or municipal water supply wells.
- 27 [2. Discuss road salt application, storage, and potential impacts on groundwater quality.

3.4.5 Wetlands

- 28 [Page 3-57; Include the following sentence in the Wetland section’s last paragraph “Degraded wetlands provide wildlife habitat.”

3.4.7 Wildlife

- 29 [1. Revise three sentences in the first paragraph to read “Common mammals found in upland habitats include white-tailed deer, opossum, shrews, gray and red squirrels, red fox, raccoon, striped skunk, cottontail rabbit, coyote, woodchucks, mice, gophers, chipmunks, voles, and weasels. Common bird species include red-tailed hawk, American goldfinch, ~~bobolink, pheasant,~~ wild turkey, sparrows, owls, wrens, thrushes, warblers, hawks, woodpeckers, and vireos. Common reptiles include brown snake, garter snake, eastern milk snake, Fox snake, and turtles.”
- 30 [2. Revise two sentences in the second paragraph to read “Common mammals found primarily in wetland habitats include muskrat, mink, ~~otters,~~ and beaver.” and “Common reptiles and amphibians include the American toad, leopard frog, green frog, painted turtle, and snapping turtle.”

3.4.8 Threatened and Endangered Species

- 31 [Page 3-61; Revise the sentence at the bottom of the page to “Tier 3 habitat is the best for the snakes and DNR requires mitigation in the same habitat patch for any encroachment onto Tier 3 habitat.”

3.4.10 Air Quality

- 32 [1. Pages 3-65 to 3-68; Revise the discussion of air quality standards to reflect outcome of discussion between key central office air quality staff from DOT and DNR to be held in January 2008.

19. A list of streams will be added "For the information requested added to Table 3-13 please refer to table 4-13."
20. Section 3.4.1 has been updated accordingly.
21. Section 3.4.1 has been updated accordingly.
22. Section 4.7.1 has been updated accordingly.
23. Definitions for floodway and flood fringe were inserted in Section 3.4.3.
24. A new exhibit, Exhibit 3-13, illustrates floodplain within the study area.
25. Section 3.4.3 has been updated accordingly.
26. WisDOT will assess impacts to individual private wells during the project's design phase. The project will not directly affect municipal water supply wells.
27. A brief overview of DOT sanding and salting application and storage guidelines was added to Section 3.4.4. Discussion regarding dissolved salt entering the groundwater was added to Section 4.7.1.
28. Section 3.4.5 has been updated accordingly.
29. Section 3.4.7 has been updated accordingly.
30. Section 3.4.7 has been updated accordingly.
31. Section 3.4.8 has been updated accordingly.
32. Section 3.4.10 has been updated accordingly.

33 [2. Provide more analysis and discussion of current and projected ozone and fine particulate matter 2.5 micrometers in diameter (PM2.5) concentrations in the study area. Note that there have been measured exceedances for the ozone and PM2.5 standards in the study area. Describe air quality improvement measures that may be implemented if an area is designated as non-attainment.

34 [3. The Governor's Task Force on Global Warming was formed in April 2007 to develop recommendations on how Wisconsin can become a leader in climate change solutions by reducing its greenhouse gas emissions while maintaining economic growth. The Task Force is expected to complete their recommendations in mid 2008. Information is available at <http://dnr.wi.gov/air/pubinfo/airmatters/200712.html>.

35 [4. Define green house gases and analyze green house gas emissions in the study area.

36 [5. Note that the Department operates regional air monitoring facilities within the study area.

37 [6. Proposed EPA ozone standards may be finalized during March 2008.

38 [**3.6.1 Publicly-owned Parks**
1. Page 3-74; Add the following sentence to the Prairie Springs Park section "Portions of Prairie Springs Park have been developed with state stewardship and federal sport fish restoration funds."

39 [2. Page 3-74; Add the following sentence to the Ives Grove Golf Course section "The golf course was developed with federal Open Space grants and state Outdoor Recreation Action Program Metro Aids grants."

40 [**3.6.4 Conservation Easements**
Provide an exhibit showing land enrolled in the Conservation Reserve Program (CRP) within the corridor.

ENVIRONMENTAL CONSEQUENCES

41 [**4.1.1 Direct Land Use Changes**
Provide an exhibit showing potential excess right-of-way adjacent to public park and open spaces.

4.2.2 Cumulative Effects

42 [1. Discuss the I-94 north-south corridor greenhouse gas emissions and how the emissions may relate to global climate change.

43 [2. Discuss the study area's relationship to the regional freeway system and to the Southeast Regional Land Use Plan: 2035 recommendation for compact in-fill development.

44 [3. Page 4-15; Revise the sentence in the Threatened and Endangered Species section to read "By using avoidance and minimization techniques the Build Alternatives will minimize the cumulative effect on threatened and endangered species and their habitat."

45 [4. Discuss the potential for habitat changes that may result from floodplain fill and secondary development.

4.3.1 Traffic and Operational Characteristics

46 [Revise Exhibit 4-6 to include levels of congestion on the freeway mainline in Milwaukee County.

4.4 Utility Impacts

47 [Identify utilities in the study area, discuss the utilities' relocations and potential environmental impacts.

33. Section 3.4.10 has been updated accordingly.
34. Comment noted.
35. Section 3.4.10 has been updated to define greenhouse gases. Section 4.2 has been updated to discuss indirect effects of greenhouse gas emissions.
36. Section 3.4.10 has been updated to note the regional air monitoring station near Layton Avenue.
37. Comment noted.
38. Section 3.6.1 has been updated accordingly.
39. Section 3.6.1 has been updated accordingly.
40. Falk Park and Root River Parkway are the only locations in the corridor where CRP land is adjacent to I-94. Both of these parks are illustrated on Exhibit 3-9 and the aerial photo exhibit at the back of the Final EIS.
41. The only location where potential excess right-of-way is adjacent to public park and open spaces is illustrated in Exhibit 5-3 (southwest quadrant of the Rawson Ave interchange, which is adjacent to Falk Park).
42. Section 4.2.2 has been updated to note that it can be expected that vehicles traveling along the study corridor may contribute to greenhouse gases in the region. Section 4.2.2 also references the recently released WisDOT report, *Transportation and Global Warming: Defining the Connection and the Solution* and notes the connection between land use and greenhouse gases. See response to comment number 35.
43. See Section 1.2.2. The preferred alternative is consistent with the regional land use plan. The regional land use plan recommends that communities be proactive in pursuing in-fill development and redevelopment; however, the plan also identifies a need to develop on new sites adjacent to existing urban areas to accommodate the regional projections for population, household and employment growth. As a result, recommended transportation system improvements, which includes the build alternatives for the I-94 north-south corridor, are based on the projected "levels and spatial distribution of the population, household and economic activity envisioned in the regional land use plan."
44. Section 4.2.2 has been updated accordingly.
45. Section 4.2.2 has been updated accordingly.
46. Exhibits 4-4 and 4-5 display LOS for the mainline in Milwaukee County.
47. Utilities that must relocate as a result of the project will most likely relocate within the WisDOT right-of-way.

4.7.1 Surface Water and Fishery Water Quality

- 48 [1. The study should indicate that the cities of Franklin, Milwaukee, and Oak Creek have municipal stormwater permits within their urbanized areas and describe how WisDOT coordinates freeway stormwater design with local governments.
- 49 [2. Discuss the Federal Aviation Administration *Advisory 150/5200-33B Hazardous Wildlife Attractants on or near Airports* restrictions on stormwater management facilities and wetland mitigation sites near airports and how those restrictions affect freeway reconstruction in the study area.
- 50 [3. Provide exhibits showing the areas affected by the Federal Aviation Administration restrictions.
- 51 [4. Indicate in Table 4-13 Stream Crossings whether the stream crossing is at a frontage road, ramp, or the mainline, and whether a new structure will be installed, an existing structure will be extended, or if the existing structure will be left in place.
- 52 [5. Channel stability and fish and wildlife passage should be standard design and construction objectives for all bridge and culvert replacements. A preliminary draft of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) *Planning Report No. 50, Criteria and Guidelines for Stream Crossings to Allow Fish Passage and Maintain Stream Stability Within the Regional Water Quality Management Plan Update Study Area* is attached. The document is also available at http://www.sewrpc.org/waterqualityplan/pdfs/pr-50_appendix-n.pdf. Discuss how well designed and installed structures keep channels stable, accommodate fish and wildlife passage, and lower maintenance costs.

4.7.2 Environmental Corridors and Natural Areas

- 53 [1. Discuss how impacts to primary and secondary environmental corridors will be avoided and minimized.
- 54 [2. Identify aquatic and terrestrial invasive species.

4.7.3 Floodplain and Hydraulics

- 55 [1. Describe how WisDOT analyzes floodplain impacts, notifies landowners about floodplain impacts, and coordinates with local zoning administrators.
- 56 [2. Indicate how WisDOT will provide information (e.g., floodplain studies and maps) for any changes to mapped floodplains that local communities will be required to submit to FEMA.
- 57 [3. If floodplain analyses have already been completed for the build alternatives, indicate if there will be any increases to flood elevations. For the Oak Creek and Kinnickinnic Watersheds, state whether the fill will be placed in the floodway or flood fringe.

4.7.5 Wetlands

- 58 [1. Describe aquatic and terrestrial invasive species and discuss their potential impacts.
- 59 [2. Indicate that the Department and WisDOT will consider additional wetland impact avoidance and minimization during subsequent projects' design.
- 60 [3. Indicate that WisDOT will mitigate unavoidable wetland impacts as described in section 4.11.7.

4.7.6 Wildlife/Upland Habitat

- 61 [Analyze how the alternatives affect wildlife relocation and habitat loss.

48. Section 4.7.1 was updated to note that in accordance with NR 216, the DNR has issued municipal stormwater discharge permits to these cities. Text discussing WisDOT coordination with local governments regarding freeway stormwater design was also added.
49. Section 4.7.1 has been updated to include an outline of this FAA guidance. A listing of where wet detention basins are not allowed as a result of this guidance was also provided.
50. A new exhibit was produced in Section 4.7.1 showing the areas affected by the FAA restrictions.
51. Table 4-13 has been updated accordingly.
52. WisDOT concurs that well-designed and installed structures keep channels stable, accommodate fish and wildlife passage, and lower maintenance costs.
53. Section 4.7.2 has been updated to note that frontage roads were kept within their existing alignment through environmental corridors. The 27th Street interchange at the Milwaukee/Racine County line was moved north to Elm Road in part to avoid impacts to primary environmental corridor.
54. WisDOT will work with DNR during the design phase to develop and assess the feasibility of measures to minimize spread of invasive species.
55. Section 4.7.3 has been updated to note that through the WDNR/WisDOT Cooperative Agreement, WisDOT is required to analyze floodplain impact and notify property owners, local zoning authorities, and the WDNR liaison if the flood elevation increases by more than 0.01 feet.
56. Section 4.7.3 has been updated to note that WisDOT is required to assist affected municipalities in updating floodplain information in their zoning ordinance for submittal to FEMA, if requested.
57. Design has not progressed enough within the Oak Creek and Kinnickinnic River watersheds to quantify the flood fringe versus floodway impacts. However, floodplain filling activities are anticipated to be limited to that necessary to cross the channel. In accordance with the DOT/DNR Cooperative Agreement, analyses will be conducted to determine what, if any, impacts the roadway crossings have on regional flood elevations.
58. Section 4.7.5 has been updated to note that linear corridors, such as highways, can foster the movement of invasive plant species. WisDOT will work with DNR during the design phase to develop and assess the feasibility of measures to minimize spread of invasive species.
59. WisDOT and DNR will consider additional wetland avoidance and minimization during design.
60. Section 4.11.7 of the Draft EIS already documents WisDOT's commitment. It has been retained in the Final EIS to reiterate WisDOT's commitment to mitigate unavoidable wetland impacts.
61. Section 4.7.6 has been updated to note that the habitat loss will be from strip takings, that there is a lot of comparable habitat remaining, and Root River and Des Plaines crossings will have ample room for wildlife to cross under the freeway adjacent to the streams.

4.7.7 Threatened and Endangered Species

- 62 [1. Revise the sentence on page 4-62 to read "Some good habitat for the eastern massasauga rattlesnake and the Blanding's turtle would be affected in Kenosha County, although neither species were found during habitat surveys."
- 63 [2. Indicate that WisDOT will develop conservation measures including relocation, exclusion fencing, and habitat enhancement to address the unavoidable losses for the threatened and endangered species.
- 64 [3. Page 4-63; Clarify the first paragraph of Federally-listed Species section to indicate that the eastern prairie fringed orchid is not present in the 8 acres of wet meadow wetland that will be filled and that the orchid will not be affected.

4.7.9 Air Quality

- 65 [1. Revise the discussion of mobile source air toxics modeling and analysis to reflect outcome of discussion between key central office air quality staff from DOT and DNR to be held in January 2008
- 66 [2. Discuss incremental changes in ozone and fine particulate matter 2.5 micrometers in diameter and smaller (PM_{2.5}) emissions and air quality for each build alternative.
- 67 [3. As suggested in the comment for Section 3.2.8. above, discuss the health impacts associated with air quality in the study area.

4.9.2 Air Quality (Emissions and Dust)

- 68 [Provide a general discussion of air quality construction mitigation best practices such as idling restrictions, use of ultra low sulfur diesel, and retrofitting off-road equipment with diesel emission control devices. The EPA Clean Construction USA website <http://www.epa.gov/otaq/diesel/construction/index.htm> provides information on reducing diesel emission impacts from construction.

4.9.3 Traffic/Conceptual Construction Staging

- 69 [Indicate that transit, pedestrian, bicyclist, and snowmobile users will be provided detour routes through construction areas.

4.9.6 Material Source/Disposal Sites

- 70 [Indicate that local zoning, reclamation plans, and other approvals may be needed for material source/disposal sites.

4.11 Measures to Minimize Adverse Effects

- 71 [1. Describe measures to control and avoid the spread of aquatic and terrestrial invasive species.
- 72 [2. Describe measures such as speed management programs, incident management, or limitations on diesel emissions during construction to mitigate adverse air quality impacts.

4.11.2 Aesthetics

- 73 [The study should recommend landscaping, vegetative screening, and other measures to minimize aesthetic and noise impacts on public trails, parkways, and environmental corridors within the study area.

4.11.7 Wetlands

- 74 [Indicate that the Department and WISDOT may use existing and new wetland mitigation bank sites and other opportunities for mitigation of unavoidable wetland impacts.

62. Section 4.7.7 has been updated accordingly.
63. Section 4.7.7 has been updated accordingly.
64. Section 4.7.7 has been updated accordingly.
65. The meeting did not result in any changes to this section.
66. As stated in Section 3.4.10 Air Quality of the DEIS, 'The modeling procedures for ozone and NO₂ require long-term meteorological data and detailed area wide emission rates for all potential sources. Modeling of these pollutants is performed by SEWRPC for the State Implementation Plan.' Therefore, discussion of incremental changes in ozone for each build alternative is beyond the scope of a Draft EIS.

As stated in Section 4.7.9 Air Quality, MSAT Analysis, diesel particulate and exhaust organic gases are projected to decrease over 90 percent from 2004 conditions. The difference between the two alternatives, at 1 percent, is insignificant. With less than a 1 percent change in VMT between alternatives and a change in emissions of 3 percent it is difficult to discuss incremental changes.

67. The NAAQS are the criteria pollutant concentrations used to measure the air quality affects of a project. It is standard to address these as either there will or won't be a NAAQS violation. As more is learned, other pollutants may be added to the NAAQS or the NAAQS may be modified. However, Section 4.7.9 has been updated to note that some air quality pollutants may present health issues for sensitive populations at levels below the NAAQS thresholds.
68. Discussion of air quality construction mitigation was added to Section 4.9.2.
69. Section 4.9.3 updated to note detour routes for these modes of transportation.
70. Section 4.9.6 updated to note potential need for local zoning, reclamation plans and other approvals for material source/ disposal sites.
71. See responses to comments 54 and 58. WisDOT will work with DNR during the design phase to develop and assess the feasibility of measures to minimize spread of invasive species.
72. On similar projects, WisDOT has reduced speed limits and implemented aggressive incident management procedures in freeway construction zones. WisDOT is beginning to develop a construction traffic mitigation plan. Also see response to comment 68.
73. Section 4.11.2 has been updated to note that WisDOT will work with the DNR and community stakeholders on this issue during the design phase. WisDOT's first community sensitive design meeting was held in January 2008.
75. Section 4.11.6 has been revised accordingly.

4.11.6 Floodplain and Hydraulics

75 [Discuss communities' floodplain zoning ordinances and compensatory storage.

4.11.8 Threatened and Endangered Species

Plants

76 [1. Page 4-89; Revise the second sentence of the first paragraph of the Plant section to "All populations of the state threatened plant occurring in the construction footprint will be avoided, if possible, and if this is not possible impacts to this species will be minimized to the extent practicable and an incidental take authorization will be required for unavoidable impacts to the listed plant species. The authorization requires a determination that this loss would not jeopardize the continued existence and recovery of the species in the state."

