

WIS 164

Lovers Lane

County Q to County E

Project I.D. 2709-03-00

Public Hearing



January 23, 2014

Hearing Agenda

4:00 PM Open-Style Hearing and Review Exhibits

You may provide one-on-one verbal testimony from 4:00 PM to 7:00 PM in the classroom east of the common area outside the gym.

5:00 PM WisDOT Presentation

You may continue to provide private one-on-one verbal testimony to a court reporter or review the project exhibits during the presentation.

5:30 PM Traditional-Style Public Hearing

You may provide public verbal testimony.

You may continue to provide one-on-one verbal testimony to a court reporter.

The opportunity to provide verbal testimony will continue until 7:00 PM.

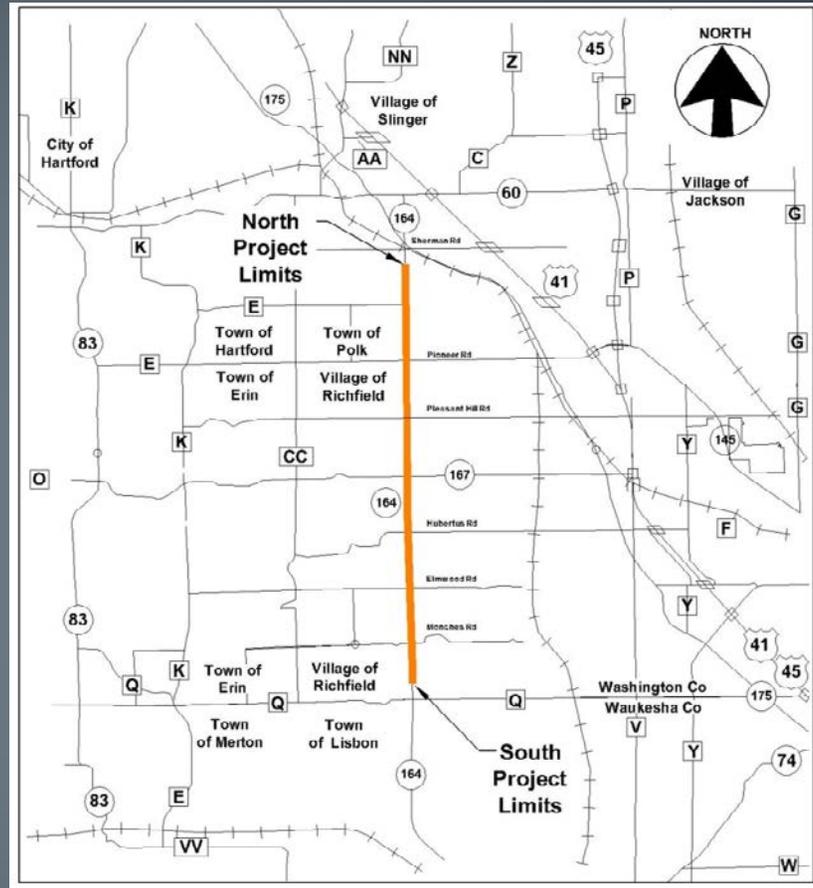
7:00 PM End of Public Hearing

Written Testimony may be submitted to WisDOT until February 6th, 2014

Presentation Agenda

- Project Area
- Project Purpose and Need
- Summary of Alternatives Evaluated
- Stakeholder Input During Project Development
- Description of the Preferred Alternative
- Next Steps

Project Area



The WIS 164 project is approximately 7.5 miles in length and extends from approximately 1,000' north of County Q to approximately 3,000 north of County E in Washington County.

Project Purpose

The purpose of the proposed action is to address:

- Poor pavement condition
- Safety
- Traffic flow

Project Need – 6 Factors

1. Regional/Local Transportation and Land Use Planning
2. System Linkage and Route Importance
3. Safety Concerns
4. Existing Highway Deficiencies
5. Traffic Demand
6. Bicycle Accommodations

Project Need

1. Transportation and Land Use Planning

- ❑ The adopted SEWRPC 2035 Regional Transportation Plan indicates capacity expansion to 4 lanes from WIS 164 to WIS 167 and right of way reservation for a 4 lane facility from WIS 167 to WIS 60. A 4 lane alternative is not being considered because current and projected traffic volumes within the 20 year design life of this project do not meet the thresholds for expansion.
- ❑ Village of Richfield Comprehensive Plan (Richfield 2025) shows existing residential and agricultural with some institutional, environmental, and commercial properties. The Comprehensive Plan shows that the proposed land uses will be largely single family residential properties with some institutional, environmental, and commercial properties.

