

**Zoo Interchange Corridor Study  
Milwaukee County  
Public Hearing  
March 22 and 23, 2011**



U.S. Department of Transportation  
Federal Highway  
Administration

# Presentation

- Project Review
- Comment Responsive Alternatives
- How to Submit Formal Testimony
- Where Do We Go From Here?



# Project Review



# Project Review— Study Limits

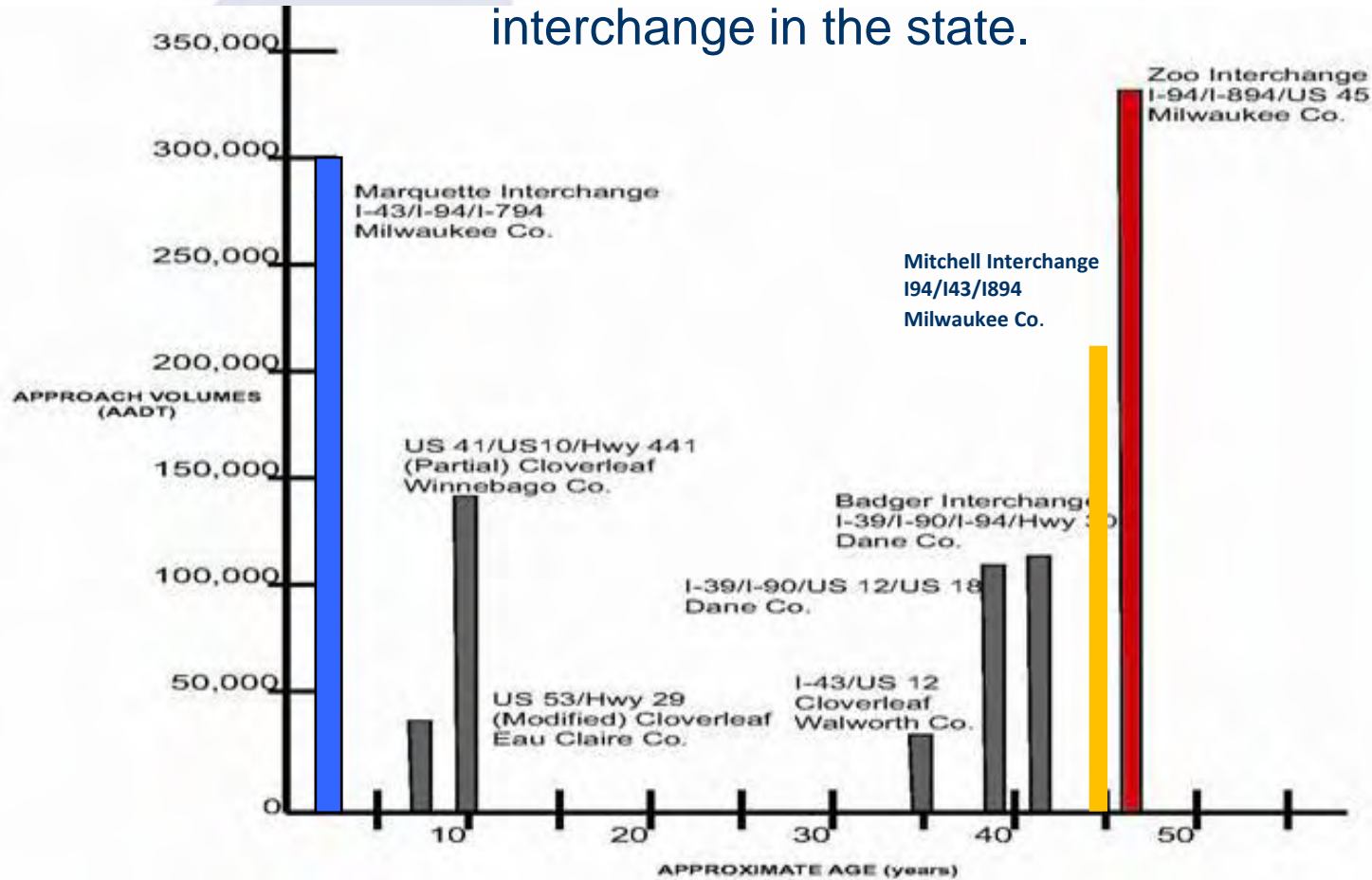
- East I-94 at 70<sup>th</sup> Street
- West I-94 at 124<sup>th</sup> Street
- South I-894 / US 45 at Lincoln Avenue
- North US 45 at Burleigh Street



# Why rebuild the Zoo Interchange?



The Zoo Interchange is the **oldest** and **most heavily travelled** interchange in the state.