77 [2. Page 4-89; Revise the first sentence in the second paragraph of the plant section to "WisDOT will avoid impacts to all but about 15 plants in a key bluestem goldenrod patch in Milwaukee County. The state endangered plants that cannot be avoided will be addressed through the incidental take process."

4.11.9 Permits

78 [Revise the sentence at the bottom of page 4-90 to read "Wisconsin's Endangered Species Law (Section 29.604, Wisconsin Statutes) can allow for an Incidental Take Authorization from the DNR for take of individual state-listed threatened or endangered species, such as the seaside crowfoot a state threatened plant that is present in the I-94 north-south corridor."

DRAFT SECTION 4(F) AND SECTION 6(F) EVALUATION

5.4.3 Coordination

79 [1. The Department will recommend that the National Park Service approve the Falk Park conversion. The National Park Service will make the final approval determination.

80 [2. Discuss impacts to the Conservation Reserve Program prairie habitat at Falk Park.

PUBLIC INVOLVEMENT AND AGENCY COORDINATION

6.2.1 State Agency Coordination

81 [Indicate that the Department and WISDOT implement the November 2002 Cooperative Agreement for agency coordination.

APPENDIX B MOBILE SOURCE AIR TOXICS

82 [1. Describe the land use pattern, economic, and population assumptions used for transportation demand modeling.

83 [2. Analyze no-build and spot safety improvements mobile source air toxics (MSAT) analysis.

74. Section 4.11.7 has been modified to note that WisDOT may use wetland mitigation banks and other opportunities for unavoidable wetland impacts.
76. Section 4.11.8 has been revised accordingly.
77. Section 4.11.8 has been revised accordingly.
78. Section 4.11.9 has been revised accordingly.
79. Section 5.4.3 has been updated accordingly.
80. Section 5.4 has been updated accordingly.
81. Section 6.2.1, Wisconsin Department of Natural Resources section updated to note implementation of 2002 Cooperative Agreement.
82. SEWRPC's regional transportation plan provides this information.
83. Current MSAT modeling procedures do not provide the level of accuracy needed to distinguish between the No-Build and Spot Safety Improvements alternative and the Safety and Design Improvements Alternative, all of which would provide six basic lanes. The MAST analysis for this study revealed only slight differences in MSAT emissions between the 6-lane and 8-lane alternatives.

Conclusion

Thank you for the opportunity to comment. Shelley Warwick, Environmental Analysis and Review Specialist, is our primary contact for this review. She is available at (414) 263- 8619 to discuss this letter, provide additional information, and meet with you.

Sincerely,



Michael C. Thompson
Environmental Analysis Team Supervisor

Enclosure

cc: Ken Yunker, Deputy Director, Southeastern Wisconsin Regional Planning Commission, P.O. Box 1607,
Waukesha, WI 53187-1607
Carrie Cooper, WisDOT
Cameron Bump- DNR
Craig Helker, DNR
Heidi Hopkins, DNR
Tanya Meyer, DNR
Lisie Kitchel, DNR
Owen Boyle, DNR
Pete Wood, DNR
Randy Cooper, DNR
Marty Johnson, DNR
Melissa Cook, DNR
Mike Friedlander, DNR
Peter McMullen, DNR
Tom Blotz, DNR
Bob Hay, DNR
Will Wawrzyn, DNR
DNR – Southeast Region Leadership Team

-----Original Message-----

From: Gutierrez, Roberto [mailto:roberto.gutierrez@dot.state.wi.us]
Sent: Thursday, January 03, 2008 9:29 AM
To: 'Harmet, Pete E'; Gutierrez, Roberto
Cc: Dornbach, Sue; Heimsness, Pamela; Zuccherro, Rocco; Zyznieuski, Walter G; Baczek, John A; Scott, David - FHWA; Mohr, Bill; Bliesner, Brian; Webb, Charlie/MKE; Singh, Gary
Subject: RE: WisDOT I-94 Corridor EIS

Thank you for your comments. They will be added as official comments to the Draft EIS.
We are also working on coordinating a WisDOT/ IDOT /Tollway meeting in the near future.

-----Original Message-----

From: Harmet, Pete E [mailto:Pete.Harmet@illinois.gov]
Sent: Friday, December 28, 2007 4:21 PM
To: Gutierrez, Roberto
Cc: Dornbach, Sue; Heimsness, Pamela; Zuccherro, Rocco; Zyznieuski, Walter G; Baczek, John A
Subject: WisDOT I-94 Corridor EIS

Bob-

IDOT District One and FHWA IL Division have the following comments on the I-94 Corridor EIS:

IDOT D-1 Comments

- 1 [Please add further discussion with respect to logical termini at the south end of the project. The Illinois Tollway Authority's latest plan includes widening I-94 up to IL 173, which would leave a relatively small gap that should be covered in the planning process (or explained otherwise).

FHWA IL Division Comments

- 2 [Page 1-16, Improvements to I-94 in Illinois - This section should be updated. The North Tri-State project includes reconstructing and widening to four lanes the 32-mile section of the North Tri-State Tollway between Dempster and IL Route 173 and reconstructing the less congested section north of IL Route 173 to Russell Road. The section between Russell Road and the Wisconsin State Line will be resurfaced. This work is part of the Tollway's Congestion-Relief Program to reduce travel times.
- 3 [Page 1-17, Please discuss Lake County in the Existing and Future Traffic Volumes and crashes section.
- 4 [Page 4-2, Land Use and Planning Build Alternatives - No right-of-way will be acquired in Lake County because the additional lane can be added within the existing right-of-way.
- 5 [General Comment Please discuss the fact that an additional lane can be added within the existing right-of-way and include the cross section as an exhibit.

1. The 2006 update to the 2030 Regional Transportation Plan for Northeast Illinois (Chicago Metropolitan Agency for Planning) recommends widening I-94 to eight lanes up to the WI/IL state line. WisDOT will work with IDOT and Illinois Tollway Authority to develop an interim plan.
2. Final EIS has been updated accordingly
3. Appropriate sections have been updated to include Lake County.
4. Draft EIS notes that no right-of-way would be acquired in Lake County. Section 4.1.1 was revised to note that the additional lane can be added within the existing right-of-way.
5. See response above. Additional text has been added. Plan view and typical section for the Lake County portion of the study area are illustrated on Sheet 1 of the Aerial Photo Exhibit in the Draft EIS.



WISCONSIN LEGISLATURE

P.O. BOX 8952 • MADISON, WI 53708

January 23, 2008

Secretary Frank Busalacchi
Wisconsin Department of Transportation
120B, Hill Farms State Transportation Building
4802 Sheboygan Ave.
Madison, WI 53707

Dear Secretary Busalacchi,

Over the last six months there has been a great deal of discussion about the improvements to I-94 between the Mitchell Interchange in Milwaukee County and the state line in Kenosha County, as well as the changes at the 894 exits for South 27th Street.

We appreciate WisDOT's public outreach efforts to solicit citizen input on this important project. One major area of concern has been the impact on residents and businesses and other important stakeholders regarding access to South 27th Street. We are pleased that DOT has minimized the number of residential relocations to four homes in the City of Milwaukee as part of the Mitchell Interchange reconstruction. We are also pleased to learn that valuable real estate is being considered for redevelopment in areas currently owned by DOT. Moving property close to the Interstate system back onto the tax rolls is a major step forward for economic development for both the cities of Milwaukee and Greenfield.

With that in mind, we are sending this letter to you to ask for a creation of a South 27th Street *Community Sensitive Design* Committee. The purpose of this committee would be to engage local stakeholders in the long overdue and necessary improvements to Layton Avenue, South 27th Street Business Corridor, and West Loomis Rd (State Highway 36).

1 Our expectation is that this group could:

- A. Provide input into the planning and design of these three thorough fares.
- B. Provide a forum for local residents, businesses, and other key destinations--to promote community awareness about the various challenges and opportunities for this portion of Milwaukee County.

1. WisDOT has formed a Milwaukee County community sensitive design committee, which had its first meeting in January 2008. WisDOT will organize a 27th Street Community Sensitive Design Committee per the legislators' request.

We feel that this proposal could be a useful and valuable group to help minimize neighborhood disruptions and maximize business activity during the Mitchell Interchange reconstruction.

Our suggested composition of this advisory committee would include:

- Co-chairs would be 2 State Legislators with at least some portion of the geographical territory listed above, appointed by DOT Secretary
- Mayor Tom Barrett (Milwaukee) or appropriate Cabinet representative
- Milwaukee Alderman Terry Witkowski
- Greenfield Alderman appointed by Mayor Neitzke
- Mayor Mike Neitzke (Greenfield) or appropriate Cabinet representative
- One member appointed by the Airport Gateway Business Association;
- One member appointed by the South 27th Street Business Association;
- Four citizen appointments from Secretary of WisDOT with recommendations from area Legislators—appointees would need to live and/or work nearby.

We would like to request a meeting with you to take place soon after the January 25th deadline for EIS.

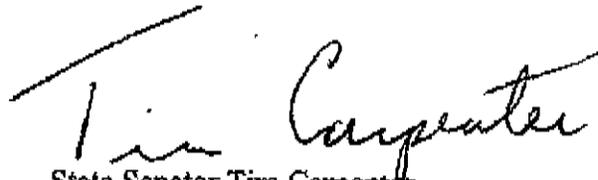
We look forward to working on this important project with WisDOT. Whether it's improved road safety, less congestion, better air quality, expanding intermodal capacity—it is important to the Milwaukee area and the entire State of Wisconsin that this project reflect public consensus, a regional economy, and safe and healthy communities.

We appreciate your consideration and look forward to speaking with you soon.

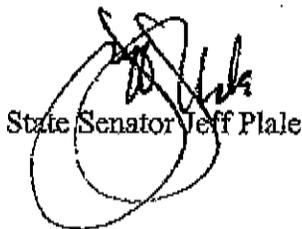
Respectfully Submitted,



State Representative Josh Zepnick



State Senator Tim Carpenter



State Senator Jeff Plale



State Representative Christine Sinicki



Division of Transportation
Investment Management
Bureau of Aeronautics
PO Box 7914, 4802 Sheboygan Ave., Rm. 701
Madison, WI 53707-7914

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-266-3351
Facsimile (FAX): 608-267-6748
E-mail: wendy.Hottenstein@dot.state.wi.us

January 25, 2008

MR. ROBERTO GUTIERREZ, PROJ. MGR.
WISDOT - SOUTHEAST REGIONAL OFFICE
141 N.W. BARSTOW ST
WAUKESHA, WI 53187-0798

I-94 N-S Corridor Study Draft EIS

Dear Mr. Gutierrez:

Thank you for the opportunity to comment on the draft Environmental Impact Statement for the I-94 Corridor Study. Due to time constraints, I was unable to thoroughly review the entire document. However there are several areas of concern stated below that we want to make sure you address. If all these requirements are met then we have no problem with your proposed project provided there are no other unforeseen issues that arise.

1

□ Obstructions -

- No structures (signs, poles, etc.) nor vegetation shall obstruct the Federal Aviation Regulations Part 77 surfaces for any airport. General Mitchell International Airport, Sylvania Airport, and Kenosha Regional Airport appear to be the only airports that may be impacted by your project. Interstates are considered to be a 17' tall object due to the traffic and the frontage roads are considered 15' obstructions. Therefore it is preferred that any revisions to the interstate alignment shall involve lowering and/or moving it away from the airports especially near Sylvania where there is already a known fatal aircraft/semi-truck collision. Sylvania already has a displaced threshold and minimal runway length. Any expansion to the west would negatively impact the operation of the airport. To allow for an evaluation of the object/highway's potential hazard, any permanent or temporary structures or construction equipment (cranes, etc.) that may penetrate a 100:1 surface from the nearest runway end shall submit a FAA form 7460 to the FAA for airspace review. We ask that a courtesy copy be sent to our office also for review.
- No object (street lights, power poles, construction equipment, etc.) shall penetrate the City of Kenosha's nor Milwaukee's Height Limitation Zoning Ordinances. Typically these ordinances restrict objects higher than 50' above the ground. So if you envision any objects higher than 50' above the ground, then we ask that you coordinate with our office to help determine if further coordination is necessary with the City of Kenosha and Milwaukee County zoning officials.
- Any utilities in and under the approach to any runways should be buried. This is especially true with regard to Sylvania Airport.

1. WisDOT plans to meet all applicable FAA requirements and local height limitation zoning ordinances.

WisDOT plans to keep the frontage road and freeway in its existing alignment near the Sylvania Airport. During the project's design phase the design team will determine if construction equipment may interfere with the 100:1 surface from the nearest runway.

- 2
- Wetlands/ponds –
 - The FAA Advisory Circular 150/5200-33 recommends keeping a distance of 10,000' between an airport's aircraft movement area and any wildlife attractant (wetland mitigation sites, retention/detention ponds, etc.) for the Milwaukee and Kenosha Airports and 5,000' for the Sylvania Airport. So if you envision any wetland mitigation or detention/retention ponds being constructed within these distances of the airports, we ask that you revise your plans to keep those distances from the airports otherwise further coordination with our office is necessary.
- 3
- Light emissions –
 - Design your highway lighting so all illumination projects downward and there is no arrant light that may project upward into pilots' vision. Nor do we want the lights to be confused for runway lighting.
 - Any light poles near an airport's approach should be evaluated to assure that it is not going to be a hazard (obstruction) to air navigation. Exact elevations and locations in reference to the nearest runway would need to be provided for our evaluation and to determine if further coordination with FAA is necessary.
- 4
- Land uses/acquisition –
 - The FAA Advisory Circular 150/5300-13 prohibits places of public assembly (ex: churches, schools, hospitals, office buildings, shopping centers, or similar concentrations) from being in the runway protection zone (RPZ). Thus any relocations of places of public assembly should be evaluated to assure they are not placed in the runway approach areas.
 - Any land needing to be acquired from the airports that have received federal funds needs an FAA land release approval. This approval, which is very highly discouraged, needs to demonstrate that it is to the airport's benefit to release the land to another entity. Financial compensation alone is not sufficient justification.

If you have any questions concerning these issues, please don't hesitate to contact me at (608) 261-6278.

Sincerely,



Wendy A. Hottenstein, P.E.
Airport Development Engineer

Cc: Wayde Buck, Kenosha Regional Airport Manager
Kevin Demitros, GMIA Airport Planner
Don Sutton, Sylvania Airport

2. WisDOT will comply with FAA Advisory Circular 150/5200-33.
3. Lighting will be designed accordingly.
4. No places of public assembly will be relocated as part of the project. No land will be required from airports.



COUNTY OF KENOSHA COUNTY EXECUTIVE

Allan K. Kehl, County Executive

1010 -- 56th Street
Kenosha, Wisconsin 53140
(262) 653-2600
Fax: (262) 653-2817

November 30, 2007

Mr. Dewayne Johnson
WIDOT
141 NW Barstow Street
Waukesha, WI 53187

Dear Mr. Johnson:

It is my understanding that the Wisconsin Department of Transportation (WISDOT) has recently filed the Environmental Impact Statement (EIS) for the I-94 reconstruction project from the Wisconsin State line to the Mitchell Interchange. It is my further understanding that a series of public hearings will be convened by the Department for the purpose of obtaining public response to the document.

The purpose of this letter is to express my preliminary support of the document subject to the responses received from the public at the hearing to be held in Kenosha on December 6, 2007 at the Mahone Middle School. I am in support of the general time line beginning in calendar year 2009 with the frontage roads and the mainline work to commence in calendar year 2011. It is my understanding that the mainline will be rebuilt in six mile increments in Kenosha County and at all times the Department will make every attempt to keep two traffic lanes in each direction open to through traffic during construction.

I am also in support of adding an additional traffic lane to a total of four lanes in each direction to be completed in Kenosha County by calendar year 2013. After the public has been heard in Kenosha County, I will ask the Director of Planning and Development and the Director of Public Works for Kenosha County to draft a formal Resolution of Support for the Project. That Resolution will be presented to the Kenosha County Board of Supervisors in January or February of calendar 2008 year after formal consideration by the Land Use and highway and Parks Committees of the County Board.

I-94 and frontage road replacement represents a major and much needed transportation investment in Kenosha County. I-94 serves as the very backbone of the County-wide transportation infrastructure, and as a result, I am please to express my support as the planning for this critical project proceeds.

Sincerely,

Allan K. Kehl
Kenosha County Executive



OFFICE OF THE COUNTY EXECUTIVE
Milwaukee County

SCOTT WALKER • COUNTY EXECUTIVE

walker 70615
OTSD

November 26, 2007

Secretary Frank Busalacchi
Wisconsin Department of Transportation
Hills Farms State Transportation Building
P.O. Box 7910
Madison, Wisconsin 53707-7910

RECEIVED
NOV 28 2007
OFFICE OF THE SECRETARY
WISCONSIN DOT

Dear Secretary Busalacchi:

I have been asked by your office to provide a letter of support for the DOT Locally Preferred Alternatives (LPA) being considered along the I-94 corridor.

