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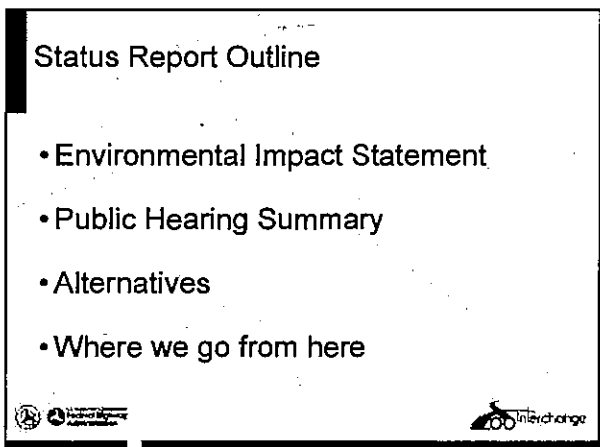
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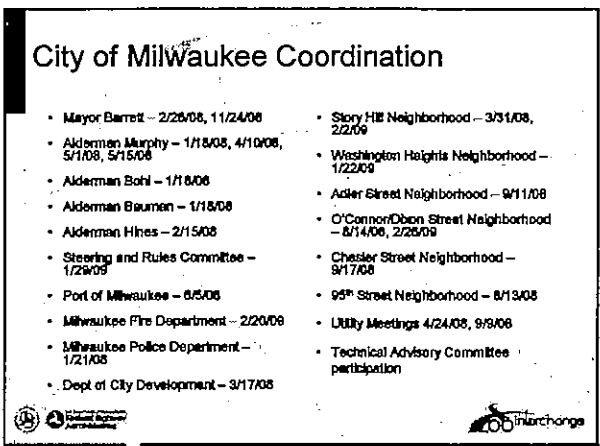
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# Environmental Impact Statement



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## 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

Public comments will be reviewed and included or summarized in the Final EIS



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## 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



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## Public Hearing Summary



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### Public Hearing

- June 23<sup>rd</sup>
  - 142 attendees
  - 28 written testimonies
  - 23 oral testimonies
- June 24<sup>th</sup>
  - 103 attendees
  - 29 written testimonies
  - 15 oral testimonies



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### Public Hearing

- Several have requested access be provided at Bluemound/Wisconsin to and from I-94 (precluded by the modernization alternatives currently under consideration);
- Those favoring 8-lane modernization outnumber those preferring 6-lane modernization by a 25-4 margin;
- Opinion is fairly evenly split amongst the various East Leg design options, with 4 favoring E1, 7 favoring the E1/E3 Hybrid, and 8 expressing interest in a revised and less impactful E3;
- Opinion is almost evenly split between the N1 and N3 modernization options on the North Leg;
- 6 testifiers prefer that direct freeway access be provided from EB I-94 west of STH 100 to Greenfield Avenue, while 1 testifier opposes that connection; and
- 2 testifiers expressed concern over the \$2.3B program cost for the interchange reconstruction.



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## Public Hearing

- There were 7 comments concerning the uncertainty of the project as well as the number and timing of potential relocations.
- There were 5 comments concerned about loss of tax base and property values.
- There were 5 comments in favor of the Texas U-turns and 8 against.
- There were 5 comments in favor of a combined service drive on O'Connor and 3 in favor of a separate service drive.
- There were 9 comments requesting/in favor of noise barriers.
- There were 2 comments concerning the ATC tower relocation.



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## Comments since the public hearings

- Dozens of additional comments have been submitted
  - Storm water ponds
  - IH 94 access to Bluemound/Wisconsin
  - Texas U-turns
  - O'Connor Street configuration
  - 98th Street Cul-de-sac
  - Neighborhood impacts
  - Monarch Butterfly Trail
  - Traffic on O'Connor Street



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## Comments since the public hearings

- Froedert Hospital
  - 85 attendees and 56 comment sheets
  - Congestion on Watertown Plank Road
  - IH 94 access to Bluemound/Wisconsin
- Children's Hospital
  - 30 attended
  - IH 94 access to Bluemound/Wisconsin
  - Congestion on Watertown Plank Road
- Honey Creek Office Park
  - Approximately 25 attended
  - Access to IH 94
  - Access during construction



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### Comments since the public hearings

