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# I-41 Zoo Freeway

## BURLEIGH STREET to SILVER SPRING DRIVE

### NOISE BARRIER PUBLIC INVOLVEMENT MEETING



July 2022

#### PROJECT TIMELINE

ACTIVITY	2021	2022	2023	2024	2025
ENVIRONMENTAL ANALYSIS	🌱	❄️	🌿	☀️	🌱
ENGINEERING/DESIGN					
CONSTRUCTION BURLEIGH STREET to CAPITOL DRIVE					
CONSTRUCTION CAPITOL DRIVE to SILVER SPRING DRIVE					

Note: The schedule for Capitol Drive to Silver Spring Drive may be advanced due to additional funding.

#### I-41 ZOO FREEWAY NOISE BARRIER PUBLIC INVOLVEMENT MEETING

WisDOT will conduct an open-house style meeting to share information about the proposed new noise barrier along I-41. WisDOT representatives will be available at the meeting to discuss project plans and answer your questions.



**Tuesday, July 19, 2022**  
**5 to 7 p.m.**  
**Parkview Elementary School**  
**10825 W. Villard Avenue, Milwaukee, WI 53225**



SAVE THE DATE  
IN YOUR  
CALENDAR

Project information will also be available on the project website:  
<https://wisconsindot.gov/Pages/projects/by-region/se/41rehab>

**Special accommodations:** Citizens planning to attend the meeting who are deaf or hard of hearing and require an interpreter, may request one at least three working days prior to the meeting. Any questions or requests may be directed to the project contacts listed on the front page.

#### INTRODUCTION

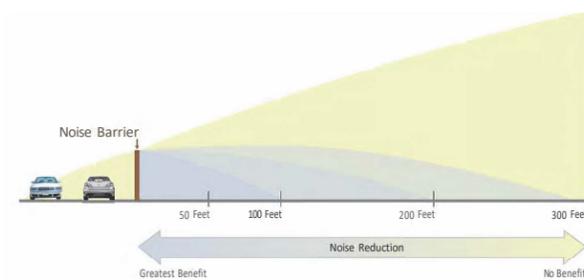
The Wisconsin Department of Transportation (WisDOT) Southeast Region has selected a preferred alternative for the rehabilitation of I-41 and its interchanges between Burleigh Street and Silver Spring Drive in Milwaukee County.

#### PUBLIC MEETING

Please join us for an open-house style Noise Barrier Public Involvement Meeting on July 19, 2022, from 5 to 7 p.m. at the Parkview Elementary School. See back page for meeting details.

Attendees will have the opportunity to ask questions and learn about the noise barrier voting process.

#### NOISE BARRIER EFFECTIVENESS



The effectiveness of a noise barrier depends on the distance between the impacted receptor and the barrier. A barrier will provide the most noise reduction at locations directly behind the barrier. This noise reduction will decrease as a listener moves farther away from the barrier, and is typically negligible at distances greater than 300 feet.

The existing noise barrier on the west side of I-41 at the Hampton Avenue southbound entrance ramp will be replaced. Since it is an existing barrier, no voting is required.



Rendering of proposed noise barrier

#### PROCESS FOR NEW NOISE BARRIER

WisDOT analyzed traffic noise impacts and possible mitigation measures as part of this project's environmental review and approval process. Based on the analysis, a new noise barrier was determined to be reasonable and feasible to minimize noise impacts on the east side of I-41 between the Menomonee River and the northbound I-41 Silver Spring Drive off-ramp.

For a noise barrier to be constructed, WisDOT must receive a vote of support for the noise barrier from a simple majority of all votes cast by the owners or residents of the benefited receptor as follows:

- For each benefited receptor that is owner-occupied, the owner will have one vote.
- For each benefited receptor that is not owner-occupied, the owner will have one vote and one resident of each non-owner-occupied unit will have one vote.

To be considered benefited, a residence or business must receive a minimum of 8 decibels (dBA) of noise reduction from the proposed noise barrier. Ballots will be mailed to benefited property owners via certified mail with a postage paid envelope self addressed for return. Ballots should be directed to Clayton Smith, WisDOT Project Manager.

#### WISDOT CONTACT INFO

**Clayton Smith**  
WisDOT Project Manager  
(262) 548-6428  
clayton.smith@dot.wi.gov

**Mike Pyritz**  
Southeast Region  
Communications Manager  
(262) 521-5373  
michael.pyritz@dot.wi.gov



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**PROJECT WEBSITE**  
<https://wisconsindot.gov/Pages/projects/by-region/se/41rehab>

