

**Zoo Interchange Corridor Study
Milwaukee County
Public Hearing
June 23rd and 24th 2009**



Presentation Outline

- Study overview
- Alternatives
- How to submit formal comments
- Where we go from here





Study Overview



Study area

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



Why rebuild the Zoo Interchange?

Crumbling infrastructure



Why rebuild the Zoo Interchange?

Safety

A total of 4,522 crashes from 2001 to 2005

- Over two crashes per day
- Approximately 30% 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

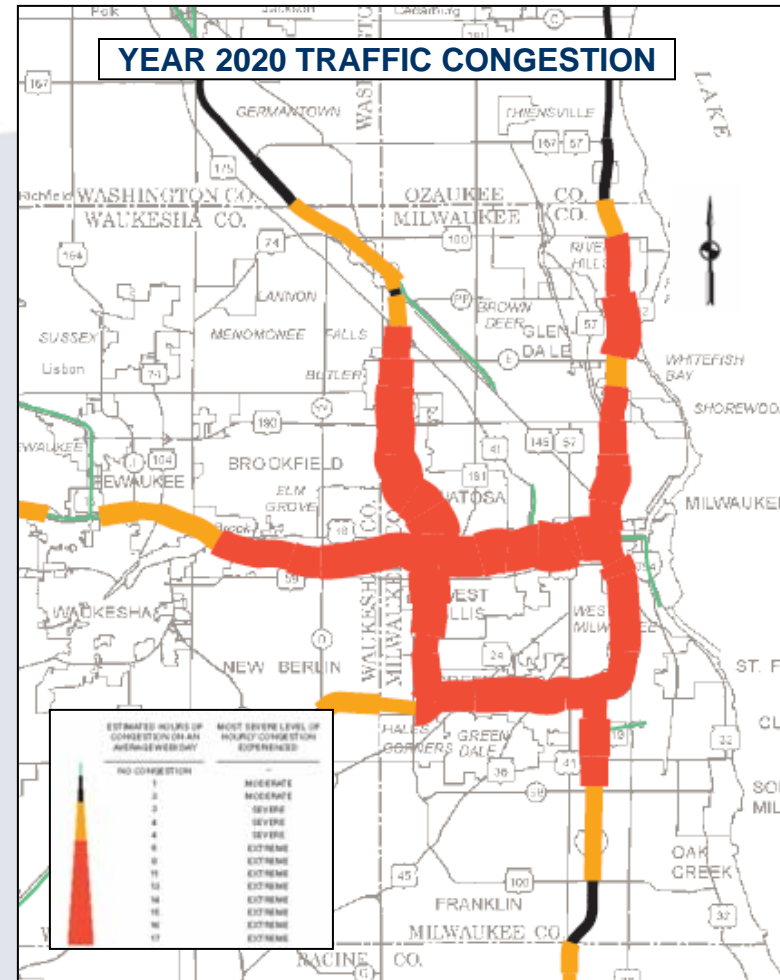


Why rebuild the Zoo Interchange?

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?

