

Zoo Interchange Corridor Study

Public Information Meeting #1
May 21st and 29th, 2008



U.S. Department of Transportation
Federal Highway
Administration

Presentation Outline

1. Study progress report
2. Purpose and need for future action
3. Options and concepts
4. Where we go from here



1. Study progress report

Corridor Map

- 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



1. Study progress report

Community workshops

- In January, WisDOT held two community workshops to gain early input for the study
- Participants literally drew options and ideas on maps
- Over 320 people attended the workshops in West Allis and Wauwatosa



Zoofari Center Workshop

January 17, 2008



1. Study progress report

Common themes from workshops

- Address problem areas
 - Left side entrances and exits in the main interchange
 - Service interchanges very close to the main interchange
 - Congestion on the freeway
- Congestion on local roads
 - Access to and from the Regional Medical Center and County Research Park
- Protect homes
- Protect the environment
- Better transit needed
- Truck noise



1. Study progress report

One-to-one public outreach

- WisDOT has already met with nearly 80 elected officials, municipalities and other groups to talk about the project
 - State legislators
 - Elected officials in Milwaukee and Waukesha counties
 - Local, state and federal agencies
 - Railroads
 - Utilities
 - Local businesses
 - Community groups and organizations
 - Labor unions
 - Neighborhood groups
 - Colleges and schools
 - Churches and places of worship



Skilled Trade Collaborative Meeting

1. Study progress report

Environmental document update

- WisDOT has decided to proceed with a full environmental impact statement (EIS) for the project
 - acknowledgement of public and agency requests with respect to documentation required/desired;
 - the potential extent of highway improvements required to address future traffic demand; and
 - type and location of impacts potentially resulting from improvement alternatives.
- The study team will keep the same timeline as previously announced



1. Study progress report

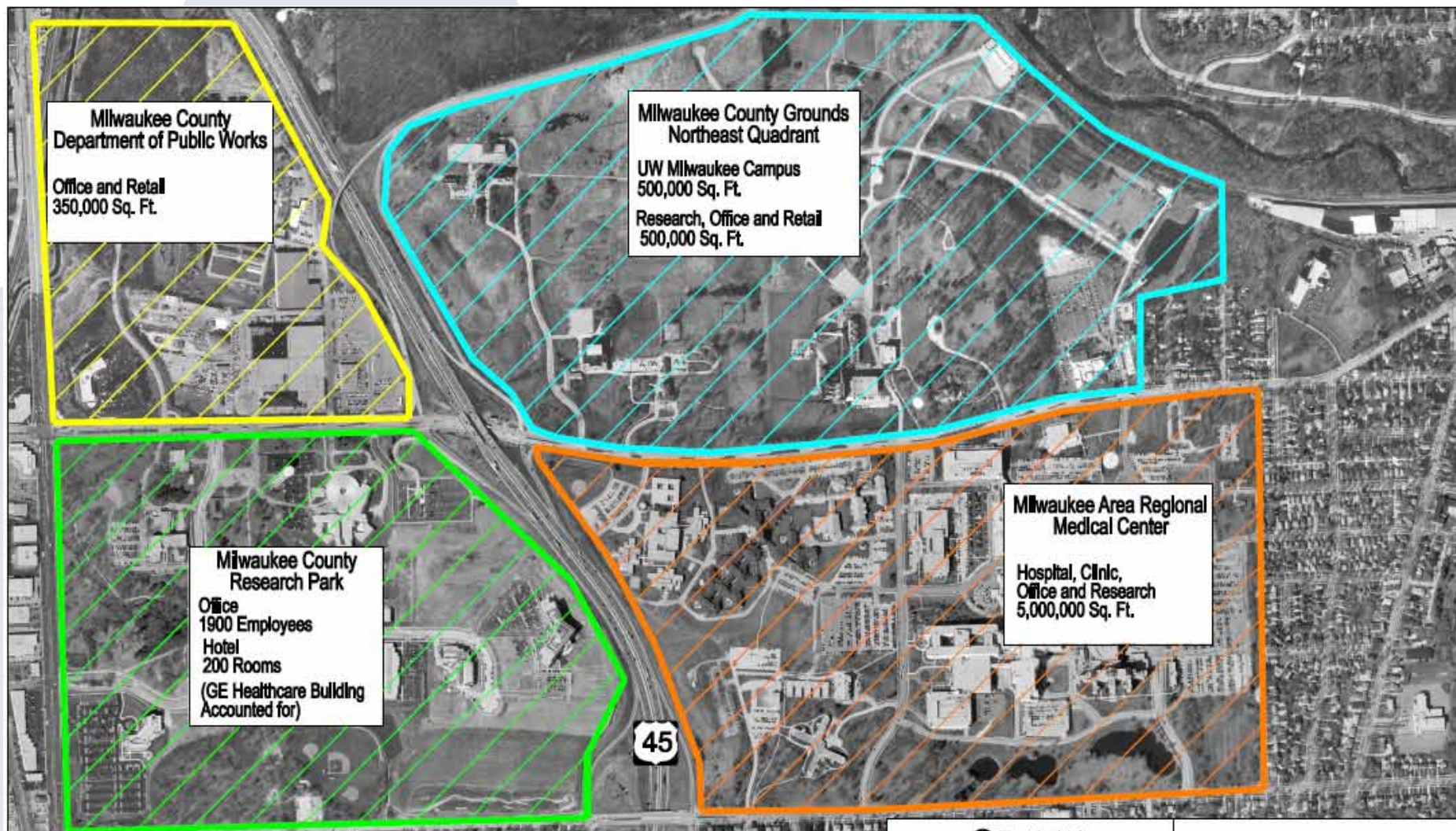
West Suburban Traffic Impact Analysis (TIA) update