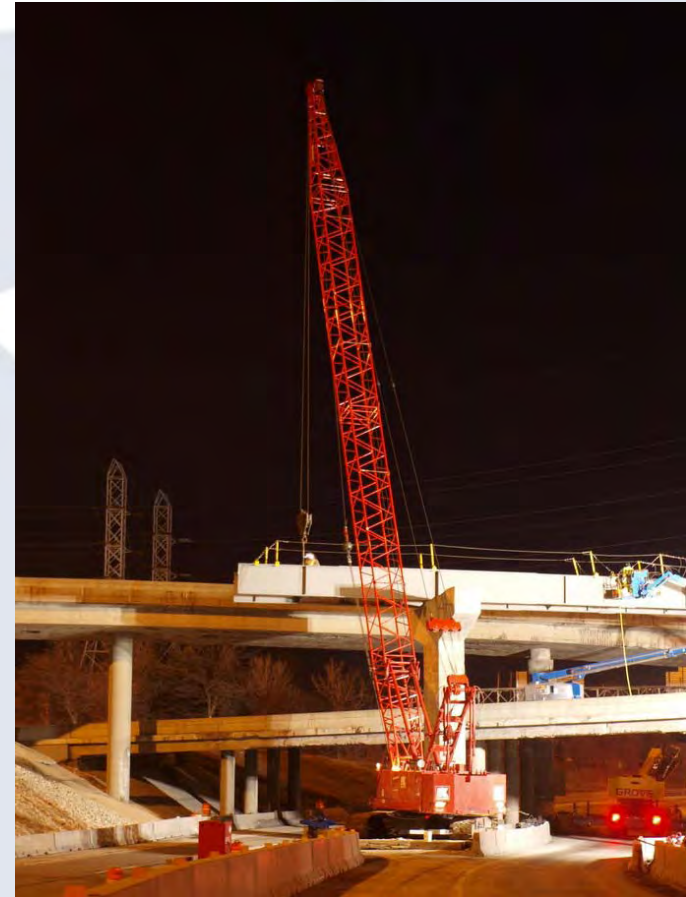
# Why rebuild the Zoo Interchange?

