

- ▶ **PAGE 1**  
WisDOT moves ahead with preferred alternative
- ▶ **PAGES 2-3**  
Most frequent public hearing comments
- ▶ **PAGE 4**  
Project timeline: What happens next

# NEWS

## WisDOT moving ahead with preferred alternative

The Wisconsin Department of Transportation (WisDOT) recently announced its selection of a preferred alternative – the Reduced Impacts Alternative (RIA), including the Adjacent Arterials component. The RIA:

- Requires less property acquisition than the previously considered Modernization Alternatives, therefore having less of an impact on the local tax base.
- Reduces the projected construction cost by \$600 million.
- Provides efficient movement for existing and future traffic at the Watertown Plank Road interchange.
- Improves safety and efficiency on adjacent roadways including Highway 100, Bluemound Road, Watertown Plank Road and Glenview Avenue/84th Street.
- Reduces future traffic volumes on local roadways.
- Provides cost effective solution for additional lanes in the east/west direction if needed in the future.

The preferred alternative is responsive to input received since

the beginning of the corridor study in 2007. Public input has been essential to the development and refinement of alternatives. At the public hearings in March 2011, there was broad support for the RIA and the Adjacent Arterials component from the neighboring residents, businesses and local officials.



Public input has been essential to the development and refinement of alternatives.

At the public hearing and in comments received since, questions were asked about stormwater management, impacts on the natural environment, the opportunities for transit and impacts to major state highways and local roads. These issues are addressed inside this newsletter.

### Getting involved

Many opportunities for public input and involvement will be available during the preliminary and final design process.

#### Community sensitive solutions

– WisDOT will engage the community in discussion about design elements that ensure a transportation facility that is right for the community.

#### Noise barriers

– Following the TRANS 405 process, WisDOT will involve the communities, neighborhoods and property owners most impacted by the placement of noise barriers.

#### Adjacent arterials, freeway and interchanges

– Detailed planning and design for the improvements to local roads, adjacent arterials, interchanges and the freeway will include community officials, neighborhoods, businesses and impacted property owners.

# A detailed look at the most frequently mentioned public hearing comments

## Stormwater

As part of the Zoo Interchange design process, evaluation will include ponds and other stormwater treatment measures like bioswales, in-line storage (in an oversized pipe), and smaller ponds in the existing WisDOT right of way.

A combination of these measures may be implemented. WisDOT will work with the Department of Natural Resources, the Milwaukee Metropolitan Sewerage District (MMSD) and local communities to develop plans for stormwater management.

As part of its preliminary design, WisDOT will complete an area-wide hydrologic analysis of Underwood Creek and Honey Creek (using a model developed by MMSD) to optimize its stormwater management. This analysis will allow WisDOT to determine the appropriate type and location of stormwater management facilities.

If a pond is placed in the Underwood Parkway, the Oak Leaf Trail would be reconstructed, and its connections to the trail system to the north and south would be maintained.

No ponds will be put on county-owned land without the approval of the Milwaukee County Parks Department and the County Board.

WisDOT will be responsible for maintaining any stormwater management solution that is built.

Management of:	FHWA	WisDOT	County Gov.'t	Local Gov.'t
Freeways	✓	✓		
State highways		✓		
County highways			✓	
Local roads				✓
Transit			✓	✓

## ▲ Transit

Southeastern Wisconsin Regional Planning Commission's 2035 regional transportation plan documents that recommended transit improvements in the corridor will not eliminate the need to add capacity to the study-area freeway system. Both highways and transit are needed to provide an efficient transportation network.

WisDOT's involvement in transit and the level of funding it devotes to transit is guided by state statute rather than the discretion of WisDOT.



Monarch butterfly photographed at Milwaukee County Grounds, July 2010

## ▲ Butterflies

The oak trees on the north and west sides of the Eschweiler buildings used for roosting by the Monarch butterflies will not be affected by the project. The north berm, which is used by the butterflies for nectaring, will be minimally impacted. The south berm will be affected by the Watertown Plank Road interchange reconstruction.

## Project information

William Mohr, P.E.