- Work continues on the TIA
 - Assessing existing system operations
 - Projecting traffic from new developments
 - Forecasting future operations resulting from traffic growth
 - Developing “off-system” improvements to handle future traffic loads
 - Coordinating with Zoo Interchange Team on relationship between “on” and “off” system needs
- Upcoming schedule
 - Initial findings & recommendations – June 2008
 - Final Report – October 2008



1. Study progress report

Traffic Impact Analysis (TIA) update



2. Purpose and need for future action

Purpose and need answers questions

- The “purpose and need statement” is a planning element required under federal law
 - It describes the purpose of the action – “what?”
 - It provides the need for the action – “why?”



2. Purpose and need for future action

Five key elements have been identified for the Zoo Interchange

- Maintain a major transportation link
 - The Zoo Interchange serves the local, regional and statewide economy
- Improve safety and traffic operations
 - Crash rates 2 to 8 times the statewide average
- Replace deteriorating pavement and bridges
 - Pavement and bridges have reached the end of their useful life



2. Purpose and need for future action

Five key elements have been identified for the Zoo Interchange

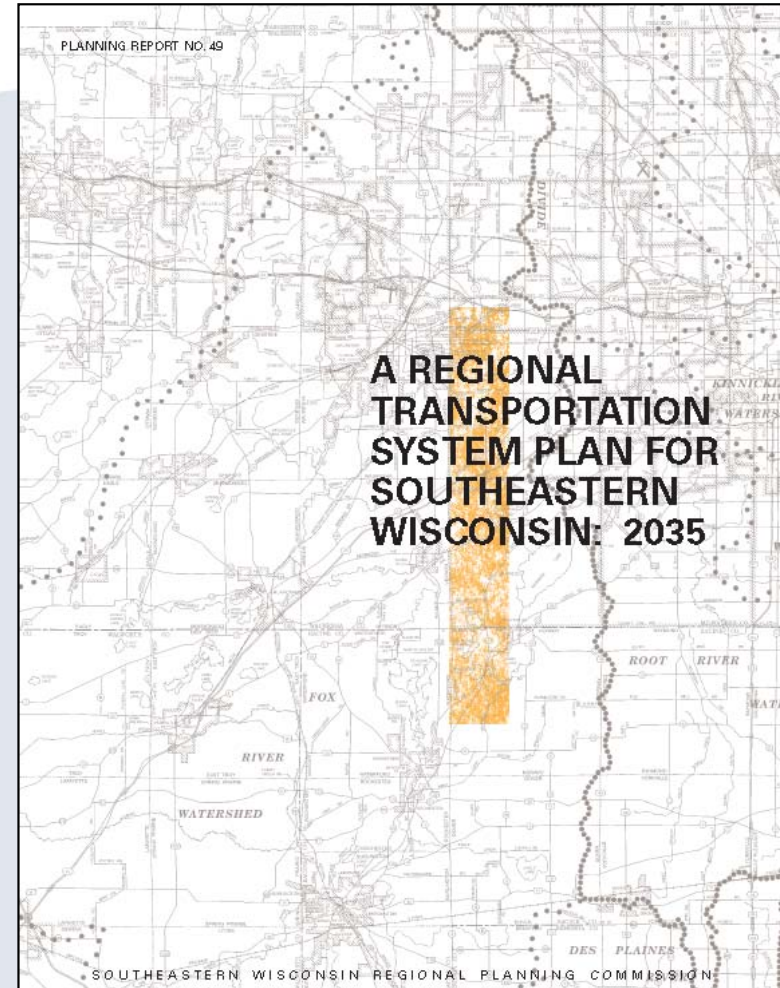
- Address outdated design features
 - Combination of left- and right-hand entrance and exit ramps
 - Weaving across multiple lanes in a short distance
 - Closely spaced service interchanges
- Accommodate future traffic volumes
 - Traffic is expected to grow another 18% by 2035.



2. Purpose and need for future action

Accommodate future traffic volumes

- Design will be based on 2035 weekday traffic projections by the Southeast Wisconsin Regional Planning Commission (SEWRPC)
- SEWRPC projections assume the full implementation of the 2035 Regional Transportation Plan:
 - Doubling of transit service
 - Development of true rapid and express transit services
 - Upgrading to rail transit or bus guide ways
 - Milwaukee Downtown Connector