It has come to my attention that the (LPA) being considered does not include the south bound off ramps at 27th Street. While I am supportive of most of the I-94 Corridor plans, I do not believe sufficient due diligence was given to an off ramp at 27th Street and therefore cannot support the preferred alternative.

1

Failure to provide access to 27th Street from the freeway will seriously impact businesses throughout that busy business corridor and may have an impact on future economic redevelopment both south and north of the interchange. I continue to believe that DOT can maintain ramps at 27th Street without disrupting residential property.

Sincerely,


Scott Walker
Milwaukee County Executive

1. Several public comments indicate that WisDOT's preferred alternative for the 27th Street interchange is not clear. Under WisDOT's preferred alternative, the 27th Street interchange with I-894/43 will remain in place providing access both eastbound (to downtown) and westbound (to Hale Interchange) to and from 27th Street and I-894/43. WisDOT's preferred alternative does eliminate direct access from northbound I-94 to the 27th Street interchange and direct access from the 27th Street interchange to southbound I-94.

The primary reason for eliminating the direct connection from northbound I-94 to the 27th Street interchange and the direct connection from the 27th Street interchange to I-94 southbound is the impacts that would be incurred to provide these connections safely. Providing these connections would result in 26 residential relocations (16 apartment units and 10 single-family houses). The additional cost to provide these connections would be \$40 to \$50 million and require a more congested single-point interchange. In addition, to construct this direct access to/from I-94 from the south, 27th Street over I-894 would have to be closed for one year.

Early in the study a preliminary alternative was presented at a public meeting that showed the direct I-94-to-27th Street connection with relatively few impacts. Further engineering analysis during the study revealed that this connection could not be provided without the impacts noted above and was eliminated from consideration.

Currently, approximately 1,500 vehicles per day use the 27th Street/I-894/43 ramp to access 27th Street from northbound I-94. This represents approximately 4 percent of traffic on 27th Street in the interchange area, which would likely find alternative routes to reach 27th Street.

Based on WisDOT's traffic analysis, Layton Avenue can adequately handle the additional traffic with minor improvements to the Layton Avenue/27th Street intersection and trailblazing signs from I-94 to the 27th Street commercial area. Travel times between I-94 and 27th Street would increase approximately 3 minutes via Layton Avenue compared to I-894 based on actual test drives.



COUNTY OF KENOSHA

Highway and Parks Committee

P. O. Box 609
Bristol, Wisconsin 53104
(262) 857-1870
Fax: (262) 857-1885

December 3, 2007

Mr. Dewayne Johnson, Director, District II
State of Wisconsin Department of Transportation
Waukesha, WI

Dear Mr. Johnson:

It is my understanding that the Wisconsin Department of Transportation (WISDOT) has recently filed the Environmental Impact Statement (EIS) for the I-94 reconstruction project from the Wisconsin State line to the Mitchell Interchange. It is my further understanding that a series of public hearings will be convened by the Department for the purpose of obtaining public response to the document.

The purpose of this letter is to express my preliminary support of the document subject to the responses received from the public at the hearing to be held in Kenosha on December 6, 2007 at the Mahone Middle School. I am in support of the general time line beginning in calendar year 2009 with the frontage roads and the mainline work to commence in calendar year 2011. It is my understanding that the mainline will be rebuilt in six mile increments in Kenosha County and at all times the Department will make every attempt to keep two traffic lanes in each direction open to through traffic during construction.

We are also in support of adding an additional traffic lane to a total of four lanes in each direction to be completed in Kenosha County by calendar year 2013. After the public has been heard in Kenosha County, I will ask the Director of Planning and Development and the Director of Public Works for Kenosha County to draft a formal Resolution of Support for the Project. That Resolution will be presented to the Kenosha County Board of Supervisors in January or February of calendar 2008 year after formal consideration by the Land Use and Highway and Parks Committees of the County Board.

I-94 and frontage road replacement represents a major and much needed transportation investment in Kenosha County. I-94 serves as the very backbone of the Countywide transportation infrastructure, and as a result, I am pleased to express my support as the planning for this critical project proceeds. Please be advised that this issue received the unanimous support of the Highway and Parks Committee on December 3, 2007.

Sincerely,

Douglas Noble
Chairman of Highway and Parks Committee

Cc: Director of Planning and Development
Director of Public Works
Land Use Committee
Highway and Parks Committee



Milwaukee County
Department of Parks, Recreation and Culture

Scott Walker, County Executive • Sue Black, Director

December 3, 2007

Mr. Roberto Gutierrez, P.E.
WisDOT SE Freeway Team
141 N.W. Barstow Street
Waukesha, WI 53188

Subject: I-94 North-South Corridor Study, Potential Impacts on Falk Park

Dear Mr. Gutierrez:

Based on our discussions at the November 12, 2007 meeting between the Milwaukee County Parks Department and WisDOT regarding the potential I-94 corridor impacts to Falk Park, Milwaukee County Parks System will continue to work with WisDOT to identify suitable lands to exchange with WisDOT to accommodate the proposed interchange at Drexel Avenue. We also agreed that we would work with WisDOT to seek all approvals required to implement needed land exchanges to facilitate the corridor projects.

1 As discussed at the meeting, approximately 2 acres of land within the southeastern portion of Falk Park would be required to construct the proposed Drexel Avenue interchange. WisDOT and the Parks Department will work together to identify suitable lands that could be transferred to the Milwaukee County Parks System. This land transfer would provide mitigation for the approximately 2-acre impact to Falk Park. We will also work closely with WisDOT to help identify sites that could be used to mitigate potential impacts to Butler's Gartersnake habitat and other potential aspects of future Milwaukee County freeway reconstruction projects.

The County Board of Supervisors and the County Executive must approve any transfer of Milwaukee County-owned land. As we discussed, much of the land within Falk Park was purchased utilizing funds provided by the federal Land and Water Conservation Fund (LAWCON) program. Any lands to be made available to WisDOT that are encumbered with restrictions from the LAWCON program will further require the review and approval of the US DOI, National Park Service and the Wisconsin DNR which administers this program locally. These lands must be replaced with approved lands of equivalent or greater functional and monetary value. WisDOT should advise the Parks Department when the exact acreages of the impact areas are determined and all potential mitigation areas have been identified. At that time we will present the issue to the Wisconsin DNR for review and guidance as to how to proceed with a possible land conversion to satisfy the LAWCON requirements. After receiving the required approvals from NPS and DNR we will then submit a resolution and supporting information to the Milwaukee County Board of Supervisors with a recommendation for action that would authorize the required land exchange.

Sincerely,

Sue Black, Director

Address
9480 Watertown Plank Road
Wauwatosa, WI 53226

Phone/Fax
ph: (414) 257-PARK (7275)
fax: (414) 257-6466

email
parks@milwcnty.com

website
countyparks.com

1. WisDOT and FHWA will continue working with Milwaukee County Parks Department during design phase to finalize mitigation measures.



Department of Public Works
Infrastructure Services Division

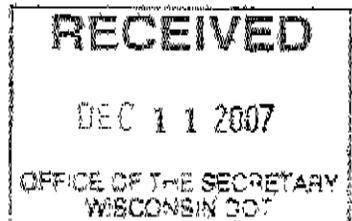
Jeffrey J. Mantes
Commissioner of Public Works

James P. Purko
Director of Operations

Jeffrey S. Polenske
City Engineer

December 10, 2007

Mr. Frank Busalacchi
Secretary of Transportation
State of Wisconsin
Department of Transportation
4802 Sheboygan
Madison, WI 53707



Subject: Draft Environmental Impact Statement
I-94 North-South Corridor Study

Dear Mr. Busalacchi:

With the Draft Environmental Impact Statement (DEIS) out for the I-94 North-South Corridor Study, the City of Milwaukee Common Council has begun to discuss and take comments on the recommended preferred alternative. A file considering the preferred alternative was in front of the Common Council's Public Works Committee on November 28, 2007, and resulted in a lengthy discussion. However, since the Wisconsin Department of Transportation's (WisDOT) public hearing is still yet to be held on December 12th and in an effort to give Milwaukee citizens and Milwaukee officials the opportunity to attend the hearing and become better informed on the preferred alternative, the Public Works Committee held the file for final consideration during the next Common Council Cycle.

Since the next cycle of the City of Milwaukee Common Council isn't until January of 2008 and since the official comment deadline for the DEIS is December 31, 2007, we are asking for an extension to submit a formal City of Milwaukee comment/position after the next meeting of the Common Council on January 15, 2008.

1 [We respectfully request that the comment period for the DEIS be extended from December 31, 2007 to January 25, 2008. An extension of the December 31st comment period is critical so that the December 12th public hearing can be attended and fully considered as a part of the City of Milwaukee Common Council's discussions.

1. The comment period was extended to January 25, 2008, as requested.

Mr. Frank Busalacchi

December 10, 2007

Page 2

If you have any questions regarding this request, please contact City Engineer, Jeffrey S. Polenske, at (414)286-2400.

Very truly yours,



Jeffrey S. Polenske, P.E.
City Engineer



Jeffrey J. Mantel
Commissioner of Public Works

JSP:sdp

- c: Mr. Dewayne Johnson, Southeast Region Director
- Mr. Robert Gutierrez, Project Manager
- Mr. David Scott, FHWA Southeast Freeway Coordinator
- Alderman Willie L. Hines, President of Common Council
- Alderman Robert Bauman, 4th Aldermanic District
- Alderman Terry Witkowski, 13th Aldermanic District



Department of Public Works
Infrastructure Services Division

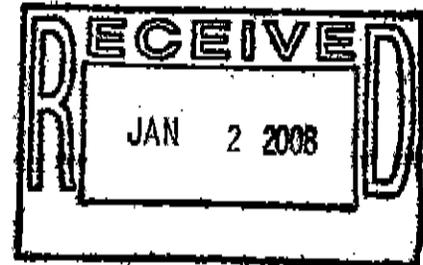
Jeffrey J. Mantes
Commissioner of Public Works

James P. Purko
Director of Operations

Jeffrey S. Polenske
City Engineer

December 28, 2007

Mr. Robert Gutierrez, Project Manager
Wisconsin Department of Transportation, Southeast Region
PO Box 798
Waukesha, WI 53187-0798



Subject: I-94 North-South Freeway Reconstruction
Project I.D. 1030-20-00
Draft Environmental Impact Statement (DEIS)

Dear Mr. Gutierrez:

As you are aware, the WISDOT is currently evaluating alternatives for reconstruction of I-94 between the Mitchell Interchange in the City of Milwaukee and the Wisconsin-Illinois border. City of Milwaukee Common Council Resolution 071114 (attached) expresses opposition to freeway expansion and, instead advocates for a multimodal approach to providing mobility in the north-south corridor.

In light of the City of Milwaukee Common Council's resolution, the City of Milwaukee Department of Public Works (DPW) has reviewed the Draft Environmental Impact Statement (DEIS) for the I-94 North - South Freeway Reconstruction Project dated October 30, 2007 and offer the following comments:

1 The DEIS indicates that WISDOT's preferred alternative is the Safety and Design Improvements with Added Capacity. While DPW is supportive of freeway geometric improvements in the north-south corridor to improve safety, it is DPW's position that the DEIS is significantly deficient with respect to alternative analysis as required by the National Environmental Policy Act (NEPA) and does not adequately justify freeway expansion. The Council on Environmental Quality in its regulations for implementing NEPA, requires that all reasonable alternatives be rigorously evaluated at a comparable level of detail as the proposed action so that the public may assess the comparative merits. The Federal Highway Administration (FHWA), in its project development guidance, further clarifies alternative analysis requirements to indicate "...where appropriate, mass transit options should be considered even when they are outside FHWA's funding authority." The DEIS for the I-94 north-south corridor, therefore, would be expected to incorporate an alternative analysis that allows the public to assess the relative merits, costs, and impacts of freeway expansion alternatives, rapid transit alternatives, as well as freeway expansion in combination with rapid transit improvements.

The DEIS as written, however, dismisses rapid transit improvements as an alternative to freeway expansion in accommodated travel demand without analysis of potential rapid transit improvements. Potential rapid transit improvements include the Kenosha-Milwaukee-Racine Commuter Rail service, high speed rail service, and improved Amtrak service. The DEIS simply indicates that rapid transit service was eliminated from consideration as transit improvements alone will not address future traffic demand as determined by previous analysis performed in conjunction with the 2035 Regional Transportation Plan.

2 Such perfunctory treatment of transit alternatives within the DEIS for major freeway expansion projects is not only contrary to NEPA requirements but also contrary to accepted regional transportation planning principles and the project development process. Accepted regional transportation planning principles call

1. CEQ guidance calls for all reasonable alternatives to be evaluated at a comparable level of detail. Section 2 of the EIS explains why transit-based alternatives are not a reasonable alternative; it would not satisfy the purpose and need for the project. In short, the traffic forecasts assume a 100 percent increase in transit usage and still show additional capacity on I-94 is required.

FHWA project development guidance directs that transit alternatives should be considered even when implementation of the transit alternative is outside of FHWA's funding authority. Again, Section 2 of the Draft EIS explains that transit alternatives were considered and that they will not address the forecast traffic demand in the I-94 north-south corridor.

2. The Draft EIS is not a regional plan. It does, in some respects, rely upon the regional transportation planning process which both WisDOT and the City of Milwaukee DPW participated in. The 2035 transportation plan is a recent, relevant plan that recommends implementation of KRM, bus mass transit expansion and other fixed guideway transit elements. The plan clearly documents the need for additional freeway capacity in addition to these transportation measures. WisDOT compared SEWRPC's traffic forecasts to its own forecasts before using them for this study.

Indeed, highway and transit facilities do need to be planned together, which occurred during the recently completed 2035 transportation planning process. WisDOT has elected to further study one element of the approved regional plan over which it has jurisdiction.

WisDOT does not own, operate or have jurisdiction over any local or regional transit systems (although WisDOT is the largest public funding agency of Milwaukee County Transit System's operating costs).

2 for highway facilities and transit facilities to be planned together with the recognition that transit facilities
3 have the potential to affect and reduce future highway traffic and improvement needs. Unfortunately, the
DEIS does not provide the necessary analysis to conclusively determine if rapid transit improvements in
the north-south corridor could preclude the need for highway expansion but merely references previous
analysis performed during development of the 2035 Regional Transportation System Plan.

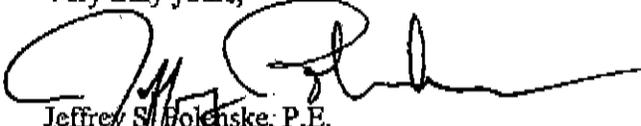
4 Furthermore, both the regional transportation plan and the Regional Freeway System Reconstruction Plan
for Southeastern Wisconsin acknowledge the need to refine travel demand forecasting during subsequent
stages of project development to assure that the selected alternative best achieves community goals. In
fact, the freeway reconstruction plan indicates, "The recommendations from this report will necessarily
require further consideration through preliminary and final engineering, and depending upon the form of
freeway reconstruction recommended, the preparation of an environmental assessment or impact
statement prior to construction." During the DEIS stage of project development for major infrastructure
improvements in specific travel corridors, the expectation would be that the travel demand forecasting
model be updated and re-examined in greater detail and that specific mode split factors and assumptions,
including fuel prices, be refined and adjusted as necessary. Travel demand forecasting during the DEIS
stage may also be expected to include sensitivity analyses on key assumptions to allow decision makers to
select an alternative that is effective under a range of future conditions.

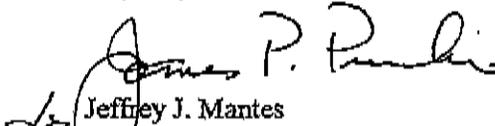
5 As such, DPW is recommending that an independent peer review be performed of the DEIS and, in
particular, the alternative analysis component, and that the public comment period be extended until the
results can be made available. Depending on the results of the peer review, DPW may recommend that
the DEIS be expanded to incorporate sufficient alternative analysis that evaluates both freeway expansion
and rapid transit alternatives separately and in combination in accommodating future travel demand as
well as achieving other goals. Such an analysis would provide the information necessary for the public to
make informed decisions leading to selection of a preferred alternative for infrastructure improvements in
the north-south corridor that potentially could reflect a multimodal approach. Given WISDOT's core
responsibility for providing intercity transportation facilities, it is anticipated that WISDOT would then
advance the preferred alternative into preliminary engineering, secure funding, and implement the
alternative in a manner consistent with WISDOT's policy for implementing intercity highway
improvements.

