



I-94 North-South Corridor News

WisDOT Unveils Design Concepts for I-94 North-South Corridor



Residents discussing real estate questions with a WisDOT representative.

This summer, the Wisconsin Department of Transportation (WisDOT) unveiled proposed concepts for reconstructing the I-94 North-South Corridor. The I-94 North-South Corridor extends from the Plainfield Curve in Milwaukee County, through Racine and Kenosha counties, to the Wisconsin border. The concepts were based on ideas, issues and concerns that the community identified through a series of public workshops and individual meetings.

The public identified multiple areas of concern along I-94. These areas included the Mitchell Interchange, the Plainfield Curve, the Layton Avenue and 27th Street interchanges, the Airport Spur, and interchange ramps in Racine and Kenosha. Attendees encouraged WisDOT to consider improving freeway operations, adding noise barriers and retaining walls where appropriate, and adding an interchange at Drexel Avenue.

Using ideas from the workshop as a guide, WisDOT studied a variety of options for addressing public concerns. WisDOT designers developed four concepts that address issues such as crashes, aging infrastructures, outdated designs and heavy traffic volume.

The first concept replaces the existing pavement without addressing safety and design concerns. The second concept replaces existing pavement and provides minimal corrections to problem areas. The second concept is limited to making corrections within existing WisDOT land. Neither concept addresses areas of congestion.

The third concept corrects safety and design issues in Milwaukee County. Under this concept, WisDOT would redesign interchanges and correct unsafe movements. WisDOT will consider improving local streets that are affected by the designs. WisDOT is also studying options for a new interchange at Drexel Avenue. This concept would provide some congestion relief.

The fourth concept addresses safety, design and capacity issues. This concept helps alleviate congestion by adding a fourth lane in each direction throughout Milwaukee, Racine and Kenosha counties. Once again, improvements to local streets affected by design changes and options for a Drexel Avenue interchange will be considered. This concept would provide significant congestion relief.

Engineers are currently studying the impact of each concept. The resulting designs will be available for review at the next public information meetings in November and December.

Additionally, modifications to interchanges in Racine and Kenosha County were previously approved as part of a study completed in 1996. WisDOT is currently finalizing designs plans for these interchanges, ramps and frontage roads. These plans will be available at the next public information meetings.

Schedule for the Next Public Information Meetings

Kenosha area

Nov 28, 5:00pm-8:00pm
Mahone Middle School
6900 60th Street
Kenosha
Bus Routes: #6, #3 North,
#3 West, #5 South

Oak Creek / Franklin

Dec 5, 4:00pm-8:00pm
West Middle School
8401 S 13th Street
Oak Creek
Bus Routes: #15, #48

Racine area

Nov 30, 5:00pm-8:00pm
CATI Center
2320 Renaissance Boulevard
Sturtevant
Bus Route: #27

Milwaukee

Dec 7, 4:00pm-8:00pm
Best Western Airport
5105 S Howell Avenue
Milwaukee
Bus Routes: #80, #11

Didn't have the opportunity to attend a Public Information Meeting?

Get copies of the presentations and handouts on the Web at

www.sefreeways.org

Community Advisory Committee Holds First Meeting



Members of the Community Advisory Committee discuss the I-94 North-South Corridor Study.

In an effort to foster greater public involvement, WisDOT established a Community Advisory Committee (CAC). This August marked its first meeting. A wide range of participants including residents, business owners and business associations came together and listened as representatives from WisDOT presented concepts and ideas for reconstructing I-94.

As part of their role, members of the CAC will:

- Disseminate information about the project to the community
- Respond with input and feedback from the community
- Give input on design concepts
- Act as a sounding board

I-94 North-South Advisory Committees

Technical Advisory Committee (TAC)

Engages local and municipal officials and agencies on key technical aspects of the study in order to help refine concepts.

Disadvantaged Business Enterprise (DBE) Committee

Improves coordination and communication between WisDOT programs and projects. Provides guidance in training, technical assistance and products.

Labor Committee

Provides input into labor development, training and opportunities for the I-94 project.

Community Advisory Committee

Acts as a sounding board of stakeholder interests along the corridor. Provides feedback to alternatives, issues and concepts.

WisDOT Studies Sound Levels and Air Quality Along I-94

WisDOT researchers recently measured sound levels in neighborhoods along I-94. Understanding existing freeway sound levels is one component of the Environmental Impact Statement (EIS) which documents potential changes in the environment along the I-94 North-South Corridor.

WisDOT selected several representative locations based on their proximity to the freeway and measured sound levels. Using a Federal Highway Administration computer model, WisDOT can predict sound levels adjacent to I-94 for each of the design concepts under consideration. The model calculates sound levels, taking into account different types of vehicles, speeds, traffic volume and proximity to homes and businesses.

WisDOT follows specific statutory guidelines for determining the noise level at which noise abatement becomes feasible and reasonable. If the sound levels approach or exceed those defined in state statutes, WisDOT will reasonable options for reducing noise. Options may include lowering the freeway, erecting noise barriers, or constructing a hill, called an earthen berm.