 - Kenosha-Racine-Milwaukee Commuter Rail Corridor



2. Purpose and need for future action

Investing in transit

- WisDOT provides over \$100 million annually for mass transit operating costs (11th nationally for 2003)
- State statutes place responsibility for transit and commuter rail programs on regional transit authorities rather than WisDOT.



2. Purpose and need for future action

Investing in transit

- The reconstruction of the Zoo Interchange project will not preclude the development or use of any other parallel and/or intersecting corridors for mass transit.



3. Options and concepts

Replace-in-kind

- Reconstruct pavement and bridges in current configuration
- Left side ramps would remain
- No change in horizontal or vertical alignment
- Minimal safety improvements
- No capacity improvements

3. Options and concepts

Spot improvement concepts

- Less right of way and lower cost than Modernization concepts
- Localized improvements to improve operations and/or safety
 - Eliminate certain ramp movements and correct some unsafe ramp movements
 - Add service drives and auxiliary lanes
 - Some opportunity to separate local traffic from entering and exiting freeway traffic on existing service drives
- Spot improvements do not address most congestion, most weaving, or any left-side entrances / exits
- Three unique alternatives...SI1...SI2...SI3, with the ability to mix and match between locations

3. Options and concepts

Modernization concepts

- More right of way and higher cost than Spot Improvement concepts
- Address major safety and design aspects and congestion throughout the system
- To reduce weaving maneuvers, all entrance and exit ramps would be on the right side
- To improve localized operations and remove or mitigate bottlenecks:
 - Dual lane system ramps where needed
 - Auxiliary lanes
 - Collector-distributor roads
 - Service drives
 - Some opportunity to separate local traffic from entering and exiting freeway traffic on existing service drives
- Three unique alternatives...M1...M2...M3, with the ability to mix and match between locations



