

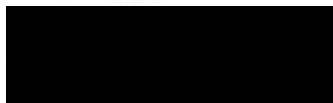
- 16) DNR is considering revisions to Butler's Gartersnake *Thamnophis butleri* population conservation strategies.
- 17) DNR and DOT should discuss endangered resources occurrences in the large Data Collection Area and determine if specific field surveys or investigations are needed.

Please visit the Department's Bureau of Technology Services website <http://dnr.wi.gov/maps/gis/geolibrary.html> to browse Geographic Information Systems (GIS) data. Provide me a list of GIS files that you want and I will get the files for you.

The Southeastern Wisconsin Regional Planning Commission <http://www.sewrpc.org/> may also have useful GIS data.

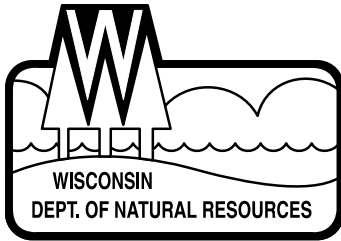
Thanks again for the opportunity to provide scoping level information about Air, Land, Water, and Endangered Resources in the DOT Zoo Interchange Data Collection Area. Contact me to discuss the Department's recommendations and to request additional information. I look forward to more refined project analysis and future agency coordination meetings.

Sincerely,



Michael C. Thompson
Environmental Analysis Team Supervisor
(414) 263-8648
MichaelC.Thompson@Wisconsin.gov

Cc: Ken Yunker, SEWRPC
Scott Lee, DOT
Don Tills, SER
Kirsten Held FR/4
Mike Friedlander, AM
Melissa Cook, SER
Sharon Gayan, SER
Owen Boyle, SER
Lisie Kitchel, BER
Cameron Bump, EA/7



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
Gloria L. McCutcheon, Regional
Director

Southeast Region Headquarters
2300 N. Dr. Martin Luther King, Jr.
Drive
PO Box 12436
Milwaukee, Wisconsin 53212-0436
FAX 414-263-8606
Telephone 414-263-8500
TTY Access via relay - 711

~~May 18, 2007~~
Revised August 8, 2007

Mr. Brian Bliesner
Wisconsin Department of Transportation
SE Transportation Region
PO Box 798
Waukesha, WI 53187

Re: DOT Project ID 1060-33-00
Zoo Interchange Study

Dear Mr. Bliesner,

The Wisconsin DNR Environmental Analysis and Review/DOT Liaison Team and the Bureau of Endangered Resources have reviewed the data collection area for the Zoo Interchange Study. Endangered resource information is provided for an area within one mile of the project's location. This information is provided so impacts to nearby endangered resources can be assessed and to assist in determining if rare species may occur in the project's impact area, then species that occur nearby may be present in the project area and field surveys may be necessary to determine if this is the case.

There are a number of high quality natural communities that occur in the data collection area and within a one mile buffer outside the data collection area:

1. Wetland/Aquatic Natural Community:

<i>Floodplain forest</i>	Floodplain Forest	
<i>Southern sedge meadow</i>	Southern Sedge Meadow	14

2. Upland Natural Community:

<i>Southern dry-mesic forest</i>	Southern Dry-mesic Forest	14, 25, 36
<i>Southern mesic forest</i>	Southern Mesic Forest	

Though the natural communities themselves are not protected by law, many of them contain endangered or threatened species. Our Natural Heritage Inventory data files contain information on the following rare species and associated natural communities for the project data collection area according to the map dated November 16, 2006. The lists below regard only current element occurrences, from 1960 to the present. (Appendix A details historical species occurrences. It is questionable whether or not historical species

exist in the immediate project area. Field verification is needed in most cases due to the length of time from the last occurrence date.)

3. Endangered Plants:

<i>Carex crus-corvi</i>	Ravenfoot Sedge		
<i>Carex lupuliformis</i>	False Hop Sedge		

4. Threatened Plants:

<i>Aster furcatus</i>	Forked Aster	8, 21, 22,	
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Special concern species are species about which some problem of abundance or distribution is suspected but not yet proved. The main purpose of this category is to focus attention on certain species before they become endangered or threatened. Though not officially state protected, the DNR urges the protection and avoidance of these special concern species within the project area and recommends surveys for the species, as well.