Project Need

2. System Linkage and Route Importance

- Route has national, state, and location importance and must meet state and regional mobility needs as well as local access needs.
- On the National Highway System
- Classified as a Principal Arterial
- Provides a link between suburban areas of Waukesha, Pewaukee and Sussex with southern Washington County.
- Serves as a backbone to collect and distribute traffic in southern Washington County

Project Need

3. Safety

- ❑ 74 crashes in along WIS 164 in project area from 2007 to 2009
 - 35 injury crashes
 - 2 fatal crashes
- ❑ Overall Crash Rate is 67% higher than statewide average for similar highways
- ❑ 50% of crashes occurred at intersections and 50% occurred between intersections
- ❑ Injury crash rate is 23% higher than statewide average for similar highways

Project Need

4. Existing Deficiencies

- Pavement Condition
- Lane Width
- Shoulder Width
- Steep Profile Grades
- Substandard Vertical Curves
- Steep Side Slopes
- Roadside Hazards



Project Need

5. Traffic Demand

- ❑ Existing traffic volumes range from 6,700 to 9,600 vehicles per day
- ❑ Year 2038 traffic projections range from 8,500 to 13,600 vehicles per day
- ❑ 8.4% of total traffic is truck traffic
- ❑ Current and projected traffic volumes to not meet threshold to consider 4-lane highway



Project Need

6. Bicycle Accommodations

- Compliance with Wisconsin Administrative Code Trans 75 is not required, but is encouraged, for rehabilitation projects.
- The existing paved shoulders are only 5' wide and no bicycle accommodations are made at the existing intersections.



Alternatives Considered

- No Build
- Speed Limit Reduction to a Uniform 45 mph Speed Limit
- Maintenance Pavement Overlay Only
- Reconditioning with Spot Safety and Geometric Improvements
 - Preferred Alternative

Intersection Improvement Alternatives

Sub-alternatives were considered at the following intersections with WIS 164 based on crash history, roadway deficiencies, and public input:

- Shady Lane Intersections
- WIS 167 (Holy Hill Road) Intersection
- Pleasant Hill Road Intersection

These sub-alternatives are available for review in the common area outside the gymnasium. Representatives from the Wisconsin Department of Transportation are available to answer questions about these sub-alternatives or any other question you may have about the project.

Stakeholder Input

- 3 Previous Public Involvement Meetings have been held
 - June 7, 2011
 - February 9, 2012
 - February 14, 2013