# I-41 Zoo Freeway

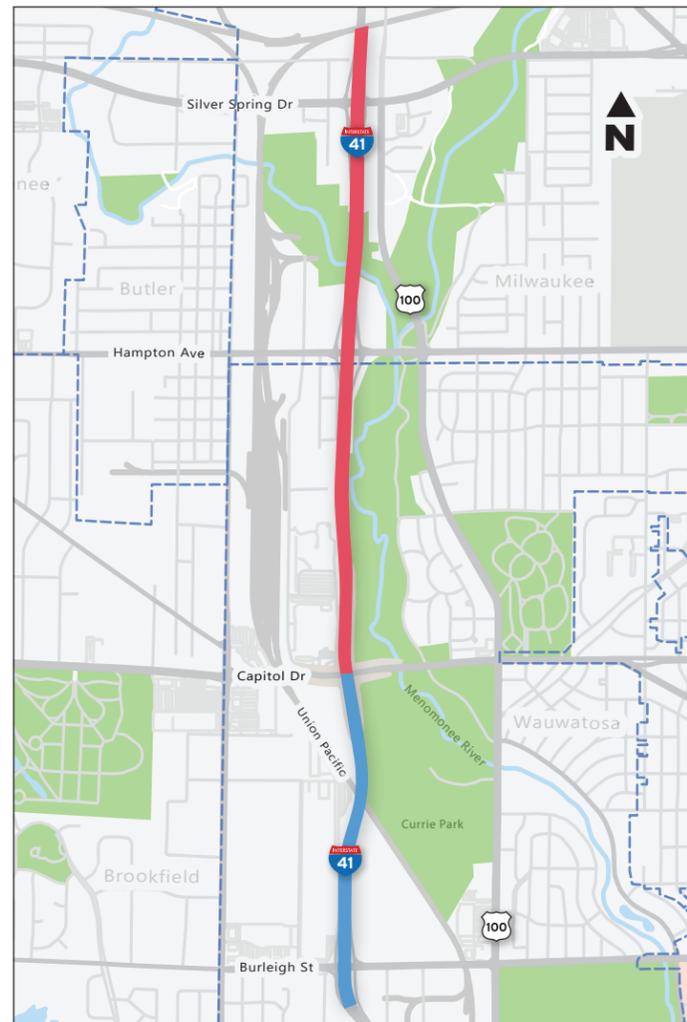
BURLEIGH STREET to SILVER SPRING DRIVE



## PURPOSE AND NEED

The purpose of the project is to maintain safe and efficient vehicular movement along the corridor by addressing the following project needs:

- **Pavement condition:** The roadway was originally constructed in 1966 with pavement rehabilitation work done in the 1980s, 2001 and 2015. The corridor is experiencing pavement deterioration and decreased ride quality due to the age of the infrastructure.
- **Bridge condition:** Based on inspections, bridge work is needed to address deck deterioration and to preserve the current function of the bridges along the corridor.
- **Traffic operations:** The existing corridor has 146,000 average annual daily traffic (AADT) volumes and currently operates at a level of service E during peak travel times. This means that the roadway has an unstable flow that is near capacity. By 2035, traffic volumes are projected to increase to 166,500 AADT, which will make the corridor even more congested.
- **Safety:** Crash hot spots are observed near Burleigh Street, Union Pacific Railroad, Capitol Drive and Silver Spring Drive and may be attributable to roadway geometrics and traffic congestion.



## PROJECT LOCATION MAP (right)

- 1100-20-71 Capitol to Silver Spring
- 1100-20-70 Burleigh to Capitol

## CONSTRUCTION IMPACTS



Freeway construction will bring temporary changes. The City of Milwaukee and the City of Wauwatosa will work with WisDOT to minimize the construction impacts to local residents and businesses.

Long-term lane closures and overnight lane closures along I-41 are anticipated. During the long-term lane closures, traffic will be reduced from three lanes down to two. Some closures will require traffic to be reduced from three lanes down to one; this will occur only during overnight hours. Ramp closures will take place as needed, and consecutive on- and off-ramp closures will be avoided when possible.