5. Special Concern Plants:

<i>Cacalia suaveolens</i>	Sweet-scented Indian-plantain		
<i>Trillium recurvatum</i>	Reflexed Trillium		
<i>Ptelea trifoliata</i>	Wafer-ash		
<i>Jeffersonia diphylla</i>	Twinleaf		
<i>Viburnum prunifolium</i>	Smooth Black-haw		
<i>Lithospermum latifolium</i>	American Gromwell		
<i>Scutellaria ovata</i>	Heart-leaved Skullcap		

6. Other Special Concern Species:

<i>Pompeius verna</i>	Little Glassy Wing	Butterfly	
<i>Procambarus gracilis</i>	Prairie Crayfish	Crustacean	15, 16, 17,
<i>Archilestes grandis</i>	Great Spreadwing	Dragonfly	

7. Other Threatened Species:

<i>Thamnophis butleri</i>	Butler's Gartersnake	Snake		
<i>Emydoidea blandingii</i>	Blanding's Turtle	Turtle		

In addition to individual snake occurrences, there are seven Butler's Gartersnake Tier 3 sites within the data collection area. Tier 3 sites potentially support large Butler's Gartersnake populations and are critical to the long-term conservation of this animal. The loss of a population at a Tier 3 site would jeopardize the status of the species based on the current data available.

The Conservation Strategy (as it currently exists) calls for take of these listed species to be avoided at these sites, except in the case of habitat management. If take is proposed in excess of that necessary for habitat management, project-specific incidental take authorization is required. For Tier 3 sites, all suitable habitats must either be maintained or the equivalent of any lost suitable habitat must be restored to suitable habitat elsewhere within the habitat patch so that there is no net loss of snake habitat. The department will evaluate all within-patch mitigation plans as appropriate.

If incidental take cannot be avoided, then incidental take authorization is required on a project by project basis. The authorization process requires a jeopardy assessment be conducted for each site and there may not be options for no net loss at a site, therefore **avoiding Tier 3 sites is the best way to avoid potential problems.** It is possible there is Tier I and Tier II sites located within the data collection area that could be included in an incidental take authorization.

Site Name	Section	Township & Range	Surveyed	Presence Confirmed	Acres	Owner
Underwood Creek - MMSD Patch 1	20	T7N, R21E	N	Q	59	Mostly Public

Coordination with Mr. Bob Hay, WDNR Cold Blooded Species Biologist, will be needed for Butler's Gartersnake occurrences and Tier 3 habitat. Please contact him at 608-267-0849. He will also determine the need for surveys for the Blanding's Turtle.

8. The following Endangered, Threatened and Special Concern species were found within a one mile buffer of the data collection area:

<i>Ixobrychus exilis</i>	Least Bittern	SC/M	Bird	
<i>Procambarus gracilis</i>	Prairie Crayfish	SC/N	Crustacean	21, 22, 27, 28, 29,
<i>Etheostoma microperca</i>	Least Darter	SC/N	Fish	
<i>Aster furcatus</i>	Forked Aster	THR	Plant	
<i>Cacalia muehlenbergii</i>	Great Indian-plantain	SC	Plant	
<i>Carex formosa</i>	Handsome Sedge	THR	Plant	

<i>Gymnocladus dioicus</i>	Kentucky Coffee-tree	SC	Plant	
<i>Jeffersonia diphylla</i>	Twinleaf	SC	Plant	
<i>Lithospermum latifolium</i>	American Gromwell	SC	Plant	
<i>Ptelea trifoliata</i>	Wafer-ash	SC	Plant	
<i>Quercus muehlenbergii</i>	Chinquapin Oak	SC	Plant	
<i>Solidago caesia</i>	Bluestem Goldenrod	END	Plant	
<i>Trillium recurvatum</i>	Reflexed Trillium	SC	Plant	
<i>Thamnophis butleri</i>	Butler's Gartersnake	THR	Snake	
<i>Emydoidea blandingii</i>	Blanding's Turtle	THR	Turtle	

If the above listed natural communities (see items 1 & 2) are found to occur within the project impact area, a habitat survey should be conducted to determine the extent and quality of the community and whether there is potential for threatened and endangered species to occur at those locations. Historic species should be included in any surveys of suitable habitat, as well (see appendix A for these species). These habitats should be avoided if possible, especially if they contain threatened and endangered species. If threatened or endangered species are located in the project's impact area, then construction activities or locations may need to be altered to avoid impacting them.

The specific location of endangered resources is sensitive information that has been provided to you for the analysis and review of the project. Exact locations should not be released or reproduced in any publicly disseminated documents.

This letter addresses endangered resource issues and is for information purpose only. This letter does not constitute Department of Natural Resources authorization of the project and does not exempt the project from securing necessary permits and approvals from the Department.

