



October 2008 - Public Information Meetings

Welcome

Thank you for taking the time to attend today's meeting. We appreciate the commitment and interest of the public in these planning efforts and in the future of the Zoo Interchange Corridor.

Purpose of meeting

At today's meeting we'd like to share information and receive input on the following:

- the progress made on the Environmental Impact Statement,
- traffic analysis,
- alternative designs,
- specific design issues and concerns regarding local roadways.

Thank you for coming, and please feel free to contact any project staff member with questions.

Information available today:

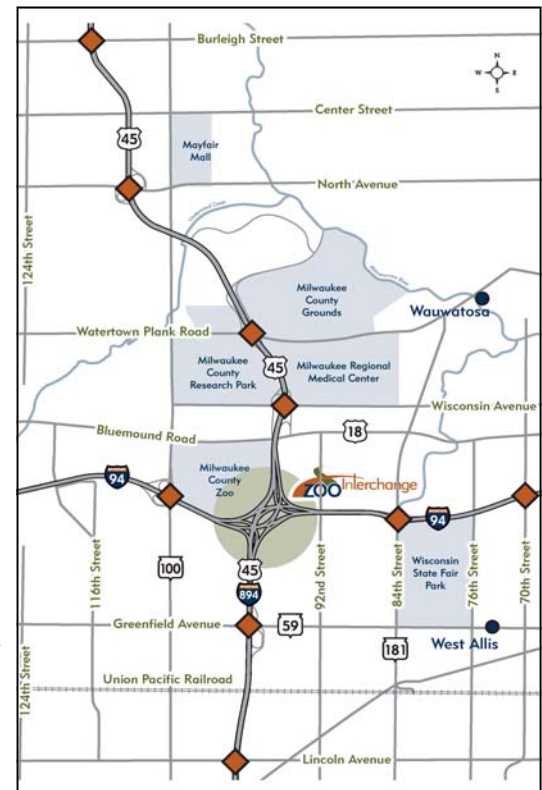
- Plans showing alternative designs for rebuilding the Zoo Interchange - the alternatives under study include designs for a modernized 6-lane freeway and designs for a modernized 8-lane freeway.
- Aerial vistas: renderings with the redesigned freeway placed on top of aerial photos.
- A computerized fly-over using Google Earth showing the design alternatives.
- Information on Draft Environmental Impact Statement (DEIS) development. The environmental document addresses the potential impacts of the various alternative designs under study.
- Traffic engineering analysis showing both current and future traffic operations. The future traffic data is based on information pertaining to development, population, energy costs, land use and housing trends.

Presentation

The PowerPoint presentation will be presented live at the top of the hour with a question and answer session to follow. It will also run continuously in the intervening times, lasting about 10 minutes.

If you have any questions about the information in the presentation, Zoo Interchange study staff are available at the meeting tonight.

Study area



Design alternatives

Based on the initial results of the traffic analysis and the input received at the January 2008 open house workshops, the Zoo Interchange study team developed seven design concepts for public review and comment. Seven concepts, including the “no build” or “replace in kind” alternative, were presented at public information meetings in May. Nearly 500 people attended the May public information meetings and provided valuable input and ideas on the alternatives. The seven alternatives were further evaluated for traffic operations and impacts to local and environmental features.

Result: The traffic analysis concluded that spot improvements alone would not adequately address congestion and safety issues in the Zoo Interchange corridor. The spot improvement alternatives also did not address the outdated design issues including left hand exit and entrance ramps.

At the conclusion of this analysis, and based on comments received from the public, the Zoo Interchange team determined that the “spot improvement” alternatives would be screened out from further study and the “modernization” alternatives should be analyzed further. The “modernization” alternatives feature a multi-level system interchange with right side exits and entrances. This design reduces weaving maneuvers and provides safer operations.

The Replace-In-Kind alternative will also be carried through the alternatives screening process.

Engineers and planners will be on hand to discuss the alternative designs with you.

At each station tonight there are handouts available with maps of the design options. The replace-in-kind option would rebuild the interchange as it is today.

The Zoo interchange is the busiest interchange in the State of Wisconsin and serves as a hub for traffic in the Milwaukee region and traffic traveling to Madison, Green Bay, the Fox Valley and Chicago.

Noise considerations

Study staff will be available today to discuss concerns about noise impacts in the Zoo Interchange Corridor.