Given the significant and lasting financial, socioeconomic, and environmental ramifications of the
selected approach to infrastructure improvements in the north-south corridor, it is essential that all
necessary information be made available to allow decision makers to select an alternative that best meets
the current and future needs of citizens in the region and the state.

Your consideration in this matter is appreciated.

Very truly yours,


Jeffrey S. Polenske, P.E.
City Engineer


Jeffrey J. Mantes
Commissioner of Public Works

MDL:lja

3. The 2035 regional transportation planning process was designed and conducted to explicitly link the regional transportation planning conducted by SEWRPC with the subsequent NEPA studies for the plan's recommendations and in particular the recommendation for freeway reconstruction with additional traffic lanes. This included the range of alternatives considered in the regional plan, the way in which the travel impacts of the alternatives were considered, and the involvement of local officials and Federal and State resource agencies. This was done so projects could be comprehensively and efficiently considered and implemented, and so that alternatives considered and dismissed in regional transportation planning would not have to be reconsidered in preliminary engineering. Federal and state resource agencies and local officials were directly involved in preparing the regional plan either on the Advisory Committee guiding, directing and approving the plan step-by-step and chapter-by-chapter or on a work group of Federal and state resource and transportation agencies, or both. The City of Milwaukee has four representatives on the Advisory Committee. During the I-94 North-South Corridor Study, the City of Milwaukee participated in a 2006 Technical Advisory Committee Meeting during which the range of alternatives to be considered in detail during the study were presented and discussed.
4. The regional plan did not recommend refining travel demand forecasting during subsequent stages of project development. The regional plan did acknowledge and recommend that preliminary engineering and environmental analysis be conducted for each project. Specifically, the plan stated: 'Each proposed arterial street and highway improvement, expansion, and preservation project would need to undergo preliminary engineering and environmental studies by responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternative alignments and impacts, including a no-build option, and final decisions as to whether to implement and how a planned project will proceed to implementation will be made by the responsible State, county, or municipal unit of government at the conclusion of preliminary engineering.' The emphasis of the work to be done by WisDOT or other responsible government agencies during the NEPA phase was not to reevaluate project need (for example, through refinement of travel demand models or further consideration of transit or other alternatives) but rather to more precisely identify potential alignments, environmental impacts, such as right-of-way acquisition, and to examine alternatives to avoid and mitigate those impacts.
5. WisDOT and FHWA extended the public comment period to January 25th, 2008 based on the City of Milwaukee's request. The public comment period will not be extended again.

The Draft EIS has already been distributed to and reviewed by dozens of local, state and federal agencies, including agencies that have a regulatory responsibility to review the Draft EIS for the completeness and adequacy of its alternatives analysis. None of the comments received [to date] share DPW's concern regarding the validity of the alternatives analysis.

If the City of Milwaukee DPW would like to distribute the Draft EIS to additional people or agencies that have experience writing and/or reviewing NEPA alternatives analyses, FHWA and WisDOT are willing to discuss the adequacy of the alternatives analysis with them and the DPW.



City of Milwaukee Common Council

Legislative File Number 071114 (version 0)

..Number

071114

..Version

ORIGINAL

..Reference

..Sponsor

ALD. BAUMAN, D'AMATO, DONOVAN, MURPHY, WADE AND HAMILTON

..Title

Resolution expressing the City of Milwaukee's support for a new strategic approach to transportation investments in Southeastern Wisconsin.

..Analysis

This resolution expresses the City of Milwaukee's opposition to the proposed \$1.9-billion reconstruction and expansion of Interstate 94 from the Illinois-Wisconsin state line to the Mitchell Interchange. It also expresses the City's support for a new strategic approach to transportation investments in Southeastern Wisconsin that includes the reconstruction and modernization of Interstate 94 between the Mitchell Interchange and the Illinois-Wisconsin state line using the highway's current 6-lane configuration and using the resulting cost savings to:

- a. Develop the 33-mile Kenosha-Racine-Milwaukee commuter rail line between the Kenosha Metra station and Downtown Milwaukee without requiring local governments to finance the local share of capital and operating costs; and
- b. Develop high-speed intercity passenger rail service along the existing Amtrak line between Chicago and Milwaukee, with an extension westward to Madison.

..Body

Whereas, On November 15, 2007, the Wisconsin Department of Transportation ("WisDOT") revealed its preferred plan for reconstruction and expansion of the 35-mile segment of Interstate 94 from the Illinois-Wisconsin state line to the Mitchell Interchange; and

Whereas, This plan calls for increasing the number of freeway lanes from 6 to 8 and creating additional interchanges; and

Whereas, This expansion will result in the loss of valuable farmland and wetlands and encourage urban sprawl, especially around the reconstructed and new interchanges; and

Whereas, The expansion of this highway will promote motor vehicle use and

dependence, thereby increasing air pollution and reliance on foreign oil supplies and leaving the economy and residents of the region at the mercy of gasoline price fluctuations; and

Whereas, This plan's singular focus on highway expansion and motor vehicle travel ignores the public's growing preference for a balanced, multi-modal transportation system that gives travelers and shippers a variety of options for personal and business travel and cargo transport; and

Whereas, The estimated cost of the proposed Interstate 94 reconstruction and expansion is \$1.9 billion, making it the most expensive road construction project in Wisconsin history; and

Whereas, While the State of Wisconsin is proceeding with these plans to reconstruct and expand Interstate 94 without requiring local governments to pay any part of the project's capital and operating costs, it is requiring local governments to pay the local share of the capital and operating costs of the proposed 33-mile, \$198-million Kenosha-Racine-Milwaukee ("KRM") commuter rail line, thereby bogging the KRM project down in local politics; and

Whereas, The KRM commuter rail line would parallel Interstate 94 just a few miles to the east and provide an alternative route to alleviate congestion on the freeway both during the reconstruction phase and after completion of the project; and

Whereas, WisDOT also recently announced its support for a proposal to implement high-speed intercity rail service between Chicago, Milwaukee and Madison, in part over a rail line that again closely parallels Interstate 94, using a combination of state and federal funds, although WisDOT has not secured any funding commitment for this initiative from the United States Congress and is unlikely to do so in the near future; and

Whereas, These 3 transportation improvement initiatives -- the Interstate 94 reconstruction/expansion, the KRM commuter rail line and the development of high-speed intercity passenger rail service - have been developed independently of one another, with little or no consideration for the possible overlap of transportation services or, conversely, the potential for transportation infrastructure to be improved in a complementary, rather than competitive, fashion; and

Whereas, Rather than spending hundreds of millions of dollars to expand Interstate 94 from 6 to 8 lanes, the federal and state governments should fund reconstruction and modernization of this highway in its current 6-lane configuration and invest a portion of the resulting cost savings in development of the KRM commuter rail line and the Chicago-Milwaukee-Madison high-speed rail line, thereby enhancing mobility and travel options in Southeastern Wisconsin while at the same time providing an overall savings to taxpayers; and

Whereas, A balanced, multi-modal approach to the provision of transportation infrastructure in Southeastern Wisconsin would also give the region a hedge against the

economic impacts of gasoline price increases that are likely to occur in the future; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the City of Milwaukee opposes the proposed reconstruction and expansion of Interstate 94 between the Mitchell Interchange and the Illinois-Wisconsin state line at a cost of \$1.9 billion; and, be it

Further Resolved, That the City of Milwaukee supports a new strategic approach to transportation investments in Southeastern Wisconsin that is multi-modal in nature and that includes the reconstruction and modernization of Interstate 94 between the Mitchell Interchange and the Illinois-Wisconsin state line using the highway's current 6-lane configuration and using the resulting cost savings to:

- a. Develop the 33-mile Kenosha-Racine-Milwaukee commuter rail line between the Kenosha Metra station and Downtown Milwaukee without requiring local governments to finance the local share of capital and operating costs; and
- b. Develop high-speed intercity passenger rail service along the existing Amtrak line between Chicago and Milwaukee, with an extension westward to Madison.

; and, be it

Further Resolved, That the City Clerk is directed to send copies of this resolution to Governor Doyle, the City of Milwaukee's representatives in the Wisconsin Legislature Wisconsin Secretary of Transportation Busalacchi and all members of Wisconsin's congressional delegation.

..Requestor

..Drafter
LRB07568-1
JDO
11/20/2007



Department of Public Works
Infrastructure Services Division

Jeffrey J. Mantas
Commissioner of Public Works

James P. Purko
Director of Operations

Jeffrey S. Polenske
City Engineer

January 11, 2008

Mr. Robert Gutierrez
Project Manager, I-94 North-South Corridor
Wisconsin Department of Transportation
141 NW Barstow
P. O. Box 798
Waukesha, WI 53187-0798

Subject: FOIA Text

Dear Mr. Gutierrez:

We are requesting the Wisconsin Department of Transportation provide regional travel demand model files developed for the I-94 North-South Corridor Study DEIS including:

1. all model inputs, model scripts, and executable files (other than standard commercial software) required to produce all model outputs including but not limited to socioeconomic inputs and road and transit networks
2. output loaded roadway networks including volumes for each time period and class of vehicles modeled
3. person and vehicle trip tables segmented by trip purpose, mode, and time of day to the smallest level of detail used in the model
4. model documentation
5. transportation analysis zone (TAZ) layer

These files should be provided for each of the scenarios used in the DEIS comparisons – base model year (appears to be 2004) and all 2035 scenarios modeled.

The data is to be provided on CD-ROM and/or DVD. While the request calls for input and output files, inclusion of intermediate modeling files is acceptable.

In addition, we request the following data:

6. Design Hour Volumes (present and projected future) for the project area
7. Level of Service Calculation worksheets

1. The requested information was provided to the City of Milwaukee.

Mr. Robert Gutierrez
January 11, 2008
Page 2

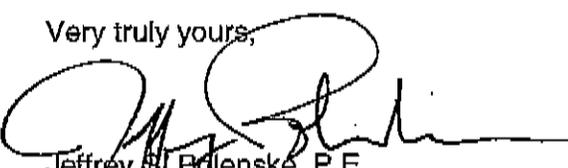
8. Accident rate calculations and data that were used for Exhibits 1-8 and 1-9
9. Current and historical data on pavement condition of I-94, including dates of resurfacing projects
10. Detailed construction cost estimation worksheets for the no build/replacement alternative, as well as the build alternatives.

We request the above five items in digital format, if possible, on CD or DVD. We would appreciate that each item be sent as quickly as possible, rather than waiting until a complete package is assembled. We plan to use these materials in preparing comments on the DEIS, and the current end of the formal comment period is January 25th.

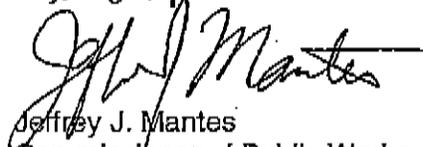
Please send information and direct any technical questions to our consultant:

Norm Marshall, Principal
Smart Mobility Inc.
16 Beaver Meadow Rd. #3
P.O. Box 750
Norwich, VT 05055
802-649-5422
802-649-3956 (fax)
nmarshall@smartmobility.com

Very truly yours,



Jeffrey S. Polenske, P.E.
City Engineer



Jeffrey J. Mantes
Commissioner of Public Works

JSP:sdp

c: Phillip Evenson
Ken Yunker
Rocky Marcoux
James Scherer



January 25, 2008

Department of Public Works
Infrastructure Services Division

Jeffrey J. Mantos
Commissioner of Public Works

James P. Purko
Director of Operations

Jeffrey S. Potenske
City Engineer

Mr. Robert Gutierrez
Wisconsin Department of Transportation
141 NW Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Subject: I-94 North-South Freeway Reconstruction
Project I.D. 1030-20-00
Draft Environmental Impact Statement (DEIS)

Dear Mr. Gutierrez:

We have received your letter of January 22, 2008 responding to comments from the City of Milwaukee Department of Public Works (DPW) associated with the I-94 North-South Freeway Reconstruction Project DEIS. DPW is extremely disappointed that the Wisconsin Department of Transportation (WISDOT) has refused to incorporate and consider rapid transit alternatives within the DEIS and have refused to extend the DEIS comment period to allow for an unbiased peer review of the DEIS procedures and conclusions.

1 Your letter indicates that DPW had not previously disagreed with the NEPA process during the DEIS development. However, DPW's concerns have been well documented in a letter dated June 8, 2006 in which DPW called for a "multimodal approach to providing future mobility in the major travel corridors" and in a letter dated August 21, 2007 in which DPW reiterated our request for a multimodal approach and reserving judgment on freeway expansion pending the results of the alternative analysis.

2 Your letter further indicated that each stage of the DEIS development has been reviewed by Federal, State, and local agencies. However, while the WISDOT did solicit input from public agencies, you fail to acknowledge that consensus with respect to alternative definition was not achieved. Both the Wisconsin Department of Natural Resources (DNR) and the U.S. Fish and Wildlife Service in official documentation made similar requests during the alternative development stage to incorporate and consider transit alternatives in to the DEIS for the north-south corridor. WISDOT, however, unilaterally decided to ignore this legitimate and reasonable request from not only the largest city in the corridor but from significant State and Federal agencies.

1. WisDOT concurs with DPW's statement in its June 8, 2006 letter for a "multimodal approach to providing future mobility in the major travel corridors." The letter also requests that WisDOT evaluate modern rapid transit "as a viable alternative to highway expansion." WisDOT and FHWA's analysis found that modern rapid transit, in the form of KRM and other fixed guideway transit, while worthy of consideration, is not a viable alternative to highway expansion in this corridor. The projected transit ridership is not high enough to eliminate the need for added capacity on the study-area freeway system. WisDOT acknowledges that the City of Milwaukee's position regarding freeway capacity expansion and transit are well documented. However, neither the June 2006 nor August 2007 letter note concern over the validity of the NEPA process for this study.

2. The U.S. Fish and Wildlife Service's March 15, 2007 letter "concur[s] with the range of alternatives considered and the range of alternatives carried forward." Their request for a discussion of commuter rail's impact on the need to expand capacity of the study-area freeway system is addressed in Section 2.2.2 of the Draft and Final EIS (Appendix C, letter C-20).

DNR's May 2, 2007 e-mail notes their concurrence with the range of alternatives considered (Appendix C, letter C-5).

Mr. Robert Gutierrez

January 25, 2008

Page 2

3 Additionally, your letter suggests that the recommendations developed during the systems planning stage of regional transportation planning process require no further consideration during subsequent stages of project development and are, in effect, final. This is contrary to public statements made during development of the 2035 Regional Transportation System Plan and the Regional Freeway System Reconstruction Plan that suggested that the recommendations would be reconsidered during subsequent stages of project development. DPW believes it is irresponsible to embark on a \$1.9 billion freeway reconstruction and expansion plan without at least confirming the validity of the travel demand modeling assumptions and results that form the basis for freeway expansion.

4 DPW continues to advocate for a multimodal approach to providing mobility in the north-south corridor and continues to request that transit alternatives be incorporated and evaluated in the environmental document as envisioned by NEPA and has been done in DEIS documents in other communities considering freeway expansion. The Colorado DOT, for example, has included transit alternatives in the initial DEIS for the I-70 East Corridor in Denver as well as the DEIS for the U.S. 36 northwest corridor. While separate EIS documents were ultimately separated for the freeway component and the transit component of proposed I-70 improvements, this integrated approach should serve as a model for proper transportation planning.

5 If WISDOT elects not to modify the DEIS for the north-south corridor, DPW requests that the final Environment Impact Statement (FEIS) incorporate and evaluate rapid transit improvements as alternatives to and in combination with freeway expansion. Furthermore, if rapid transit improvements are selected as a component the preferred alternative, DPW reiterates our request that WISDOT take a proactive role in funding and implementation like other state DOT's have done throughout the country. Examples include, the Maryland DOT which operates and funds 2/3 of costs associated with a 200 mile commuter rail system, the Commonwealth of Virginia, which provides twice the operating costs of local jurisdictions for a commuter rail service between Washington, D.C. and northern Virginia suburbs, and the Florida DOT which is taking a lead role in a proposed 61 mile commuter rail project in Central Florida.

6 DPW believes providing rapid transit alternatives in the major travel corridors is an essential component of a viable and sustainable future transportation network and such an approach appears to be consistent with broad State goals. Secretary Busalacchi recently participated in a congressional commission evaluating funding for the nation's infrastructure and was quoted as calling for expanded use of rail to move passengers and freight and for rebuilding much of the interstate system. Furthermore, Governor Doyle has recently created a task force on global warming with a goal of reducing greenhouse gas emissions. Providing rapid transit in the north-south corridor in conjunction with freeway reconstruction would not only provide traffic mitigation benefits, but is also a prime opportunity to move toward these mutual goals.