- Technical Advisory Committee Meeting
  - 15 attendees
  - Cities of Milwaukee, Tosa, West Allis and Brookfield were represented
  - Milwaukee and Waukesha County reps were present
  - DNR, MMSD and COE were in attendance
  - Reinforced notion of split opinion on E1 and E1/E3 Hybrid
  - West Allis very concerned about traffic pattern changes to 84th, 76th, and Greenfield
  - no opposition to geometric changes to move left-side ramps to right side
  - comments received that project's future is in doubt, need is there (do it now), funding situation will only get worse
  - City of Milwaukee, Milwaukee County withheld most comment, waiting for official Council/Board action on resolutions
  - City of West Allis indicated that engineering staff and mayor differed on preferred alternative elements
  - ATC and WVE (privately) expressed concern about 3-lanes-to-south configuration as shown on board



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### Comments since the public hearings

- City of Wauwatosa Common Council Resolution
  - IH 94 access to the Southwest Corner of MRMC on North Leg
  - Alternative N1
  - Full double loop ramp interchange at North Avenue
  - Northbound US 45 exit at Meyfair Road
  - 6 freeway lanes with the ability to expand to 8 lanes on the North Leg



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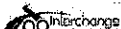
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### Comment Period Extended to August 10th

- Comments must be received or postmarked by August 10th, 2009
- 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](mailto:dotdtsdsezoo@dot.wi.gov)



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## Alternatives



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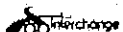

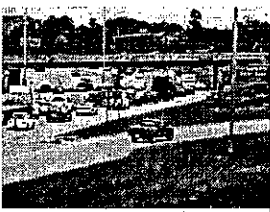
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### *Alternatives*

- 6 lanes
- 8 lanes



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### *Alternatives – Core interchange*

- All right side entrances and exits



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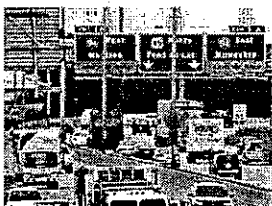
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### Alternatives – South leg

- One preferred alternative with NB on ramp loop at Greenfield Avenue
- With and without EB I-94 access to Greenfield Avenue



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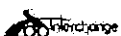
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### Alternatives – North leg

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



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### Alternatives – East leg

- Two alternatives for entering and exiting I-94 at 84<sup>th</sup> Street/78<sup>th</sup> Street
  - 78<sup>th</sup> Street traffic
  - Adler Street impacts
  - Traffic on service roads
- O'Connor Street options
  - Combined with service road
  - Separate from service road
- Impacts to State Fair Park
  - Parking loss
  - access



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### Alternatives – East leg

- Bring back the E3?
  - Diamond Interchange
  - Without Honey Creek Office Building relocation



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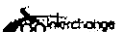
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### Alternatives – West leg

- One preferred alternative for entering and exiting at STH 100
- Relocation of ATC and WE Energies facilities
  - North of IH 94
  - South of IH 94



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### Alternatives – Noise Barriers

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



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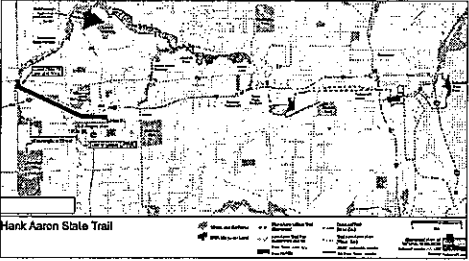
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### Hank Aaron State Trail



Hank Aaron State Trail

- WisDOT will construct the HAST from 94<sup>th</sup> Place to Miller Park in 2010.
- Interim on-street connection to the Oak Leaf Trail

Wisconsin Department of Transportation  
200 interchange

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### Where do we go from here



Where do we go from here

Wisconsin Department of Transportation  
200 interchange

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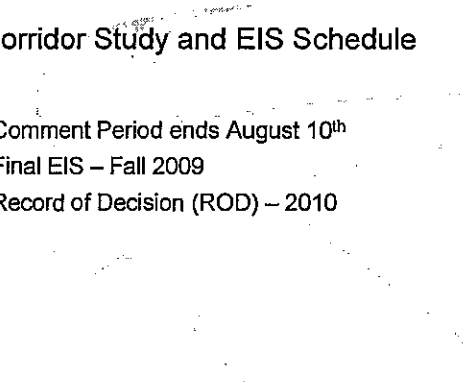
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### Corridor Study and EIS Schedule



Corridor Study and EIS Schedule

- Comment Period ends August 10<sup>th</sup>
- Final EIS – Fall 2009
- Record of Decision (ROD) – 2010

Wisconsin Department of Transportation  
200 interchange

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