3. Options and concepts

Modernization concepts

- Initial freeway construction would include the same basic number of lanes as today
- Initial freeway construction may include a 4th lane in each direction
- At a minimum, the initial construction would include space within the median for an additional lane in each direction



3. Options and concepts

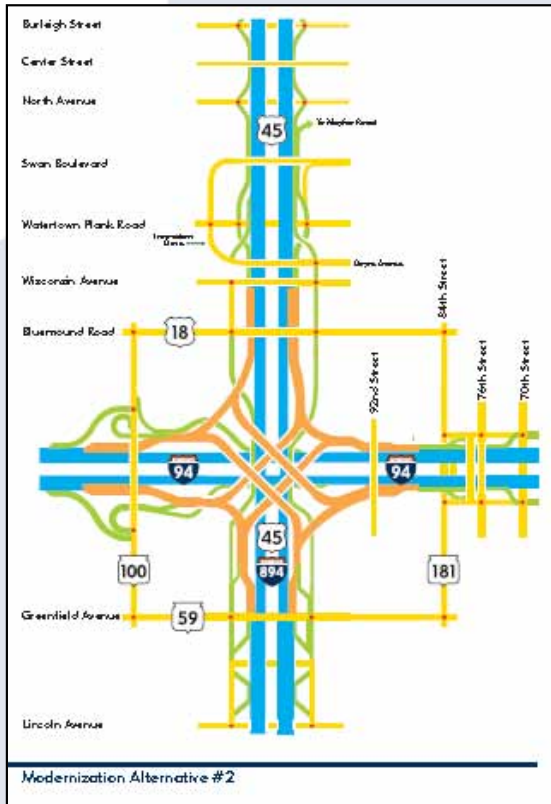
What you will see tonight



- 1"=400' aerial plan views
 - Spot Improvement
 - Modernization

3. Options and concepts

What you will see



- Schematics that show access to and from each service interchange
 - Existing
 - Spot improvement
 - Modernization

3. Options and concepts

What you will see

May 2008


Comparison of design concepts

There are three basic design concepts currently under discussion by the Wisconsin DOT for the future of the Zoo Interchange.

- Replace-In-Kind** - Under this alternative, existing infrastructure is reconstructed in the current configuration to maintain function. Operationally, it is the same as a "No Build" alternative.
- Spot Improvements** - The goal of these design concepts is to provide localized reconstruction for operational and safety improvements. Right-of-way acquisition will be greater than Replace-In-Kind but less than Modernization. The Replace-In-Kind and Spot Improvements all maintain the current lane numbers and ramp locations within the core of the interchange.
- Modernization** - All Modernization alternatives feature a four-level system interchange with right side exits and entrances. This design reduces weaving maneuvers, provides safer operations and will accommodate future lane additions within the median.

Terms for design discussion

- System Ramp** - The freeway-to-freeway ramps in the middle of the interchange that connect US45, I-894 and I-94.
- System Interchange** - The freeway-to-freeway (main) interchange in the study area.
- Service Interchanges** - The interchanges that connect the freeway to local roads, such as at Greenfield Avenue, Watertown Plank Road, and others.
- Collector/Distributor Roadway (C-D Roadway)** - Is a one-way road with one or more lanes next to a freeway that is used for some or all of the ramps that would otherwise merge into or split from the main lanes of the freeway. An example is along westbound I-94 at Goekas Corners.
- Diamond Interchange** - An interchange similar to the one currently located at 84th Street. Ramps are straight-line connections to/from the freeway.
- Service Drive** - A one-way frontage road or street along the freeway. It consists of one or more lanes and may allow select access points. It carries traffic to and from local roads to freeway entrances and exit ramps, and traffic between successive ramps. An example is O'Connor and Kearney streets along I-94 between 84th Street and 68th Street.
- Weave Maneuver** - When a car travels across one or more lanes to get to or from an exit or entrance ramp.
- Ramp Bridging** - when exit/entrance ramps are built at different grades/elevations with one crossing over the other on a bridge. The ramp bridging technique usually results in smoother operations but typically requires more land to be acquired.