3. The recommendations of the 2035 regional transportation plan for the study-area freeway system were reconsidered during this study. The 2035 plan itself, and WisDOT's January 22, 2008 letter point out that there is no need to re-do the travel demand modeling that was completed as part of the regional planning process. However, WisDOT did confirm the validity of the travel demand model at the outset of this study. The validation process included meeting with communities in the study area to validate trip generation.
4. As DPW is aware, an Environmental Impact Statement is currently being prepared for the Kenosha-Racine-Milwaukee commuter rail project that parallels the I-94 north-south corridor. WisDOT, like the City of Milwaukee, is an active participant in the KRM study.
5. The state legislature in 2003 approved a measure that created a commuter rail grant program that caps WisDOT's funding of any commuter rail systems at 50 percent of the non-federal share or 25 percent of the total, whichever is less (Wis. Stat. 85.064). Also, Wis. Stat. 59.58(6) places responsibility for "coordinating of transit and commuter rail programs in the region" on the regional transportation authority rather than WisDOT.
6. WisDOT concurs with this statement and the recommendations for increased mass transit in the 2035 regional transportation plan.

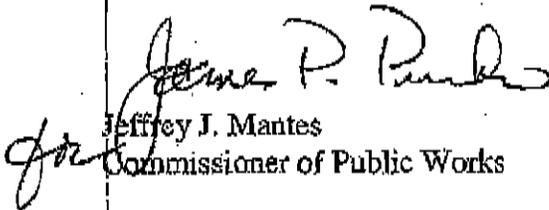
Mr. Robert Gutierrez
January 25, 2008
Page 3

Please be aware that DPW has recently received most of the regional travel demand modeling information used for developing traffic projections in the north-south corridor requested under the Freedom of Information Act and is awaiting some additional information. As such, we are continuing to review this information. Your letter indicates that WISDOT will accept additional comments after the submittal deadline. DPW will provide additional comments in a timely fashion after all information is received and reviewed.

Very truly yours,



Jeffrey S. Pilepske, P.E.
City Engineer



Jeffrey J. Mantes
Commissioner of Public Works

MDL:sdp

C: Mayor Tom Barrett
Alderman Robert Bauman
Alderman Michael J. Murphy
Alderman Willie L. Hines, Jr.
Secretary Frank Busalacchi
Dewayne Johnson
David Scott



COUNTY EXECUTIVE
WILLIAM L. McREYNOLDS

PHONE: 262-636-3273
FAX: 262-636-3549
E-Mail: William.McReynolds@goRacine.org

December 11, 2007

The Honorable Frank J. Busalacchi
Secretary of Transportation
State of Wisconsin
4802 Sheboygan Ave., 120B
Madison, WI 53707

Re: I-94 South Corridor

Dear Secretary Busalacchi:

Frank

I am writing to add my voice to that of the Racine County Board of Supervisors, in strong support of your department's plans for reconstruction and capacity expansion of the I-94 South Corridor, from the vicinity of the Mitchell Interchange to the Illinois State Line.

Racine County understands that the transportation infrastructure must evolve to meet the evolving needs of the community. I am convinced that this project will help the transportation infrastructure serve the changing needs of our county and our state. I am confident that it will have a major impact on Racine County's plans to build up the I-94 corridor as a focus of economic activity, not merely a transportation corridor. This project will be vital to developing the employment opportunities, the business activity, and the tax base, not only of the adjacent municipalities—Caledonia, Raymond, Mount Pleasant and Yorkville—but of the county as a whole.

In resolutions passed in both 2005 and 2007, the county's Board of Supervisors enthusiastically endorsed this plan. Those resolutions clearly articulate the importance of this project to Racine County and dramatically demonstrate the breadth of its support.

Sincerely,

William L. McReynolds
William L. McReynolds
County Executive

Copies to: County Board Chair
 Director, Public Works



City of Franklin

FJB KLR LPK
vanden Boom 70656
DTSD Office of the City Clerk

December 12, 2007

Mr. Frank Busalacchi
Wisconsin Department of Transportation
4802 Sheboygan Avenue, Room 120B
P.O. Box 7910
Madison, WI 53707-7910

Dear Mr. Busalacchi:

At their meeting of December 4, 2007 the Common Council adopted Resolution No. 2007-6386 petitioning the State of Wisconsin Department of Transportation to implement its plans to reconstruct Interstate Highway I-94 from the Mitchell Interchange south to the Wisconsin State Line.

A certified copy of this resolution is enclosed. Please keep this office informed of any developments.

If you have any questions do not hesitate to contact this office.

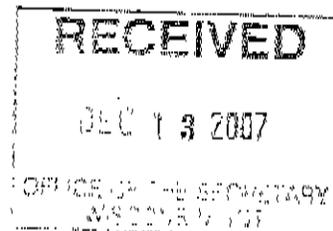
Thank you.

Sincerely,

Jodi Vanden Boom
Deputy City Clerk

/jv

cc: Governor James E. Doyle
Senator Mary Lazich
Representative Jeff Stone



RESOLUTION NO. 2007- 6386

A RESOLUTION PETITIONING THE STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION TO IMPLEMENT ITS PLANS TO
RECONSTRUCT INTERSTATE HIGHWAY I-94 FROM THE MITCHELL
INTERCHANGE SOUTH TO THE WISCONSIN STATE LINE

WHEREAS, the Cities of Franklin and Oak Creek have anticipated that the redevelopment of South 27th Street (U.S. Highway 41), along their common boundary from West College Avenue to West County Line Road, will create hundreds of millions of dollars of new tax base and tens of thousands of jobs; and

WHEREAS, the Cities of Franklin and Oak Creek have collaborated to create a comprehensive Corridor Plan for the development of the 27th Street Corridor, have amended their respective Comprehensive Master Plans, have revised their respective Zoning Regulations and have created building and development standards, to provide for the highest quality of development within and along the Corridor; and

WHEREAS, the Cities of Franklin and Oak Creek have worked cooperatively with the State of Wisconsin Department of Transportation to prepare an access plan for the 27th Street Corridor; and

WHEREAS, the Community Development Authorities of the Cities of Franklin and Oak Creek have declared that full interchanges at the intersection of Interstate Highway I-94 and West Drexel Avenue and at the intersection of Interstate Highway I-94 and South County Line Road are required for the successful implementation of the 27th Street Corridor Plan; and

WHEREAS, local residents and business leaders have expressed concerns about growing congestion and traffic safety for employees, customers and fellow residents at both the West Ryan Road and West Rawson Avenue freeway interchanges for Interstate Highway I-94; and

WHEREAS, according to both the Wisconsin Department of Administration and the United States Census Bureau, Franklin and Oak Creek are the two largest cities in Wisconsin to attain more than 10% population growth since the 2000 Census; and

WHEREAS, there are 75 new residential and business developments currently underway in the City of Franklin, plus 63 new residential and business developments in the City of Oak Creek, for a total of 138 new developments in these neighboring Communities that are directly served by the Interstate freeway system in Southern Milwaukee County; and

WHEREAS, it is absolutely necessary that the State of Wisconsin Department of Transportation adopt the Interstate Highway I-94 reconstruction plan which widens the expressway to eight lanes in order to accommodate and support the existing, ongoing and future development and economic development in the City of Franklin by providing high quality and safe transportation facilities for travel and connection to other economic centers within and outside of the State of Wisconsin; and

WHEREAS, the professional Staff of the State of Wisconsin Department of Transportation supports and has recommended implementation of the Interstate Highway I-94 reconstruction plan which widens the expressway to eight lanes.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Franklin, Wisconsin, that the City of Franklin hereby calls upon the Officials of the State of Wisconsin Department of Transportation to select and implement the Interstate Highway I-94 from the Mitchell Interchange South to the Wisconsin State Line reconstruction plan which widens the expressway to eight lanes, for the benefit of the Residents of the Cities of Oak Creek and Franklin, the Citizens of Milwaukee County and the State of Wisconsin, and the those travelers upon Federal Highways and Interstate Highways in the Midwestern United States.

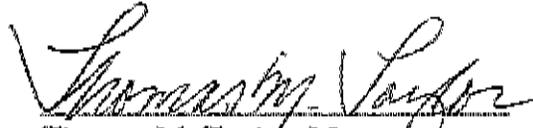
BE IT FURTHER RESOLVED, that the City Clerk be and the same is hereby directed to deliver a certified copy of this Resolution to Frank Busalacchi, Secretary of the State of Wisconsin Department of Transportation.

BE IT FINALLY RESOLVED, that the City Clerk be and the same is hereby directed to deliver a copy of this Resolution to Wisconsin Governor James E. Doyle, to State Senator Mary A. Lazich and to State Representative Jeff Stone.

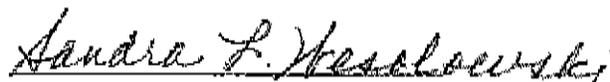
Introduced at a regular meeting of the Common Council of the City of Franklin this 4th day of December, 2007.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this 4th day of December, 2007.

APPROVED:


Thomas M. Taylor, Mayor

ATTEST:


Sandra L. Wesolowski, City Clerk
AYES 6 NOES 0 ABSENT 0

RESOLUTION NO. 2007- 6386

A RESOLUTION PETITIONING THE STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION TO IMPLEMENT ITS PLANS TO
RECONSTRUCT INTERSTATE HIGHWAY I-94 FROM THE MITCHELL
INTERCHANGE SOUTH TO THE WISCONSIN STATE LINE

WHEREAS, the Cities of Franklin and Oak Creek have anticipated that the redevelopment of South 27th Street (U.S. Highway 41), along their common boundary from West College Avenue to West County Line Road, will create hundreds of millions of dollars of new tax base and tens of thousands of jobs; and

WHEREAS, the Cities of Franklin and Oak Creek have collaborated to create a comprehensive Corridor Plan for the development of the 27th Street Corridor, have amended their respective Comprehensive Master Plans, have revised their respective Zoning Regulations and have created building and development standards, to provide for the highest quality of development within and along the Corridor; and

WHEREAS, the Cities of Franklin and Oak Creek have worked cooperatively with the State of Wisconsin Department of Transportation to prepare an access plan for the 27th Street Corridor; and

WHEREAS, the Community Development Authorities of the Cities of Franklin and Oak Creek have declared that full interchanges at the intersection of Interstate Highway I-94 and West Drexel Avenue and at the intersection of Interstate Highway I-94 and South County Line Road are required for the successful implementation of the 27th Street Corridor Plan; and

WHEREAS, local residents and business leaders have expressed concerns about growing congestion and traffic safety for employees, customers and fellow residents at both the West Ryan Road and West Rawson Avenue freeway interchanges for Interstate Highway I-94; and

WHEREAS, according to both the Wisconsin Department of Administration and the United States Census Bureau, Franklin and Oak Creek are the two largest cities in Wisconsin to attain more than 10% population growth since the 2000 Census; and

WHEREAS, there are 75 new residential and business developments currently underway in the City of Franklin, plus 63 new residential and business developments in the City of Oak Creek, for a total of 138 new developments in these neighboring Communities that are directly served by the Interstate freeway system in Southern Milwaukee County; and



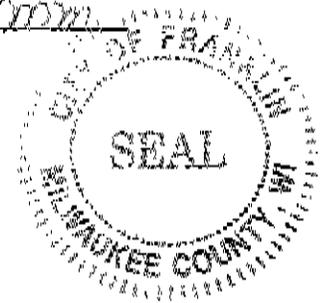
CERTIFICATION

I, Jodi J. Vanden Boom, Deputy City Clerk of the City of Franklin, Milwaukee County, Wisconsin, do hereby certify that I have compared the annexed copy of Resolution No. 2007-6386, with the original thereof on file and recorded in the City Clerk's Office which was adopted on the 4th day of December, 2007, and that the same is a true and correct copy of the whole thereof.

In testimony whereof, I have hereunto set my hand and affixed the seal of said City of Franklin, Wisconsin, this 12th day of December, 2007.



Jodi J. Vanden Boom
Deputy City Clerk





**Opposition to I-94 North-South Corridor Expansion within the City of Milwaukee
December 12, 2006**

In February of 2006, the Milwaukee Board of School Directors voted to formally oppose proposed freeway expansion in the City of Milwaukee. This opposition includes, but is not limited to, the freeway lane expansion planned as part of the I-94 North-South corridor construction within the City of Milwaukee.

The MPS Board and Administration have a number of concerns related to the health of students and staff members, the impact that freeway expansion will have on the City's tax base and the effects of expansion on MPS schools and infrastructure in close proximity to the current freeway system.

One of the district's primary concerns is with the specific effects of air pollution in locations adjacent to proposed areas of expansion. We are particularly concerned about PM 2.5 or fine particulate matter, which is pollution that is localized in nature, is attributable to diesel exhaust and is related to asthma. Particulate pollution is also related to increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; decreased lung function; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease.

It is our understanding that the Department of Natural Resources is preparing information for review by the U.S. Environmental Protection Agency (EPA) to determine whether or not areas in southeastern Wisconsin meet new PM 2.5 standards (35 ug/m³ per 24 hours).

The second paragraph on the page numbered 3-68, of the draft environmental impact statement related to the expansion of the I-94 north-south corridor (FHWA-WISC-EIS-07-01-D), reads as follows:

As stated above, the study area in Wisconsin is in attainment for PM_{2.5}, as based on the present designation. The air quality monitoring network in southeastern Wisconsin indicates that **it is likely that a portion of the study areas may be designated as being in non-attainment for the revised PM_{2.5} standard, which became effective on December 17, 2006.** The DNR is presently preparing information for review by U.S. EPA. A final determination on the attainment designation is expected near the end of 2009. **If the designation changes from attainment to non-attainment, SEWRPC and**

1. Additional information on fine particulate matter has been added to the Final EIS. U.S. EPA projects a steep reduction in particulate matter from diesel engines as a result of cleaner burning ultra low sulfur diesel fuel and highly effective control technologies for heavy-duty engines. As a result, PM2.5 levels are expected to decrease from existing levels regardless of which alternative is implemented.

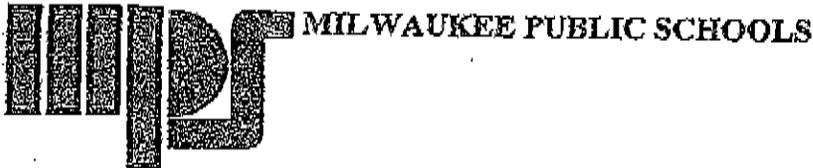
the DNR will develop measures to control PM_{2.5} emissions in accordance with U.S. EPA guidelines so that the region will be in attainment by 2015. (Emphasis added)

Given the current evidence that a portion of the environmental impact study area is likely to be out of compliance with EPA guidelines and given the fact that Milwaukee Public Schools has high incidence of asthma within its student population, and given that a number of schools are adjacent to the I-94 corridor, the district is extremely concerned that planning measures are not being taken now to control for PM 2.5 emissions.

1 The Environmental Protection Agency clearly lays out the serious health problems related to particle pollution and the especially harmful effects of finer particles such as PM 2.5. The environmental impact study related to this project clearly lays out the likelihood that areas in this region will be in noncompliance with the Environmental Protection Agency's PM 2.5 standards. The north-south corridor environmental impact study provides clear demographic information detailing the number of people in the study area as well as the number and type of schools within the region.

The environmental impact study also makes clear that SEWRPC and the DNR will not act in a proactive manner in order to avoid anticipated non-compliance with EPA standards.

This finding within the environmental impact study is unsettling and underscores the school district's stated concerns regarding freeway expansion as it relates to negative health impacts on Milwaukee's children. Milwaukee Public Schools stands opposed to freeway expansion within the City of Milwaukee.



Peter Blewett, Ph.D.
 President, Board of School Directors
 District 6
 2750 North 45th Street
 Milwaukee, WI 53210
 (414) 442-6866
 blewett@milwaukee.k12.wi.us

12 December 2007

Frank Busalacchi, Secretary
 Department of Transportation
 4802 Sheboygan Avenue
 Madison, WI 53707-7910

Dear Secretary Busalacchi:

I am writing to express my opposition to the proposed closing of the South 27th Street ramp, which would prevent motorists traveling north on 94 to 894 from exiting on South 27th Street. As far as I can tell, this proposal satisfies no one and appears to harm every interest in the area, including our schools, which is why I am writing today.

Under the guidance of Lauren Baker, our career and technical education supervisor, MPS has been successfully building partnerships with businesses. In late November, I had the opportunity to hear from these business leaders, all of whom are committed to helping MPS develop Wisconsin's future workforce. Our progress in building these partnerships would be compromised by the proposed closure, since the plan will:

- \$ limit access to merchants, causing a significant loss of revenue, jobs, and career opportunities;
- \$ reduce opportunities for investment in this area;
- \$ increase truck and motorist traffic in a residential area that includes many MPS families; and
- \$ diminish the overall quality of life in this area.

These effects will seriously impair MPS's ability to maintain the positive partnerships that we have developed, and it will erode our chances of creating new partnerships.

I join my voice with the voices of two of MPS's most dynamic school leaders, Ada Rivera and Julia D'Amato, whose efforts have brought back much of the pride to this area, in urging you to develop a plan that 1. maintains access to the businesses of this area, 2. sustains a high quality of life for its residents, and 3. does not destroy housing.