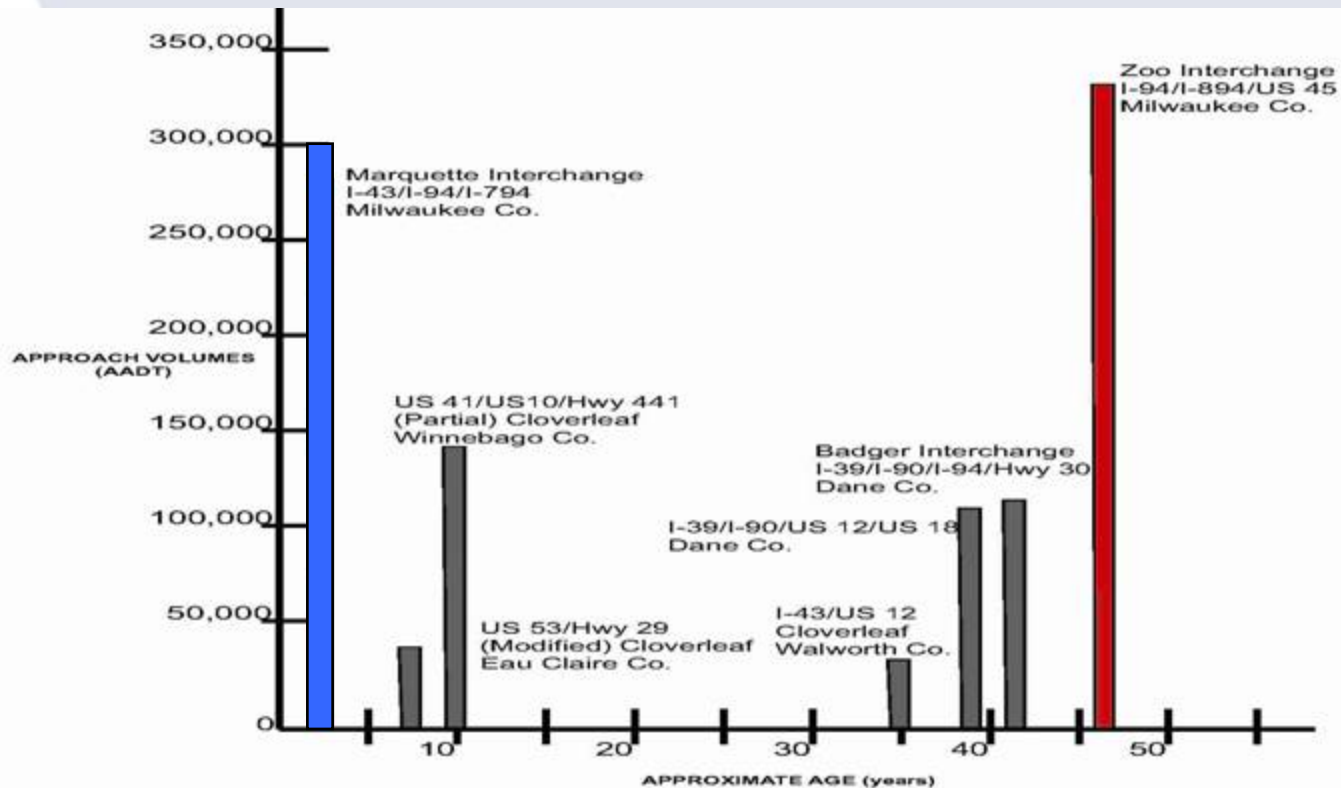
Outdated design results in safety and congestion issues

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



Why rebuild the Zoo Interchange?

The Zoo Interchange is the **oldest** and **most heavily traveled** interchange in the state!



Community outreach

- January 2008 workshops
- May 2008 and October 2008 public meetings
- Neighborhood meetings
- Door-to-door interaction
- State Fair
- Meetings with business and community based organizations
- Newsletters to mailing list of 14,000+



Community outreach

- Key concerns from community outreach
 - Congestion
 - Noise
 - Property impacts
 - Traffic on local roads
 - Build now to accommodate future growth and development
 - Protect the environment and neighborhoods
 - Do it right the first time



Business and labor opportunities

- DBE Labor and business committee
 - Primary focus: evaluate, identify and create opportunities for minority firms and employees
 - Labor and DBE opportunities will be further identified during preliminary engineering



Environmental Impact Statement (EIS)

An EIS is a full disclosure document that includes:

- Purpose and need for the proposed action
- Project alternatives
- Environmental consequences
- Public and resource agency comments

Your comments will be reviewed for inclusion in the Final EIS



Environmental Impact Statement (EIS)

- Wisconsin Department of Transportation
Southeast Region Office
141 N.W. Barstow Street
Waukesha, WI 53187
- City of Milwaukee Central Library
814 W. Wisconsin Avenue
- City of Milwaukee Capitol Library
3969 N. 74th Street
- West Allis Library
7421 W. National Avenue
- Wauwatosa Public Library
7635 W. North Avenue
- Web: www.sefreeways.org