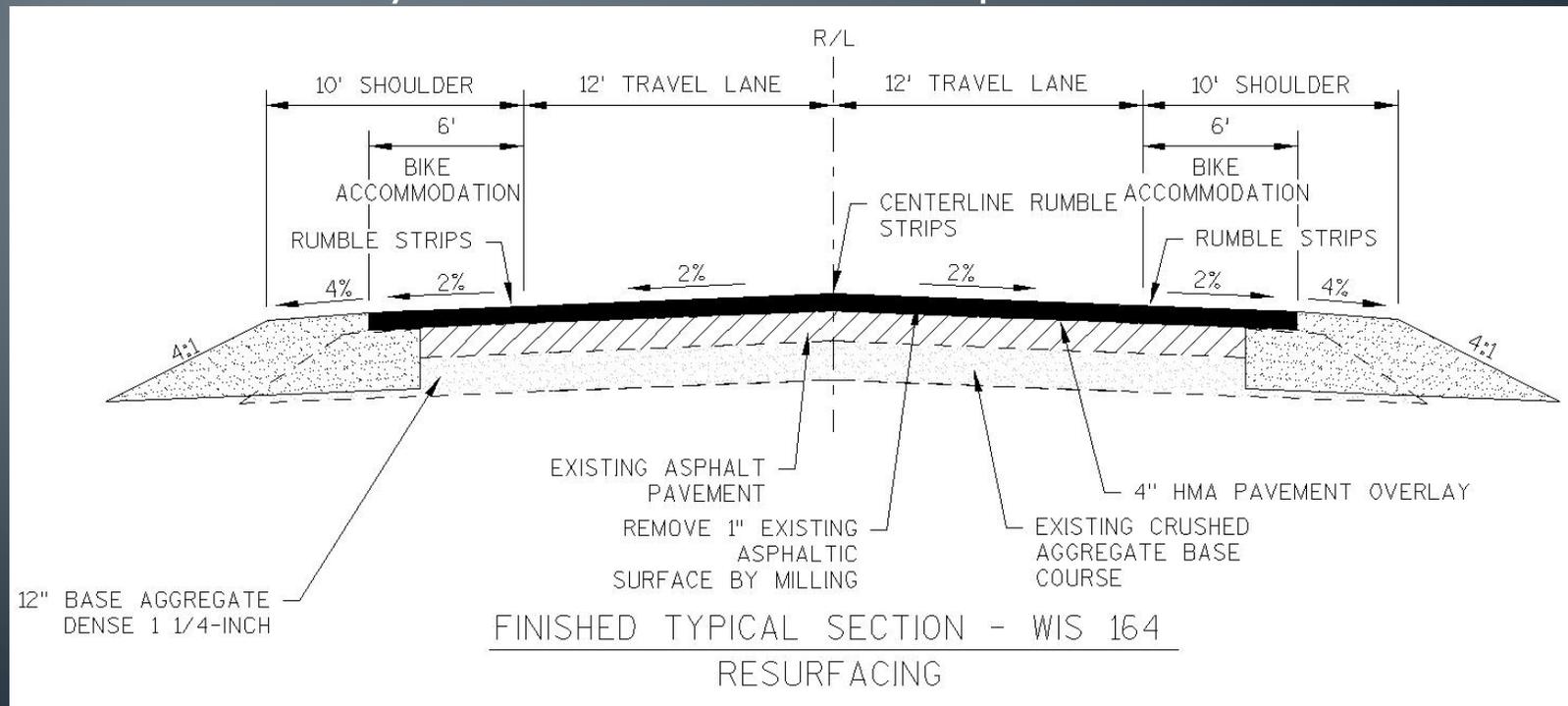
- Local Officials Meetings were held in advance of each of the Public Involvement Meetings

- Input from state and federal agencies received as part of the National Environmental Policy Act (NEPA) process used to prepare the Draft Environmental Report