Wisconsin Department of Transportation

SE Transportation Region

P.O. Box 798

Waukesha, WI 53187-0798

Study hot line: (262) 548-6421

email: dotdtsdsezoo@dot.wi.gov

Web: www.zooic.org

## Most frequently mentioned public hearing comments, continued

### Local roads ▶

Traffic volumes on Highway 100, Watertown Plank Road, and Glenview Avenue will continue to increase in the future. Several large-scale developments are planned on the County Grounds, County Research Park, and the Regional Medical Center. The RIA will actually reduce future traffic on some local streets by providing more capacity on the freeway system.

Today, an average of 31,200 vehicles travel on Highway 100 between Bluemound Road and Wisconsin Avenue each day. The forecast amount of average weekday traffic in 2035 is:

- 40,000 vehicles per day under the No-Build alternative
- 38,000 vehicles per day under the Reduced Impacts Alternative

Currently, 13,100 vehicles travel on Glenview Avenue between Bluemound Road and Wisconsin Avenue each day. The forecast amount of average weekday traffic for 2035 is:

- 17,000 vehicles per day under the No Build alternative
- 14,000 vehicles per day under the Reduced Impacts Alternative

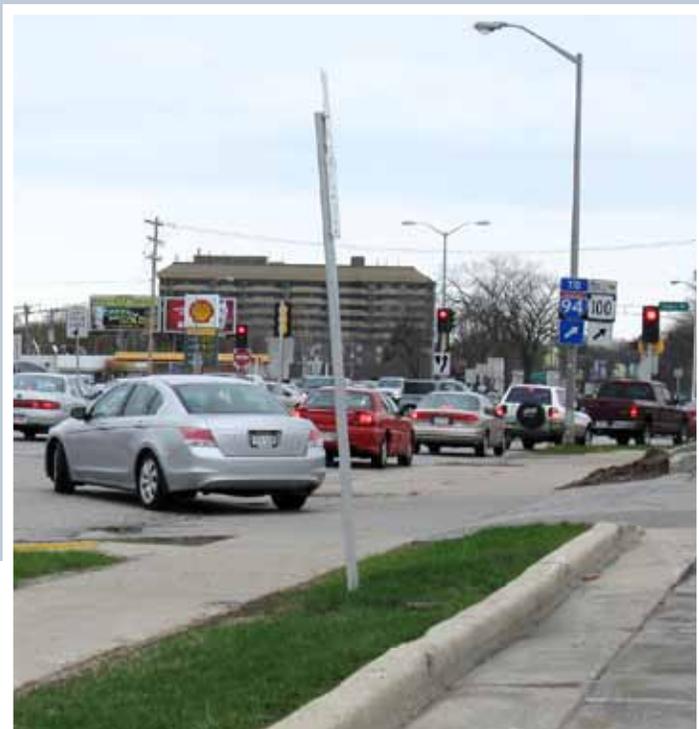
To accommodate pedestrians, signal timing, advanced walk signals and the use of medians for safe crossing will all be considered as planning continues for local roads. WisDOT will be working with local communities on any improvements to local roads.



Zoo Interchange project area.

### ▼ Bluemound Road

Just west of Highway 100, the design for Bluemound Road will be narrowed to avoid impacting the municipal parking at 109th Street and Bluemound Road, alleviating the concern over parking availability.



### ▲ Glenview Avenue

Based on comments received at the public hearing and additional coordination with the City of Wauwatosa after the Supplemental Draft EIS, Glenview Avenue will not be widened. It will be redesigned to provide one lane in each direction and a two-way left-turn lane in the median. The proposed roadway will not be any wider than it is today.



Roberto Gutierrez, P.E.  
Wisconsin Department of Transportation  
SE Transportation Region  
P.O. Box 798  
Waukesha, WI 53187-0798

# The Zoo Interchange: What happens next

The Wisconsin Department of Transportation (WisDOT) has announced a preferred alternative for the reconstruction of the Zoo Interchange and will submit a Final Environmental Impact Statement (FEIS) to the Federal Highway Administration (FHWA) for publication this summer.

Final design, real estate acquisition, utility relocations, and the reconstruction of the interchange will begin after the FHWA Record of Decision on the FEIS. A projected timeline is below.