Three Basic Design Concepts - Comparisons

	Compatible with public transit	Meet system requirements converted to two lanes	Accommodate future building larger medians	Maintain current lane movements in core of interchange	Reconfigure to remove left side exit and entrance
Replace-In-Kind	○	○	○	●	○
Spot Improvements	○	○	○	●	○
Modernization	○	○	○	○	●

○ = no
● = yes

Spot Improvement Design Concepts - S1, S2, S3

	Reconfigure North Ave interchange on full access diamond	See on Road conversion to US45 north of Watertown Plank Road	Build full access interchange at Blumenthal Road	Build a collector/distributor lane at Hwy 100 exit to eliminate weave	Relocate Greenfield Ave interchange south to Greenfield Ave	Relocate 84th Street interchange between 84th and 76th
S1	○	○	○	○	○	○
S2	○	○	○	○	○	○
S3	○	○	○	○	○	○

○ = no
● = yes

Modernization Design Concepts* - M1, M2, M3

	Reconfigure North Ave interchange on full access diamond frontage road	Extend Spauld to Innovation Drive	Add C-D Roadway or Service Drive between Watertown Plank Road and Wisconsin Avenue	Relocate Greenfield Ave interchange between railroad and Greenfield Ave	Relocate 84th Street interchange to west of 84th between 76th and 84th	Rebuild 84th Street interchange for more capacity in existing location
M1	○	○	○	○	○	○
M2	○	○	○ (C-D)	○	○	○
M3	○	○	○ (SD)	○	○	○

○ = no
● = yes

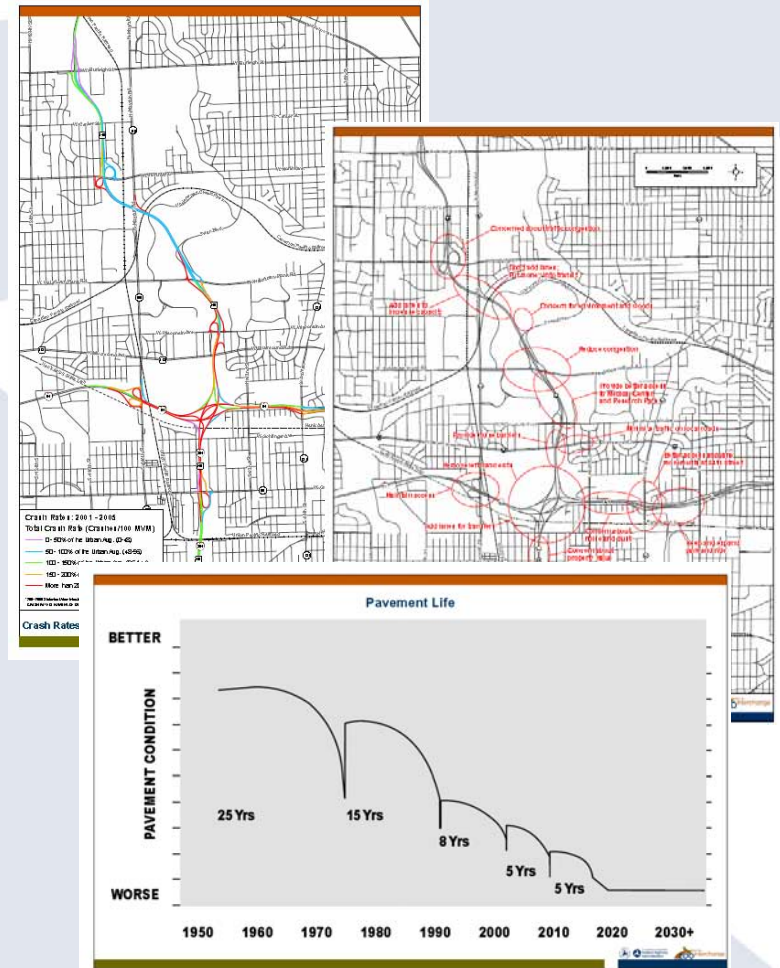
*Note: We have the flexibility to "mix-and-match" legs from one Modernization Alternative to another to maximize operations and minimize impacts to the greatest extent possible.

