



May 2008 - Public Information Meetings

Thank you

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.

Today's meeting has a number of purposes:

- Share information on the progress made on the Environmental Impact Statement.
- Share information on traffic, safety and roadway conditions.
- Share information on early design concepts.
- Receive your input on our early design concepts.
- Receive detailed written comments on specific design issues and concerns.

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

Why do you need to do this? In other words, "if you build it, they will come."

Study team planners and engineers will do a careful analysis of existing and future traffic projections and operations as part of the study. We take into account developments proposed or anticipated for the area, and we consider local land use plans including the Comprehensive Plans for each local community. We also judge historic trends; in doing so, we have seen a significant increase in traffic since this interchange was planned and designed 50 years ago. ***Every historic and forecast indicator tells us that vehicles (be they electric cars or gasoline powered cars) will come to and through this area whether we rebuild the Zoo Interchange in its current design or if we redesign and make changes to improve safety and traffic operations.***

The existing economic health of the region, along with projections and expectations that business and commerce will continue to grow into the future, are what local leaders and this study team are trying to address by looking at a wide range of alternatives, including some that would facilitate an improved and safer, more efficient system for the future.

How the interchange will be rebuilt

The Zoo Interchange will be rebuilt; the question we must address in this study is how the interchange will be rebuilt: will it be rebuilt exactly as it looks today, will we incorporate some spot improvements, or will we fully modernize the interchange? We have initial design concepts to share with you today that address each of these possibilities.

The decision we make in this planning and design process will impact the next few generations of travelers and the neighborhoods and businesses in and around the Zoo Interchange Corridor.

Presentation

In the side room a presentation on the Zoo Interchange study will be presented every hour.

The presentation will highlight the information and data collected to date, and the conceptual plan being developed.



Meeting layout - Stations of information:

At tonight's meeting we have information grouped in stations by area of interest.

Please stop any staff member if you have questions.

Station 1 - Safety considerations, pavement conditions, utilities and railroads

Crash rates

From 2001 through 2005, there were a total of 3,637 crashes in the Zoo Interchange, including crashes on ramps and at connecting streets. Six crashes resulted in fatalities, while 1,092 crashes resulted in injuries; this is 2-8 times the statewide average for urban interstates. That number equates to two crashes per day, EVERY day, over that 5-year period.

Studies and reconstruction projects around the nation prove that by implementing some of the reconstruction and modernization improvements we are analyzing for this project, that crashes will drop and the resulting delays will be reduced.

The Zoo Interchange handles an average of 345,900 vehicles every day (2004 data). The heaviest traffic is on the north leg (US 45). The most heavily used ramp is westbound I-94 to northbound US 45.

Why replacement is necessary

WisDOT has maintained and rehabilitated the ramps, bridges, pavements and other structures for over 40 years, but the interchange needs to be replaced. Now is the time to take the next steps to determine how the interchange should be rebuilt to serve the community and economy for decades to come.

Utilities and railroads

The study area is crossed in several locations by rail lines and many major electrical and sewer lines.

Coordination with WE Energies, MMSD and ATC will be extensive and on-going throughout the planning, design and construction phases of the project.

Station 2 - Traffic conditions; transit considerations

Level of service expectations

Level of service (LOS) is a term we use to describe the amount of congestion that will occur, as well as the level that is acceptable. The acceptable amount of congestion is determined by a number of factors: desire of the motorists, adjacent land uses and development, historical and aesthetic conditions, and financial resources. Congestion can be reduced and level of service improved by redesigning the interchange for more efficient operations, or by adding different kinds of lanes such as auxiliary lanes between exits, lanes on the exit/entrance ramps and/or through lanes. Both operational improvements and the addition of new through lanes are being considered.

Transit

WisDOT is obligated to develop alternatives that are both responsive to need in the corridor, and in compliance with the Southeastern Wisconsin Regional Planning Commission's *Regional Transportation Plan*.

In Milwaukee and Waukesha counties, county and municipal governments have the local authority to plan for and operate transit systems.

Through a cost-sharing program, the State of Wisconsin supports those systems with operating and capital funds.

Traffic congestion and related safety issues are a significant concern in the planning process.

Station 3 - Environmental Impact Statement and public involvement

Environmental documentation

The comprehensive environmental analysis is underway and we've reached a significant decision point. WisDOT has decided to prepare a full environmental impact statement (EIS) for the project.

Preparing an EIS acknowledges various public and agency requests with respect to environmental documentation.

Public involvement

The workshops held in January provided the planners and engineers with valuable information.

Residents and community officials provided thoughts on their preference of ramp locations, congestion issues, local road considerations and other excellent ideas.

WisDOT is committed to a planning process which includes many opportunities for stakeholder input.

WisDOT will identify affected stakeholders and will meet anytime, anywhere with groups and constituents to discuss current information about the interchange and describe the ongoing study process.

Station 4 - Design concepts

Design engineers are on hand to discuss the design elements of the various concepts with you.

The seven concepts being presented are in three major categories: the no-build, or "replace in kind"; concepts with spot improvements in specific locations; and full freeway modernization concepts. (See handout insert)

With input from the community, these design concepts will be refined and discussed. We are planning public information meetings for fall 2008 where we may narrow the field of concepts. A preferred design will likely be selected in spring 2009.

Your input is critical now and in the future.

Design concepts are being developed and will be shared with the public throughout the stages of refinement.

Station 5 - Information tables

The project team will be on hand to answer questions and review the design concepts with you.

There are written comment forms that may be left at the meeting today or mailed in to the project team. There are also opportunities to leave

post-it note comments directly on the design concept maps found at the tables.

Please ask a project team member for assistance in leaving comments.

Contact information

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Study area

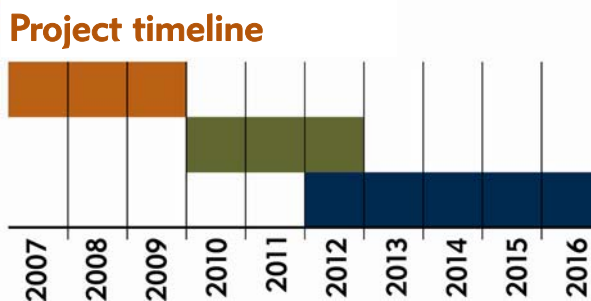


What happens next for the Zoo Interchange project?

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
- Spring 2009 - Identify preferred alternative
- Spring 2009 - Submit Draft Environmental Impact Statement to Federal Highway Administration

