



**ZOO INTERCHANGE STUDY  
I-94 NORTH-SOUTH MITCHELL INTERCHANGE PROJECT  
MILWAUKEE COUNTY URBAN DBE STEERING COMMITTEE  
MEETING SUMMARY**

**MILWAUKEE COUNTY RESEARCH PARK-10437 W. INNOVATION DRIVE MILWAUKEE, WI  
WEDNESDAY JUNE 4TH, 2008 5:30P – 7:00P  
CHAIR-DEPUTY SECRETARY RUBEN ANTHONY JR., WISDOT**

**ATTENDEES:**

Dept. Secretary Ruben Anthony Jr.-Committee Chair; Dewayne Johnson-SE Region, Wisconsin Department of Transportation (WISDOT); Donna Brown- WISDOT; Roberto “Bob” Gutierrez- WISDOT; Wafa Elaqaq-WISDOT; Bill Mohr-WISDOT; Tracy Gilliam-WISDOT; MICHELE CARTER- WISDOT; Kitty Reed- WISDOT; MANOJOY NAG- WISDOT; Crystal Dupont- WISDOT; Marlina Williams- WISDOT; Kimberly Stephenson-WISDOT; Roman Martinez-WISDOT; ROSALIND ROBERSON- WISDOT; Jaya Sharma-4N Consultants Inc.; Tim Anheuser-Forward 45; Brad Heimlich-Forward 45; Donna Eurick-U.S. DOL; David Poppert-U.S. DOL; Gloria McCutcheon-WISDNR; Bill Stark-FHWA; Karen P. Morgan-DWD; Charles Wikenhauser-Milwaukee County Zoo; Frieda Webb-Community Business Development Partners; Ben Weiland-Representative of Alderman Michael Murphy; Alderwoman Jacqueline S. Jay; Jeffrey Mantes-City of Milwaukee DPW; Hilary DeBlois-Representative of Senator Russ Feingold; Supervisor Michael Mayo Sr.

**WELCOME-INTRODUCTIONS**

**Dept. Secretary Ruben Anthony Jr. (WisDOT)** introduced himself to the attendees, and then welcomed everyone to the meeting. All attendees were given binders containing information put together by WisDOT.

Ruben Anthony gave an overview of the DBE Steering Committee’s role and responsibilities. He stated that there would be challenges faced by the community on the I-94 North South Corridor and Zoo Interchange Projects similar to the ones confronted on the Marquette Interchange Project (MIP). WisDOT’s objectives on the MIP were to expand opportunities for DBE firms by creating non-traditional opportunities through the development of collaborative relationships with the community and industry.

As a result WisDOT achieved remarkable success on the project and met its 4-year construction schedule with minimal traffic disruption, within budget, and with meaningful DBE participation of \$120 million. He indicated that community sensitive design concepts were used on the MIP, which strengthened the trust of the community.

Ruben Anthony spoke to the success of the Marquette Interchange Project and the positive economic impact on the State of Wisconsin. He stated that in the future, WisDOT planned to match or exceed the success of the Marquette Interchange on all mega projects including the I-94 NS Corridor and the Zoo Interchange Projects. Dept. Secretary Ruben Anthony Jr. mentioned that the corridor reconstruction would not only create jobs and labor opportunities within the communities, but would also strengthen WisDOT’s community involvement and create partnerships that would last long after completion of the corridor reconstruction. He indicated that WisDOT was committed to completing the I-94 NS Corridor Project, the Mitchell

Interchange Project, the Zoo Interchange Project, and all other WisDOT projects on time, within budget while maintaining successful DBE participation.

He ended his remarks by stating that the role of the Committee would be to assist WisDOT in (1) focusing on economic concerns of the community and (2) how to reach segments of the population that have traditionally been shut off from economic opportunities.

**Donna Brown-WisDOT:** Donna introduced herself and requested each attendee, including WisDOT staff, to introduce themselves and to state the name of the organization, which they represented. Following the introductions Donna went through the various sections contained in the Information Binder handed to each attendee. She explained how to access project information in the packet of information. Attendees were requested to bring these Binders to each meeting of the Steering Committee.

## EDUCATION

- I-94 NS Corridor Project-Bob Gutierrez

Bob Gutierrez gave a Power Point presentation and highlighted the important aspects of the I- 94 North-South Corridor Project. He mentioned that WisDOT had just completed a 29-month Environmental Impact Study (EIS) on the 35 mile long I-94 NS Corridor. He also noted that as of May 30<sup>th</sup>, 2008 FHWA had approved the EIS. Bob stated that the project included a total reconstruction of the corridor from the Wisconsin state line in the South up to the Mitchell Interchange in Milwaukee County to the North. The cost of the project was estimated to be \$1.9 billion for a four-lane expansion.