Thank you for the opportunity to review this project and provide these comments. As the plans are developed for this project, please provide copies to this office for review and concurrence. If you have any questions, contact Mike Thompson at 414-263-8648.

Sincerely,



Mike Thompson
Southeast Region Environmental Analysis Team Supervisor
(414) 263-8648

~~Timothy T. Kennedy~~

Appendix A

Historic Endangered Resources Occurrences:

<i>Clinostomus elongatus</i>	Redside Dace	SC/N	Fish	
<i>Etheostoma microperca</i>	Least Darter	SC/N	Fish	
<i>Lythrurus umbratilis</i>	Redfin Shiner	THR	Fish	
<i>Acris crepitans blanchardi</i>	Blanchard's Cricket Frog	END	Frog	
<i>Rana catesbeiana</i>	Bullfrog	SC/H	Frog	
<i>Platanthera leucophaea</i>	Prairie White-fringed Orchid	END	Plant	
<i>Erigenia bulbosa</i>	Harbinger-of-spring	END	Plant	
<i>Conioselinum chinense</i>	Hemlock Parsley	END	Plant	
<i>Asclepias purpurascens</i>	Purple Milkweed	END	Plant	
<i>Astragalus neglectus</i>	Cooper's Milkvetch	END	Plant	
<i>Triglochin maritima</i>	Common Bog Arrow-grass	SC	Plant	
<i>Liatris spicata</i>	Marsh Blazing Star	SC	Plant	
<i>Carex tenuiflora</i>	Sparse-flowered Sedge	SC	Plant	
<i>Platanthera dilatata</i>	Leafy White Orchis	SC	Plant	
<i>Platanthera hookeri</i>	Hooker Orchis	SC	Plant	
<i>Cypripedium parviflorum</i> var. <i>makasin</i>	Northern Yellow Lady's-slipper	SC	Plant	
<i>Cacalia muehlenbergii</i>	Great Indian-plantain	SC	Plant	
<i>Calamagrostis stricta</i>	Slim-stem Small-reedgrass	SC	Plant	
<i>Thalictrum revolutum</i>	Waxleaf Meadowrue	SC	Plant	
<i>Cypripedium arietinum</i>	Ram's-head Lady's-slipper	THR	Plant	
<i>Cypripedium candidum</i>	Small White Lady's-slipper	THR	Plant	

Cooper, Carrie

From: Thompson, Michael C - DNR [MichaelC.Thompson@Wisconsin.gov]
Sent: Thursday, April 03, 2008 4:22 PM
To: Cooper, Carrie - DOT
Cc: Bump, Cameron M - DNR
Subject: DNR accepts invitation to be a Participating Agency for the DOT Zoo Interchange Corridor Study

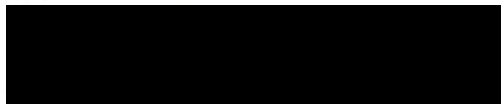
<<Zoo Interchange Scoping Invite.pdf>>

Carrie,

I accept your invitation to be a participating agency for the DOT Zoo Interchange Corridor Study.

Thanks,

Mike



Team Supervisor
Environmental Analysis & Review Program
Bureau of Integrated Science Services
Wisconsin Department of Natural Resources
(☎) phone: (414) 263-8648
(☎) fax: (414) 263-8483
(✉) e-mail: MichaelC.Thompson@Wisconsin.gov



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary
Gloria L. McCutcheon, Regional Director

Southeast Region Headquarters
2300 N. Dr. Martin Luther King, Jr. Drive
Milwaukee, Wisconsin 53212-3128
FAX 414-263-8606
Telephone 414-263-8500
TTY Access via relay - 711

August 6, 2008

Carrie Cooper
Environmental Planner
Zoo Interchange Team
141 NW Barstow St.
Waukesha, WI 53187

Dear Ms. Cooper:

Thank you for the opportunity to review and comment on the Zoo Interchange Study's *Purpose and Need*, *Agency Coordination Plan*, and *Impact Analysis Methodology*.

The *Purpose and Need* explains that Zoo Interchange reconstruction is needed to address the deteriorated conditions and obsolete design of this section of the regional freeway system. The Department concurs with this assessment.

The *Agency Coordination Plan* describes how the Department can provide input on the Study. I suggest that the Plan reference, or include as an Attachment, the Cooperative Agreement between Wisconsin Department of Natural Resources and Wisconsin Department of Transportation November 2002. This Agreement is a basis for collaboration between our two State agencies.

