



Wisconsin Department of Transportation Zoo Interchange Study

Community Design Workshop

Zoofari Conference Center – January 17, 2008

Tommy Thompson Youth Center - January 23, 2008



ZOO INTERCHANGE



V3.1

Zoo Interchange study limits

- East – I-94 at 76th Street
- West – I-94 at 116th Street
- South – I-894/US 45 at the Union Pacific railroad (just south of Greenfield Avenue)
- North – US 45 at Center Street



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Zoo Interchange Study Scope

- Analyze existing conditions
- Conduct public involvement and outreach
- Conduct utility and railroad coordination
- Prepare alternatives
- Prepare an Environmental Document



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Zoo Interchange Study Alternatives

- Initial Alternatives Anticipated
 - Replace-in-kind
 - Limited safety improvements
 - Full design and safety improvements
 - Use current design standards
 - Will not preclude capacity improvement
 - Emphasis on remaining within the existing footprint
- *All alternatives subject to refinement based upon input from these workshops!*





Mayfair Mall

Regional Medical Center

Milwaukee Research Park

Wis Lutheran College

Milwaukee County Zoo

State Fair Park

Zoo Interchange



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Background

- In 2003 the Southeast Wisconsin Regional Planning Commission (SEWRPC) prepared “"A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin".
- SEWRPCs plan recommends a redesigned and expanded Zoo Interchange.
- SEWRPC’s conceptual design identified the potential for 22 property relocations (including 19 residences).
- WisDOT has not yet performed any work to examine or verify these estimates.



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Study need: Age and Design

- Opened to traffic in 1963
- Aging structures
- Interchange needs to be redesigned to address safety



Study need: Traffic

- Wisconsin's busiest freeway interchange (average 345,900 vehicles/weekday in 2004)
- 1957 Design Volumes = 115,000 vehicles/day in 1980
- Heaviest traffic on the north leg (US 45) handling average of 178,200 vehicles/weekday in 2004
- WB I-94 to NB US 45 (30,500 vehicles/weekday in 2004)
- Total traffic in the Zoo Interchange increased by about 12% between 1995 and 2004



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Study need: Safety

- From 2001 through 2005, there were a total of 3,637 crashes in the Zoo Interchange, including crashes on ramps at connecting streets within the study corridor.
- Six crashes resulted in fatalities, while 1,092 crashes resulted in injuries.
- Crash rates up to 2 – 3 times the statewide average for urban interstates.



Study need: Economic vitality

- The Zoo Interchange is a major commercial and industrial gateway to the regional medical center, Milwaukee County Grounds/Research Park, the northwest and western suburbs and the Fox Valley Region.
- These important destinations will be considered during the planning of design and construction.
- The study team will work diligently with the MRMC, Children's Hospital and the community to maintain access to the trauma center and hospitals during construction.



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Study need: Economic vitality

- The Zoo Interchange project will create job opportunities.
- WisDOT will establish a Disadvantaged Business Enterprise (DBE) advisory committee to engage DBEs early.



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Corridor partners: Businesses

- Children's Hospital of Wisconsin
- Froedtert Hospital
- Medical College of Wisconsin
- Mayfair Mall
- Milwaukee County Grounds/Research Park
- Milwaukee County Zoo
- Wisconsin Lutheran College
- Wisconsin Lutheran High School
- Wisconsin State Fair Park
- And many more...



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Corridor partners: Municipalities and residents

- City of Milwaukee
- Milwaukee County
- Wauwatosa
- West Allis
- Surrounding Communities
 - New Berlin
 - Brookfield
 - Elm Grove
 - Butler
 - Menomonee Falls
 - Waukesha County



Outreach to our partners

- WisDOT commits to meeting with anyone, anywhere, anytime to discuss the Zoo Interchange study.
- Aggressive community outreach will take place throughout the 24-month study.
- WisDOT is hosting two community-wide workshops this month to maximize early input:
 - January 17th 4 – 8 pm at Zoofari Conference Center
 - January 23rd 4 – 8 pm at Tommy Thompson Youth Center



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Tonight's Goals:

- The key goal is to allow **you** to present ideas at the start of the process.
- Put issues, areas of concern and ideas on the maps.
- Our technical experts will help you to help us identify possible impacts or a range of ideas.



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Tonight's Goals:

- **Provide input regarding:**
 - What needs should be given the greatest priority?
 - How will an idea impact your neighbors on the corridor?
 - How will your proposal benefit all of the users of the corridor?