Environmental Impact Statement (EIS)

The Draft EIS for the Zoo Interchange includes a preferred alternative for ramp configuration and local access on:

- The south leg of the interchange
- The west leg of the interchange
- The core of the interchange



Environmental Impact Statement (EIS)

The Draft EIS for the Zoo Interchange **does not** include a preferred alternative for:

- The north leg of the interchange
- The east leg of the interchange
- EB access to Greenfield Avenue from west of the core
- The number of basic freeway lanes (6 lanes vs. 8 lanes)
- The preferred alternative will be selected after the public hearing and will be documented in the Final EIS and the Record of Decision (ROD)



Alternatives



Initial Alternatives

- Replace in kind
- Three “spot improvement” alternatives
- Three “modernization” alternatives



Alternatives narrowed to:

- Modernization concepts
 - 6 lanes
 - 8 lanes



Alternatives

- Core of Interchange
 - All right side entrances and exits
 - 30 – 40 foot higher than existing
- South leg
 - One preferred alternative with NB on ramp loop at Greenfield Avenue
 - With and without EB I-94 access to Greenfield Avenue



Alternatives

- North Leg
 - Two North Avenue loop ramp alternatives
 - Two alternatives for local access between Bluemound Road and Watertown Plank Road
 - Watertown Plank Road diamond
 - Swan Boulevard to and from the south separated from Watertown Plank Road
 - Bluemound Road access to I-894 and US 45 only



Alternatives

- East Leg
 - Two alternatives for entering and exiting I-94 at 84th Street/76th Street
- West Leg
 - One preferred alternative for entering and exiting at STH 100



Alternative analysis

Impacts

Project Area	North Leg		East Leg		South Leg		West Leg	Core	
Replace-in-kind for entire project area	N1 w/ double loop at North Avenue	N3 w/ double loop at North Avenue	E1	E1/E3 Hybrid	S2	S2 – with eastbound I-94 access to Greenfield Avenue	W3	No east-bound I-94 access to Greenfield Avenue	
	6-lane (8-lane)	6-lane (8-lane)	6-lane (8-lane)	6-lane (8-lane)	6-lane (8-lane)	6-lane (8-lane)	6-lane (8-lane)	6-lane (8-lane)	
Total Cost (year-of-construction \$, millions)	\$960	\$630 \$710	\$710 \$740	\$270 \$280	\$270 \$300	\$160 \$160	\$170 \$170	\$190 \$190	\$820 \$910
New right of way (acres)	0	26 (27)	16 (17)	7 (7)	8 (10)	3 (3)	4 (4)	11 (11)	20 (23)
Residential unit displacements	0	1 (1)	1 (1)	0 (0)	19 (20)	0 (0)	6 (6)	0 (0)	5 (5)
Commercial bldg. displacements	0	1 (1)	1 (1)	0 (0)	1 (1)	2 (2)	3 (3)	1 (1)	1 (1)
Public bldg. displacements	0	1 (1)	1 (1)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	2 (2)