- Individual meetings with property owners

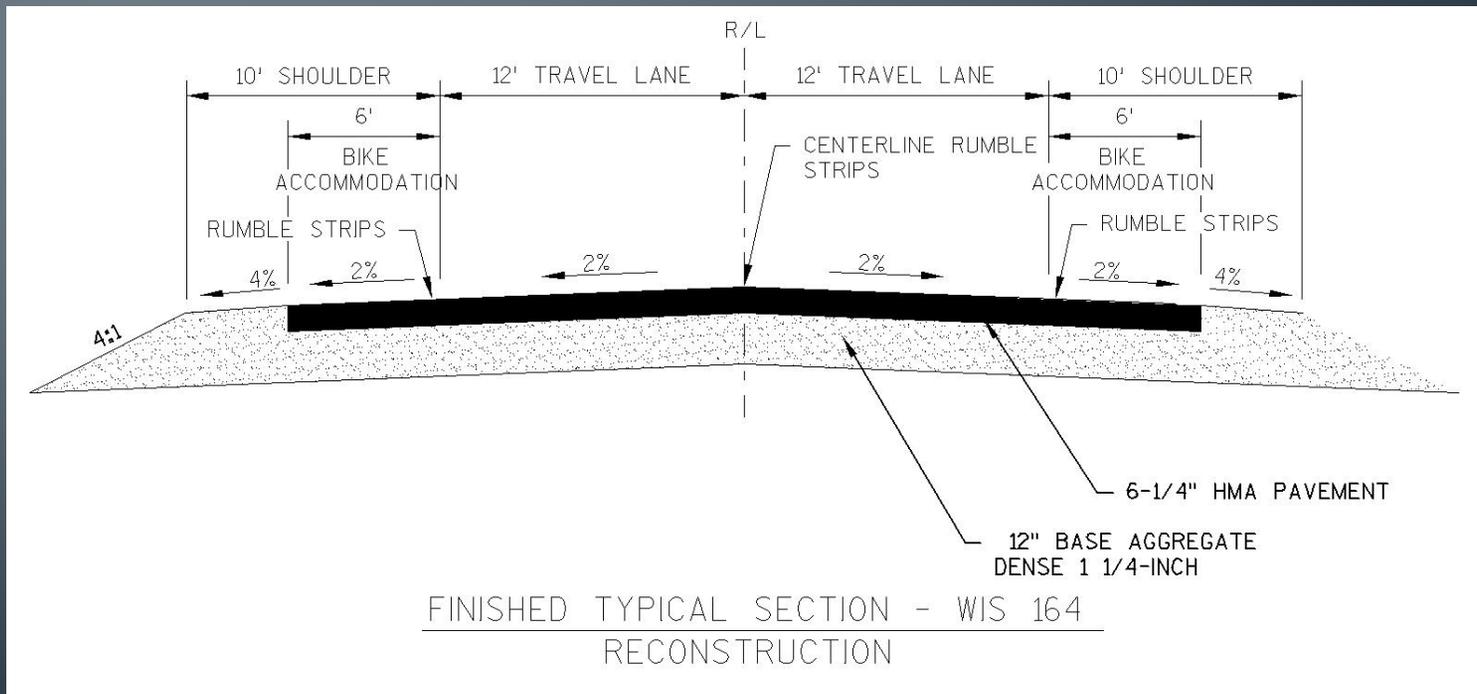
Summary of Preferred Alternative

- ❑ Pavement Reconditioning
 - ❑ Mill and Overlay existing asphalt pavement
- ❑ Spot Safety and Geometric Improvements with emphasis on improving deficiencies contributing to a crash history
 - ❑ Widen lanes 1' and shoulders 2' to meet current standards
 - ❑ Flatten steep side slopes
 - ❑ Provide bicycle accommodations with a paved shoulder



Summary of Preferred Alternative

- ❑ Addition of turn lanes and bypass lanes at intersections
- ❑ Reconstruction of WIS 164 at 4 locations to flatten the steep profile grades and improve sight distance
 - Between the existing Shady Lane intersections (11' maximum cut)
 - Just north of Monches Road (32' maximum cut)
 - Just south of Hubertus Road (12' maximum cut)
 - Just south of WIS 167 (19' maximum cut)



Summary of Preferred Alternative

☐ Intersection Improvement Alternatives

▪ Shady Lane – Alternative 3

Two conflict points on WIS 164 would be removed by eliminating both Shady Lane intersections. Traffic would be re-routed by extending Shady Lane to Hansen Drive to access WIS 164.

