

Wisconsin Department of Transportation
Southeast Region

I.D. 1060-33-01

Zoo Interchange Corridor Study

Supplemental Draft Environmental Impact Statement

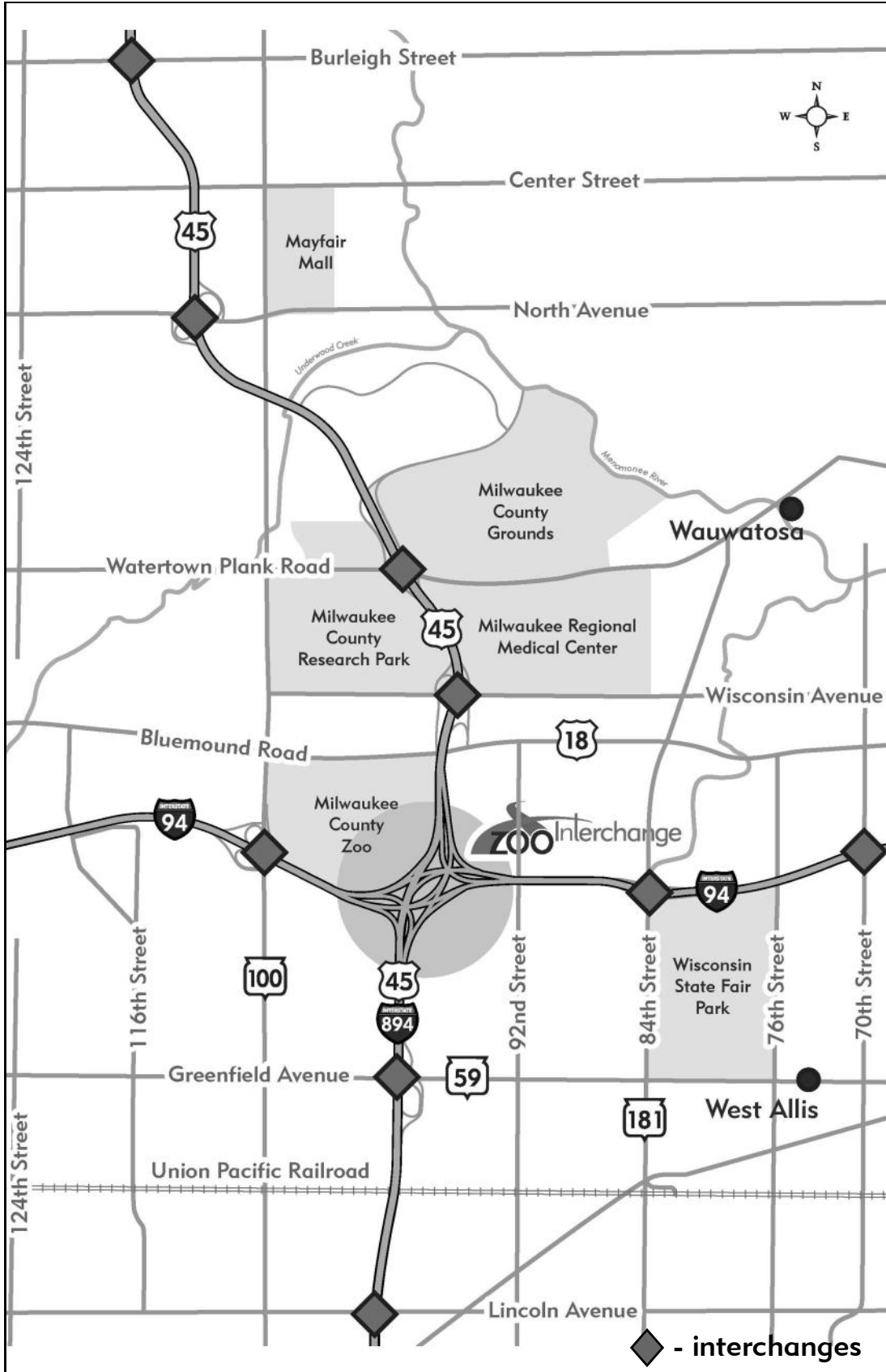
Public Hearing Handout Packet
March 2011



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Zoo Interchange Corridor



Welcome

Thank you for attending the Wisconsin Department of Transportation (WisDOT) public hearing for the Zoo Interchange corridor study's Supplemental Draft Environmental Impact Statement (SDEIS).