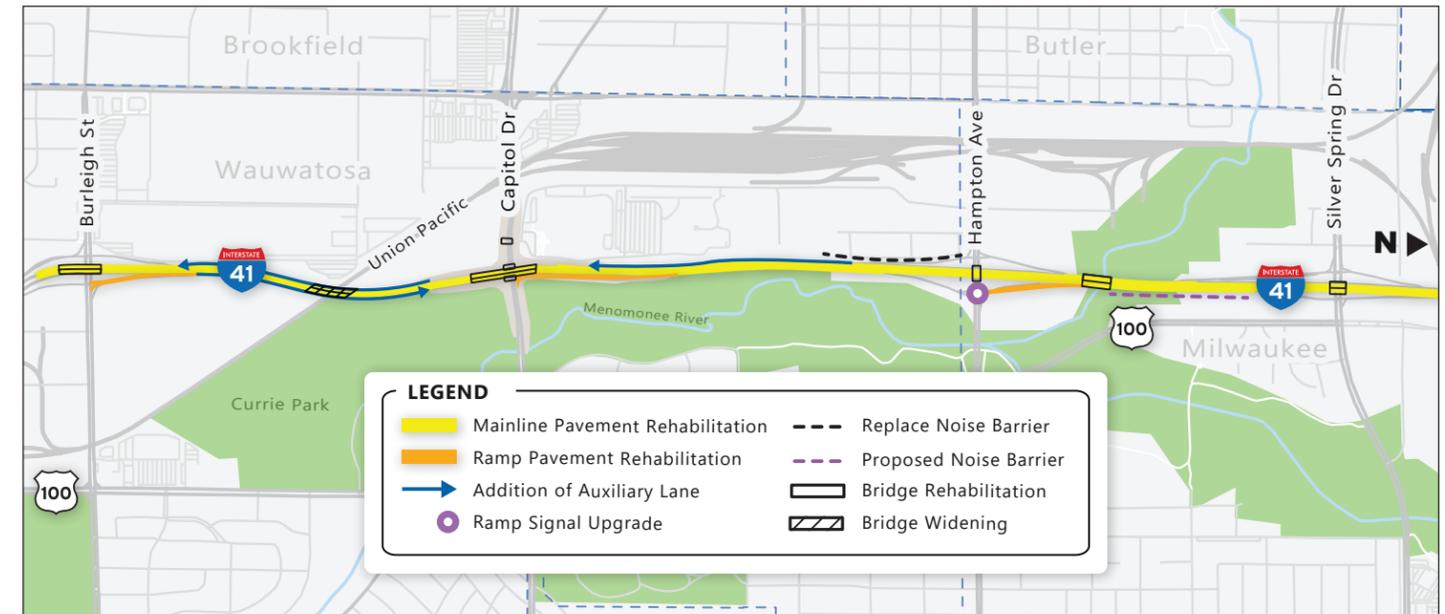
The 118th Street bridge at Harley Davidson Avenue will be closed to traffic for approximately two months and the southbound and northbound I-41 mid-level ramp bridges over Capitol Drive will be closed for approximately three months during construction. Lane closures will also be required at other bridges to perform rehabilitation work. WisDOT will accommodate pedestrian access during bridge closures to the extent practical and maintain bus stop locations.

## PROPOSED PROJECT IMPROVEMENTS

The preferred alternative for the project rehabilitates the roadway, improves structures and adds auxiliary lanes along 3.5 miles of I-41 between Burleigh Street and Silver Spring Drive within the existing freeway right of way. Project features include:

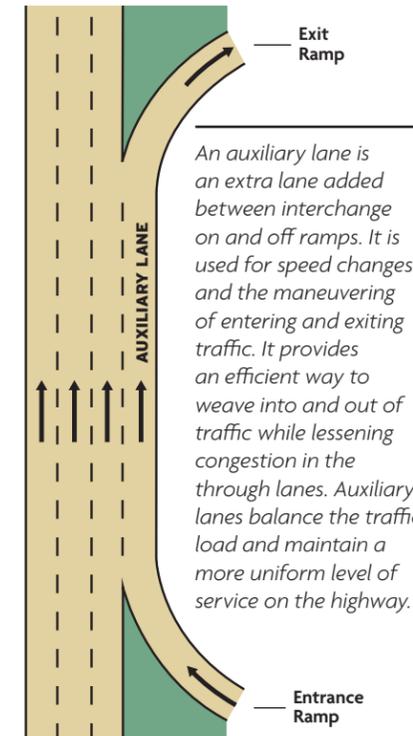
### Pavement Resurfacing

The project mills and overlays the existing asphalt pavement along the mainline and at various ramps to improve the ride quality of the roadway. To address safety, a high friction surface treatment will be applied to travel lanes and shoulders near the curves by Burleigh Street, Union Pacific Railroad and Capitol Drive.



All proposed improvements for the project will remain within the existing freeway right of way.

### AUXILIARY LANE



### Auxiliary Lanes

The project maintains the existing six travel lanes along the corridor and adds auxiliary lanes to connect ramps between Burleigh Street and Capitol Drive (northbound and southbound) and between Capitol Drive and Hampton Avenue (southbound). The auxiliary lanes address safety and congestion along the corridor by reducing merging and diverging traffic conflicts between the freeway mainline and its interchange on and off ramps.

### Bridge Rehabilitation

The project rehabilitates 13 bridges along the corridor with overlays and painting. The two bridges over the Union Pacific Railroad will also be widened to accommodate the addition of auxiliary lanes between Burleigh Street and Capitol Drive.

### Noise Barriers

The project replaces the existing noise barrier on the west side of I-41 at the Hampton Avenue southbound entrance ramp. Also, a new noise barrier is proposed on the east side of I-41 between the Menomonee River and the northbound off-ramp at Silver Spring Drive. See next page for more information about the noise barrier process.

### Other Improvements

Other improvements to the corridor include lighting and signing improvements, drainage improvements near Capitol Drive southbound entrance ramp, sign structure replacements, culvert repairs, beam guard replacement and signal upgrades.