



# I-41 Zoo Freeway

## BURLEIGH STREET TO SILVER SPRING DRIVE PUBLIC INVOLVEMENT MEETING



October 2021

### INTRODUCTION

The Wisconsin Department of Transportation (WisDOT) Southeast Region is conducting an environmental analysis and preparing design plans for the proposed 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 Public Involvement Meeting on November 4, 2021 from 5 to 7 p.m. at the Whitman Middle School. See back page for meeting details.

### 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



### WISDOT CONTACT INFO

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**Southeast Region Office**

141 N.W. Barstow Street

Waukesha, WI 53188



### PROJECT WEBSITE

<https://wisconsindot.gov/Pages/projects/by-region/se/41rehab/default.aspx>

# I-41 Zoo Freeway

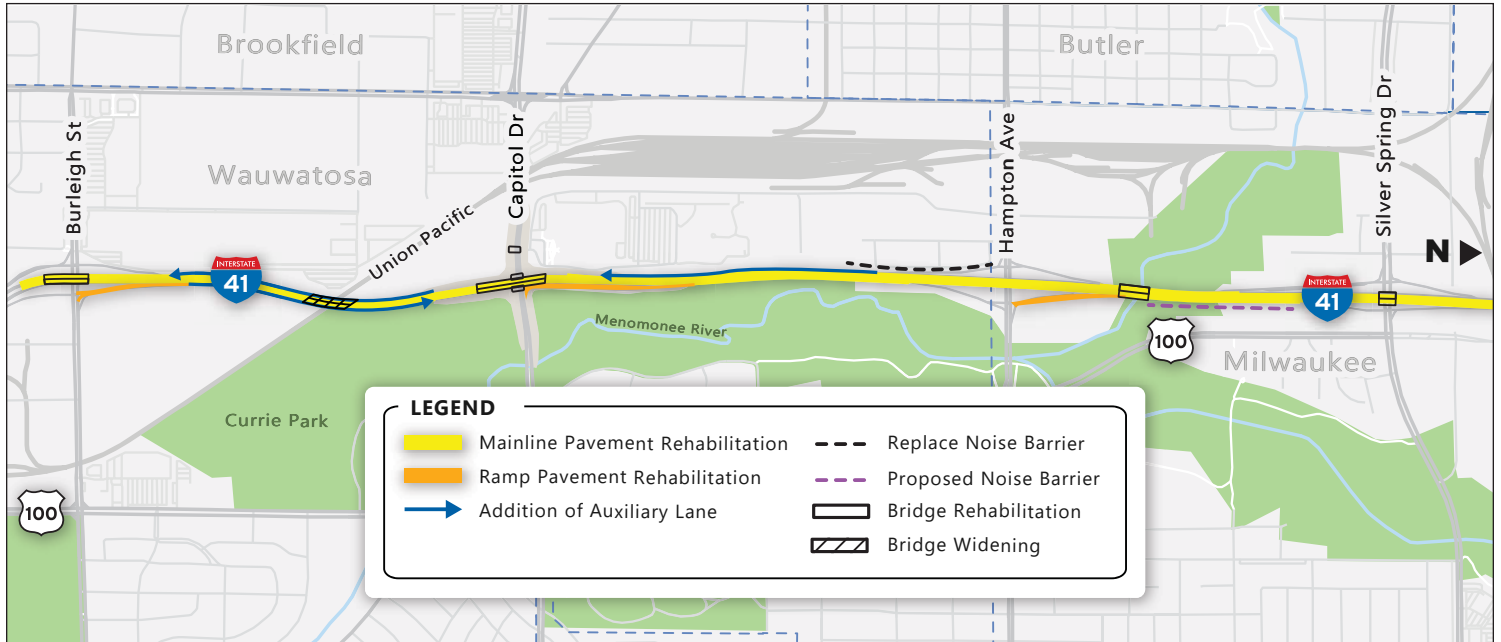
BURLEIGH STREET TO SILVER SPRING DRIVE

## 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:

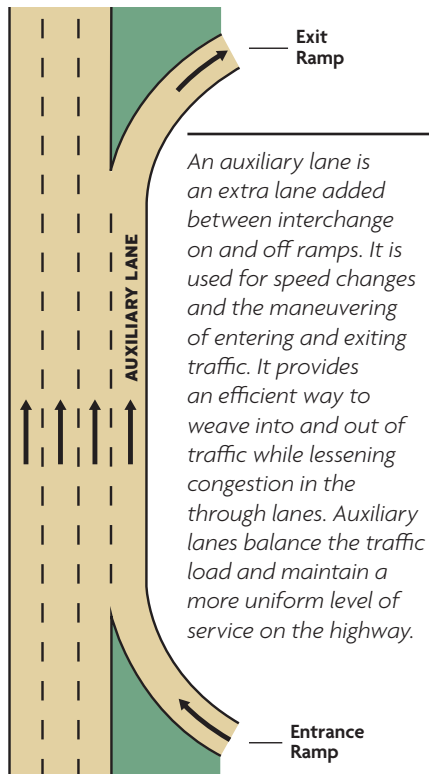
### Pavement Resurfacing

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.