The hearing is an open forum with multiple options for providing testimony. You are invited to review exhibits, ask questions, and provide testimony concerning the project. Representatives from the study team are here to discuss the improvement alternatives and to answer your questions.

This public hearing is part of the total process of involving the public in transportation related decisions. It is an opportunity to testify on the interchange and corridor improvements presented here today. Full consideration will be given to all substantive spoken and written testimony.

Your testimony may be spoken, written, or both as explained on the following pages. Since the start of this study, your comments have been critical in developing alternatives that meet the needs and expectations of the community. All comments received during the hearing comment period will be considered in selecting the preferred alternative.

Hearing agenda

- Exhibits will be available for review throughout the hearing in the lobby and the Multi-purpose room.
- A presentation will run continuously in the lobby.
- Court reporters are available to record one-on-one spoken testimony throughout the evening in a room adjacent to the Multi-Purpose room.
- WisDOT Real Estate staff will be available for consultation throughout the hearing in a room adjacent to the Multi-purpose room.
- At 3:00pm on March 22nd and 5:00pm on March 23rd, the WisDOT hearing chairman will provide opening remarks in Banquet Room 2.
- Public testimony to a panel will follow the chairman's remarks in Banquet Room 2.

When you arrive

- Please sign in
- Review the information in this hearing packet
- Review the exhibits and displays in the lobby and Multi-Purpose Room, and discuss the project with study team representatives
- Decide how you want to present your testimony - you may give both spoken and written testimony. All forms of testimony submitted, written or spoken, will become part of the hearing record.

Testimony

There are a variety of methods to provide testimony on the Supplemental Draft EIS. Every form of testimony will be considered equally.



Written testimony

Write your testimony on the comment form enclosed at the back of the hearing packet and place it in the comment box in the Multi-Purpose Room or Banquet Room #1.



You may also mail your completed comment form, or use your personal stationary, to William Mohr, Wisconsin Department of Transportation, SE Transportation Region, 141 NW Barstow St., Waukesha, WI 53187. Comments must be postmarked no later than April 4, 2011 to become part of the record of the public hearing.



You can also e-mail comments to dotdtsdsezoo@dot.wi.gov, or fax them to (262) 548-5662 by April 4, 2011.

Spoken testimony

You may give spoken testimony in either of two fashions. You have the option of giving your spoken testimony one-on-one to a court reporter. This option is available for the entire duration of the hearing. Another option is to give spoken testimony to the panel of officials. This option is available both days of the hearing.



To give one-on-one spoken testimony, tell a court reporter your name, address, whom you represent (if applicable), and your comments. Try to make specific comments about the corridor improvement alternatives. Court reporters are available for one-on-one private testimony in the classroom adjacent to the multipurpose room.



To give public spoken testimony to a panel, please complete the speaker identification sheet, available at the back of this packet, and turn it in at the reception table in Banquet Room #2. When you are called to speak, please state your name, address and whom you represent (if applicable), and your comments. Try to make specific comments about the corridor improvement alternatives. Public spoken testimony may be limited to three minutes per speaker to afford everyone the opportunity to speak. The panel of officials will not respond to questions during the hearing. Comments will be addressed in the Final EIS. Questions may be answered by the staff in the lobby and in the Multi-Purpose Room.

The Environmental Impact Statement process

An Environmental Impact Statement (EIS) has multiple stages. The first stage is a Draft EIS (DEIS). The Draft EIS discusses the "No Action" alternative and a range of reasonable "Build" alternatives along with their effects. The DEIS also includes and documents public involvement and resource agency issues and concerns, and measures to minimize harm caused by the project.

On May 20, 2009, the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT) approved the Draft EIS for the Zoo Interchange corridor. WisDOT held public hearings on June 23 and 24, 2009, at the Tommy Thompson Youth Center in West Allis to accept public and agency comments on the Draft EIS.