The *Impact Analysis Methodology* describes how environmental impacts will be assessed. I recommend additional analysis in Sections 4, 10, and 13:

Section 4: Community and Residential Impact Methodology

Evaluate existing and projected pedestrian, bicycle, and transit accessibility and travel patterns in the study area.

Section 10: Section 4(f), 6(f) and Other Unique Lands Impact Methodology

Analyze potential aesthetic and traffic noise impacts to the Department Forestry Center and Hank Aaron State Trail.

Section 13: Water Resources/Floodplains/Storm Water Impact Methodology

Discuss flood control projects in the study area. Describe how stormwater management will be considered during the planning, design, and construction phases of the Zoo Interchange reconstruction process.

Thanks again for the opportunity to comment. Please contact me if you have questions or would like additional information. I would be glad to meet or speak with you.

Sincerely,



Michael C. Thompson
Environmental Analysis Team Supervisor
(414) 263-8648

Cc: Melissa Cook, DNR
Don Tills, DNR
Peter McMullen, DNR
Sharon Gayan, DNR
Jeff Weatherly, DNR



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary
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Milwaukee, Wisconsin 53212-3128
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Telephone 414-263-8500
TTY Access via relay - 711

November 19, 2008

Ms. Carrie Cooper
Environmental Planner
Zoo Interchange Team
141 NW Barstow Street
Waukesha, WI 53187

Dear Ms. Cooper:

Thank you for the opportunity to review and comment on the Zoo Interchange Study's *Section 2 Alternatives* which describes the reconstruction alternatives that were considered, the evaluation of alternatives, the alternatives that have been retained for further study, and explains why other alternatives were eliminated from consideration. I have two comments:

Section 2.2.4.3 Modernization with No Added Capacity (6-Lane) Alternative

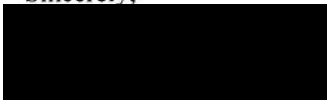
Describe the 6-Lane Alternative's improved traffic operations and their affect on the existing level of service.

Section 2.3.2 High-Occupancy Vehicle/High-Occupancy Toll Lanes

Discuss whether High-Occupancy Vehicle/High Occupancy Toll (HOV/HOT) lanes could be added to a modernized six or eight lane interchange in the future.

Please contact me if you have questions or would like additional information. I would be glad to meet or speak with you.

Sincerely,



Michael C. Thompson
Environmental Analysis Team Supervisor
(414) 263-8648

cc: Peter McMullen, DNR

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION
 Wisconsin Department of Transportation
 DT1635 99 (Replaces ED889)

SHPO

I. PROJECT INFORMATION

Project ID Project I.D. 1060-33-01	Highway/Street Zoo Interchange and approaches	County Milwaukee
Project Termini I-94 from 116 th to 76 th Street; US 45 from Union Pacific Railroad crossing south of Greenfield Avenue to Center Street		District SE Region (Waukesha)
Project Engineer/Project Manager Jim Liptack Wisconsin Department of Transportation		(Area Code) Telephone Number 262/548-8662
Consultant Project Manager Tim Anheuser/Kapur Associates		(Area Code) Telephone Number 414/916-8484
Archaeological and Architecture/History Consultant Traci Schnell Heritage Research David Keene Archaeological Research, Inc		(Area Code) Telephone Number Heritage Research: 262/251-7792 ARI: 773/975-1753
Date of Need April, 2008		SHSW: 08-0046/MI

II. PROJECT DESCRIPTION

Type of Project	<input type="checkbox"/> Reconstruction <input type="checkbox"/> Wetland Mitigation	<input type="checkbox"/> Resurface Only <input type="checkbox"/> Bridge	<input type="checkbox"/> Recondition <input checked="" type="checkbox"/> Corridor Study (must coordinate with BOE)	<input type="checkbox"/> Other:
<input type="checkbox"/> Known Cemetery	Project Length N/A	New Right-of-way to be Acquired To be determined		

Project Description:

The recommended improvements include reconstructing the Zoo Interchange and its four approach legs to meet current design standards

Roadway dimensions☐ Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Varies	Terrace Width	N/A	N/A
Edge of outside shoulder from centerline of nearest driving lane	Varies	Varies	Sidewalk Width	N/A	N/A
Slope Intercept	To be determined	To be determined	Number of Lanes	6	6-8
Edge of pavement from centerline of nearest driving lane (Includes paved shoulder)	Varies	Varies	Grade Separated Crossing		
Back of Curb Line	N/A	N/A	Vision Triangle ____ acres ____ hectares	N/A	N/A
Easement ____ acres ____ hectares	To be determined	To be determined	Temporary Bypass ____ acres ____ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.