Milwaukee needs to support its business community and to sustain a high quality of life for its residents. This proposal does neither. I urge you to develop a third option that meets these needs, and I offer my support for such a plan.

Thank you,
Peter Blewett
 Peter Blewett



1. The primary reason for eliminating the direct connection from northbound I-94 to the 27th Street interchange and the direct connection from the 27th Street interchange to I-94 southbound is the impacts that would be incurred to provide these connections safely. Providing these connections would result in 26 residential relocations (16 apartment units and 10 single-family houses). The additional cost to provide these connections would be \$40 - \$50 million and require a more congested single-point interchange. In addition, to construct this direct access to/from I-94 from the south, 27th Street over I-894 would have to be closed for one year.

Early in the study a preliminary alternative was presented at a public meeting that showed the direct I-94-to-27th Street connection with relatively few impacts. Further engineering analysis during the study revealed that this connection could not be provided without the impacts noted above and was eliminated from consideration.

Currently, approximately 1,500 vehicles per day use the 27th Street/I-894/43 ramp to access 27th Street from northbound I-94. This represents approximately 4 percent of traffic on 27th Street in the interchange area, which would likely find alternative routes to reach 27th Street.

Based on WisDOT's traffic analysis, Layton Avenue can adequately handle the additional traffic with minor improvements to the Layton Avenue/27th Street intersection and trailblazing signs from I-94 to the 27th Street commercial area. Travel times between I-94 and 27th Street would increase approximately 3 minutes via Layton Avenue compared to I-894 based on actual test drives.

Witkowiak 70687



JAMES N. WITKOWIAK
ALDERMAN, 12TH DISTRICT

December 17, 2007

RECEIVED
DEC 26 2007
OFFICE OF THE SECRETARY
WISCONSIN DOT

Frank Busalacchi
State of Wisconsin
Department of Transportation
4802 Sheboygan Avenue
Madison, WI 53707

Dear Mr. Busalacchi:

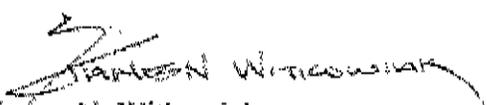
I have had significant contact from constituents I represent in the 12th Aldermanic District of the City of Milwaukee regarding recent reconstruction of the 27th Street entrance and exit ramps off of I-894.

Overwhelmingly, they want these ramps to remain after the reconstruction of the freeway. We believe that closing those ramps would cause an extreme hardship for the businesses along and near South 27th Street.

1

I understand the safety concerns regarding this issue, however, I urge you to meet with the project engineers and have them come up with a design that would allow the 27th Street ramps to remain open

Sincerely,


James N. Witkowiak
12th District Alderman

JNW:so

- cc: Mayor Tom Barrett
- Governor Jim Doyle
- Alderman Terry Witkowski
- Milwaukee County Executive Scott Walker
- Jeff Manthes, Commissioner of- DPW
- Tarr Cavazos, U.S. Bank

1. Several public comments indicate that WisDOT's preferred alternative for the 27th Street interchange is not clear. Under WisDOT's preferred alternative, the 27th Street interchange with I-894/43 will remain in place providing access both eastbound (to downtown) and westbound (to Hale Interchange) to and from 27th Street and I-894/43. WisDOT's preferred alternative does eliminate direct access from northbound I-94 to the 27th Street interchange and direct access from the 27th Street interchange to southbound I-94.

The primary reason for eliminating the direct connection from northbound I-94 to the 27th Street interchange and the direct connection from the 27th Street interchange to I-94 southbound is the impacts that would be incurred to provide these connections safely. Providing these connections would result in 26 residential relocations (16 apartment units and 10 single-family houses). The additional cost to provide these connections would be \$40 - \$50 million and require a more congested single-point interchange. In addition, to construct this direct access to/from I-94 from the south, 27th street over I-894 would have to be closed for one year.

Early in the study a preliminary alternative was presented at a public meeting that showed the direct I-94-to-27th Street connection with relatively few impacts. Further engineering analysis during the study revealed that this connection could not be provided without the impacts noted above and was eliminated from consideration.

Currently, approximately 1,500 vehicles per day use the 27th Street/I-894/43 ramp to access 27th Street from northbound I-94. This represents approximately 4 percent of traffic on 27th Street in the interchange area, which would likely find alternative routes to reach 27th Street.

Based on WisDOT's traffic analysis, Layton Avenue can adequately handle the additional traffic with minor improvements to the Layton Avenue/27th Street intersection and trailblazing signs from I-94 to the 27th Street commercial area. Travel times between I-94 and 27th Street would increase approximately 3 minutes via Layton Avenue compared to I-894 based on actual test drives.

10302000-06235R

RACINE COUNTY PUBLIC WORKS DEPARTMENT

14200 Washington Avenue
Sturtevant, Wisconsin 53177-1253



William L. McReynolds
County Executive

Phone: (262) 886-8440
FAX: (262) 886-8480

Glenn Lampark
Director of Public Works

December 17, 2007

Mr. Bob Gutierrez
Wisconsin Department of Transportation
Southeast Region
P.O. Box 798
Waukesha, WI 53187-0798

RE: Project ID 1030-20-00
I-94 North South Corridor Study

Dear Bob:

Attached please find materials regarding Racine County's support for the I-94 South Corridor and in particular, the proposed capacity expansion from six to eight lanes.

Enclosed are a letter from County Executive William McReynolds and Resolutions adopted by the Racine County Board of Supervisors:

2002-65 - Endorsing the Preliminary Plan for the SE Freeway Reconstruction

1997-121 - Adopting the Functional Plan and Environmental Assessment of the I-94 South Corridor

2005-38 - Endorsing and Supporting Planning for the I-94 South Corridor

2007-24 - Endorsing the Regional Transportation Plan, including capacity expansion on I-94 South Corridor.

Sincerely,

Glenn Lampark
Director of Public Works

GL/jd

Enclosures

c: Dave Prott, Assistant Superintendent of Highways
Jeff Katz, Manager of Planning and Engineering Services

PPR

July 23, 2002

RESOLUTION NO. 2002-65

RESOLUTION BY THE PUBLIC WORKS, PARKS AND FACILITIES COMMITTEE ENDORSING THE PRELIMINARY PLAN FOR RECONSTRUCTION OF THE REGIONAL FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN

To the Honorable Members of the Racine County Board of Supervisors:

BE IT RESOLVED by the Racine County Board of Supervisors hereby endorses and expresses its full support for the Preliminary Recommended Regional Freeway System Plan as put forth by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Advisory Committee and encourages that Committee to include in its final set of recommendations all of the elements of freeway system improvement that were included in the preliminary recommended plan.

BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that a certified copy of this resolution be transmitted by the County Clerk to the Southeastern Regional Planning Commission.

Respectfully submitted,

PUBLIC WORKS, PARKS AND FACILITIES COMMITTEE

Peter L. Hansen
Peter L. Hansen, Chairman

H. John Anderson
H. John Anderson, Vice-Chairman

1st Reading 7/23/02
2nd Reading 8/13/02
BOARD ACTION
Adopted yes
For _____
Against _____
Absent _____

VOTE REQUIRED: Majority

Prepared by:
Corporation Counsel

Q. A. Shakoor, II

Raymond J. DeHahn
Raymond J. DeHahn

Hubert H. Braun
Hubert H. Braun

John R. Hansen
John R. Hansen

Jeff Halbach
Jeff Halbach

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6 **INFORMATION ONLY**
7

8 **WHEREAS**, the Southeastern Wisconsin Regional Planning Commission
9 (SEWRPC) is engaged in a major study, being undertaken at the request of the
10 Secretary of the Wisconsin Department of Transportation, to develop a plan and
11 program to be used to guide the efforts of the Department over the next 30 years as the
12 deteriorating regional freeway system serving Southeastern Wisconsin is rebuilt; and
13

14 **WHEREAS**, an Advisory Committee created by SEWRPC, including
15 representation from Racine County, has been engaged in studying the regional freeway
16 system, in considering alternative ways in which that freeway system may be
17 reconstructed, and in preparing a preliminary recommended regional freeway system
18 reconstruction plan; and
19

20 **WHEREAS**, the regional freeway system carries on an average weekday over
21 one-third of the daily travel in Southeastern Wisconsin and, accordingly, represents the
22 single most important subsystem of facilities in the regional transportation system; and
23

24 **WHEREAS**, the SEWRPC Advisory Committee is seeking review of, and
25 comment on, its preliminary recommendations in a wide variety of ways, including public
26 informational meetings and hearings; and
27

28 **WHEREAS**, the reconstruction of the regional freeway system in Southeastern
29 Wisconsin will represent a major public works program over the next several decades;
30 and
31

32 **WHEREAS**, the course of action that is being charted through the current
33 freeway study will lead to a reconstructed regional freeway system that will have to
34 serve the Region, the State, and the Nation for the next 50 to 60 years; and
35

36 **WHEREAS**, the preliminary plan released by the SEWRPC Advisory Committee
37 recommends that the freeway system be reconstructed to accomplish the following two
38 major objectives:
39

- 40 1. To ensure that as the regional freeway system is reconstructed, every effort is made
41 to meet up-to-date design standards and to thereby achieve certain safety
42 improvements, including relocating left-hand on-and-off-ramps to the right-hand
43 sides of the freeways, eliminating lane drops at major freeway interchanges,
44 improving driver sight lines and reducing sharp freeway curves, and providing full
45 inside and outside shoulders for safety and refuge.
46
47

1 Resolution No. 2002-65

2 Page Three

3
4
5
6 2. To provide additional capacity on 127 miles of freeways, or less than one-half of the
7 270-mile regional freeway system, in order to avoid a substantial increase in freeway
8 system traffic congestion and the attendant inefficiencies, time delays, and safety
9 and reliability problems that such increased congestion would bring; and

10
11 **WHEREAS**, the preliminary plan was presented to the Racine County Board's
12 Committee of the Whole on June 11, 2002 and was reviewed by the Public Works,
13 Parks and Facilities Committee on July 11, 2002.

14
15 **WHEREAS**, the SEWRPC Advisory Committee is seeking specific reaction to the
16 preliminary plan from the Racine County Board of Supervisors before developing a final
17 plan that is intended to be formally adopted by each of the seven county boards in
18 Southeastern Wisconsin and by the SEWRPC, all in an effort to demonstrate that a
19 substantial consensus exists in the Region as to how the Department should approach
20 reconstruction of the regional freeway system; and

21
22 **WHEREAS**, the SEWRPC Advisory Committee desires formal County Board
23 reaction on the preliminary plan as soon as possible so that the Committee can meet its
24 charge and report its final recommendations to the SEWRPC in early fall 2002.



COUNTY EXECUTIVE
WILLIAM L. McREYNOLDS

PHONE: 262-636-3273
FAX: 262-636-3549
E-Mail: William.McReynolds@goRacine.org

December 11, 2007

The Honorable Frank J. Busalacchi
Secretary of Transportation
State of Wisconsin
4802 Sheboygan Ave., 120B
Madison, WI 53707

Re: I-94 South Corridor

Dear Secretary Busalacchi:

Frank

I am writing to add my voice to that of the Racine County Board of Supervisors, in strong support of your department's plans for reconstruction and capacity expansion of the I-94 South Corridor, from the vicinity of the Mitchell Interchange to the Illinois State Line.

Racine County understands that the transportation infrastructure must evolve to meet the evolving needs of the community. I am convinced that this project will help the transportation infrastructure serve the changing needs of our county and our state. I am confident that it will have a major impact on Racine County's plans to build up the I-94 corridor as a focus of economic activity, not merely a transportation corridor. This project will be vital to developing the employment opportunities, the business activity, and the tax base, not only of the adjacent municipalities—Caledonia, Raymond, Mount Pleasant and Yorkville—but of the county as a whole.

In resolutions passed in both 2005 and 2007, the county's Board of Supervisors enthusiastically endorsed this plan. Those resolutions clearly articulate the importance of this project to Racine County and dramatically demonstrate the breadth of its support.

Sincerely,

William L. McReynolds
William L. McReynolds
County Executive

Copies to: County Board Chair
 Director, Public Works

Keith E. Tschumper, Vice-Chairman
Wilbert P. Gustam, Secretary
John R. Hansen
Betsy Georg
Daniel F. Shatzky
Michael J. Miklasewich

Certificate of publication, in compliance with Statute, available at the County Planning office.
Supervisor Braun moved for adoption of the Resolution and enactment of the Ordinance. Seconded and carried by voice vote.
The Finance Committee presented Resolution No. 97-117 "Denying The Claim of Ray Hunka".
Supervisor J.R. Hansen moved to lay over Resolution No. 97-117. Seconded. Motion lost by voice vote.
Supervisor J.R. Hansen moved to lay over Resolution No. 97-117. Seconded. Motion lost by voice vote.
Supervisor J.R. Hansen moved to lay over Resolution No. 97-117 until the next meeting. Seconded. A roll call vote was taken with the following result:
Ayer, Gedward, Hill, Verbeke, Tschumper, DeHahn, Bauerfeldt, Hansen, Miller, Vetrovec, H.J. Anderson, W.E. Anderson, J.R. Hansen, P.L. Hansen, Bellante Jr., Roanhouse, Reiberg, Izim, Vos.
Nees, Shatzky, II, Georg, Zierzen, Sibba, Masias, Shatzky, Lange, Braun, Miklasewich, Ludwig.
28 Votes, 18 Ayes, 10 Noes. Motion carried. Supervisor Dyes, Peterson and Thomas absent.
The Health and Human Services Committee presented the following:

RESOLUTION NO. 97-118
SERVICES COMMITTEE AUTHORIZING THE EXECUTION OF VARIOUS AGREEMENTS
To the Honorable Members of the Racine County Board of Supervisors:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs - Employer Agreements, Workforce Development Center Workforce Development Program Site Agreements and Workforce Development Center Workforce Development Program Site Agreements on behalf of the W-2 agency for Racine County is authorized and approved.
BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that department heads, with the approval of the County Executive, are authorized to execute the above described agreements on behalf of the W-2 agency for Racine County.
BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that department heads, with the approval of the County Executive, are authorized to execute the above described agreements on behalf of the W-2 agency for Racine County.

Respectfully submitted,
Patrick J. Verbeke, Chairman
Lissa M. Hill, Vice-Chairman
Kenzeth A. Vetrovec, Secretary
Q.A. Shatzky, II
Diana M. Lange
Supervisor Gedward moved for adoption. Seconded.
Supervisor Verbeke asked unanimous consent to amend Resolution No. 97-118 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Supervisor Verbeke moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-118 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Supervisor Verbeke moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-118 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Supervisor Verbeke moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-118 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Supervisor Verbeke moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-118 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Supervisor Verbeke moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-118 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Supervisor Verbeke moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-118 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Supervisor Verbeke moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-118 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Employer Agreements and Workforce Development Center Wisconsin Works and FSET Worksite Agreements by the Human Services Department as the W-2 agency for Racine County is authorized and approved.
On page 1 on lines 20 through 26, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that department heads, with the approval of the County Executive, are authorized to execute Workforce Development Center Wisconsin Works and FSET Worksite Agreements on behalf of Racine County as the employer.
On page 2 on lines 8 through 14, it should read as follows:
WHEREAS, as part of the Wisconsin Works Program, the Human Services Department expects to have 150 to 200 Wisconsin Works Trial Jobs - Employer Agreements, and Workforce Development Center Wisconsin Works and FSET Worksite Agreements which must be executed with employers throughout Racine County when said employees are employing W-2 participants;
On page 2 on lines 16 and 17, it should read as follows:
WHEREAS, copies of said agreements are attached hereto as Exhibits "A" and "Substitute B".
No objections were heard.
Resolution No. 97-118 as amended was before the Board and adopted by voice vote.
The Planning and Development Committee and the Public Works Committee presented the following:

RESOLUTION NO. 97-119
JOINT RESOLUTION BY THE PLANNING AND DEVELOPMENT COMMITTEE AND THE PUBLIC WORKS COMMITTEE ADOPTING THE WISCONSIN DEPARTMENT OF TRANSPORTATION'S FUNCTIONAL PLAN AND ENVIRONMENTAL ASSESSMENT FOR THE I-94 SOUTH CORRIDOR IN RACINE COUNTY.
To the Honorable Members of the Racine County Board of Supervisors:
BE IT RESOLVED by the Racine County Board of Supervisors that the Wisconsin Department of Transportation's Functional Plan and Environmental Assessment for the I-94 South Corridor in Racine County dated August 1997 is hereby approved and adopted. A copy of said Plan and Assessment is on file with the County Clerk and with the Public Works Director.
BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that the County Clerk is directed to send a certified copy of this resolution to the Wisconsin Department of Transportation, the Southeastern Wisconsin Regional Planning Commission, Kenosha County, Milwaukee County and the Towns of Yorkville, Raymond, Calverton and Mount Pleasant.