Following the public hearing and Draft EIS comment period, a review of the feedback was completed. FHWA and WisDOT noted three predominant themes in the testimony and comments provided:

- Investigate whether Build Alternatives with fewer impacts and less costs are viable.
- Investigate whether full access to and from I-94 at the existing US 45 freeway crossings with US 18 (Bluemound Road) and Wisconsin Avenue can be provided.
- Investigate whether a standard diamond interchange can be reconsidered at the 84th Street interchange with I-94, to avoid real estate impacts and the diversion traffic from 84th Street to 76th Street via the Texas U-turn ramps previously proposed.

In response to the comments, FHWA and WisDOT have studied several approaches to try and address these themes. The result of those efforts led WisDOT to develop a new freeway modernization alternative known as the "Reduced Impacts Alternative". In addition, further review of existing and new traffic information led to the development and inclusion of improvements to several arterials in the study area, including Highway 100, Watertown Plank Road, and 84th Street.

FHWA and WisDOT prepared a supplement to the May 2009 Draft EIS to describe the new freeway alternative and local road improvements and the associated impacts. It was published in February 2011.

The Final EIS, which includes public and agency comments received during the 45-day comment period and mitigation measures, is then prepared. The Final EIS identifies the recommended alternative and reasons for its selection.

Finally, at least 30 days must pass from the time the Final EIS is published before a Record of Decision can be made. The Record of Decision identifies the mitigation measures that will be taken, and is the final environmental approval that is needed before an action analyzed in the EIS may proceed to final design and construction.

Supplemental Draft Environment Impact Statement

Copies of the Supplemental Draft EIS are available at today's meeting and available for review at the following locations or on www.seffreeways.org:

WisDOT SE Region
141 NW Barstow Street , Waukesha

Milwaukee Public Library – Capitol Dr
3969 N. 74th Street

Wauwatosa Public Library
7635 W. North Avenue

Milwaukee Public Library – downtown
814 W. Wisconsin Avenue

West Allis Public Library
7421 W. National Avenue

WisDOT Bureau of Equity and Environmental
Services
4802 Sheboygan Avenue, Rm 451, Madison

Purpose of and need for the project

The purpose of the project is to address the study-area freeway system's deteriorated condition, obsolete design, congestion, and high crash rate. A combination of factors demonstrates the need for the transportation improvements in the Zoo Interchange corridor:

- Regional land use and transportation planning growth forecasts have identified the need for additional freeway traffic lanes on the study-area freeway system.
- The Zoo Interchange is a critical system link for I-94, I-894 and US 45. The Zoo Interchange provides a link for travelers and industry across the northern United States, the Fox Valley, Chicago, Madison and the Milwaukee metro area.
- The Zoo Interchange carries more than 345,000 vehicles on an average weekday - more than any other freeway system interchange in Wisconsin. By 2035, traffic volumes are expected to rise 18 percent over the current volumes.
- From 2001 to 2005, there were 2.5 crashes per day (not including deer/other animal crashes) on the freeway and interchange entrance/exit ramps. These crash rates are between two to five times higher than for other similar freeways in the state.
- Existing freeway conditions and deficiencies—The study-area freeway system was completed in 1963. Over the years, the concrete pavement has become worn and cracked. WisDOT has resurfaced I-94 twice since 1963 and US 45 and I-894 three times which has returned the roadway to a smooth riding surface but did not address the pavement cracks or the voids in the gravel base under the pavement. The structural condition of the study-area freeway system bridges is an important factor in the need for the proposed action. The condition of the bridges has deteriorated over the years due to age, heavier than expected traffic, road salt, freeze-thaw cycles, and water entering cracks in the bridges. Though the bridges are safe to drive on currently, they are nearing the end of their useful life. In addition to the physical condition and other substandard design elements, the current design includes both left- and right-hand entrance and exit ramps that impact traffic flow as drivers are required to weave across several lanes.

Project Statement

The Wisconsin Department of Transportation has undertaken an environmental and engineering analysis of the Zoo Interchange, which connects I-94, I-894 and US 45 near the Milwaukee County Zoo. The interchange opened in 1963 and is the busiest interchange in Wisconsin. It moves commuters, retail customers, health-care patients and freight to major commercial areas, residences, businesses, recreational and institutional sites.