Ground disturbing activities will include clearing and grubbing, grading, shoulders and ditches, storm sewer construction at some locations, utility relocation, bridge removal and construction, and excavation of soils unsuitable for roadway construction.

III. NOTIFICATION

How has notification of the project been provided to:

X Property Owners

- ☒ Public Information Meeting Notice
(project mailing list = 14,000; not attached due to size)
☒ Letter (required for Archaeology)
☒ Telephone Call
☐ Other

X Historical Societies/Organizations

- ☒ Public Information Meeting Notice
☒ Letter
☐ Telephone Call
☐ Other

X Native American Tribes

Must notify with:

- ☒ Public Info. Mtg. Notice
☒ Letter

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate. See attached correspondence

IV. AREA OF POTENTIAL EFFECT [APE]

HISTORY: Area of potential effect for history is one-half mile radius around the nine interchange.

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed right-of-way.

If you wish to claim there is no APE for buildings/structures, you must justify that claim. [NOTE: If there are no buildings/structures of any kind in the APE, go to Item V., check "Architecture/History survey is not needed" and state why.]

V. SURVEY NEEDED**ARCHAEOLOGY**

- ☒ Archaeological survey is needed
[See Chapter 26-35-1 of FDM for procedure and # of exhibits]
☐ Archaeological survey is not needed – provide justification
☐ SHPO records search conducted ____ (date).
☐ Screening list ____ (date).
☐ Other:

HISTORY

- ☒ Architecture/History survey is needed
☐ Architecture/History survey is not needed

VI. SURVEY COMPLETED-Documentation required for submittal to BOE

See continuation page 4

ARCHAEOLOGY

- ☐ Project maps attached.
☒ ASFR attached [NO archaeological sites(s) identified]
☐ Report attached [sites recommended for further investigation]
☐ Report attached [potentially eligible site(s) avoided]
☐ Report attached - cemetery documentation
☐ Native American response letters & reports
[Send four reports + # of copies for NA requests to district.]

HISTORY

- ☐ A/HSF attached [NO buildings/structures identified]
☒ A/HSF attached [potentially eligible buildings/structures identified.]

VII. EVALUATION COMPLETED-Documentation required for submittal to BOE

- ☒ Report attached [no arch site(s) eligible for NRHP] ☐ DOE attached [no buildings/structure(s) eligible for NRHP]
☐ Report and DOE attached [arch site(s) eligible for NRHP] ☒ DOE attached [building/structure(s) eligible for NRHP]
☐ Report and draft DOE attached [arch site(s) eligible for NRHP—avoided through project redesign]

VIII. COMMITMENTS

None identified to date.

IX. PROJECT REVIEW

- ☐ No eligible properties in APE
☐ No effect on historic buildings and/or archaeological sites eligible for NRHP
☒ Eligible properties may be affected by project-go to Step 4: Assess effects and begin consultation

(Region Project Manager)

3/7/08

(Consultant Project Manager)

3/7/08

(Date)

(WisDOT Historic Preservation Officer)

4/25/08

(Date)

(State Historic Preservation Officer)

(Date)

CORRESPONDENCE/MEMORANDUM ----- **State of Wisconsin**
Bureau of Equity and Environmental Services/Division of Transportation System Development

Date: April 28, 2009

To: Carrie Cooper
Zoo Interchange Team
Southeast Region
141 NW Barstow Street
Waukesha WI 53187

From: Robert S. Newbery
Bureau of Equity and Environmental Services
Rm. 451 HFSTB

Project ID 1060-33-01
I94 & USH 45
Zoo Interchange
Milwaukee County

Sherman Banker, Compliance Reviewer for the State Historic Preservation Office, has informed BEES by phone that he will not be signing the Section 106 Review Form for this project. Further he has sent an email to BEES stating,

We look forward to assessing the affects (sic) that the proposed undertaking will have on historic properties that have previously been identified.

As near as we can surmise, his reasoning is that stating in writing that SHPO is looking forward to assessing effects documents the SHPO's acceptance of the results of the identification and evaluation steps of the Section 106 Review Process. I recommend that BEES use the Section 106 Review form that was signed by the Region and BEES and this memo to establish a paper trail that will allow the consultant, the Region, and FHWA to proceed with the preparation and approval of the Environmental Document. To that end, BEES will write in the space for the SHPO signature the words "see attached memo". (Said "attached memo" would be this one.) BEES will then provide a copy of that Section 106 Review form and this memo to the Region for use with the environmental document.