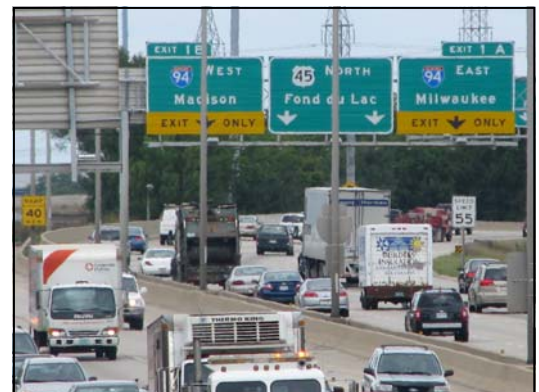
During the Zoo Interchange Corridor Study, there will be a noise impact assessment and a determination of whether or not mitigation is reasonable, feasible and likely to be incorporated.

The State of Wisconsin Administrative Code Chapter TRANS 405 sets forth the procedures and criteria for noise barriers. WisDOT uses this criteria when evaluating and selecting site locations for noise barrier installation.

The specific criteria set out by the state include:

- measurements of current noise and predicted future noise levels,
- the amount of sound reduction a noise barrier will provide,
- the costs of the barrier,
- the approval from the local municipality,
- and, land use controls.

There is local participation throughout this process.



Environmental process and documentation

Study staff are on hand to discuss questions you may have about the environmental document or the process for determining impacts.

In 2009, when the Draft Environmental Impact Statement (EIS) is ready for submittal to the Federal Highway Administration, the

document will be available for public review and comment. A public hearing will be held.

All those currently on the mailing list or signed in at this public meeting will receive notice of the public hearing and the availability of the Draft EIS.

A public hearing on the Draft Environmental Impact Statement will be held in 2009.

Real estate

As part of the reconstruction project, businesses or residences may be displaced depending on the selected alternative.

Real estate acquisition staff from WisDOT will be on hand today to address questions or concerns you may have. They will have relocation brochures available.

These brochures summarize services and payments available for residential and business owners whose properties

will potentially be impacted by public projects.

Brochures available:

The Rights of Landowners Under Wisconsin Eminent Domain Law

Wisconsin Relocation Rights - Business, Farm and Nonprofit Organizations.



Hank Aaron State Trail

Hank Aaron State Trail Extension to Open in 2010

WisDOT, working closely with the Wisconsin DNR, will construct the Hank Aaron State Trail extension from the Menomonee Valley near Miller Park to 94th Place in West Allis in 2010.

WisDOT will later extend the trail from 94th Place to 124th Street as part of the Zoo Interchange reconstruction project. When completed, the Hank Aaron State Trail will connect to Milwaukee County's Oak Leaf Trail on the west.

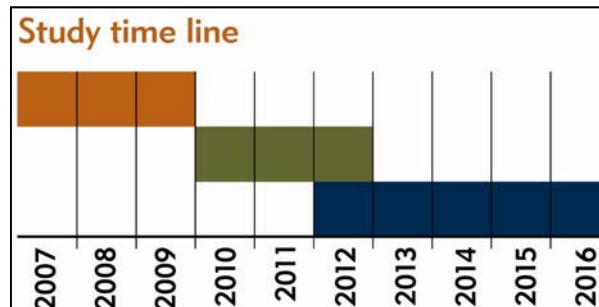
WDNR and WisDOT are working to establish an alternative bike route to avoid the Zoo Interchange reconstruction.

What happens next for the Zoo Interchange project?

Project timeline

The following timeline shows the schedule for the Zoo Interchange environmental and engineering study as well as the anticipated timeline for design and construction.

- 2007-2009 - conduct environmental and engineering analysis
- 2010-2012 - conduct design and begin to address real estate and utility issues
- 2012-2016 - reconstruct the interchange



Corridor study timeline

The Zoo Interchange team is conducting environmental and engineering work now through the end of 2009. This phase of the study includes developing alternatives to improve the corridor, evaluating impacts of those alternatives, preparing a document that addresses environmental concerns, and selecting a preferred alternative.

- Fall 2008 - Refine alternatives
- 2009 - Identify preferred alternative
- 2009 - Submit Draft and Final Environmental Impact Statements to Federal Highway Administration

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