



CITY OF WAUWATOSA
COMMITTEE OF THE WHOLE
MINUTES • APRIL 16, 2013

Regular Meeting**Common Council Chambers****6:30 PM**

7725 West North Avenue, Wauwatosa, WI 53213

PRESENT: Alds. Berdan, Birschel, Causier, Donegan, Dubinski, Ewerdt, Hanson, McBride, Moldenhauer, Pantuso, Roznowski, Tilleson, Walz-Chojnacki, Wilson -14

EXCUSED: Alds. Organ and Wilke

ALSO PRESENT: Mr. Porter, Public Works Director; Mr. Wehrley, City Engineer; Mr. Wojcehowicz, Water Utility Supt

Ald. McBride in the Chair

COMMITTEE OF THE WHOLE ITEMS

1. Presentation by the DOT and city staff of the Zoo Interchange project and related work

Mr. Porter opened the presentation by explaining that considerable work on surface streets is taking place prior to the actual reconstruction of the Zoo Interchange (2015-18) in order to ready the streets for the additional demands that will be placed on them. Because of its strategic location, Wauwatosa is at the center of much of this work. The purpose of the presentation this evening is to review the work that will primarily be occurring in 2013.

William Mohr, Design Supervisor with the Wisconsin DOT, explained that work related to this overall project extends south to Lincoln Avenue, north to Burleigh Street, east to 70th Street, and west to 124th Street. Nine miles of freeway will be involved; 66 structures will be rebuilt, and the total cost is estimated at \$1.7 billion dollars. In addition to the Zoo Interchange, six service interchanges will also be improved: North Avenue, Watertown Plank Road, Blue Mound Road/Wisconsin Avenue, 84th Street and Greenfield Avenue. Hwy. 100 (Mayfair Road), Watertown Plank Road, and Glenview Avenue are all being rebuilt prior to the actual construction on the Interchange.

Mr. Mohr shared a power point presentation detailing the reasons for the reconstruction, the appearance of the current 'core' Interchange, and the look of the new Interchange. All ramps will be moved to the right-hand side of the freeway and all through traffic will use the left side. The new Interchange will consist of four levels.

Work on Hwy. 100 and Greenfield Avenue is already underway; 2013-15 will be devoted to reconstructing the rest of the local roads and bridges. The challenge is to keep traffic moving through this entire project. The goal is to be on time, on budget, to keep routes open for businesses, to build safely, and to build with the communities. Community Sensitive Solutions (CSS) will include the construction of a pedestrian bridge over Watertown Plank Road near the Ronald McDonald House. Additionally, the color theme used for the Marquette Interchange (wheat with blue steel) will be used with the Zoo Interchange to tie the entire project together.

Mr. Mohr then detailed the 2013 construction impacts on Wauwatosa:

- Hwy. 100 (Mayfair Road). From July 20-31, the intersection of W. Blue Mound Road and Hwy. 100 will be entirely closed. On August 1-10, the intersection of Watertown Plank Road and Hwy. 100 will be entirely closed.

- Glenview Avenue. Glenview Avenue is being reconstructed from Blue Mound Road north to just past Wisconsin Avenue.
- Swan Boulevard. Swan Boulevard will be relocated later this year; it will cross Hwy. 45 and cross through property now housing Milwaukee County's salt dome and greenhouse. The new Swan Boulevard and Discovery Parkway (under construction) will become an alternate route when Watertown Plank Road is reconstructed in 2014.
- Greenfield Avenue Bridge. The Greenfield Avenue bridge over Hwy. 45 has already been removed and will be replaced; Greenfield Avenue is being improved between S. 97th Street and S. 106th Street.

Mr. Mohr stressed that construction staging will take into account certain critical events occurring in the region - the Wisconsin State Fair (August 1-11), the Milwaukee County Zoo a la carte (August 15-18), and the Harley-Davidson 110th anniversary celebration (August 29 - September 1).

In 2014, Watertown Plank Road will be reconstructed, with an additional lane being added in each direction. The interchange at Hwy. 45 will be closed. Union Pacific railroad bridges at Hwy. 100 will be improved. The 76th Street bridge and the Honey Creek box culvert will also be improved. Seventy-sixth Street will be closed for six months.

In the period 2015-18, the Blue Mound Interchange will be reconstructed; in 2017-18, the North Avenue Interchange at Hwy. 45 will be constructed in a design similar to the existing interchange. There will be a variety of ramp closures during this period.

It is estimated that in 2016, Center Street will be reconstructed and a new pedestrian bridge over Hwy. 45 will be constructed (2017-18) near the schools on Center Street.

Mr. Mohr noted that state and federal dollars are involved in this entire project. A total of \$500 million dollars has been included in the state's next biennial budget. In response to a query, Mr. Mohr stated that funding for CSS elements is a small percent of the project costs; he does not believe this project will be affected if future cuts are made to CSS funding. The 2013 work projects are fully funded. Funds for the work proposed for 2014-15 are in the biennial budget.

Additional information is available at www.zoointerchange.wi.gov.

Mr. Porter then reviewed the city's portion of related project work. He circulated an article from the Chicago Tribune detailing how Chicago has discovered the benefits of cooperating with utilities and surrounding communities to accomplish construction projects. Mr. Porter expressed his appreciation for the Wisconsin DOT's cooperation to date, noting that much coordination between agencies is occurring to achieve the best possible construction outcome.

Mr. Wojcehowicz echoed Mr. Porter's remarks, stating that joint cooperative efforts between the city and state assure that municipal projects that must be completed in advance of the state work are finished, and work that must be completed in concert with the state's projects, are so coordinated. New water mains must be laid in Glenview Avenue. New water mains are being extended into the UWM Innovation Campus. Staff is working with the DOT to assure that a water line running along Wisconsin Avenue that must cross Hwy. 45 can be improved without compromising PSC water pressure standards to the west side of the city. Work in 2015 near the North Avenue Interchange will need to be completed prior to the DOT's work in that area. Water main work along Watertown Plank Road has already been completed.

Mr. Wehrley added that while coordination with the DOT is not new, what is new is the scope of this project; years of coordination have already occurred with other municipalities, Milwaukee Metropolitan Sewerage District, the DNR, and the DOT to reduce collateral impact. The state's project also provides opportunities for the city to complete projects such as street-light replacement along Mayfair Road.

Coordinated way-finding signs along Hwy. 100 will add a sense of cohesion to that street. This would be much more difficult were it not for the team the DOT has assembled for this project. They are to be commended for addressing local concerns and collaborating with local municipalities.

There being no further comments, the meeting adjourned at 7:20 p.m.

Carla A. Ledesma, CMC, City Clerk