Before any property acquisition activities are initiated, members of the Region Real Estate staff will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

Relocation assistance will be made available to anyone displaced by this project. In this regard, a survey of available housing and business locations was made in October 2008 and April 2009 respectively. These surveys indicate that there will be sufficient housing, rental units and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement housing and businesses.

The Relocation Assistance brochures made available to you today have been prepared to answer many of the general questions frequently asked concerning relocation assistance. Note that in addition to the cost of replacement housing and business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred.

It is emphasized that no person shall be displaced unless a comparable and/or adequate replacement dwelling or business location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, he or she will be promptly advised of the procedure to follow in making an appeal.

Property acquisition for this improvement is scheduled to begin in 2011. Depending upon the availability of funds and the anticipated completion of relocations by 2013-2014, construction of local roads could begin in 2013 and construction of the interchange in 2015.

The existing Zoo Interchange is currently located within the mapped 100-year floodplains of Underwood Creek and Honey Creek. The reconstruction of the Zoo Interchange crossings would be consistent with local floodplain management goals and objectives. Additional detail can be found in the Supplemental Draft EIS document on Section 3.13.2 Floodplain Impacts.

Alternatives

WisDOT and FHWA developed and evaluated a wide range of alternatives. The alternatives were presented to the public and were assessed to determine their environmental impacts and the extent to which they fulfill the purpose of the project. The range of alternatives considered in the SDEIS includes the following:

- **No Build Alternative** - No safety or capacity improvements would be made. Only maintenance and minor improvements would be performed. This alternative serves as a baseline for comparison to the Build Alternatives.
- **Replace-in-Kind Alternative** - The study-area freeway system would be replaced in its current configuration with three lanes in each direction, left-hand entrance and exit ramps, closely spaced interchanges, and no change in the horizontal or vertical alignment of the freeway or interchanges.
- **Modernization improvements (6-lane)** - Replacing the existing roadway and bridges and completely reconfiguring the study-area freeway system to address the safety issues described in Section 1, Purpose of and Need for the Proposed Action.
- **Modernization improvements with added capacity (8-lane)** - Utilizing the modernization improvements alternative and adding one new lane in each direction to address congestion that is described in Section 1, Purpose of and Need for the Proposed Action.
- **Reduced Impacts Alternative** - In response to comments and testimony received on the original DEIS and alternatives, WisDOT and FHWA developed a new freeway alternative that reduces right-of-way required (and reduces the associated impacts). This alternative would also cost less than the Modernization alternatives presented in the Draft EIS.
- **Adjacent Arterials Component** – An additional traffic study (West Suburban Traffic Impact Analysis), paired with the validation of Draft EIS analysis that I-94 access to and from the Bluemound Road/Wisconsin Avenue interchange on US 45 cannot be provided, has determined that some amount of freeway traffic will opt to use arterials in the study area to access local development. This diverted traffic results in the need for improvements to these arterials. Because these improvements are a direct result of the project's alternatives, these improvements may be a part of the Modernization or Reduced Impacts Alternatives.

For further descriptions of the alternatives, please reference Section 2 of the Supplemental Draft EIS. The alternatives are also described in project newsletters. A more detailed description of the Reduced Impacts Alternative is on the following page.

Project documents can be found on the project website www.seffreeways.org.

Reduced impacts alternative

The new alternative developed was in response to comments on the original Draft EIS. Here's how WisDOT has incorporated the comments into the new Supplemental Draft EIS alternatives:

"The Zoo Interchange should provide similar access to what is at 84th St. today"

- Previous modernization alternatives included a "Texas U-Turn" which would have looped traffic around to 76th St.
- The Reduced Impacts Alternative (RIA) includes a traditional diamond interchange at 84th St. with no Texas U-turn.