## PROCESS FOR NEW NOISE BARRIER

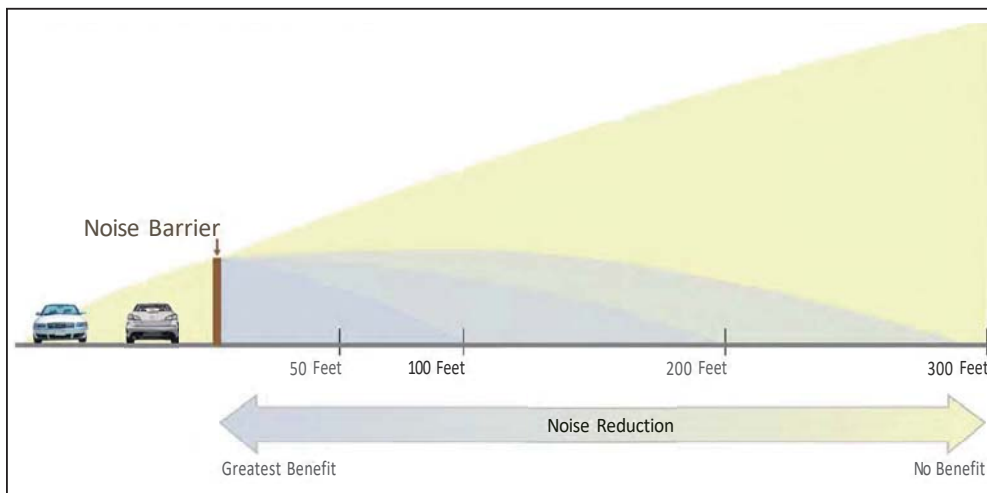
WisDOT analyzed traffic noise impacts and possible mitigation measures as part of this project's environmental review and approval process. Based on the analysis, a new noise barrier was determined to be reasonable and feasible to minimize noise impacts on the east side of I-41 between the Menomonee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

Noise barriers that are determined to be reasonable and feasible must receive a vote of support from a simple majority of all votes cast by the adjacent landowners and residents of the benefited areas. A public information meeting will be conducted at a later time to provide



Example noise barrier

### Noise barrier effectiveness



adjacent landowners and residents of the benefited areas an opportunity to ask questions and learn about the voting process.

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.

## CONSTRUCTION IMPACTS

Construction is anticipated to be split up into two construction projects, the first taking place from Burleigh Street to Capitol Drive in 2023, and the second from Capitol Drive to Silver Spring Drive in 2025.

Freeway construction will bring temporary changes, though WisDOT, the city of Milwaukee and the city of Wauwatosa will work 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. Traffic will be reduced from three lanes down to one lane only during overnight hours. Ramp closures will take place as needed. However, consecutive on and off-ramp closures will be avoided when possible.

The 118th Street bridge at Harley Davidson Avenue and the southbound and northbound I-41 mid-level ramp bridges over Capitol Drive will be closed to traffic for

approximately two months and three months, respectively, 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.



Example of a construction lane closure



WISDOT SE REGION OFFICE  
 141 N.W. BARSTOW STREET, STE 218  
 WAUKESHA, WI 53188

FIRST CLASS MAIL  
 PRESORTED  
 US POSTAGE PAID  
 MILWAUKEE, WI  
 PERMIT NO 864

## PROJECT TIMELINE

|   | 2021 | 2022 | 2023 |  |  |  | 2024 |  |  |  | 2025 |  |  |  |  |  |  |
|---|------|------|------|--|--|--|------|--|--|--|------|--|--|--|--|--|--|
| ACTIVITY  |      |      |      |  |  |  |      |  |  |  |      |  |  |  |  |  |  |
| ENVIRONMENTAL ANALYSIS                            |      |      |      |  |  |  |      |  |  |  |      |  |  |  |  |  |  |
| ENGINEERING/DESIGN                                |      |      |      |  |  |  |      |  |  |  |      |  |  |  |  |  |  |
| CONSTRUCTION BURLEIGH STREET TO CAPITOL DRIVE     |      |      |      |  |  |  |      |  |  |  |      |  |  |  |  |  |  |
| CONSTRUCTION CAPITOL DRIVE TO SILVER SPRING DRIVE |      |      |      |  |  |  |      |  |  |  |      |  |  |  |  |  |  |

*Note: The schedule may be adjusted due to available funding.*

## I-41 ZOO FREEWAY PUBLIC INVOLVEMENT MEETING

WisDOT will conduct an open-house style meeting to share information about the proposed improvements to I-41 and to get your input. WisDOT representatives will be available at the meeting to discuss project plans and answer your questions. The meeting is scheduled for:



**Thursday, November 4, 2021**  
**5 to 7 p.m.**  
**Whitman Middle School – Entrance S14 (Activities Entrance)**  
**11100 W Center St, Wauwatosa, WI 53222**



*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/default.aspx>

**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.