Note: At a meeting on April 27, 2009, Chip Brown, representing SHPO, agreed that when SHPO writes "we look forward to assessing the effects that the proposed undertaking will have on historic properties that have previously been identified" that is equal to signing the Section 106 Review form accepting the results of the identification and evaluation steps.

cc: FHWA



Wisconsin State Fair Park

640 S. 84th St. • West Allis, WI 53214 • (414) 266-7000 • wistatefair.com

March 13, 2009

Secretary Busalacchi
Department of Transportation
Hills Farms State
Transportation Building
4802 Sheboygan Avenue
P.O. Box 7910
Madison, WI 53707-7910

Ms. Donna Brown
Department of Transportation
141 NW Barstow Street
Waukesha, WI 53187

Mr. Brad Heimlich
CH2M Hill
135 S. 84th Street, Suite 325
Milwaukee, WI 53214

Dear Secretary Busalacchi, Ms. Brown and Mr. Heimlich:

Thank you for meeting with the Wisconsin State Fair Park Board (Board) and for meeting several times with State Fair Park managers to discuss possible designs for the east end of the Zoo Interchange project. While its concerns have been raised during discussions, as requested, the Board is submitting a formal response to your design plans.

At present, the Department of Transportation (DOT) has narrowed the field of designs to two – M1 Alternative and M3 Alternative. Of the two designs, the Board greatly favors the M3 Alternative. Nevertheless, without very substantial mitigation efforts on the part of DOT, construction of even the preferred design would irreparably harm the Wisconsin State Fair and State Fair Park. To understand the Board's preference, please consider the importance of the property along Interstate 94 and the current access and traffic flow to and around the Fair Park to the success of the Wisconsin State Fair and State Fair Park.

Any State Fair Park Property Taken Must Be Replaced

While the Board understands that lost parking and event space appears less damaging than the destruction of homes and office buildings, the importance of the property along Interstate 94 to the Wisconsin State Fair and State Fair Park cannot be overstated. The loss of access into the State Fair from the north and the elimination of the most valuable parking would truly threaten the continued viability of the Wisconsin State Fair. The implications are numerous and ultimately could result in a spiraling decline in attendance and, thus, profitability of the 11-day Wisconsin State Fair as revenue significantly declines from the loss of parking, admission, food and beverage sales. Further, the Board would experience a significant decline in revenue garnered from the property throughout the rest of the year from special event programming and parking.

At the most basic level of concern, the M1 Alternative and M3 Alternative designs result in a substantial loss of parking and prime event space. The Board much prefers the M3 Alternative Design because it requires less Fair Park property and leads to the loss of less revenue.

- Under the M1 Alternative, DOT would take approximately 5.5 acres of State Fair Park's north lot and 750 parking spaces. The Fair Park would lose at least \$175,000 annually, \$145,000 of parking profit and \$30,000 of event profit.
- Under the M3 Alternative, DOT would take approximately 4.0 acres of State Fair Park's north lot and 550 parking spaces. The Fair Park would lose at least \$135,000 annually, \$105,000 of parking profit and \$30,000 of event profit.

However, this loss is only the beginning of our concerns. As noted above, the ripple effect of more difficult access and lost parking to the State Fair cannot easily be calculated but could ultimately lead to the end the Wisconsin State Fair. For example, under the M1 Alternative Design, an estimated initial loss in attendance of 58,000 is very possible with a corresponding loss in admission, food, beverage, and retail sales revenue of \$700,000 or more. An ever eroding, terminal pattern could easily emerge as entertainment and agriculture programming decrease to match decreasing revenues as a result of declining attendance. Less entertainment and agriculture programming could then lead to additional decreases in attendance, which would then lead to additional cuts in entertainment and agricultural programming, and so on.

The Board expects DOT to provide substitute parking on-site or closely nearby for any parking lost as a result of the property taken for the Zoo Interchange project. There are viable options that DOT has been notified of that would address this issue, but the options are time sensitive and need to be addressed immediately. For example, several months ago, a Fair Park official informed DOT about a 5.0 acre parcel close by that could act as a staging area for the Zoo Interchange project construction and ultimately provide a partial or total offset for the property taken along Interstate 94 from State Fair Park. In addition, the Board expects DOT to compensate it for the difference in the value of property taken and that of the replacement property as well as replacing and relocating the electronic sign that provides the Fair Park valuable revenue and necessary advertising of events because of its location near Interstate 94.