"The Zoo Interchange should provide access at Bluemound Rd. and Wisconsin Ave. to and from I-94"

- At the 2009 hearing and in discussions with businesses, there was a strong sentiment to keep access to and from I-94 at Bluemound Rd./Wisconsin Ave. Previous modernization alternatives only provided US 45/I-894 access at Bluemound Rd./Wisconsin Ave. Due to the number of property acquisitions that would be required, WisDOT determined that safe I-94 access to and from Bluemound Rd./Wisconsin Ave. has too great of an impact on the community. Vehicles traveling on east/west I-94 would not be able to exit at Bluemound Rd./Wisconsin Ave. and would either exit at WIS 100 or 84th St. from I-94 or continue north on US 45 and exit at Watertown Plank Rd.
- Watertown Plank Rd. carries much of the traffic for the Milwaukee Regional Medical Center, the Milwaukee County Research Park, and will facilitate travel to the future UWM engineering campus. Improving traffic operations are essential for safe and efficient travel. The new alternative eliminates traffic lights on Watertown Plank Rd. and rearranges the freeway entrance and exits to move traffic more efficiently. To mitigate the lack of I-94 access to Bluemound Rd./Wisconsin Ave., a high capacity free-flow Watertown Plank Rd.

interchange will be constructed (free-flow: no signals through ramp area; Swan Blvd. separated from ramps.) The new interchange will have increased capacity, allowing the roadway and ramp system to safely handle more traffic than exists today.

- The Adjacent Arterials Component will include widening WIS 100 between I-94 and Watertown Plank Rd., capacity improvements along Watertown Plank Rd. between WIS 100 and 87th St. and adds left turn and through lanes to northbound and southbound (two lanes in each direction) Glenview Ave. at Wisconsin Ave.
- By modifying access to Bluemound Rd./Wisconsin Ave. from I-94, more traffic will use 84th St., WIS 100 and Watertown Plank Rd. Improvements and additional capacity are included on those roadways to accommodate increased traffic volumes.

"The Zoo Interchange should have fewer real estate acquisitions and cost less"

- In previous modernization alternatives, proposed real estate acquisitions included the Zoofari Conference Center, homes along Adler St., a building in the Honey Creek office park, and the Milwaukee County mental health and Zoo maintenance buildings. Under the Reduced Impacts Alternative far fewer acquisitions are needed, and none of these facilities will be impacted.
- Under the Reduced Impacts Alternative, one multi-family building along Chester St. will be acquired along with three businesses along WIS 100.
- The Reduced Impacts Alternative will cost an estimated \$1.7 billion in year of construction dollars.

Comparison of impacts

	No build	Replace-in-kind for entire project area	Modernization (6-lane)	Modernization (8-lane)	Reduced Impacts Alternative	Adjacent Arterials Component*
Total Cost	0	\$922 Million	\$2.1 Billion	\$2.3 Billion	\$1.7 Billion	
New right of way (acres)	0	0	57-72	61-75	65	11
Residential unit displacements	0	0	6-30	6-39	8	0
Commercial displacements	0	0	6-8	6-8	3	2
Public building displacements	0	0	3	3	2	0
Wetlands (acres)	0	0	1.6	1.7	1.5	0.05

*Adjacent Arterials Component included in costs for build alternatives

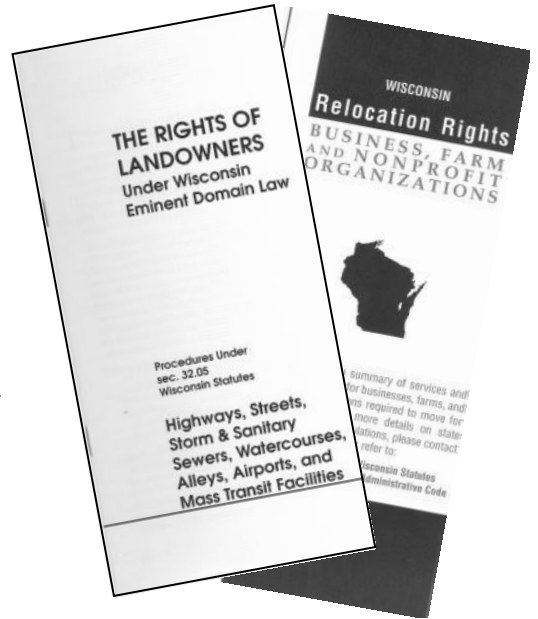
<i>Hearing Exhibits</i>	<i>Hearing Materials</i>
Exhibits: <ul style="list-style-type: none"> • Purpose and need • Existing and future traffic operations • Level of service • Crash statistics • Emergency bridge replacement • Zoo Interchange pavement overlays • Zoo Interchange deficiencies • West Suburban TIA traffic information • Comparison of impacts • Hank Aaron State Trail 	Copies of the Supplemental Draft EIS Project handout packet
Alternatives: <ul style="list-style-type: none"> • 6-lane modernization alternatives • 8-lane modernization alternatives • Reduced Impacts Alternative • Adjacent Arterials Component (84th St, Highway 100 and Watertown Plank Rd) 	Rights of landowners under Wisconsin eminent domain law Wisconsin relocation rights for businesses, farms and nonprofit organizations Wisconsin Relocation Rights – Residential
<ul style="list-style-type: none"> • Project Schedule • Input received at June 2009 hearing, May 2008 and October 2008 public information meetings 	Copy of legal notice
Hearing instructions	I-94 east-west repaving project 2011-12 Get Around Guide - I-94 north/south project
Google earth display Traffic model	Pre-addressed comment form Speaker registration form
PowerPoint presentation	Project newsletter - March 2011