- Comparisons of alternative concept features

3. Options and concepts

Other information that you will see tonight

- Information regarding purpose and need
- Information regarding public involvement
- Information regarding traffic & transit
- Information regarding the environmental process
- Summary of January public design workshop comments



4. Where do we go from here?

Listening to the public

- Today and throughout the study process, the team is collecting input from the public:
 - Do you agree with the needs and problems identified in the corridor?
 - Have you seen options that address concerns you have in the corridor?
 - Are certain options or concepts more acceptable than others?



Wauwatosa Workshop
January 17, 2008



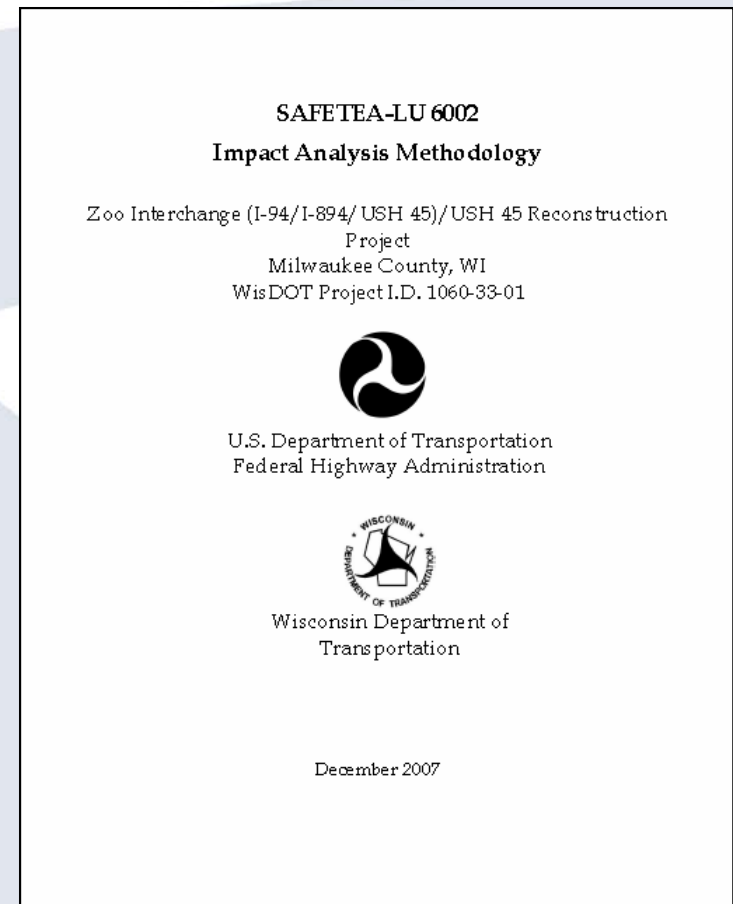
West Allis Workshop
January 23, 2008



4. Where do we go from here?

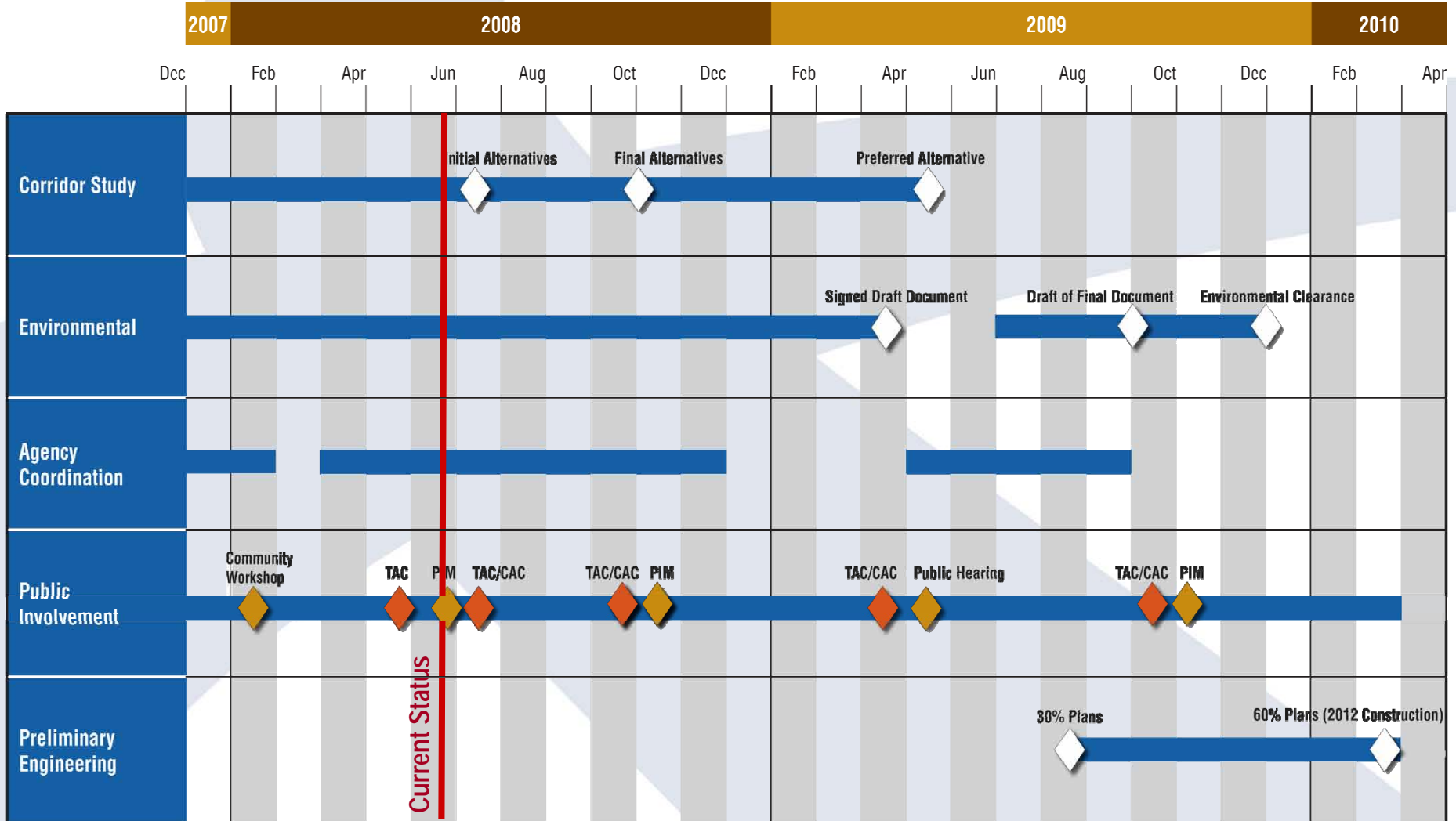
Analyzing options

- The study is analyzing key factors to further refine the options you see today:
 - Environmental data (wetlands, species, plants)
 - Historical / archeological concerns
 - Environmental justice issues
 - Traffic trends and forecasts
 - Safety and design concerns
 - Land use and secondary impacts
 - Neighborhood / residential impacts
 - Financing