As part of the EIS, WisDOT will study air quality. Using an U.S. Environmental Protection Agency (EPA) computer model, WisDOT can predict air quality for proposed design alternatives, based on vehicle types and traffic flow. WisDOT's goal is to ensure that air quality levels meet all EPA standards. In areas of Milwaukee, Racine and Kenosha counties where ozone levels do not meet U.S. EPA ozone standards, WisDOT's goal is to prevent the deterioration of existing air quality.

Results of the air and noise analyses will be available in fall 2007 for public review and comment.

What's Up in Racine and Kenosha Counties

As part of the Environmental Impact Statement, WisDOT is studying the effects of expanding I-94 on the Racine and Kenosha interchange designs. The Racine and Kenosha County interchanges were redesigned based on recommendations from a 1996 study. Those designs are in the process of being finalized. WisDOT is now considering two concepts associated with a possible expansion of the freeway in Racine and Kenosha.

The first concept consists of expanding the freeway within WisDOT's land, called right of way. The frontage roads will not be moved and the space between the frontage roads and the existing freeway will shrink in size. Retaining walls will separate portions of the freeway and the frontage roads. Curbs and gutters may need to be installed on the sides of the frontage roads adjacent to the freeway. Grass-lined ditches located on the sides of the frontage roads and adjacent to homes may be expanded in order to handle the expected increase in storm water from the freeway.

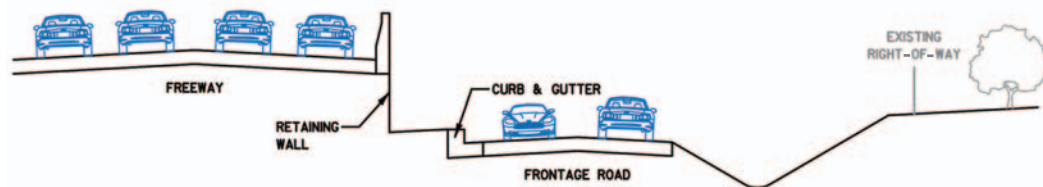
The second concept consists of moving the frontage roads further away from the freeway to provide room for storm water to flow between them. This would allow the grass-lined ditches between the freeway and frontage roads to act as a treatment tool for cleaning storm water flowing through it. The frontage roads would not need curbs and gutters – they would have grass-lined ditches on both sides. The use of ditches to clean storm water is environmentally preferable. Under this concept, WisDOT may need to acquire a small strip of land from existing property owners.

WisDOT has made several considerations for storm water treatments. These include detention ponds and grass-lined ditches to slow down storm water, and other treatments to increase the quality of the water as it flows through the freeway corridor. WisDOT may need to acquire additional right-of-ways to implement these options.

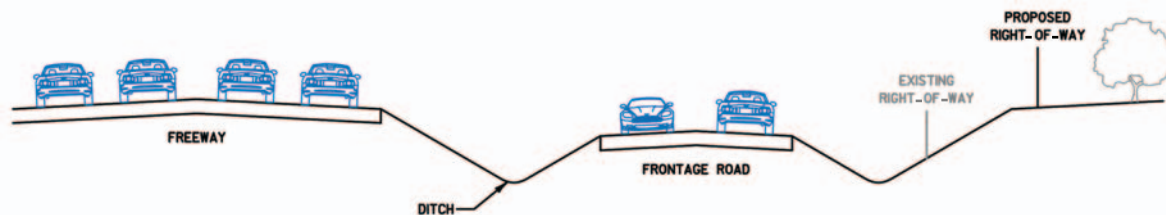
Frontage Road Concept Diagram

The following diagrams are cross-section views of each concept. They are designed to show a section of the freeway. Please note, the diagrams are not to scale.

CONCEPT 1: The freeway is expanded within the existing right-of-way.



CONCEPT 2: The freeway is expanded and additional right-of-way is acquired.



WisDOT is currently in the process of contacting property owners in Racine and Kenosha counties to discuss these concepts with them and to solicit their input. Details of these concepts will be presented at the next public information meetings scheduled for later this year.

Diagrams of the interchange designs are available at www.seffreeways.org

I-94 NORTH-SOUTH CORRIDOR NEWSLETTER



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INSIDE:

Reconstruction Concepts for I-94
Freeway Sound and Air Quality
Concepts for Kenosha and Racine

Come to our Public Information Meetings We need your input!

You are invited to the I-94 North-South Corridor Public Information Meetings (PIMs). At the Public Information Meetings, you will have the opportunity to review design concepts, learn about the advantages and disadvantages for each concept and tell us your ideas. The PIMs will be held at the following times and locations:

Kenosha area

Nov 28, 5:00 - 8:00pm
Mahone Middle School
6900 60th Street
Kenosha
*Bus Routes: #6, #3 North,
#3 West, #5 South*

Oak Creek / Franklin

Dec 5, 4:00 - 8:00pm
West Middle School
8401 S 13th Street
Oak Creek
Bus Routes: #15, #48

For more information contact:

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VISIT: www.sefreeways.org

Racine area

Nov 30, 5:00 - 8:00pm
CATI Center
2320 Renaissance Boulevard
Sturtevant
Bus Route: #27

Milwaukee

Dec 7, 4:00 - 8:00pm
Best Western Airport
5105 S Howell Avenue
Milwaukee
Bus Routes: #80, #11



U.S. Department of Transportation
Federal Highway Administration