State of Wisconsin relocation benefits

State and federal law provides assistance to those persons, businesses, non-profit organizations, farms, and others who may be relocated as a result of the acquisition of lands for public highway improvements.

Briefly, the law directs WisDOT to assist those who may be displaced from their homes or businesses to ensure, to the maximum extent possible, the prompt and equitable relocation and re-establishment of displaced persons, regardless of race, creed, religion, or national origin. WisDOT will make prompt, fair, and reasonable payments and will assist affected persons by making available all necessary relocation information and services.

Brochures on relocation assistance and benefits are available at today's public hearing and real estate representatives are present to answer your questions.

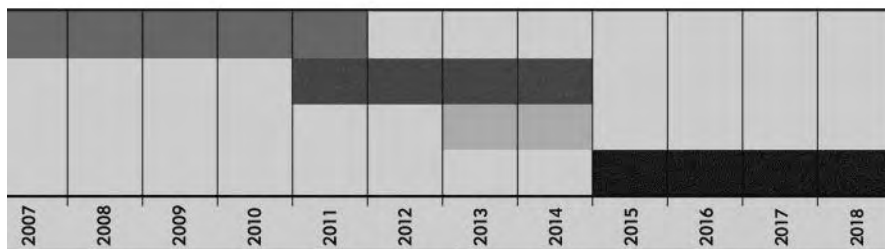


What happens next

The Final EIS will likely be available for public review in late spring or summer. The Final EIS will identify the preferred alternative and will summarize input received from the March 2011 public hearing and comments received on the SDEIS prior to April 4, 2011.

The Record of Decision from FHWA will be released at a minimum of 30 days after the publication of the Final EIS. The Record of Decision identifies the preferred alternative, mitigation measures that will be taken, and is the final environmental approval that is needed before an action analyzed in the EIS may proceed to design and later to construction.

Final design, real estate acquisition and utility relocations, and the reconstruction of the interchange will follow the Record of Decision. A projected timeline is below.



- 2007-2011 - Conduct environmental and engineering analysis
- 2011-2014 - Conduct design and address real estate and utility issues
- 2013-2014 - Improvements to adjacent roadways
- 2015-2018 - Reconstruct the freeway interchange

Contact information

To submit comments for the public hearing record,
postmarked or emailed by April 4, 2011:

William Mohr, P.E.
Mega Project Manager
Phone: (262) 548-5666
E-mail: Bill.Mohr@dot.wi.gov

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Media requests:

Emlynn Grisar
SE Freeways Communications Manager
Phone: (262) 521-5373
E-mail: Emlynn.Grisar@dot.wi.gov

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Relocation questions:

Dan Vaclav
WisDOT Real Estate Representative
262-521-4413
Daniel.Vaclav@dot.wi.gov

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Real Estate questions:

Larry Stein
WisDOT Real Estate Representative
262-548-8781
Larry.Stein@dot.wi.gov

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Mailing address for above:

Wisconsin Department of Transportation
SE Transportation Region
141 NW Barstow
Waukesha, WI 53187

Web site: www.sefreeways.org

Zoo hotline number: (262)-548-6421



Wisconsin Department of Transportation

Zoo Interchange Corridor Study

Milwaukee County

Public Hearing Testimony

All comments must be postmarked by April 4, 2011 to be part of the public record of the hearing.

FROM:

Name _____

Address _____

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