

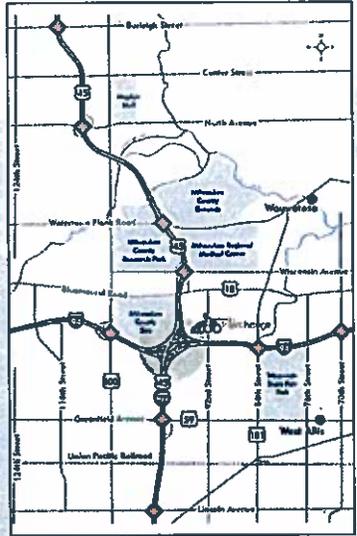
Zoo Interchange Corridor Study
City of Milwaukee
Steering and Rules Committee

January, 29 2009



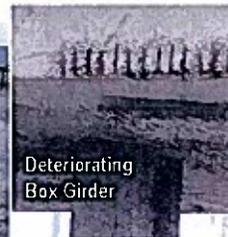
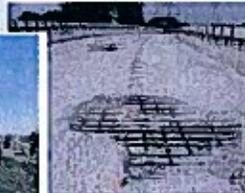
Study area

- 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



Why rebuild the Zoo Interchange?

Crumbling infrastructure



5 bridges are currently at minimal tolerable limits
Pavement has reached its maximum useful life



Why rebuild the Zoo Interchange?

Safety

A total of 3,637 crashes from 2001 to 2005

- About two crashes per day
- Approximately 30% of crashes resulted in injuries
- 6 fatalities on mainline freeway
- Crash rates 2 to 8 times higher than the statewide average for urban freeways

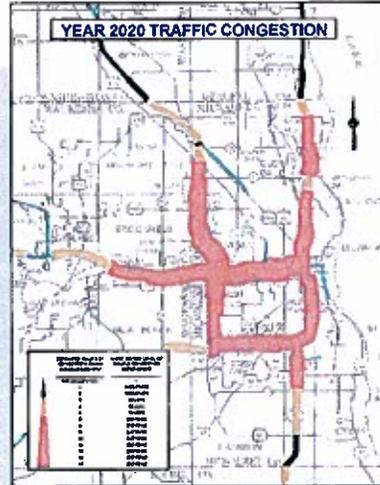


Why rebuild the Zoo Interchange?

Congestion

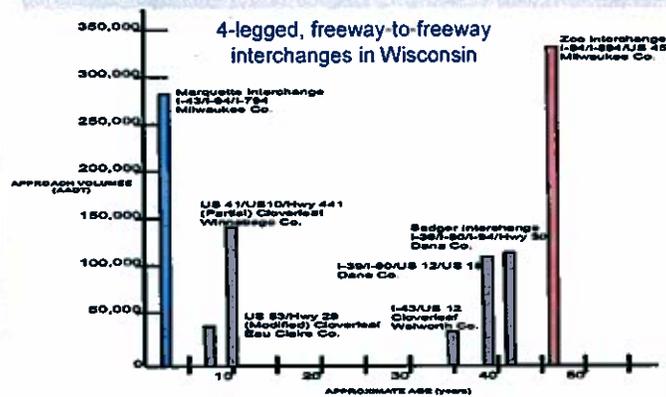


During the peak hours of the day, all legs of the Interchange currently experience a breakdown in flow where demand is much greater than capacity



Why rebuild the Zoo Interchange?

It is the oldest and most heavily traveled interchange in the state!