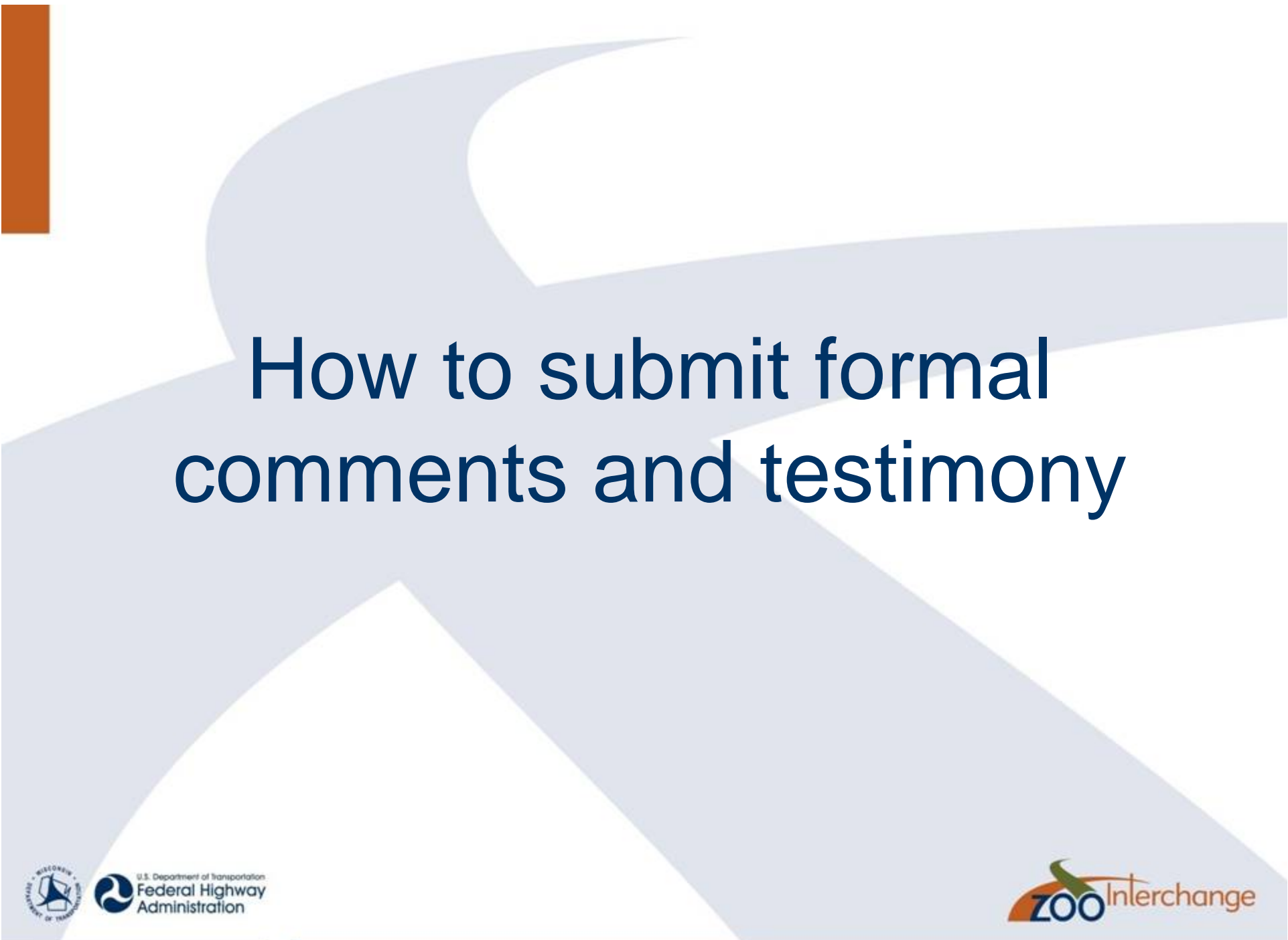


Alternative analysis

Noise barriers

- Potential noise barrier locations have been identified and are shown on the exhibits
- Before any noise barrier can be incorporated into the project plans:
 - Informational meetings will be held
 - Local unit of government must support





How to submit formal comments and testimony





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

- Court reporters will record your oral testimony. Give your name and address to the court reporter and comment on aspects of WisDOT's recommendations that you support or don't support and why.
- Provide written testimony or use a pre-addressed comment form.