The “design ideas” worksheet can help you refine your ideas and proposals.



What happens next?

The study team will:

- Compile and group concepts.
- Analyze for feasibility.
- Develop broader corridor options, incorporating the individual concepts and ideas.
- Present options at the next large public meeting in spring 2008.

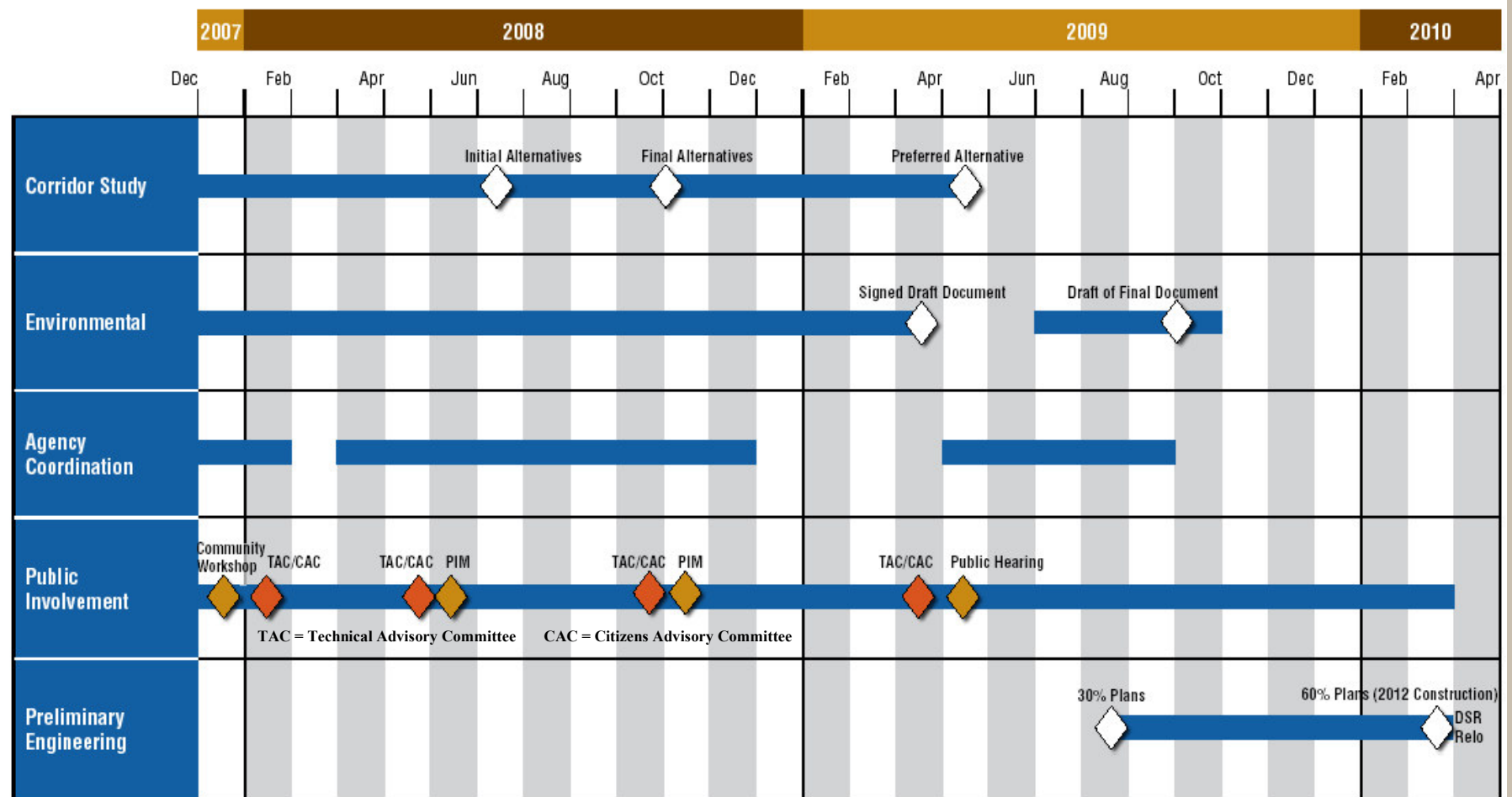


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What happens next?



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What happens next?

- Following the study, WisDOT will seek a decision from the Federal Highway Administration (FHWA) on the preferred alternative, final design and eventually construction.



Challenges

- Aggressive schedule
- Unique interchange design
- Coordination with the US 41 team
- Utility and railroad proximity



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