He stated that the purpose and need for the Mitchell Interchange Project was the following:

- Improve safety since there had been 5,126 crashes between 2000-2004
- Accommodate future traffic expansion since there had been a 17-31% increase in traffic in the last decade
- Maintaining key links within the transportation network by designing to 2035 forecasts
- Replace deteriorated pavement and structures
- Minimize environmental impacts

He explained that the Preferred Alternative at a cost of \$ 1.9 billion, was a Modernization Alternative with capacity expansion to 8 lanes, which addressed major safety and unsafe design aspects and congestion problems throughout the system. Bob mentioned that Community Sensitive Design (CSD) features were given priority in the design of the Corridor. WisDOT convened a CSD Committee to assist WisDOT in selecting the most aesthetic design aspects for the parapets; abutments and wing walls; columns and railings and fencing. Also place an emphasis on community involvement through one-to-one outreach efforts. WisDOT met with over 500 elected officials and various municipalities to inform the community about the Corridor Study. WisDOT formed Community Advisory and Technical Committees to provide feedback on study options. DBE Advisory and Labor Advisory Committees were created to provide feedback on economic issues, which could affect the Project.

Supervisor Michael Mayo Sr. asked Bob how much land would be taken from the County of Milwaukee and whether any residential homes would be affected. Bill Mohr-WisDOT mentioned that 2 homes would have to be taken over during reconstruction of the corridor near the Plainfield Curve. Bill also noted that as a result of reconstruction Milwaukee County would receive excess land parcels. He stated that 13<sup>th</sup> Street would see improvements in drainage and there would be a new interchange at Elm Rd reducing environmental impact within the corridor.

Bob ended his presentation by highlighting the construction timeline for the entire corridor. Construction was slated to begin in Kenosha County in 2009 and would continue to 2013, while construction in Racine County would begin in 2011 and continue through 2015. Milwaukee County had a different construction schedule with construction beginning in 2009 and ending in 2016. He informed the attendees that information on the I-94 Corridor Project was available on the website at [www.seffreeways.org](http://www.seffreeways.org).

- Zoo Interchange Study-Donna Brown

Donna Brown began her Power Point presentation by stating that WisDOT was currently undertaking an environmental and engineering analysis of the Zoo Interchange. The Zoo Interchange is the connection between I-94, I-894 and US 45 in western Milwaukee County near the Milwaukee County Zoo. Donna mentioned that WisDOT held Community Workshops in West Allis and Wauwatosa in January 2008 to get public input on the Project. Over 320 people attended these workshops and assisted WisDOT in identifying their needs and concerns about the Project.

She outlined the common themes and concerns, which were identified by participants at these workshops. Some of these issues identified were the following:

- Address design problems such as left hand entrances and exits
- Alleviate congestion on local roadways
- Protect homes
- Protect the environment
- Improve transit options
- Reduction of truck noise

In addition to the two Community Workshops, WisDOT had also undertaken one-on-one outreach efforts in educating the public and elected officials. WisDOT has met with over 80 elected officials, various municipalities and other groups to educate them on the element of the Zoo Interchange Study.

Donna Brown informed the group that WisDOT had decided to proceed with a full-blown Environmental Impact Statement (EIS) but would still adhere to the previously announced timeline for the Project.

She then identified the purpose and need of the project. Briefly five elements have been identified for the project:

- Maintaining a major transportation link serving the local, regional and statewide economies
- Improving safety and traffic operations (the crash rate here is 2 to 8 times the state average)
- Replacing deteriorating pavement and bridges
- Address outdated design features
- Accommodate future traffic flows (traffic is expected to grow another 18% by 2035). Design will be based upon 2035 weekday traffic projections by the Southeast Wisconsin Regional Planning Commission (SWERPC)

Donna then explained the three initial alternatives anticipated for the Zoo Interchange Project, which feature 1) replace-in-kind reconstruction, 2) spot improvement, or 3) modernization concepts. She mentioned that like the other mega projects an aggressive approach towards community involvement and one to one outreach would be undertaken during the Zoo Interchange study.

Donna closed her presentation by stating that WisDOT was currently analyzing key factors to further refine the options described above. She anticipated that the Project would proceed according to schedule with a completion date of 2016.