4. Where do we go from here?

Study Schedule

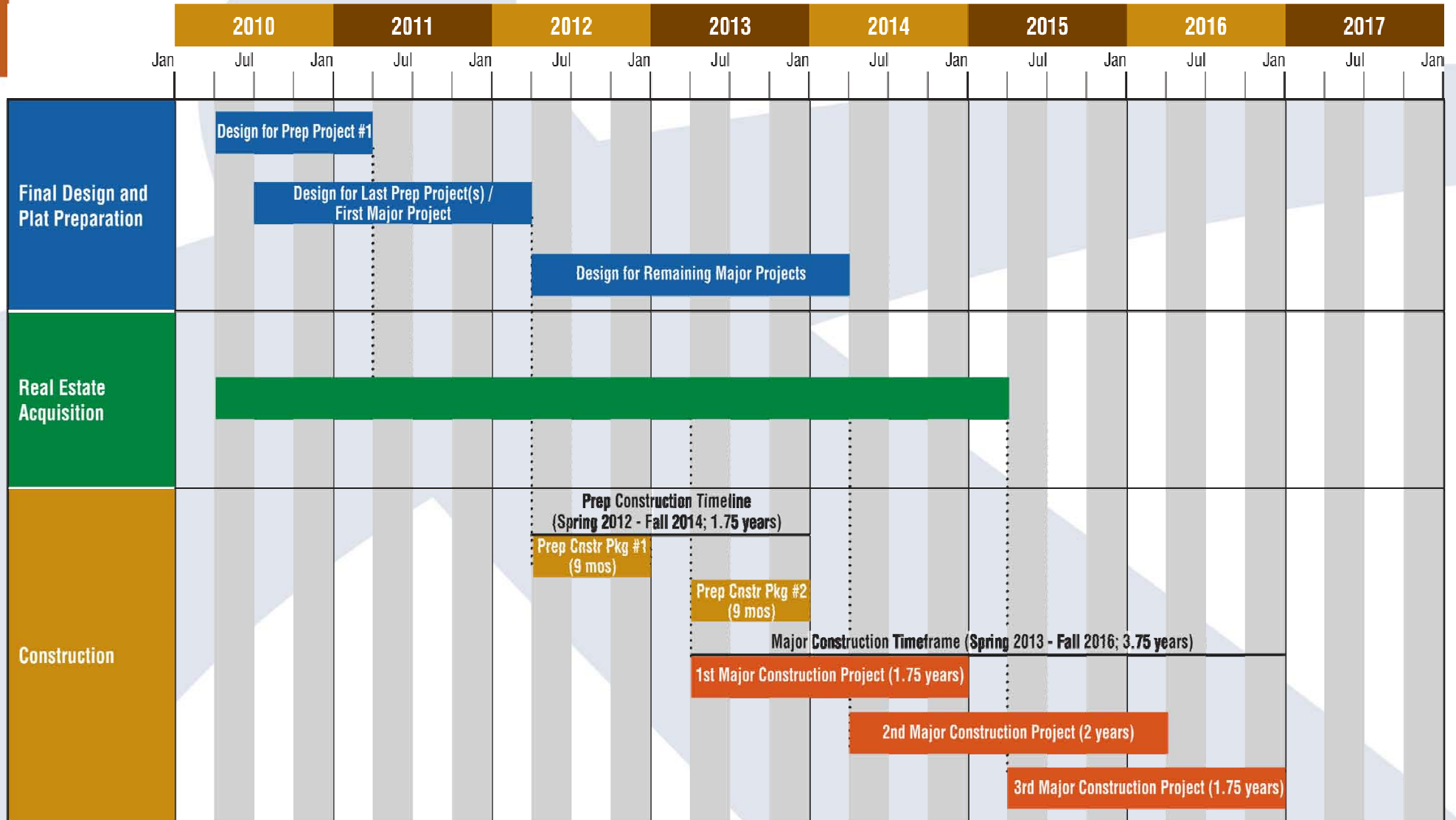


TAC – Technical Advisory Committee
 CAC – Community Advisory Committee
 PIM – Public Information Meeting



4. Where do we go from here?

Project Schedule



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