Respectfully submitted,
Richard G. Reiberg, Chairman
Wilbert P. Gustam, Secretary
John R. Hansen
Betsy Georg
Daniel F. Shatzky
Michael J. Miklasewich
PUBLIC WORKS COMMITTEE
Mardo J. Izim, Chairman
Peter L. Hansen, Vice-Chairman
H. John Anderson, Secretary
Cletus W. Roanhouse
Leo E. Thomas

Supervisor Gedward moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-119 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Supervisor Gedward moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-119 as follows:
On page one on lines 9 through 14, it should read as follows:
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Supervisor Gedward moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-119 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

Supervisor Gedward moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-119 as follows:
On page one on lines 9 through 14, it should read as follows:
BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

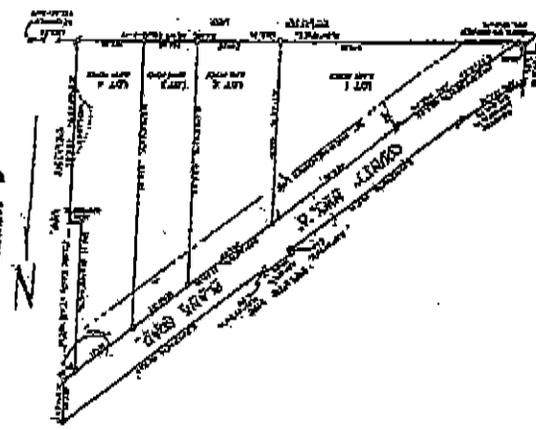
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MAP 1 RESOLUTION NO. 97-123
EXHIBIT "A"



Shatzky, Lange, Gustam, Braun, Miller, Miklasewich, Ludwig, Vetrovec, H.J. Anderson, J.R. Hansen, P.L. Hansen, Bellante Jr., Roanhouse, Reiberg, Izim, Vos.
Nees, W.E. Anderson.
28 Votes, 27 Ayes, 1 Noe. Resolution adopted. Supervisor Dyes, Peterson and Thomas absent.
The Public Works Committee presented the following:

RESOLUTION NO. 97-123
COMMITTEE ACCEPTING THE DEDICATION OF ADDITIONAL RIGHT-OF-WAY FOR C.T.H. "A" FROM THE PIZZA FAMILY LIMITED PARTNERSHIP
To the Honorable Members of the Racine County Board of Supervisors:
BE IT RESOLVED by the Racine County Board of Supervisors that the acceptance of the dedication of additional right-of-way for C.T.H. "A" as described in Exhibit "A" which is attached hereto and incorporated herein by reference and is shown in Exhibit "B" which is attached hereto and incorporated herein by reference from the Pizza Family Limited Partnership is authorized and approved.
BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that the County Clerk and the County Board Chairman are authorized to execute any documents necessary to carry out the intent of this resolution.

Respectfully submitted,
Peter L. Hansen, Vice-Chairman
H. John Anderson, Secretary
Cletus W. Roanhouse
Leo E. Thomas

Supervisor Gedward moved for adoption. Seconded.
Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-123 as follows:
On page one on lines 9 through 14, it should read as follows:
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Supervisor P.L. Hansen moved for adoption. Seconded.
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Supervisor Vetrovec asked unanimous consent to amend Resolution No. 97-123 as follows:
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BE IT RESOLVED by the Racine County Board of Supervisors that the execution of Wisconsin Works Trial Jobs

June 14, 2005

RESOLUTION NO. 2005-38

JOINT RESOLUTION BY THE PUBLIC WORKS, PARKS AND FACILITIES COMMITTEE AND THE INTERGOVERNMENTAL RELATIONS COMMITTEE ENDORSING AND SUPPORTING THE WISCONSIN DEPARTMENT OF TRANSPORTATION'S PLANNING FOR RECONSTRUCTION OF THE I-94 SOUTH CORRIDOR OF THE REGIONAL FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN

To the Honorable Members of the Racine County Board of Supervisors:

BE IT RESOLVED by the Racine County Board of Supervisors that Racine County hereby endorses and expresses its full support for the announced planning, engineering and reconstruction by the Wisconsin Department of Transportation of the I-94 South Corridor extending from the Illinois state line through Kenosha and Racine Counties to the Mitchell interchange in Milwaukee County.

BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that Racine County endorses and supports an engineering plan that reconstructs the I-94 South corridor to accomplish the following two major objectives:

- 1. To ensure that every effort is made to meet up-to-date design standards and to thereby achieve certain safety improvements, including eliminating braided on-and-off ramps, relocating left-hand on-and-off-ramps to the right-hand sides of the freeways, eliminating lane drops at major freeway interchanges, improving driver sight lines, reducing sharp freeway curves, and providing full inside and outside shoulders for safety and refuge.
2. To provide additional capacity, as necessary to avoid a substantial increase in freeway system traffic congestion and the attendant inefficiencies, time delays, and safety and reliability problems that such increased congestion would bring; and

BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that the Governor and the State Legislature are encouraged to provide adequate budget authority to the Wisconsin Department of Transportation to allow the I-94 South Corridor to move into construction immediately following the completion of the Marquette Interchange project; and

BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that the County Clerk is directed to send a copy of this resolution to the Governor, the Secretary of Transportation, and all Wisconsin legislators representing Racine County.

Respectfully submitted,

1st Reading 6/14/05
2nd Reading 6/28/05
BOARD ACTION
Adopted yes
For 23
Against 0
Absent 0

PUBLIC WORKS, PARKS AND FACILITIES COMMITTEE
Gilbert Bakke, Chairman
Hubert H. Braun, Vice Chairman

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6 **WHEREAS**, the regional freeway system carries on an average weekday over one-third
7 of the daily travel in Southeastern Wisconsin and, accordingly, represents the single most
8 important segment of the regional transportation system; and

9
10 **WHEREAS**, The segment of I-94 in Racine County currently carries in excess of 75,000
11 vehicles a day with a high percentage of truck traffic and suffers from functionally inadequate on
12 and off ramps; and

13
14 **WHEREAS**, Racine County Board Resolution 97-121 approved and adopted the
15 Wisconsin Department of Transportation's functional Plan and Environmental Assessment for
16 the I-94 Corridor in Racine County; and

17
18 **WHEREAS**, Racine County Board Resolution 2002-87 adopted the Racine County
19 Strategic Economic Development Plan which acknowledges the importance of the I-94 corridor
20 in Racine County for future economic opportunity; and

21
22 **WHEREAS**, Racine County Board Resolution 2002-65 endorsed and supported the
23 Preliminary Plan for the Reconstruction of the Regional Freeway System in Southeastern
24 Wisconsin prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC)
25 which provided guidance for the efforts of the Wisconsin Department of Transportation for the
26 reconstruction of I-94 in Racine County; and

27
28 **WHEREAS**, preliminary plans and schedules for the reconstruction of the I-94 South
29 corridor were presented to the Racine County Board's Public Works, Parks and Facilities and
30 Intergovernmental Relations Committees on May 26, 2005; and

31
32 **WHEREAS**, the Public Works, Parks and Facilities Committee and the
33 Intergovernmental Relations Committee believe that the reconstruction of the I-94 South
34 Corridor in Southeastern Wisconsin will represent a major public works program that will serve
35 the needs of Racine County and will help to develop a variety of economic opportunities.

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May 22, 2007

RESOLUTION NO. 2007-24

RESOLUTION BY THE PUBLIC WORKS, PARKS AND FACILITIES COMMITTEE ENDORSING THE REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN - 2035

To the Honorable Members of the Racine County Board of Supervisors:

BE IT RESOLVED by the Racine County Board of Supervisors that pursuant to Sec. 66.945(12) of the Wisconsin Statutes, the Racine County Board of Supervisors hereby endorses the Regional Transportation System Plan - 2035 as previously adopted by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and set forth in SEWRPC Planning Report No. 49 entitled Regional Transportation System Plan for Southeastern Wisconsin - 2035 as a guide for regional and community development.

BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that the jurisdictional highway system plan for Racine County, being an amendment to the highway system component of the adopted regional transportation system plan, is hereby amended to conform with the Regional Transportation System Plan - 2035, the same is hereby ratified, approved and officially adopted.

BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that the action taken under Resolution No. 2002-65, endorsing the preliminary plan for the reconstruction of the Southeastern Wisconsin Freeway System, and specifically the I-94 South Corridor engineering work underway to expand freeway capacity from six lanes to eight lanes in Racine County under the project set to begin in 2009, is hereby reaffirmed.

BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that the County Clerk shall transmit a certified copy of this resolution to the Southeastern Wisconsin Regional Planning Commission, the State of Wisconsin Department of Transportation Southeastern Region and to the governing bodies of the local units of government in Racine County.

Respectfully submitted,

PUBLIC WORKS, PARKS AND FACILITIES COMMITTEE

1st Reading 5/22/07

2nd Reading 6/12/07

BOARD ACTION
Adopted Yes
For 116
Against 3
Absent 4

Gilbert Bakke, Chairman

Daniel F. Sharkey, Vice-Chairman

Mike Dawson, Secretary

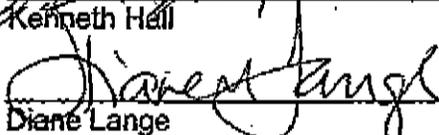
VOTE REQUIRED: Majority

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6 Prepared by:
7 Corporation Counsel

8 
9 Robert D. Grove

10 
11 Kenneth Hall

12 
13 Diane Lange

14 
15 Donnie Snow
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21 **INFORMATION ONLY**

22 **WHEREAS**, the Southeastern Wisconsin Regional Planning Commission, which
23 was duly created by the Governor of the State of Wisconsin in accordance with Section
24 66.0309(2) of the Wisconsin Statutes, has the function and duty of making and adopting a
25 master plan for the physical development of the Southeastern Wisconsin Region; and
26

27 **WHEREAS**, the Southeastern Wisconsin Regional Planning Commission has:

- 28
- 29 1. Collected, compiled, processed and analyzed various types of demographic,
30 economic, public utility, financial and natural resource, and land use and
31 transportation data and materials pertaining to the Region;
32
 - 33 2. Prepared objectives, principles and standards for regional transportation system
34 development;
35
 - 36 3. Forecasted regional growth and change as related to population, employment,
37 automobile and motor truck availability, and land use, and prepared a
38 recommended plan; and
39
 - 40 4. Adopted on June 21, 2006, a transportation system plan for the development of the
41 Region to the year 2035; and
42

43 **WHEREAS**, the aforementioned inventories, analyses, objectives, principles,
44 standards, forecasts, and adopted plan are set forth in a published report entitled
45 SEWRPC Planning Report No. 49, A Regional Transportation System Plan for
46 Southeastern Wisconsin – 2035; and
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6 **WHEREAS**, the Commission has transmitted certified copies of its resolution
7 adopting that transportation plan, together with the aforementioned Planning Report No.
8 49, to the local governmental units of the Southeastern Wisconsin Region; and

9

10 **WHEREAS**, the Racine County Board of Supervisors has adopted Resolution No.
11 2002-65 endorsing and expressing full support for the preliminary plan for the
12 reconstruction of the Southeastern Wisconsin Regional Freeway System including the
13 expansion of capacity from six to eight lanes; and

14

15 **WHEREAS**, the Racine County Board of Supervisors has supported, participated in
16 the financing of, and generally concurred in the regional planning programs undertaken by
17 the Southeastern Wisconsin Regional Planning Commission and believes that the
18 transportation plan prepared by the Commission will be a valuable guide not only to the
19 development of the Region but of the County of Racine community, and the endorsement
20 of such plan by the Racine County Board of Supervisors will assure a common
21 understanding by the several governmental levels and agencies concerned and enable
22 their staffs to program the necessary area-wide and local plan implementation work; and

23

24 **WHEREAS**, the Public Works, Parks and Facilities Committee has reviewed the
25 regional transportation system plan for the year 2035 and recommends its endorsement.

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December 27, 2007

WisDOT Southeast
Freeways Team
141 NW Barstow Street
Waukesha, WI 53187

Ladies and Gentlemen:

I would like to take this opportunity to provide input to the EIS process for the preferred alternative of the I-94 North-South Corridor study. The preferred alternative includes an important access change to and from I-94 (south) at the 27th Street interchange of I-894 in Greenfield. It also creates other significant impacts within the City. Specifically, important reconstruction work previously programmed for STH 36 (Loomis Rd.) will be deferred until after selected I-94 project completion because Loomis Rd, and adjoining Layton Ave, will likely be designated as alternate routes during reconstruction of the Mitchell Interchange.

1 City staff has taken a strong position in opposition to the proposed preferred alternative as it impacts the 27th St. corridor. We have provided testimony in opposition to the preferred alternative at the public hearing. The preferred plan eliminates one of the three directions in which motorists can directly access the 27th St Business District. Even with aggressive trailblazing signing we do not believe that the alternate access point (I-94 at Layton Ave) will sufficiently meet the needs of the corridor. The negative impacts will especially be felt north of I-894. The City of Greenfield believes that the preferred alternative may likely result in a reduction of commercial property values and increased property turnover. While we fully understand WisDOT's need to design, build, and operate the safest freeway system that is practical we remain convinced that the most appropriate resolution to safety issues within the undersized Mitchell Interchange lies within an appropriately redesigned interchange. The preferred alternative exports the resolution of these freeway safety problems to S. 27th Street .

We believe that a significant proportion of the net economic cost to improve safety within the Mitchell Interchange is being shifted from adjoining jurisdictions to the City of Greenfield. We find this burden to be disproportionate and unacceptable.

2 With that being said, it is our understanding that WisDOT has determined that STH 36 (Loomis Rd) may become a construction access point and a designated alternate route for motorists during I-94 reconstruction. WisDOT has recently decided to defer comprehensive Loomis Rd reconstruction work until I-94 reconstruction is complete. Loomis Rd is an important regional highway that is currently in very poor driving condition. All appropriate steps must be taken to make sure that this State highway is

1. Several public comments indicate that WisDOT's preferred alternative for the 27th Street interchange is not clear. Under WisDOT's preferred alternative, the 27th Street interchange with I-894/43 will remain in place providing access both eastbound (to downtown) and westbound (to Hale Interchange) to and from 27th Street and I-894/43. WisDOT's preferred alternative does eliminate direct access from northbound I-94 to the 27th Street interchange and direct access from the 27th Street interchange to southbound I-94.

The primary reason for eliminating the direct connection from northbound I-94 to the 27th Street interchange and the direct connection from the 27th Street interchange to I-94 southbound is the impacts that would be incurred to provide these connections safely. Providing these connections would result in 26 residential relocations (16 apartment units and 10 single-family houses). The additional cost to provide these connections would be \$40 - \$50 million and require a more congested single-point interchange. In addition, to construct this direct access to/from I-94 from the south, 27th street over I-894 would have to be closed for one year.

Early in the study a preliminary alternative was presented at a public meeting that showed the direct I-94-to-27th Street connection with relatively few impacts. Further engineering analysis during the study revealed that this connection could not be provided without the impacts noted above and was eliminated from consideration.

Currently, approximately 1,500 vehicles per day use the 27th Street/I-894/43 ramp to access 27th Street from northbound I-94. This represents approximately 4 percent of traffic on 27th Street in the interchange area, which would likely find alternative routes to reach 27th Street.

Based on WisDOT's traffic analysis, Layton Avenue can adequately handle the additional traffic with minor improvements to the Layton Avenue/27th Street intersection and trailblazing signs from I-94 to the 27th Street commercial area. Travel times between I-94 and 27th Street would increase approximately 3 minutes via Layton Avenue compared to I-894 based on actual test drives.

2. WisDOT plans to make improvements to the intersection of Loomis Road and Layton Avenue and to the Loomis Avenue interchange prior to construction of the Mitchell Interchange. WisDOT also plans to resurface Loomis Road between 51st and Fardale in 2010.

WisDOT has discussed the resurfacing of Layton Avenue between 27th Street and Loomis Road with Milwaukee County. The County indicates the earliest this project could be started is after the freeway is reconstructed.

kept in safe driving condition until a complete reconstruction can be completed after the interstate project is concluded.

2

Similarly, CTH "Y" (Layton Ave) is likely to be used as an alternate route during reconstruction of the interchange. Milwaukee County had scheduled the section of Layton Ave between 27th St and Loomis Rd for reconstruction in 2011, which is now within the period of interchange reconstruction. The State should assist Milwaukee County to insure that this alternate route is fully reconstructed before detour traffic is directed toward it in the year 2010.