## *Crumbling Infrastructure*



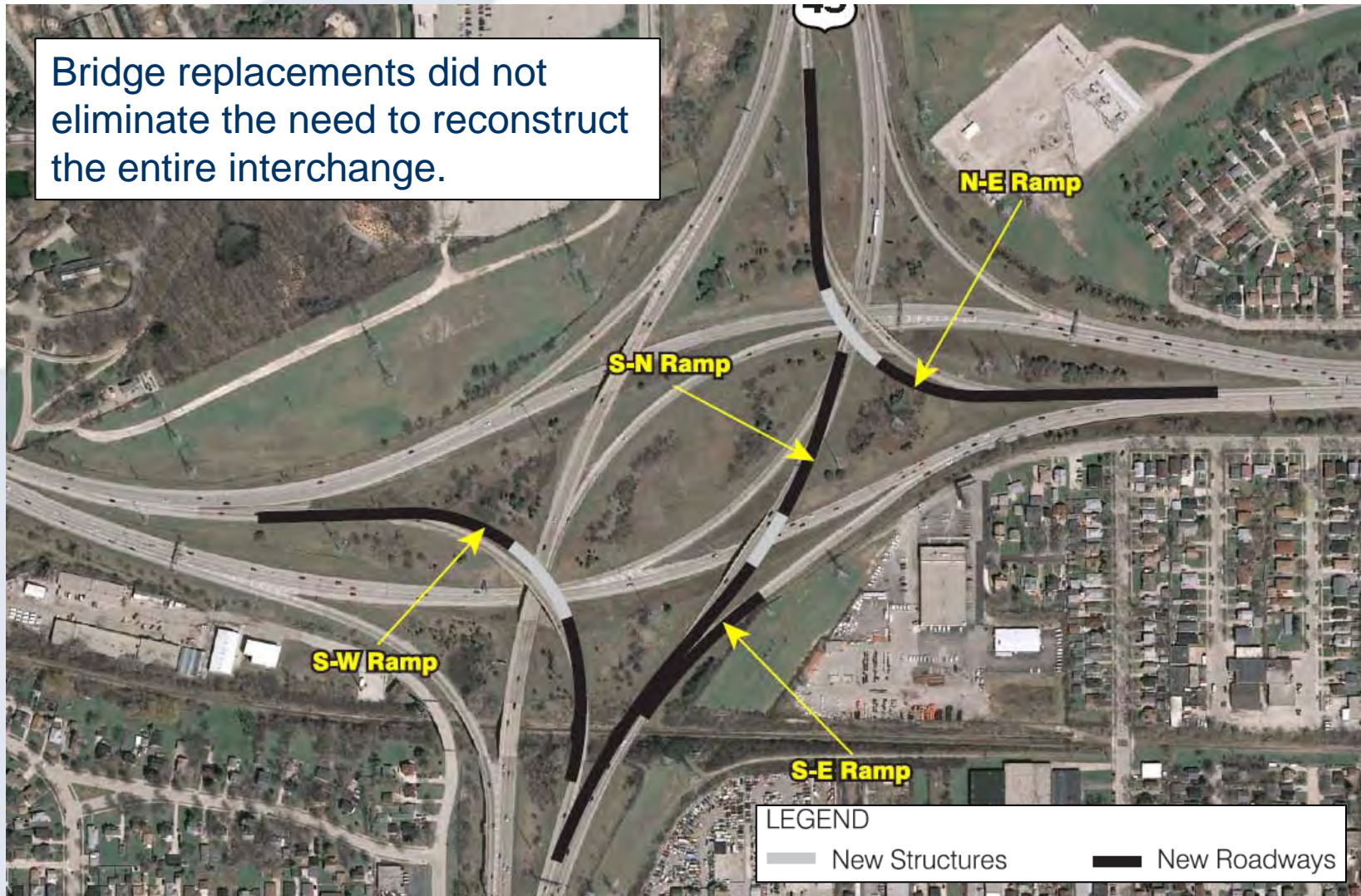
Fall 2007 North-East  
Full ramp closure

**Three system ramps were replaced during an emergency construction contract in early 2010.**



# Emergency Bridge Replacements

Bridge replacements did not eliminate the need to reconstruct the entire interchange.



# Why rebuild the Zoo Interchange?

## *Safety*

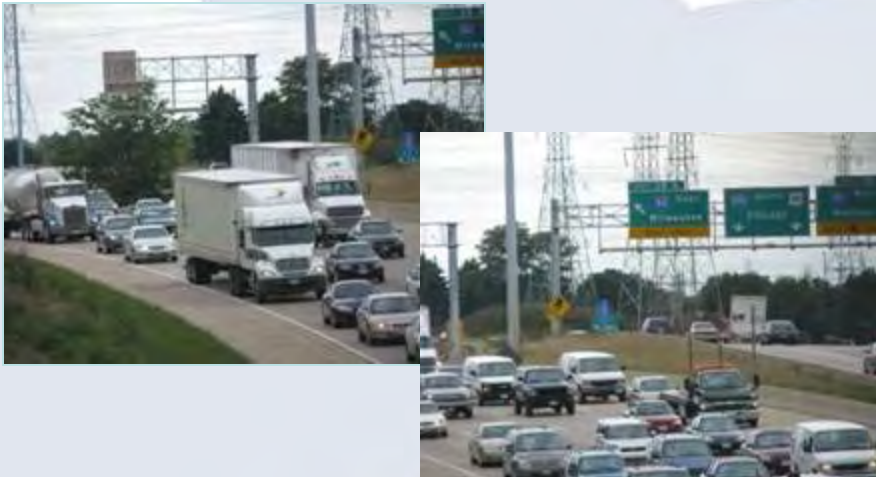
**A total of 4,522 crashes from 2001 to 2005**

- More than 2 crashes per day
- Approximately 30 percent of crashes resulted in injuries
- 9 fatalities on mainline freeway
- Crash rates between 2 and 5 times higher than the statewide average for urban freeways