EIS Comments

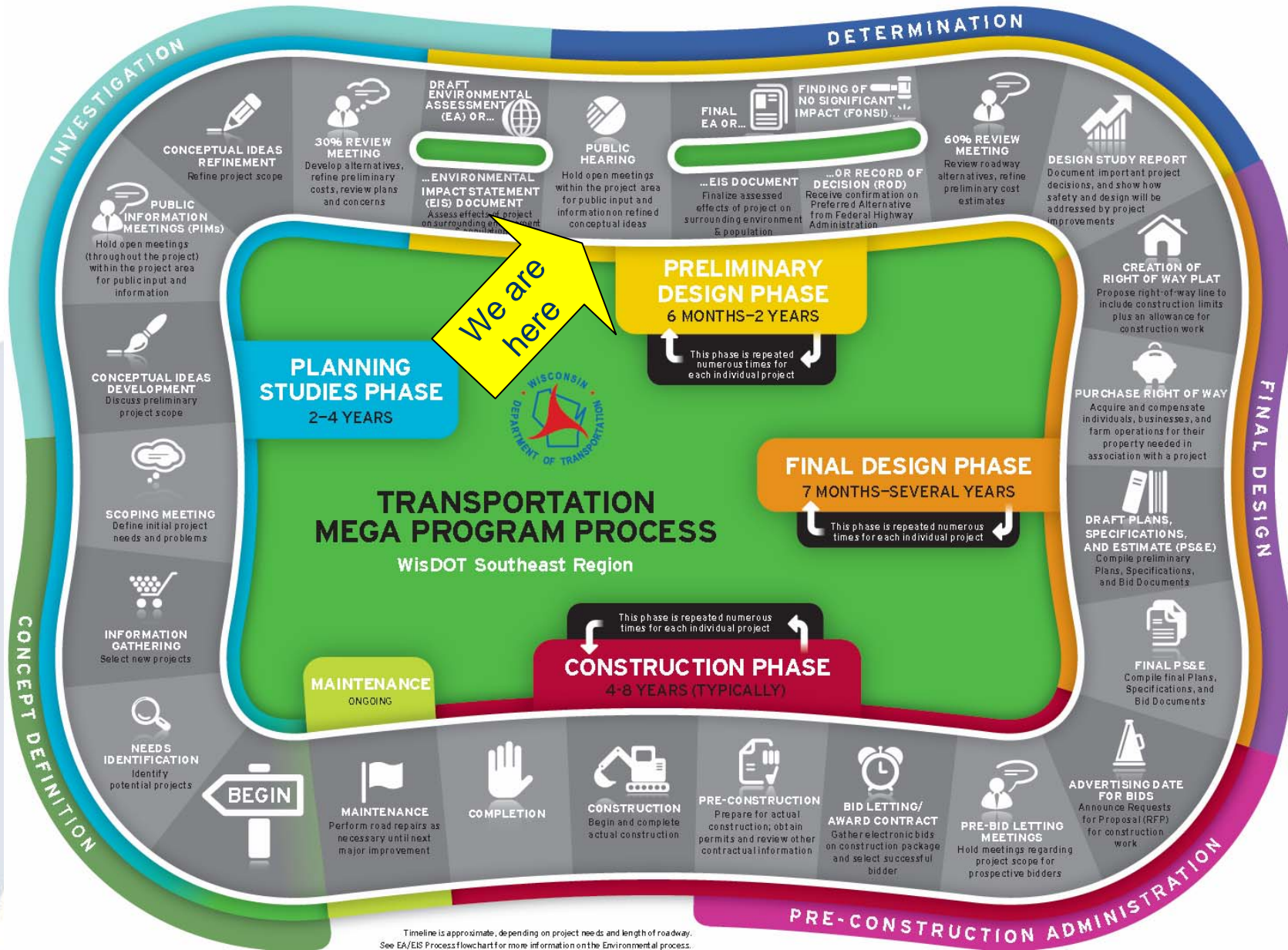
- Jim Liptack
Wisconsin Department of Transportation
Southeast Region Office
141 N.W. Barstow Street
Waukesha, WI 53187
- FAX: 262-548-5662
- Email: dotdtsdsezoo@dot.wi.gov
- Comments must be received or post marked
by **July 13th, 2009**



Where do we go from here



Work completed to date



Where do we go from here

- Corridor Study and EIS Schedule
 - Comment Period ends July 13th
 - Final EIS – Fall 2009
 - Record of Decision (ROD) – Early 2010
- Subsequent phases yet to be determined



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Zoo Interchange Corridor Study

Wisconsin DOT