Efficient and Safe Access to State Fair Park Must Be Maintained

The M3 Alternative Design maintains the 84th Street exit ramp, which the Board believes is absolutely necessary for access and proper traffic flow around the Fair Park during the Wisconsin State Fair and for other events throughout the year operating on the Fair Park. As part of this design, the Board recommends that DOT add a tertiary ramp or exit ramp that would provide northern access to the Fair Park. Current designs eliminate the Fair Park's Gate 7 entrance road. Keeping the 84th street ramp and access to the Fair Park's Gate 7 are essential to avoid traffic back-ups and allow northern access to one of the Fair Park's largest parking areas and its main gate.

The most significant concern with the M1 Alternative Design is that drivers traveling east on the interstate would no longer have a convenient exit onto 84th Street. Rather, drivers would have to exit Interstate 94 using a Texas U-turn included in the design, which would allow them to either travel eight additional blocks and exit onto 76th street, which is primarily residential and not built to handle the volume of traffic that now exits onto 84th street, or to travel a 16 block u-turn (down to 76th Street and back to 84th street) to exit onto 84th street. Because intersection turns during the Wisconsin State Fair are restricted to go in only in one direction, exiting off the Texas U-turn onto 84th street would be counter to traffic flow.

Without maintaining the 84th Street ramp, long back-ups would be expected at the Fair Park's Gate 8, Gate 9 and Gate 1. Intersections at North Street and 76th Street, West Greenfield and 76th Street and West Greenfield and 77th Street would be expected to be blocked for periods each day of the Wisconsin State Fair. All of the efforts taken by West Allis and the Fair Park over the years to keep traffic flowing and avoid severe congestion in the neighborhoods surrounding the Fair Park would be to no avail. Increased accidents and frustrated drivers would ultimately lead to lower State Fair attendance and higher traffic control costs. Similar problems throughout the year could be expected for visitors to other events operated by the State Fair Park, Wisconsin Exposition Center, Milwaukee Mile and Pettit National Ice Center.

Efficient and Safe Access During Construction Must Also Be Maintained

The Board expects DOT to take whatever steps would be necessary to maintain safe and convenient travel to the annual Wisconsin State Fair during the construction phase. Similar to steps taken during the construction of the Marquette Interchange, the Fair Park Board expects that DOT would make street improvements and adjust lights to improve street level traffic flow. The Board also expects that DOT would underwrite the cost of freeway flyers for bus routes utilizing Interstates 94, 45, 894 and Highway 100; restrict interstate lane closures to overnight hours; and provide adequate public information and education on the project's progress and best driving choices.

The Board appreciates DOT's efforts to improve the safety of travel along Interstate 94. However, without responsible planning decisions and appropriate mitigation efforts on DOT's part, the Wisconsin State Fair will suffer and could eventually die. The Board is charged with doing what is necessary to protect one of Wisconsin's premier family events and tourist attractions. Assuming adequate mitigation efforts by DOT, the M3 Alternative provides the desired safety improvements for interstate travel as well as providing a reasonable opportunity for the Wisconsin State Fair to continue as now. The Board would also appreciate it if DOT modifies the M3 Alternative Design to reduce or eliminate the need to take residential homes to construct interstate improvements. This would ensure a positive outcome for all.

We look forward to meeting with Secretary Busalacchi on March 26 to discuss these matters. Thank you for seriously considering the Wisconsin State Fair Park Board's position. We look forward to participating fully in the end stages of your planning process. If you have any questions about the Board's position prior to our meeting, please contact me at (262) 574-6302.

Respectfully submitted,



Susan Crane, Chairperson
Wisconsin State Fair Park Board

cc: Wisconsin State Fair Park Board of Directors
Kelli Trumble, Secretary, Department of Tourism
Rod Nilsestuen, Secretary, Department of Agriculture, Trade, and Consumer Protection
Craig Barkelar, Deputy Executive Director, Wisconsin State Fair Park



OFFICE FOR PERSONS WITH DISABILITIES

Milwaukee County

DONALD G. NATZKE DIRECTOR

Carrie Cooper, Environmental Planner
Wisconsin Department of Transportation
141 NW Barstow Street
Waukesha, WI 53187

Wednesday, March 11, 2009

Dear Ms. Cooper:

Thank you for the information provided to us during our meeting of Friday, March 6, at our Wil-O-Way Underwood Center. Our Milwaukee County Office for Persons with Disabilities, Goodwill Industries, Easter Seals of Southeastern Wisconsin, and UW Extension appreciate the care and concern offered us. We recognize the many challenges inherent in designing a project of this magnitude and long-range impact with so many competing constituencies.

We further appreciate the time and care in considering the issues of significant importance to us.