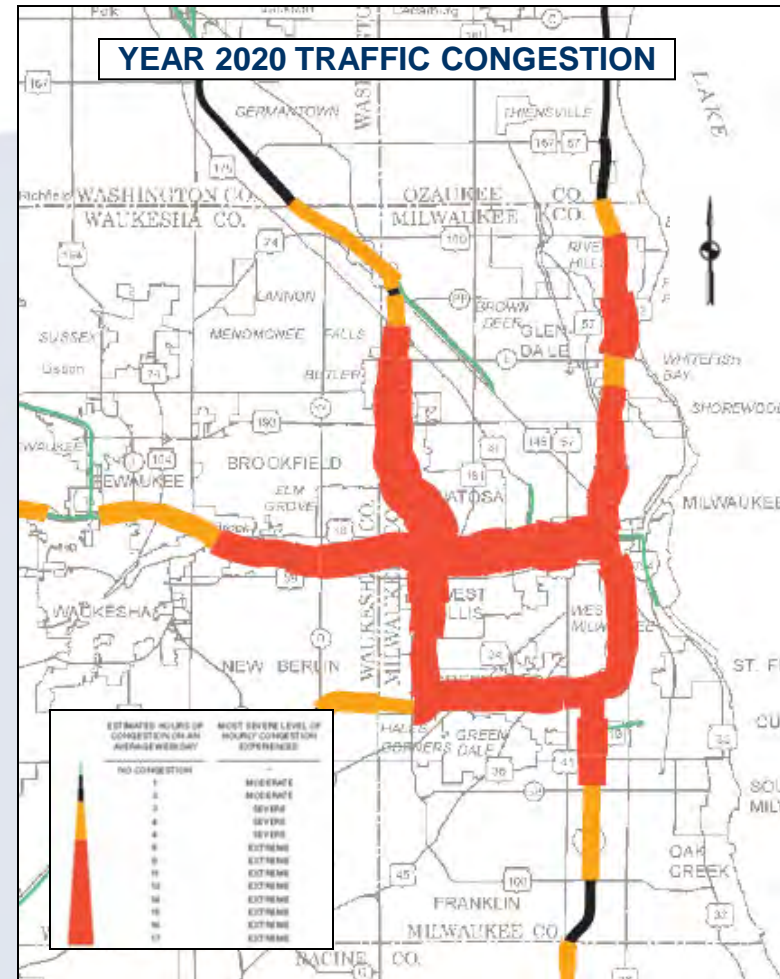


# Why rebuild the Zoo Interchange?

## Congestion



During the peak hours of the day, all legs of the interchange currently experience a breakdown in flow where demand is much greater than capacity.



# Why rebuild the Zoo Interchange?

## *Outdated Design*

- Closely spaced service interchanges
- Combination of left- and right-hand entrance and exit ramps
- Weaving across multiple lanes in a short distance





# Initial Development of Alternatives



# May 2009 Alternatives



- 6 and 8 Lane Modernization concepts
  - Core of Interchange
  - North Leg
  - South Leg
  - East Leg
  - West Leg
- Replace-in-Kind
- No-Build



# May 2009 Draft Environmental Impact Statement (**DEIS**) and Public Hearing

- The original DEIS was signed and distributed in May 2009.
- Public Hearings were held in June 2009.
- The comment period ended in August 2009.



# May 2009 Draft Environmental Impact Statement (**DEIS**) and Public Hearing

- Significant feedback and testimony was received, focusing on three main areas:
  - Reduce impacts and/or program cost
  - Improve options at 84<sup>th</sup> Street to minimize diversion to 76<sup>th</sup> Street
  - Re-establish (maintain) Bluemound Road/Wisconsin Avenue access to and from I-94



# Other Common Comments on the DEIS

- Eight-lane versus six-lane construction
- Traffic on local streets
- Location of American Transmission Company electric towers
- Noise impacts
- Lack of mass transit options
- Location and type of stormwater facilities
- Natural resource impacts
- Neighborhood impacts





# Comment Responsive Alternatives



# Development of Comment Responsive Alternatives

- Study access alternatives from I-94 to Wisconsin Avenue/Bluemound Road and MRMC
- Develop new freeway alternative with fewer impacts and less cost
- Add a local arterial component to
  - Address local trips within the study area
  - Address trips diverted from Wisconsin Avenue/Bluemound Road



# New Freeway Alternative

## Reduced Impacts Alternative (RIA)

- WisDOT and project team remain *unable* to provide I-94 access to/from the existing Bluemound Road/Wisconsin Avenue interchange
- New high capacity Watertown Plank Road interchange with US 45
- Standard diamond interchange at 84<sup>th</sup> Street
- Standard diamond interchange at Greenfield Avenue
- Elimination of loop ramp in NW quadrant of the Core
- More use of freeway weaving lanes and less use of collector-distributor roads (separate weaving roadways)
- Smaller footprint with reduced impacts



