

Status Report Outline

- Environmental Impact Statement
- Public Hearing Summary
- Alternatives
- · Where we go from here





City of Milwaukee Coordination

- Мауог Ваттей ~ 2/26/08, 11/24/08
- Alderman Murphy 1/18/08, 4/10/08, 5/1/08, 5/15/08
- Alderman Bohl 1/18/06
- Alderman Bauman 1/18/08
- · Alderman daumen 1/10/00
- Steering and Rules Committee –
 1/29/09
- Dedet Market Affine
- Port of Minraukee 6/5/06
- Milwaukee Fire Department -- 2/20/08
- Mihraukee Police Department 1, 1/21/08
- . Dept of City Development 3/17/08

- Story HE Neighborhood -- 3/31/08, 2/2/09
- Washington Haights Neighborhood 1/22/09
- Artier Street Neighborhood 9/11/08
- O'Connor/Dison Street Neighborhood - 8/14/06, 2/25/09
- Chesier Street Neighborhood 9/17/08
- 95th Street Neighborhood 8/13/08
- Utility Meetings 4/24/08, 9/9/06
- Technical Advisory Committee
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Environmental Impact	
Statement	
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(B) Comments of the contract o	*
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Environmental Impact Statement (EIS)	
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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	
(B) & Indirection of the Control of	
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Environmental Impact Statement (EIS)	
Environmental impact Statement (E13)	, 100 mm and 100 mm an
The Draft EIS for the Zoo Interchange	
includes a preferred alternative for ramp configuration and local access on:	
Configuration and local access on.	
The south leg of the interchange	
The west leg of the interchange The ease of the interchange	
The core of the interchange	

Environmental Impact Statement (EIS)

The Draft EIS for the Zoo Interchange does not include a preferred alternative for:

- · The north leg of the interchange
- · The east leg of the interchange
- . EB access to Greenfield Avenue from west of the core
- . The number of basic freeway lanes (6 lanes vs. 8 lanes)
- The preferred alternative will be selected after the public hearing and will be documented in the Final EIS and the Record of Decision (ROD)





Transit Elements

- State statutes require that responsibility for transit and commuter rail programs fall to regional transit authorities, rather than on WisDOT
- WisDOT is committed to participating with local government as they develop consensus on:
 - bus service (Freewey Flyer routes, connections to other modes)
 - KRM timing and implementation
 - Regional Transit Authority decisions and actions









Transit Elements

 While the study's alternatives do not include features such as HOV lanes and/or additional median or shoulder width for rail, the reconstruction of the project will not preclude the development or use of any other parallel and/or intersecting corridors for preferred modes of mass transit.





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Public Hearing Summary	
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© Presentation	
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Public Hearing	
• June 23 rd	
 142 attendees 28 written testimonies 	
- 23 oral testimonles	
June 24 th	
- 103 attendees	
 29 written testimonies 15 orai testimonies 	
(B) Otherstand	·
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Public Hearing	
Several have requested access be provided at Bluemound/Wisconsin to and from I-94 (precluded by the modernization alternalives 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. 	
(A) O Francisco	

Public Hearing There were 7 comments

- 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 ageinst.
- 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.





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





Comments since the public hearings

- Froedert Hospital
 - 85 attendees and 56 comment sheets.
 - Congestion on Waterlown Plank Road
 - IH 94 access to 8luemound/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





Comments since the public hearings	
Technical Advisory Committee Meeting	
15 attendees Cities of Milwaukee, Tosa, West Allis and Brookfield were represented	
Mitwaukee end Waukesha County reps were present DNR, MMSD and COE were in attendance	transaction of the second of t
 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 Milwaukea, Milwaukea County withheld most comment, waiting for	
official Councit/Board action on resolutions — City of West Allis indicated that engineering staff and mayor differed on	
preferred alternative elements ATC and WE (privately) expressed concern about 3-lines-to-south configuration	
es shown on board	
(F) Office thouse	
V Annación	
- mar 575	
Comments since the public hearings	
City of Wauwatosa Common Council Resolution - IH 94 access to the Southwest Corner of MRMC on North Leg	
- In 54 access to the Southwest Come of Michig of North Leg - Alternative N1	
Full double loop remp interchange at North Avenue	
- Northbound US 45 exit et Meyfair Road	
6 freeway lanes with the ability to expand to 8 lanes on the North Leg	
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Comment Period Extended to August 10th	
; &	
Comments must be received or postmarked by August 10th, 2009	
August Total, 2009	
Jim Liptack	
Wisconsin Department of Transportation Southeast Region Office	
141 N.W. Barstow Street	<u></u>
Waukesha, WI 53187	

• FAX: 262-548-5662

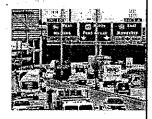
Email: dotdtsdsezoo@dot.wi.gov

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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







Alternatives – North leg

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







Alternatives – East leg

- Two alternatives for entering and exiting 1984 at 84th Street/76th Street
- 76th Street traffic
- Adler Street impects
- Treffic on service roads
- O'Connor Street options
- Combined with service road
- Separate from service ros
- Impacts to State Fair Park
 Parking loss
 - 200839







Alternatives - East leg

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







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





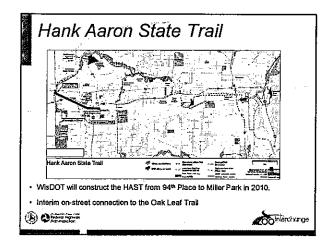


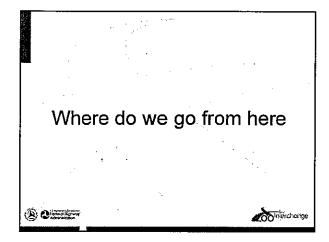
Alternatives – Noise Barriers

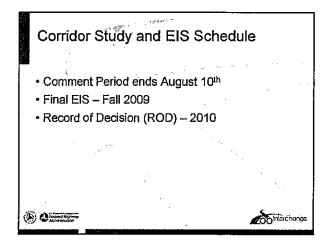
- Potential noise barrier locations have been Identified in the DEIS
- Before any noise barrier can be incorporated into the project plans:
 - Informational meetings will be held
 - Local unit of government must support











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