As expressed during our meeting, the Wil-O-Way Underwood Center balances involvement of many referent groups: elders with disabilities, young people with behavioral disabilities exacerbated by excessive stimulation, outdoor wedding parties, trail and outdoor events, and a very popular summer day camp program. The Wil-O-Way Underwood location presently affords an environment where we can balance the needs of these many individuals with facilities and a natural setting to meet the many goals of our participants.

We have appreciated the obvious steps taken to minimize physical encroachment onto the Wil-O-Way grounds themselves. Though we are mightily concerned that movement by either of the presently preferred alternatives does place the roadway closer to the Wil-O-Way grounds. The present freeway noise does already significantly compromise the setting, and we sincerely fear that further encroachment to our site may cause a "tipping point" marring the use of the property for people sensitive to excessive noise stimulation.

In completing environmental testing, I would ask that care be taken in recognizing that people served by Wil-O-Way Underwood may be autistic, visually impaired, neurologically disabled, or have other conditions impacted differently by sound than the general population.

We note also, that there will likely be an impact on our ability to host outdoor events such as community runs, outdoor education, weddings, etc. Loss of such events impacts our commitment to have Wil-O-Way be a center for inclusive recreation serving the broad community of people with, and without, disabilities.

As plans proceed, we would ask that you carefully consider our concerns and look toward approaches to mitigate unintended consequences adversely impacting people with disabilities. At a minimum, we would ask that all prudent measures be taken to mitigate sound intrusion to this site in the interests of those people we serve. It is our hope that this effort can come to be a benefit to our entire community, including those of us with disabilities.

Respectfully,

A black rectangular redaction box covering the signature of Don Natzke.

Don Natzke, Director
Milwaukee County Office for Persons with Disabilities



DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS

Milwaukee County

April 16, 2009

Ms. Carrie Cooper
Wisconsin Department of Transportation
141 N.W. Barstow Street
Waukesha, WI 53187

Re: Zoo Interchange Highway Reconstruction Project
Environmental Impact Statement – Historic Buildings

Dear Ms. Cooper:

In regard to the above project, the Milwaukee County Department of Transportation and Public Works ("DTPW") staff has reviewed the two design alternatives for the proposed reconstruction of US 45 ("Project") and the results of the designs on the two County-owned historic buildings located on the Northeast quadrant of the County Grounds. Our understanding, as communicated by WisDOT at our January 29, 2009 meeting, is the following improvements may occur in relatively close proximity of the buildings:

- With regard to the Eschweiler Buildings (former Milwaukee County School of Agriculture and Domestic Economy), Swan Boulevard Right-of-way ("ROW") would be between 10 feet closer in Alternative N1 or 72 feet closer in Alternative N3.
- With regard to the Milwaukee County Parks Administration Building (former Milwaukee County Home for Dependent Children) the Watertown Plank Road north ROW line would move 104 feet closer to the building in Alternative N1 and N3. The entry drive to this building would be relocated to the east of its current location, but the circular drive in front of the building will not be impacted.
- In addition to the above-mentioned ROW acquisitions, WisDOT is also considering constructing a storm water retention/detention basin on existing County-owned land west of the Parks Administration Building. The location and size of the basin has not been defined.

With equitable compensation paid for the ROW acquisitions and perhaps incorporating potential design elements to help mitigate the proximity impact on the buildings, the Project Alternatives

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FAX NUMBERS: Administration 223-1899 — Transportation 223-1850 — Architecture & Engineering 223-1366

Ms. Carrie Cooper


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as defined at this time do not appear to DTPW to have an adverse effect on the Eschweiler Buildings and the Parks Administration Building. However, although the Project Alternatives do not physically impact the Parks Administration Building, the open-space separating the building from the proposed Watertown Plank Road ROW will be dramatically reduced, thus impacting the aesthetic nature of the building, but not seeming to irreparably harm its function and utility. DTPW's initial concurrence of no adverse effect is made pending future design Alternative revisions and input by the Milwaukee County Board of Supervisors and County Executive.

WisDOT will advise DTPW when the final design Alternative is determined and the resulting acreage of required ROW acquisitions is defined. At that time we can begin discussing the ROW acquisitions, the compensation for those ROW interests and the in-kind alterations that may help mitigate the proximity impact to the buildings. The Milwaukee County Board of Supervisors and County Executive will have final approval of any conveyance of County-owned land.

Sincerely,



Jack Takerian, Interim Director
Department of Transportation and Public Works

pc: Craig Dillmann, Real Estate Services Manager
Glenn Bultman, Board Research Analyst
David Gilbert, UWM Real Estate Foundation