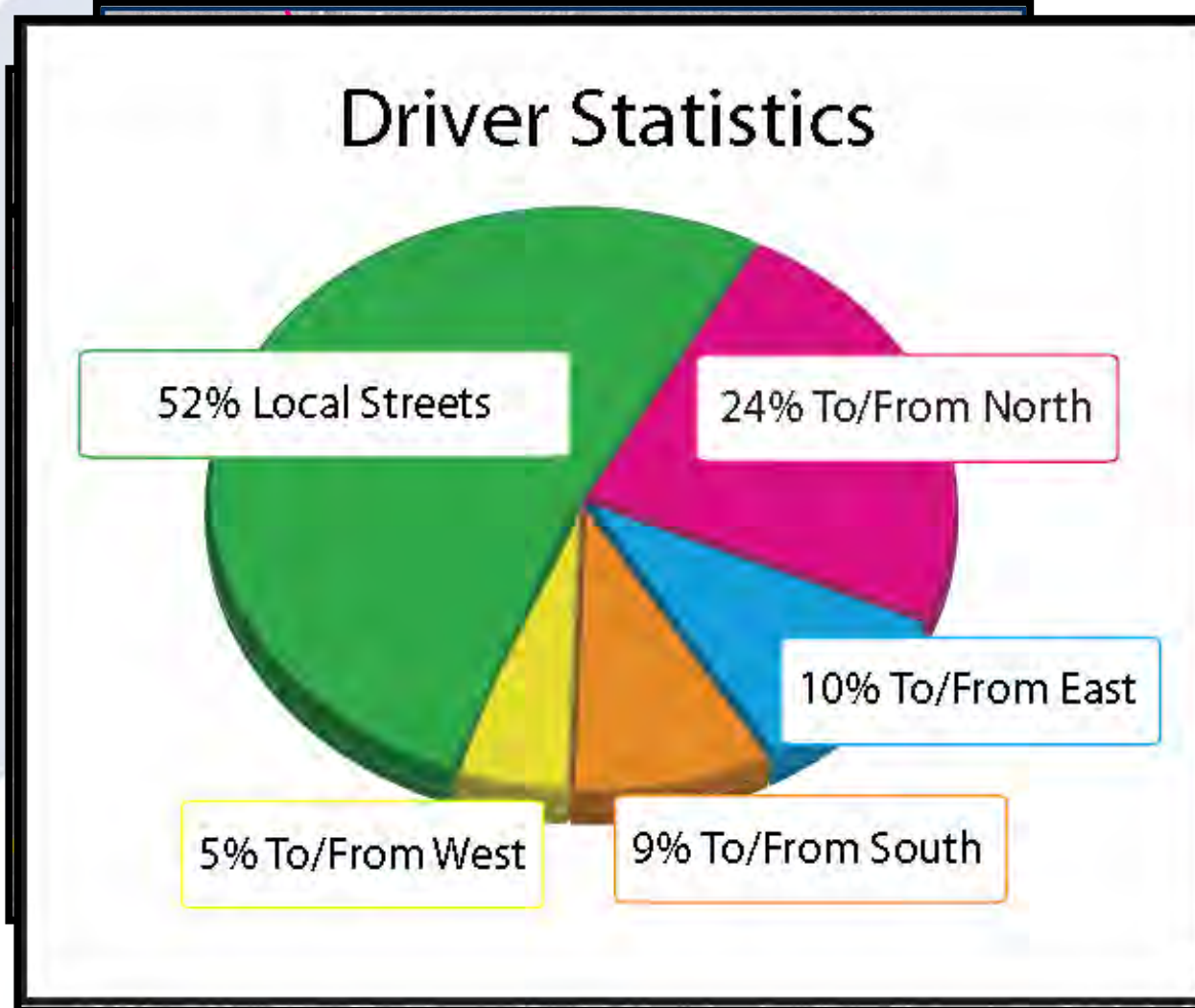
# Reduced Impacts Alternative

- Right-hand entrances and exits
- Two-lane ramps
- Eight-lane freeway on US 45 / I-894
- Six-lane freeway on I-94
- Improved safety
- Acceptable freeway operations