Work completed to date

Initial Alternatives

- Replace in kind
- Three "spot improvement" alternatives
- Three "modernization" alternatives



Work completed to date

Alternative analysis

- Spot Improvements no longer under consideration
- Modernization alternatives being refined
- Major utility relocations being studied



Work completed to date

Alternative analysis

- East leg 1st alternative

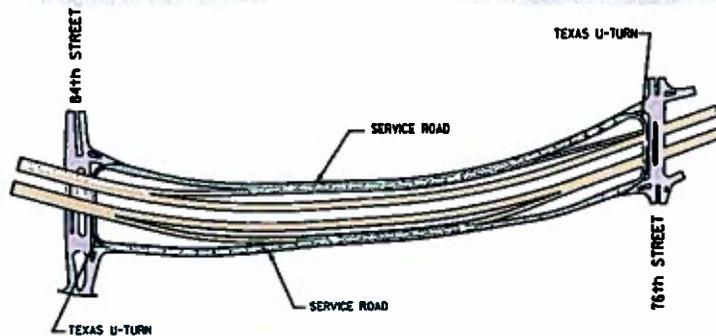
- M1

- One-way service roads
 - Texas U-turns
 - No relocations



Work completed to date

East leg M1 – service roads and Texas U-turns



LEGEND	
	Freeway & Ramps
	Local Streets
	Service Road & Texas U-Turn

A Texas U-Turn, or Texas Turnaround, is a lane allowing cars traveling on one side of a one-way frontage road to U-turn into the opposite frontage road (typically crossing over or under a freeway or expressway) without being stopped by traffic lights or crossing the highway traffic at-grade. This particular highway configuration originates (and is particularly common) in Texas but can also be found in other southern states and Michigan where frontage roads travel along freeways.



Work completed to date

Alternative analysis

- East leg 2nd alternative
 - M3 hybrid
 - Eastbound diamond interchange
 - Westbound access to IH 94 via one-way service roads and Texas U-turn at 76th Street
 - 13 residential relocations
 - 1 business relocation



Work completed to date

Alternative analysis

- East leg options
 - O'Connor Street
 - Local road
 - Service drive



Work completed to date

Alternative analysis

- Core of Interchange
 - All right side entrance and exits
 - With and without EB IH 94 access to Greenfield Avenue
- South leg
 - One alternative with NB on ramp loop at Greenfield Avenue



Work completed to date

Alternative analysis

- North leg
 - Two alternatives at North Avenue
 - Two alternatives between Bluemound Road and Watertown Plank Road



Work completed to date

Alternative analysis

- West Leg
 - Two alternatives at STH 100



Work completed to date

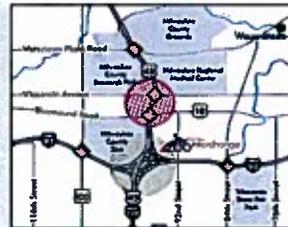
Community Outreach

- January workshops
- May and October public meetings
- Neighborhood meetings
- Door-to-door campaign
- State Fair
- Meetings with business and community based organizations
- Newsletters to mailing list of 14,000+



Work completed to date Neighborhood meetings

- 95th and 97th Street
August 13th
Wisconsin Avenue Park
 - 36 people attended
 - Property Impacts
 - # of freeway lanes
 - Traffic on Wisconsin Avenue
 - Acquisition and construction schedule



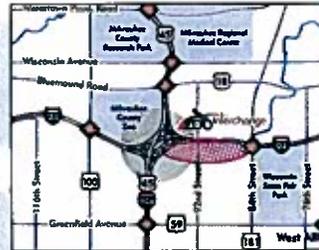
Work completed to date Neighborhood meetings

- O'Connor/Dixon Street
August 14th
Boy Scout Office Building
 - 60 people attended
 - Property Impacts
 - Don't increase traffic on local streets (Dixon and 76th streets)
 - O'Connor as a local road vs. frontage road
 - Location of noise walls



Work completed to date Neighborhood meetings

- Adler Street
September 11th
Faith United Methodist Church
 - 65 people attended
 - Property Impacts
 - Affects on property values
 - Want a noise wall
 - Is transit being considered
 - What is the City's role?
 - Who will select the preferred alternative
 - Acquisition and construction schedule



