

High-Tech meets Low-Tech

I-94 East-West Corridor

Milwaukee, WI

Charlie Webb
Jacobs

Background



- I-94 is a six-lane urban freeway through Milwaukee
- Built in 1960's, never been widened or reconstructed

**Background,
cont.'d**



- **Soldiers' Home National Historic Landmark on both sides of I-94**





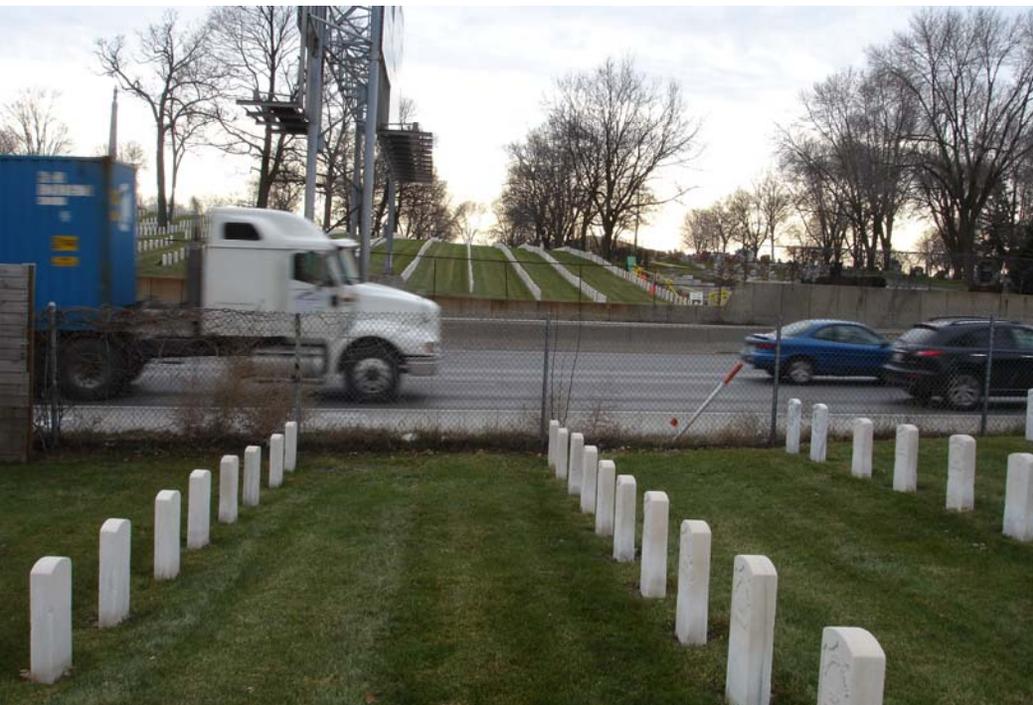
PETER
JOSEPH
WANIA

RAYMOND &
LUDTKE

GERARD S.
PARADOWSKI

STAN
WROBLE

GILBERT A
STRZYZEWSKI
PVT
US ARMY
WORLD WAR II
SEP 2 1923
SEP 11 1982

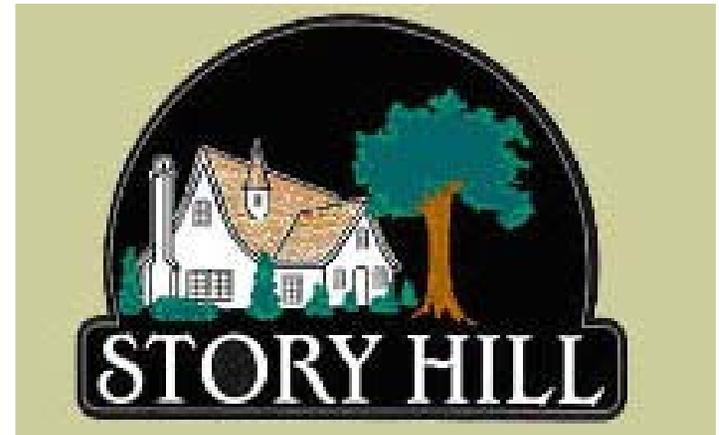


Background, cont.'d

Miller Park

Historic Story Hill neighborhood across from
Miller Park

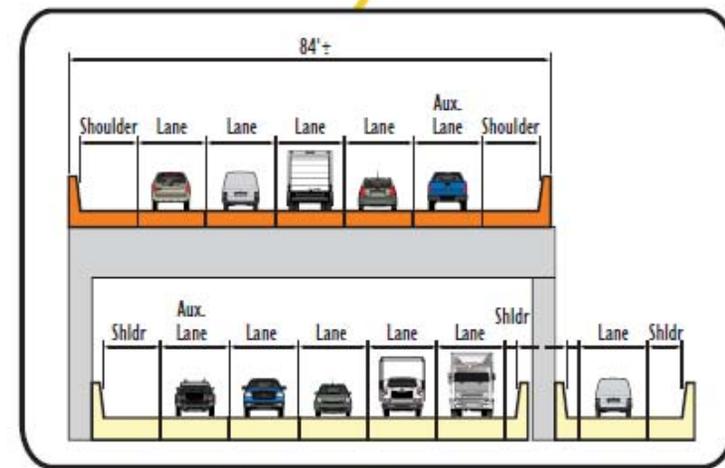
Low-income and minority communities
adjacent to the freeway



Background cont'd

At-grade and double deck alternatives considered in narrow segment between Soldiers' Home NHL

I-94 widened to 8 lanes under both alternatives



Challenges

- **Many opponents**
 - Some opposed, on principal, to the entire project due to adding general purpose lanes
 - Some opposed to specific aspects of the project
 - City of Milwaukee long-standing opposition to freeway widening
- **Assess indirect environmental justice impacts**
 - Litigation on previous Milwaukee freeway project on NEPA and Title VI
- **Convey impact info about the double deck alternative to a non-technical audience**
- **Competing interests among federal and state agencies**
 - VA Health Care, VA National Cemetery Administration, ACHP, Wisconsin SHPO, historic preservation NGOs

Tools



Two Scale Models



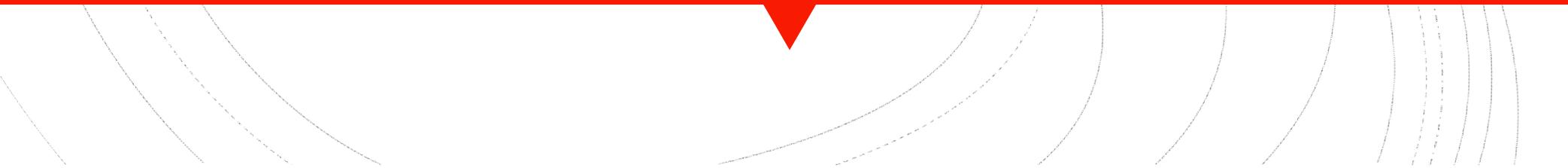
Tools, cont'd
Shade Video for
National Cemetery
Administration





Tools, cont.'d

Renderings



Tools, Cont.'d
Drive-thru
Visualization
Video





Low Tech Tools

Helium balloons at approx.
height of new ramps

After contentious conference calls, bickering about Section 4(f) status, and noise wall, we asked NCA to come to the site.



Effect

01

Better understanding of the project by non-technical stakeholders

02

Better trust of WisDOT by SHPO, ACHP, NGOs