# Existing Trip Distribution for MRMC

Skycomp Aerial Survey, September 2010



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# New Local Arterial Alternative

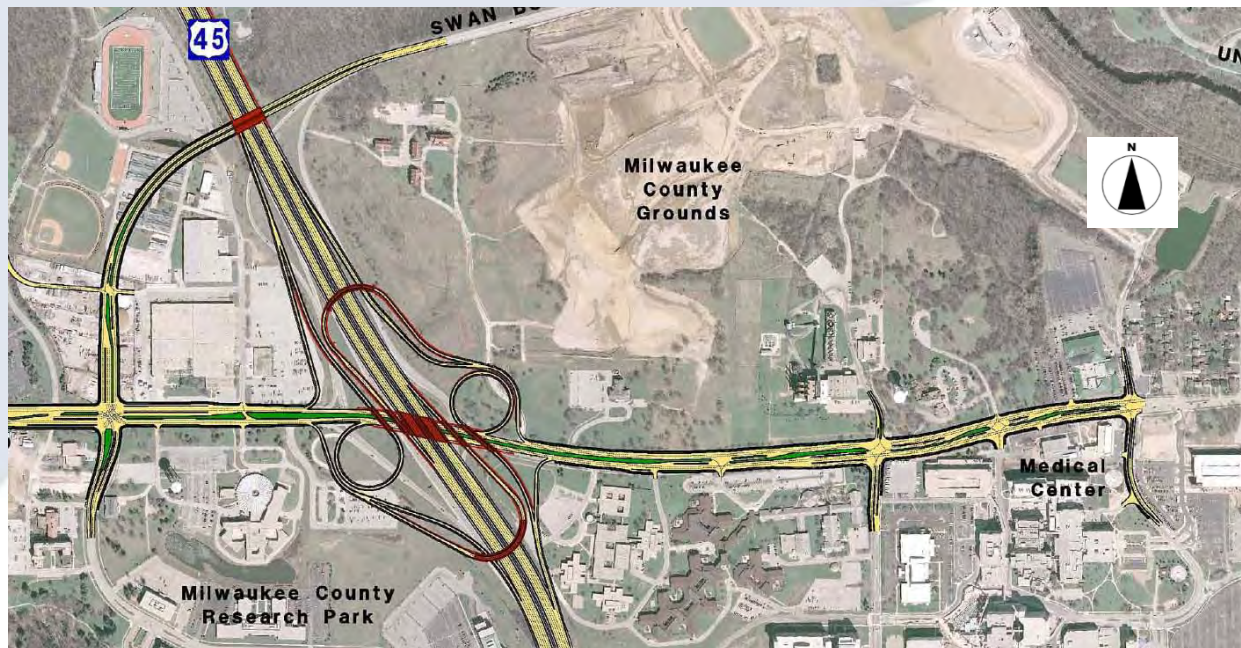
## Adjacent Arterials Component (AA)

- Accommodate traffic diverted due to eliminating I-94 connections to Bluemound Road/Wisconsin Avenue interchange
- Integral to the operation of the freeway and interchanges
- Integral to the service needed for adjacent, abutting developments
- Three corridors:
  - WIS 100 (I-94 to Watertown Plank Road)
  - Watertown Plank Road (WIS 100 to 87<sup>th</sup> Street)
  - 84th Street (I-94 to Wisconsin Avenue)



# Watertown Plank Road Improvements

- Free-flow interchange
- Additional lane in each direction between Hwy 100 and 87<sup>th</sup> Street
- Swan Boulevard relocation