Supervisor Michael Mayo Sr. asked Donna Brown who makes the decision to expand service lanes in Milwaukee County? Donna Brown stated that WisDOT works with local counties, cities, businesses, committees, elected officials, and citizens to make decisions concerning expansion of service lanes in Milwaukee County. Supervisor Michael Mayo Sr. also wanted to know who signs off on the final design for the Zoo Interchange Study? Donna Brown responded that no decisions have been made as of yet on the final design of the Interchange, but rather the local municipalities and local officials will have input into the planning and decision-making processes.

- DBE Advisory & Labor Committees-Michele Carter

Michele Carter mentioned that the Bureau of Equity and Environmental Services (BEES) represents equal access to opportunities. She mentions that the DBE program worked closely with project managers to ensure labor compliance and development of labor within the communities affected by the reconstruction. Michele also noted that the DBE program had been very successful on past mega projects. The DBE Office also uses an aggressive community involvement and one to one outreach approach. She noted that the DBE Office utilizes two-way communication between the community and WisDOT by leveraging existing resources. Michele mentioned that the DBE program is a proponent of the “outside of the box” philosophy to attack environmental justice and civil rights issues to deliver effective solutions. The DBE program has an estimated 20% participation goal for consultants. Currently 11 certified firms in Racine and 8 firms in Kenosha are working as consultants on the I-94 NS corridor project.

### AGENCY PARTNER EXPECTATIONS

- U.S. Department of Labor (USDOL) -Donna Eurick

Donna Eurick mentioned that the US Department of Labor (USDOL) acts as a silent partner with WisDOT to monitor compliance on mega projects. She also noted that the USDOL oversees operations in regards to discrimination and environmental justice. Donna stated that the economic impact caused by mega projects such as the Marquette Interchange, I-94 NS Corridor, and Zoo Interchange is positive for the state. Donna briefly explained that for a project to be categorized as a mega project it must meet the following criteria:

- The project must have a construction life cycle of over two years
- The project must have a substantial number of hires
- The project must have a high dollar amount with significant impacts

USDOL adds more monitoring and reporting requirements for mega projects. The agency also convenes oversight meetings with contractors to discuss problems and issues, which may arise on the project. USDOL is also authorized to provide technical assistance to contractors and to set goals for labor participation on mega projects. It was USDOL's goal to hire more women and minorities on Wisconsin projects. Currently the labor goals for SE Wisconsin were very low since the goals are based upon the 1970 census data.

- FHWA-Bill Stark

Bill mentioned that FHWA is a federal agency that also acts as a silent partner with WisDOT. He mentioned that his job was to make sure that WisDOT was making good use of federal dollars while ensuring that WisDOT was not steering away from the focus of the project. He stated that FHWA has three areas of focus (1) provides oversight and management on projects (2) financing management and (3) public involvement and equal access to opportunities. FHWA expects all projects to be on time, on budget, and provide equal access to opportunities.

- Department of Workforce Development (DWD)-Karen Morgan

Karen stated that the role of DWD is to ensure that contractors working on Department of Administration and WisDOT projects hire apprentices. She mentioned that DWD worked previously with WisDOT on the Marquette Interchange and has continued to work together in partnership with WisDOT to ensure that projects employ women and people of color. Karen mentioned that DWD and the State of Wisconsin were currently working to improve retention rates of African Americans through Big Step/WRTP for individuals who start construction related programs but do not finish the program.

- Department of Natural Resources (DNR)-Gloria McCutcheon

Gloria provided a general overview of DNR and its history. She mentioned that safety was the top priority of DNR. Gloria stated that the DNR's goal was to ensure success on all WisDOT projects. The partnership between DNR and WisDOT was very important to ensure safety on all projects. DNR owns 67 acres near the Zoo Interchange in Milwaukee County, which DNR planned to turn into a forestry center. Gloria mentioned some of the other projects that DNR was currently involved such as the revitalization of the Hank

Aaron State Trail. DNR works closely with SWRPC and other state agencies to take a proactive approach on projects that take place in the State of Wisconsin. Gloria stated that environmental justice issues raised from projects need to be addressed. She also mentioned that DNR has an urban initiative in the State of Wisconsin to create service trails for citizens for recreation purposes.

Deputy Secretary Anthony then closed the meeting by emphasizing the importance of the collaborative relationship of the Committee members with WisDOT.

The meeting adjourned at 7:10 p.m.

### **NEXT MEETING**

#### Quarterly Meetings

- Wednesday September 3<sup>rd</sup>, 2008 from 5:30 p-7: 00p  
Location: TBA
  
- Wednesday December 3<sup>rd</sup>, 2008 from 5:30 p-7: 00p  
Location: TBA