

WIS 164 Rehabilitation

**County Q – County E
Washington County
ID 2709-03-00**

Public Information Meeting

February 14, 2013



Introduction

The Wisconsin Department of Transportation (WisDOT) is developing the design for the roadway improvements to WIS 164 from County Q to County E in the Village of Richfield and Town of Polk in Washington County. This is the 3rd Public Information Meeting (PIM) held for this project. The purpose of this meeting is to present the preferred alternatives and the potential impacts to adjacent properties, to answer your questions about the project, and to gather comments and concerns regarding the preferred alternatives.

Engineers and real estate staff representing WisDOT are available to discuss the project and any questions or concerns that you may have. Exhibits of the preferred alternative designs are on display for your review and comment. Your questions and comments are important to the success of this project. A comment form is attached to the back of this handout for your use. Comments can be submitted at this meeting, by mail, or by email. Please provide comments by March 1, 2013.

Purpose of the project

The WIS 164 project is approximately 7.5 miles in length and extends from north of County Q to just north of County E in Washington County (see attached map). The goals of this project are to improve safety, operations and pavement conditions.

Expanding the corridor to four lanes is not warranted at this time and is not included in the scope of this project.

History and existing conditions

Records indicate the right-of-way for this roadway was established in the Washington County records as early as 1855. WisDOT has maintained jurisdiction of this roadway since January of 1999.

WIS 164 is a rural arterial roadway with two 11-foot travel lanes and eight foot shoulders, five feet of which are paved. The current pavement was constructed in 1964 and was last resurfaced in 2000. The pavement is currently showing signs of wear and distress and is expected to continue to deteriorate.

Average Annual Daily Traffic (AADT) Volumes

Segment of WIS 164	Year 2007 AADT	Projected Year 2038 AADT
County Q – Monches Rd	8,600	11,800
Monches Rd – Hubertus Rd	7,900	10,800
Hubertus Rd – WIS 167	7,600	11,700
WIS 167 – County E	6,700	11,500
County E – WIS 175	5,600	7,700

WIS 164 is a north-south commercial trucking route and truck traffic accounts for about 9% of all traffic along the corridor.

Safety

This segment of WIS 164 has a crash rate that is 67% higher than the statewide average for rural two-lane state highways. There have been a total of 74 reportable crashes between 2007 and 2009 within the project limits, which excludes deer crashes. Of those 74 crashes two have involved fatalities and 35 have involved injuries. The percentage of crashes classified as injury crashes was 47%, which is 23% higher than the statewide average for rural highways.

Comments were received at the previous PIMs supporting an option wherein the speed limit is lowered and no roadway improvements would be made. FHWA Publication No. FHWA-RD-97-084 shows that lowering speed limits at many locations studied nationwide had essentially no effect on driver speeds. A study done by the UW TOPS Lab in June of 2010 shows that many drivers do not comply with existing posted limits or to the existing speed feedback signs in the 50 mph and 55 mph areas currently on WIS 164. This study along with common engineering practice recommends that lowering the speed limits would likely lead to an increase in speed differentials and likely an increase in crashes. As such, the alternative to lower the speed limits alone on WIS 164 with no geometric improvements does not meet the projects goals to improve safety, nor does it respond to public comments from the previous PIMs regarding the need to improve safety on this corridor.

Deficiencies in the project corridor

The existing roadway features, crash data, and public input were studied in detail since the first public information meeting. Several key deficiencies were identified that contributed to the higher than average crash rate and crash severity for similar rural state trunk highways and correlate to areas of concern raised by public comments:

- Insufficient sight distances at several hills and intersections.
- Lack of turn lanes at most intersections
- Long waits and delays at WIS 167 (Holy Hill Road) intersection during rush hours and weekends
- Steep slopes off the shoulders down to the ditches
- Steep grades along WIS 164

Other deficiencies were also identified throughout the corridor that were not associated with a pattern of crashes. For instance, the vertical alignment deficiencies that have not contributed to a crash history at a given location will not be improved. Low impact improvements such as new or improved guardrail installations and new roadway signing and pavement marking are proposed in these areas.

Recommended improvement plan

The following improvements are proposed to address the key deficiencies and are aimed to improve safety along the corridor:

- Extend pavement life and improve ride by milling and resurfacing the existing pavement or reconstructing the pavement if necessary to address roadway deficiencies where higher crash rates were identified,
- Increase lane width 1 foot and increase shoulder width 2 feet for a total of 3 feet of widening on each side of roadway to allow additional room for evasive maneuvers and refuge for turning and disabled vehicles,
- Flatten the steep slopes off the shoulder to reduce the severity of crashes and potential injuries to occupants of vehicles that run off the road,
- Upgrade deficient intersections by adding or improving the turn lanes and bypass lanes to allow refuge for turning vehicles,
- Improve operations at the intersection of WIS 167 with the construction of a single lane roundabout to reduce delays and long traffic backups,
- Modify the vertical alignment in critical locations to increase visibility,
- Increase the paved shoulder width from 5 feet to 6 feet to accommodate bikes,
- Add centerline and shoulder rumble strips to improve driver awareness if they are drifting from the travel lane,
- Replace pavement marking and signage.

The proposed improvements are shown on the exhibits available at the meeting today for your review and comment.

Preferred design alternatives for intersections

WIS 164/Shady Lane intersection: 3 cul de sac alternatives were considered. The preferred alternative extends Shady Lane to Hansen Drive to remove both existing points of access from WIS 164. A cul de sac will be constructed at the southern end of Shady Lane.

WIS 164/WIS 167 intersection: Signalized and roundabout intersection alternatives were considered. The preferred alternative is a single lane roundabout because of safety considerations, fewer resulting impacts, lower cost, and because it provides better access to the abutting properties as compared to the signalized intersection alternative.

WIS 164/Pleasant Hill: 4 alternatives were considered. The preferred alternative shifts WIS 164 30 feet to the west. This alternative improves intersection sight distance, provides the necessary clear zone, provides right turn lanes and has the lowest real estate impacts of the alternative considered. The existing 40 mph speed zone adjacent to the intersection would likely be eliminated with the intersection improvements. The 50 mph speed limit to the south or the 55 mph speed limit to the north would be extended through the reconstructed intersection. WisDOT would make this decision prior to the completion of final design in 2015. All other existing speed limits would remain the same with this project.

Next Steps

Public comments will be evaluated and addressed following this meeting, and the Environmental Report will be finalized. It is anticipated that Environmental Report and the Design Study Report will be approved in March of 2013. Approval of these documents will allow the plat to be recorded and real estate acquisition is anticipated to begin in the summer of 2013. Construction of this project is currently scheduled for 2016.

Funding

Eighty percent of the funding for design and construction would come from federal sources and state funding would pay the remaining 20%. The estimated construction cost for this project is \$13 million.

Project contacts

Public input is an important part of the project development process and your comments are encouraged. A comment sheet is provided with this handout for your use. This form can be completed today and dropped in the Comment Box at the meeting, e-mailed or mailed to the address on the back of the comment sheet. If you have any questions, comments or would like additional information, you may also contact:

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For more project information visit the project website:

<http://wisconsindot.gov/Pages/projects/by-region/se/wis164/default.aspx>

**Public Information Meeting
Comment Form**

**I.D. 2709-03-00
WIS 164
County Q – County E
Washington County**

February 14, 2013

Please use this page to record any comments or questions you may have regarding this project. Comments may be placed in the Comment Box at the meeting, e-mailed, or mailed to the address on the back of this sheet by **March 14, 2013. Please Print.**

Name: _____

Address: _____

Daytime phone: _____

Comments: _____

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