# Highway 100 Improvements

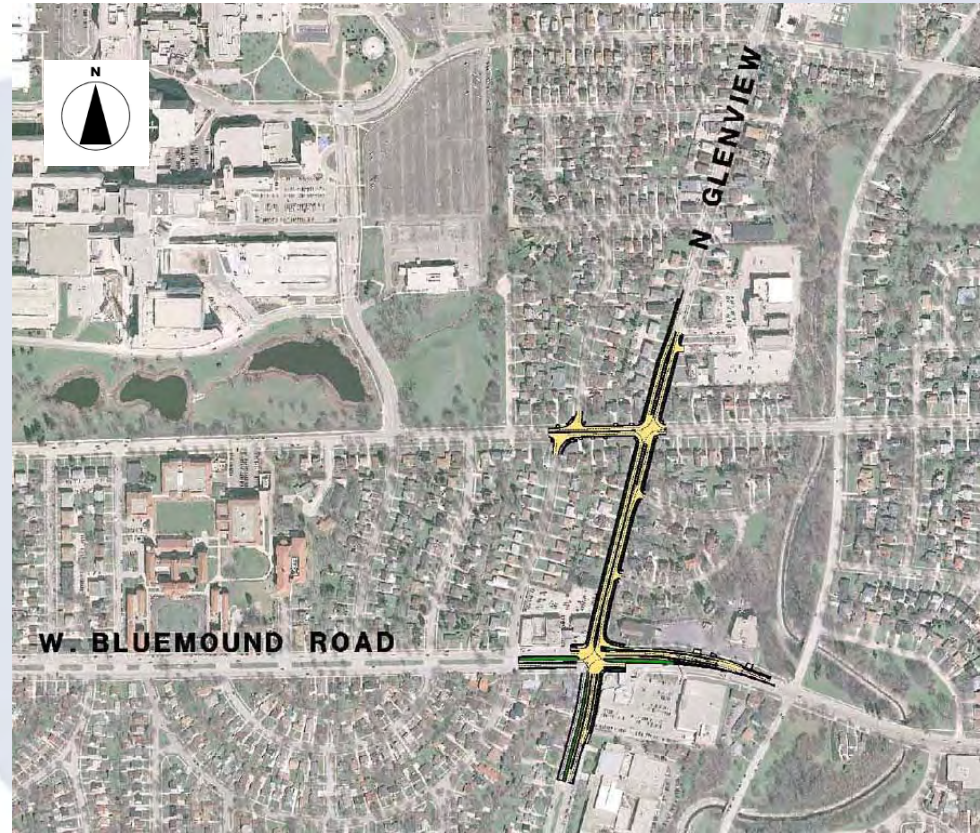


- Additional lane in each direction
- New signal at Wisconsin Avenue
- Improved intersections
  - Bluemound Road
  - Watertown Plank Road



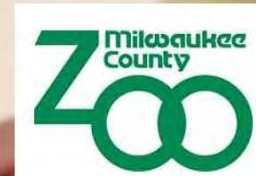
# 84<sup>th</sup> Street/Glenview Avenue Improvements

- Additional lanes between Bluemound Road and Wisconsin Avenue
- North- and southbound turn lanes at Wisconsin Avenue
- Rockway and Brookside Places Residential Historic District



# Reduced Impacts

- 39 residential relocations reduced to 8
- No Milwaukee County Zoo building relocations
- Fewer impacts to Wisconsin State Fair Park
- No relocation of Milwaukee County Behavior Health Building