03

Better understanding by WisDOT/FHWA of National Cemetery Administration's concerns led to breakthrough on effects determination

Environmental Justice Indirect Effects

- Few direct effects
 - 15 displacements (residential + commercial)
- Previous litigation on EJ indirect effects
 - Finding for highways vs mass transit
- Milwaukee segregation history
 - Opponents tried to portray the project as only benefitting white commuters
- FHWA Office of Civil Rights engagement
- Met with everyone, including previous plaintiffs.

Outcome

Conclusion

Based on the analysis and evaluation documented in the EIS, and after consideration of environmental factors, including comments received on the EIS, it is FHWA's decision to Alternative described in this ROD as the proposed action for the project.

Michael Davis

Michael Davis, P.E.
Division Administrator
Federal Highway Administration, Wisconsin Division

9/9/14

Date

- VA satisfied
- WisDOT selected alternative that avoided adverse effect on NHL
 - Historic preservation groups satisfied
 - Section 106 PA
- Record of Decision

Patrick Marley, Bill Glauber and Don Behm, Milwaukee Published 11:28 a.m. CT Oct. 4, 2017 |



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(Photo: Mike De Sisti / Milwaukee Journal Sentinel)

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MADISON - Gov. Scott Walker's administration is giving up on reconstructing I-94 in Milwaukee between the Marquette and Zoo interchanges in the near term.

The about-face from Walker's team came two weeks after federal authorities warned the state it would pull its authorization for the project if the state didn't come up with a funding plan, according to a document released Wednesday under the public records law.

WisDOT asks feds to rescind decision for controversial I-94 expansion in Milwaukee

Lisa Neff, Staff writer Oct 3, 2017  0  2 min to read

Outcome, cont'd

- A lawsuit and a vacated Record of Decision

Questions?

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