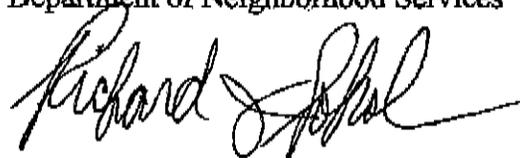
In summary, between access reductions and construction impacts the City of Greenfield will be asked to assume many temporary and permanent burdens in the implementation of the I-94 preferred alternative. I would like to outline City staff priorities for mitigating the impacts of the preferred alternative:

3

- 1) Loomis Road: Make pedestrian crossing improvements at CTH "Y" (Layton Ave), install street lights and sidewalks before this highway is designated as a project detour and construction access point.
- 2) Park and Ride at Loomis Road: Relocate the Park and Ride lot to better serve commuters during construction and accommodate redevelopment of the site.
- 3) Layton Ave between 27th and Loomis Road: Provide appropriate funding to Milwaukee County to ensure that this important alternate route is reconstructed before Mitchell Interchange detours take effect in 2010.
- 4) Provide aggressive trailblazing signage from I-94 at Layton Ave to and from the 27th St commercial corridor.
- 5) Provide streetscaping improvements on STH 241 (27th St) between Loomis Rd. and CTH "ZZ" (College Ave) before the year 2011. This work should include landscaping at all signalized intersections, plus new street lights and buried power lines in the terrace.
- 6) Make significant safety improvements at the intersection of CTH "ZZ" (College Ave) and STH 241 (27th St).

We know that you have a very difficult task addressing the many interests within the multiple jurisdictions of this project. The citizens and property owners of Greenfield deserve no less than full and comparable consideration of our many concerns as the EIS process moves forward. Thank you, in advance, for your attention in this matter.

Sincerely,
Department of Neighborhood Services



Richard J. Sokol, Director

3. WisDOT will work with the City of Greenfield during the design phase to evaluate these traffic mitigation measures.

Reconstruction of the Loomis Road park-and-ride lot is outside the scope of this study. WisDOT has discussed the reconstruction of the Loomis Road park-and-ride lot to better accommodate potential development along the Loomis Road corridor numerous times with the City of Greenfield and the potential developer. A Memorandum of Understanding between the State of Wisconsin, Milwaukee County, City of Greenfield and the developer is currently being developed.

**Cc: Roberto Gutierrez, P.E., WisDOT I-94 Corridor Project Manager
George Torres, Milwaukee County Highway Commissioner
Greenfield Common Council
Michael Neitzke, Mayor of the City of Greenfield
Greenfield Board of Public Works
Chuck Erickson, Greenfield Division of Planning and Economic Development
Tom Barrett, Mayor of the City of Milwaukee
Ald. Terry Witkowski, Milwaukee Dist. 13
Greenfield Planning Commission
Mayor Tom Taylor, City of Franklin
Mayor Dick Bolender, City of Oak Creek
County Executive Scott Walker
County Supervisor Mark Borkowski
County Supervisor John Weishan, Jr.
County Supervisor Marina Dimitrijevic
County Supervisor Richard Nyklewicz, Jr.
State Rep. Josh Zepnick
State Rep. Peggy Krusick
State Sen. Jeffrey Plale
State Sen. Tim Carpenter
Todd Reardon, 27th Street Business Association**

Meier, Joan

From: Himsel, Linda on behalf of Busalacchi, Frank
Sent: Wednesday, January 02, 2008 7:20 AM
To: Klein, Christopher - DOT; Klein, Rose; Meier, Joan
Subject: FW: Preserve All Current Access to 27th Street

Joan,

Please folder.

-----Original Message-----

From: Rep.Krusick [mailto:Rep.Krusick@legis.wisconsin.gov]
Sent: Monday, December 31, 2007 12:46 PM
To: Busalacchi, Frank - DOT
Cc: Bliesner, Brian - DOT; Gutierrez, Roberto - DOT; dotseffreeways94nsc@dot.state.wi.us
Subject: Preserve All Current Access to 27th Street

TO: Frank Busalacchi
FROM: Peggy Krusick and Mark Honadel
DATE: December 31, 2007
SUBJECT: Preserve All Current Access to 27th Street

The Department's preferred alternative for the I-94 North-South Corridor reconstruction project would reduce access to South 27th Street by eliminating the exit ramp to this street for motorists traveling on I-894 west from I-94 north.

Reducing access to 27th Street could jeopardize the economic viability of the area as well as shift significant traffic flow to surrounding streets and neighborhoods.

1 On behalf of the constituents, motorists, businesses, schools and others in the neighborhood that may be negatively impacted by this plan, we respectfully request that the Department prepare a new alternative that:

- preserves all current access to 27th Street from I-894;
- protects all existing homes and apartments; and
- improves the safety of this interchange.

Thanks for your consideration of this request.

1. WisDOT will work with the 27th Business Association as part of the Community Sensitive Design process to evaluate these mitigation measures.



Office of the Village Community
Development Director
Jean M. Werbie

JAN 16 2008

January 9, 2008

Mr. Roberto Gutierrez, P.E.
WI DOT, Southeast Region
141 NW Barstow Street
Waukesha, WI 53187-0798

Dear Mr. Gutierrez,

Attached is Resolution #07-97 of the Village of Pleasant Prairie that supports the IH-94 North-South Freeway Corridor Project Plan.

If you have any questions, please feel free to contact me at 262-925-6717.

Sincerely,

Jean M. Werbie
Community Development Director
Village of Pleasant Prairie

Encl.

**VILLAGE OF PLEASANT PRAIRIE BOARD OF TRUSTEES
RESOLUTION #07-97**

**TO SUPPORT THE IH-94 NORTH-SOUTH FREEWAY CORRIDOR PROJECT PLAN
AS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION**

WHEREAS, the Wisconsin Department of Transportation (WI DOT) is reaching the final phase of the Interstate Highway 94 (IH-94) North-South Corridor Study; and

WHEREAS, the 35-mile study area provides design alternative for the Interstate Highway spanning from Wisconsin-Illinois state line through Kenosha and Racine Counties to the Mitchell Interchange in Milwaukee County; and

WHEREAS, IH-94 is a primary commerce and tourism route serving growing industrial and residential areas, which highway infrastructure has been deteriorating over the past several years. Safety issues, design deficiencies and traffic congestion concerns now require full reconstruction and redesign. Much of IH-94 has been resurfaced three times. Additional resurfacing is not cost effective and will not address safety or long term pavement needs; and

WHEREAS, the WI DOT must plan for the future of IH-94. Traffic is expected to increase between 12% and 48% during the next 30 years. The WI DOT study team has developed a preferred alternative that meets the needs of the transportation system and minimizes the impacts to homeowners, business and the environment; and

WHEREAS, the WI DOT project team has held more than 400 meetings with residents, businesses, community leaders, elected officials and concerned citizens regarding the project. Most recently, there was the Public Hearing held on December 6, 2007 at Mahone Middle School in the City of Kenosha wherein the WI DOT showed its preferred alternative to the community, which included the modernization of IH-94 with capacity expansion to eight (8) lanes; and

WHEREAS, the modernization option (eight lanes) within Kenosha and Racine Counties would provide for the construction of four (4) lanes northbound and four (4) lanes southbound; provide for a consistent width for inside and outside shoulders; provide for a new paved median with concrete barrier; would push out the frontage roads on either side of the freeway in order to create wider ditches-thereby improving the quality of storm water runoff from the freeway and providing a buffer between freeway and frontage road traffic; and provide for retaining walls, where necessary, because the slopes between the freeway and frontage roads would be steeper; and

WHEREAS, the modernization with capacity expansion to eight (8) lanes alternative improves safety more than the modernization option, moves ramp exits to the right side of the freeway; minimizes current and future congestion which results in fewer crashes, less waiting time and safer driving on the freeway; replaces deteriorating pavement and structures with new designs; minimizes impacts to local residents and the environment; and provides aesthetic treatments for those who live adjacent to the freeway; and

WHEREAS, the WI DOT has divided the IH-94 reconstruction work into two parts. The first part updates 11 interchanges along IH-94 in Racine and Kenosha Counties based on recommendations from a separate study. The second part addresses the stretch of the IH-94 freeway from the Mitchell Interchange in Milwaukee to the Wisconsin-Illinois state line; and

WHEREAS, an environmental study has been ongoing for 22 months and the draft Environmental Impact Statement (EIS) has been prepared which addresses the purpose of the project, alternatives considered, environmental impacts and mitigation, impacts on aesthetic resources, public lands, agricultural resources; air quality, including analyses on

ozone, carbon monoxide, particulate matter and mobile source air toxics; local government and public input and preferred alternatives; and

WHEREAS, the Village of Pleasant Prairie supports the IH-94 South Freeway Corridor Project alternative as presented for the reasons stated herein.

NOW, THEREFORE, BE IT RESOLVED that the Village of Pleasant Prairie on this 17th day of December 2007, hereby supports the IH-94 North-South Freeway Corridor Project Plan as prepared by the WI DOT and presented at the public hearing in Kenosha on December 6, 2007.

BE IT FURTHER RESOLVED, that the Village shall provide a certified copy of this resolution to the WI DOT.

Adopted this 17th day of December 2007.

ATTEST:



Jane M. Romanowski
Village Clerk

VILLAGE OF PLEASANT PRAIRIE



John P. Steinbrink
Village President

Posted: 12-18-07



Preserving The Environment •
Improving Water Quality

Kevin L. Shafer, P.E.
Executive Director

January 23, 2008

Mr. Bob Gutierrez
Project Manager
Wisconsin Department of Transportation
P.O. Box 798
Waukesha, WI 53187-0798

Re: *I-94 North-South Freeway Reconstruction
Draft Environmental Impact Statement (DEIS)*

Dear Mr. Gutierrez:

I am writing to comment on the Wisconsin Department of Transportation's (WISDOT) I-94 North-South Freeway Reconstruction Draft Environmental Impact Statement (DEIS).

I am requesting that the State of Wisconsin do everything within its authority to reduce the impacts this project will have on water quality in local waterways and Lake Michigan. Specifically, the planning and implementation of this project should ensure that the project reduces the amount of polluted runoff entering waterways and flooding to protect our water resources.

One of the key findings of Southeastern Regional Planning Commission's (SEWRPC) recently updated Regional Water Quality Management Plan is that the Milwaukee area can achieve significant improvements to water quality only through regional implementation of extensive measures to reduce pollution from runoff or nonpoint sources. In fact, the Regional Water Quality Management Plan found that polluted runoff accounts for approximately 89% of the fecal coliform bacteria entering waterways in the region.

2 The Marquette Interchange Stormwater Management Plan Memorandum of Understanding that was developed and approved by WISDOT, the Milwaukee Metropolitan Sewerage District (MMSD), and the Wisconsin Department of Natural Resources set a precedent for all future freeway reconstruction efforts on how these agencies can cooperate to effect water quality improvement.

milwaukee metropolitan sewerage district

260 W. Seeboth Street, Milwaukee, WI 53204-1446

414-225-2088 • email: KShafer@mmsd.com • www.mmsd.com 

1. WisDOT will meet all state and federal regulatory standards for storm water quality and quantity management. WisDOT commits to working with MMSD and local governments to address site specific storm water issues and determine if it is feasible and cost effective to exceed regulatory requirements. WisDOT has already discussed the chronic flooding problems in the 13th Street corridor with Milwaukee County.
2. WisDOT concurs that the Marquette Interchange storm water management plan is an excellent example of mutually beneficial cooperation between the three agencies. WisDOT looks forward to working closely with MMSD and DNR to achieve similar results on this project.

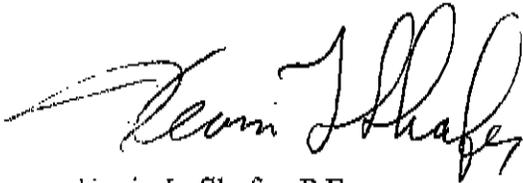
Mr. Bob Gutierrez
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Page 2 of 2

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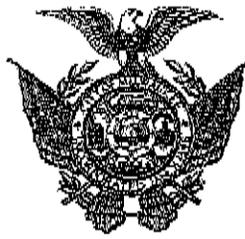
I have asked MMSD staff to assist the agencies working on this project by providing technical assistance and recommendations relative to the variety of strategies and new technologies that can help reduce polluted runoff. Starting this effort early in the design process is important to build a final product that best protects our water resources.

I appreciate having the opportunity to comment for the record and look forward to working with your staff on this important issue.

Sincerely,



Kevin L. Shafer, P.E.
Executive Director
Milwaukee Metropolitan Sewerage District



January 25, 2008

Roberto Gutierrez, P.E.
WisDOT, Southeast Region
141 NW Barstow Street
PO Box 798
Waukesha, WI 53187-0798

RECEIVED JAN 25 2008

Dear Mr. Gutierrez

Please consider this letter as part of the public comment for the Draft Environmental Impact process for the I-94 North-South Corridor study. This has been a long and involved for the citizens of the area and I am very pleased that WisDOT has not only involved the community but listen to them.

At the start of this project rumors spread that more than one hundred homes would be taken. We thank WisDOT for providing information and meeting with the people of the Milwaukee even before you were formally ready to start the process. At the start of this project, the city stand was that we did not want to have this project take area homes or tax base from Milwaukee. We want to thank the DOT for the efforts to make sure the freeway stayed with in the existing right of way. That this time, my understanding is that one home in the Plainfield Curve will be taken and that owner wants the home to be taken.

The plan also frees freeway land for development near the Layton Ave. exits and College Ave. exits. DOT has worked to minimize the impact on home-owners adjacent to the freeway and will continue to work with them on sensitive design of noise walls and placement of walls. The DOT is aware of the plan to make this area the Garden District of Milwaukee and we request cooperation in design to reflect that and availability of areas for public plantings on the right of way and at exits, considering safety concerns of course. The official designation of this as the Garden District passed committee on January 23rd and will be heard by common council on February 5, 2008.

The current design keeps Edgerton Avenue open and ramps at Layton Avenue as requested by area residents and businesses.

The only remaining concern as this plan moves forward is the relocation of exits for the northbound direction to South 27th Street and the return relocation of ramps for southbound traffic exiting South 27th Street.

1. WisDOT will work with the City of Milwaukee to ensure the design of the freeway system reflects the Garden District of Milwaukee, including plantings.

As you know, we oppose the loss of homes in this area and the DOT reports the need to take 26 residences to replace direct access to South 27th Street. To do this would not only affect the property owners whose homes were taken, but would place the freeway directly across from people's front doors further affecting the remaining neighbors.

Two years ago we worked to organize businesses from Greenfield and Milwaukee on four miles of South 27th Street to form an organization that is now the South 27th Street Business Association. The intention was to improve the street and keep it the longest, healthiest commercial strip in Milwaukee. We do oppose any loss of access to 27th Street that would be detrimental to the health of business there. If there is an alternative that keeps access and homes, it has our full support.

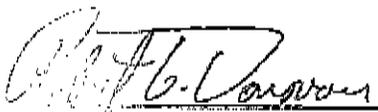
If the existing "Preferred Alternative" is adopted, we ask that the DOT take steps to mitigate the effect on 27th Street businesses and safety on 27th street as well as Layton Avenue.

We would request the following:

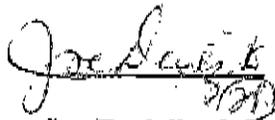
- Way finding signage on the freeway to direct people to the Layton Avenue exit as the 27th Street Business District exit and return signage.
- Streetscaping on Layton and on South 27th Street from Oklahoma Avenue to College Avenue. This would included but not be limited to stamped brick median islands with raised perennial beds, decorative street lighting with buried power lines. The Business Association, neighbors as well as the cities of Milwaukee and Greenfield should have input into the final appearance.
- implementation and funding of the recommendations for safety improvements from the engineering studies of intersections with high frequency crash records on South 27th Street performed by cooperating agencies working with AAA Wisconsin in 2005 for the 27th Street Corridor.

Thank you for your cooperation in this matter.

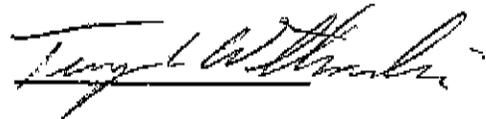
Sincerely,



Bob Donovan
Ald. 8th District



Joe Dudzik
Ald. 11th District



Terry L. Witkowski
Ald. 13th District

2. WisDOT will work with the 27th Business Association as part of the Community Sensitive Design process to evaluate these mitigation measures.



TERRY L. WITKOWSKI
ALDERMAN, 13TH DISTRICT

January 25, 2008

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WisDOT, Southeast Region
141 NW Barstow Street
PO Box 798
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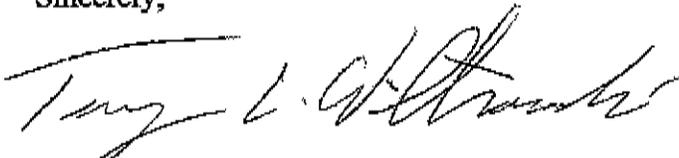
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Sincerely,



Terry L. Witkowski
Alderman 13th District, The Garden District

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