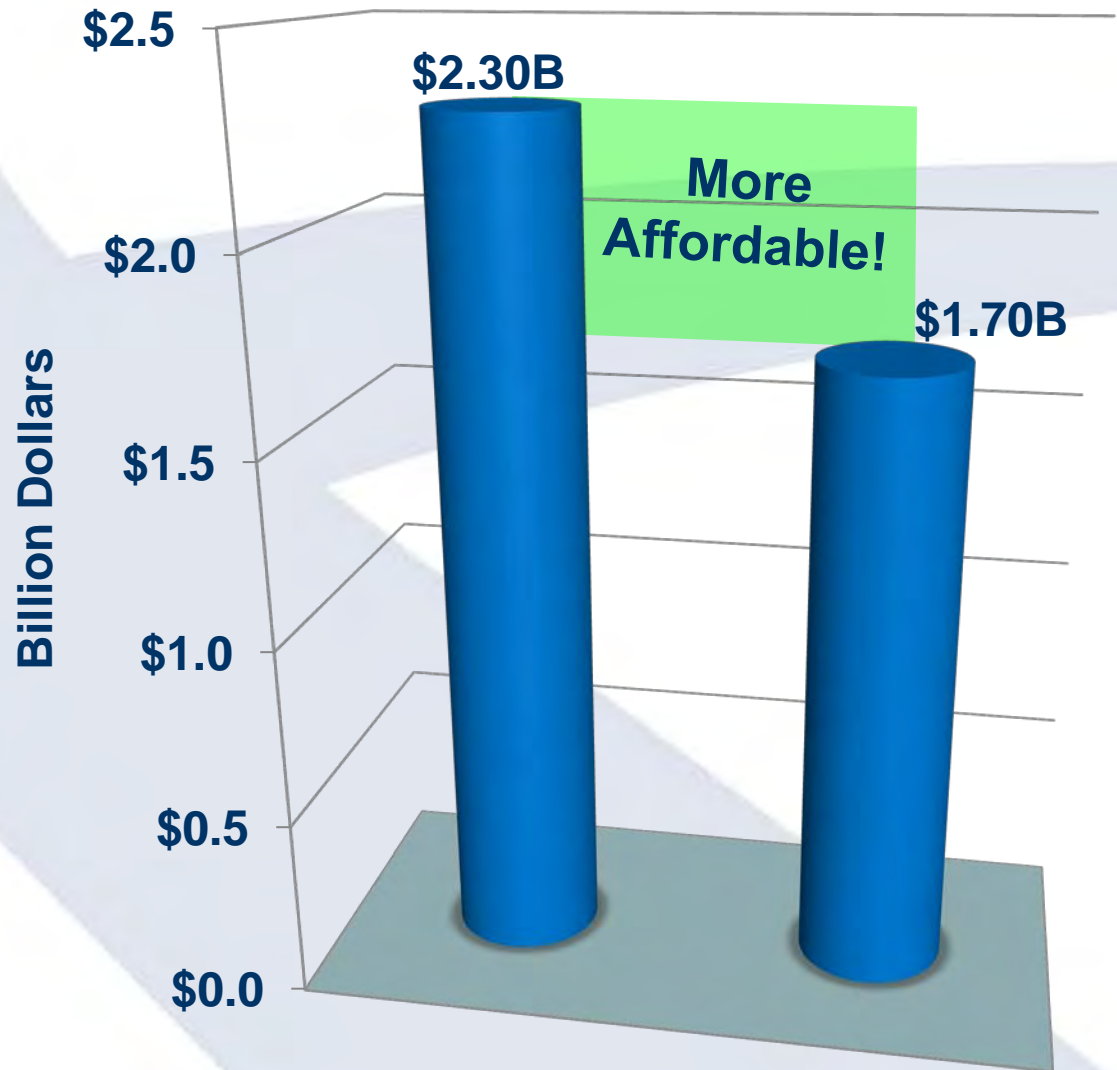
# Fewer Utility Impacts

- American Transmission Company
- We Energies



# Affordable Solution

- \$2.3 billion program reduced to \$1.7 billion
- Includes \$65 million local road investment




# Supplemental Draft Environmental Impact Statement (SDEIS)

As a result of the new alternatives developed...

- WisDOT and the Federal Highway Administration (FHWA) determined that an SDEIS was required.
- The SDEIS includes:
  - All of the information contained in the original 2009 DEIS
  - Information on the Reduced Impacts Alternative and Adjacent Arterials Component
  - Comments received in 2009 during the original DEIS availability period
- The SDEIS is now available for public review; comments submitted will be addressed by WisDOT and FHWA when a Final EIS is prepared later in 2011.





# How to Submit Formal Comments and Testimony



## After reviewing the exhibits, submit your input in several ways:

- Provide your comments directly to a WisDOT Panel with a court reporter recording your testimony.
  - (State your name and address and comment on aspects of the SDEIS or the alternatives that you support or don't support and why.)
- Provide your testimony directly to a court reporter in a one-on-one setting.
- Provide written testimony or use a pre-addressed comment form. Leave it here tonight or mail it in postmarked no later than **April 4, 2011**.



# SDEIS Comments

- William Mohr, P.E.  
Wisconsin Department of Transportation  
Southeast Region Office  
141 NW Barstow Street  
Waukesha, WI 53187
- Fax: 262-548-5662
- E-mail: [dotdtsdsezoo@dot.wi.gov](mailto:dotdtsdsezoo@dot.wi.gov)
- Comments must be received or postmarked by **April 4, 2011.**





# Where Do We Go From Here?



# Upcoming Milestones

- Comment period ends **April 4, 2011**
- Announcement of a preferred alternative late Spring 2011
- FHWA Record of Decision (final environment approval) Summer 2011
- Construction start on Adjacent Arterials in 2013 (subject to funding availability)



# Construction Schedule

- 2013 Highway 100
- 2014 Watertown Plank Road
- 2015 to 2018 Freeway and Interchanges



# Project Information

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