Work completed to date Neighborhood meetings

- Chester/Dixon Street
September 17th
Cannon Park
 - 42 people attended
 - Property Impacts
 - Affects on property values
 - Want a noise wall
 - What are the effects of higher gas prices
 - Cul-du-sac Chester Street west of 92nd
 - Is transit being considered
 - Acquisition and construction schedule



Work completed to date Business and labor opportunities

- DBE Labor and business committee
 - Primary focus: evaluate, identify and create opportunities for minority firms and employees
 - Steering committee met throughout summer
 - Coordination with other large WisDOT projects



Project Complexities

- 9 miles of freeway
- 6 service interchanges
- Real estate and relocations
- Complex and extensive utility relocation
- Railroad structure replacements



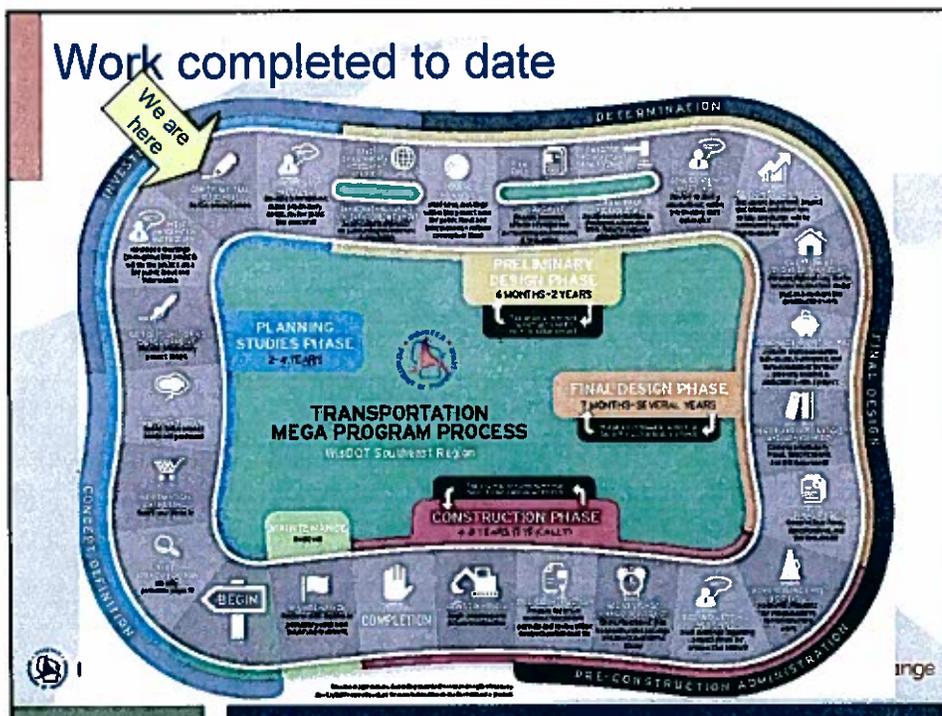
How does the Zoo Interchange compare to the Marquette Interchange?

	Zoo	Marquette
Centerline miles	9 miles	4 miles
# of Lane Miles		
Existing	86 miles	47 miles
Proposed	132 miles	54 miles
Proposed Structures		
Square foot of bridges	1.3 million	1.9 million
Lineal foot of retaining walls	13.7 miles	4.9 miles
Potential relocations	30-35	2
Year opened	1964	1969
Age of Core at reconstruction	50	35
Traffic (AADT)	345,000	285,000
Ave hours of congestion/day*	8.75	4.5

From SEWRPC Regional Freeway Reconstruction Plan



Work completed to date



What is yet to come

- 2009
 - Draft Environmental Impact Statement (DEIS)
 - Public hearing
 - Engineering analysis
- 2010-2012
 - Final design
 - Real estate/utility
- 2012-2016
 - Construction



Any comments or
questions?



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Zoo hotline number: (262)-548-6421



Zoo Interchange Corridor Study

Wisconsin DOT