WIS 164/SHADY LANE INTERSECTION ALTERNATIVE 3 REALIGN TO HANSEN DRIVE



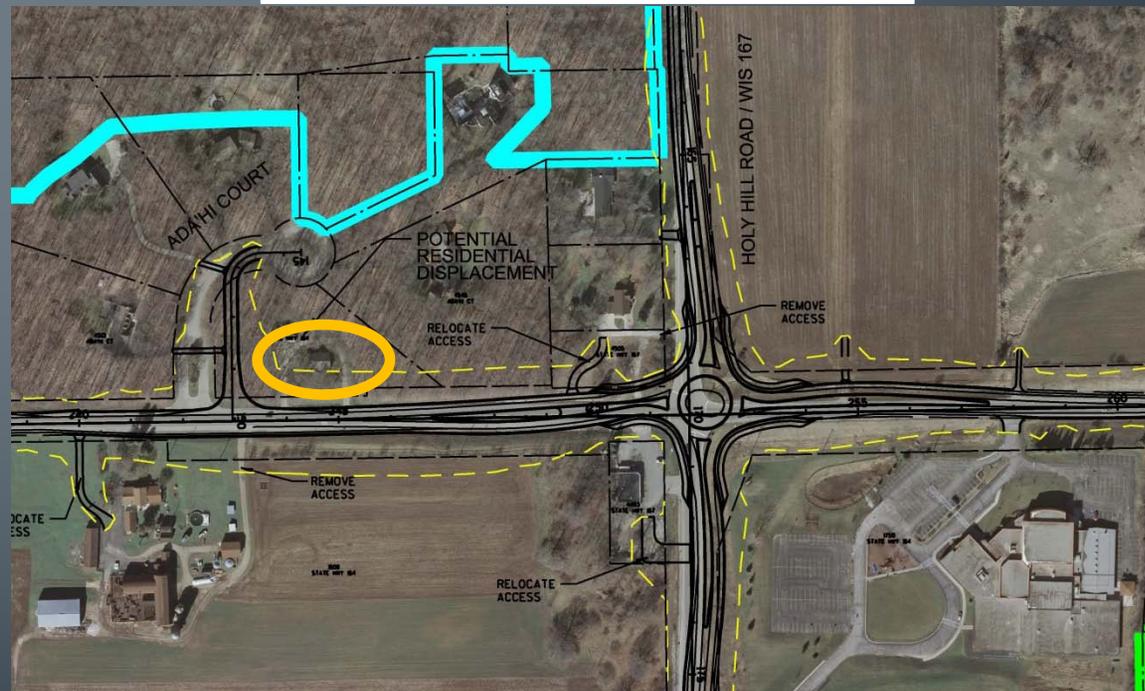
Summary of Preferred Alternative

□ Intersection Improvement Alternatives

■ WIS 167 – Alternative 1

The intersection would be reconstructed as a modern single lane roundabout. This alternative would operate with minimal delay (Level of Service A) under the projected Year 2038 traffic volumes. One residential relocation would result.

WIS 164/WIS167 INTERSECTION ALTERNATIVE 1 SINGLE LANE ROUNDABOUT



Summary of Preferred Alternative

□ Intersection Improvement Alternatives

■ Pleasant Hill Road – Alternative 4

WIS 164 would be shifted 30 feet west to provide desirable intersection sight distance and to provide right turn lanes at the intersection. The realignment of WIS 164 would require the relocation of two residential parcels.

**WIS 164/PLEASANT HILL DRIVE
INTERSECTION ALTERNATIVE 4
SHIFT WEST 30 FEET**



Summary of Preferred Alternative

□ Environmental Impacts:
 (Table is provided in handout
 on Page 10)

ENVIRONMENTAL ISSUE	UNIT MEASURE	ALTERNATIVES/SECTIONS	
		No Action	Resurfacing w Spot Safety and Geometric Improvements (Preferred)
Project Length	Miles	0	7.49
Preliminary Cost Estimate*			
Construction	Million \$	0.07	14.4
Real Estate	Million \$	0	1.7
Total	Million \$	0.07	16.1
Land Conversions			
Wetland Area Converted to ROW	Acres	0	1.25
Upland Habitat Area Converted to ROW	Acres	0	0
Other Area Converted to ROW	Acres	0	40.91
Total Area Converted to ROW	Acres	0	42.16
Real Estate			
Number of Farms Affected	Number	0	34
Total Area Required From Farm Operations	Acres	0	23.87 (Fee) 4.92 (Easement)
AIS Required	Yes/No	No	No
Farmland Rating	Score	0	33
Total Buildings Required	Number	0	3
Housing Units Required	Number	0	3
Commercial Units Required	Number	0	0
Other Buildings or Structures Required	Number (Type)	0	0
Environmental Issues			
Indirect Effects	Yes/No	No	No
Cumulative Effects	Yes/No	No	No
Environmental Justice Populations	Yes/No	No	No
Historic Properties	Number	0	0
Archeological Sites	Number	0	0
106 MOA Required	Yes/No	No	No
4(f) Evaluation Required	Yes/No	No	Yes
Flood Plain	Yes/No	No	Yes
Total Wetlands Filled	Acres	0	1.609
Stream Crossings	Number	0	2
Endangered Species	Yes/No	No	No
Air Quality Permit Required	Yes/No	No	No
Design Year Noise Sensitive Receptors			
No Impact	Number	N/A	N/A
Impacted	Number		
Contaminated Sites	Number	0	0

Next Steps

Following consideration of public hearing testimony received before February 6, 2014, WisDOT and FHWA will decide whether to move forward with the Preferred Alternative.

If the project moves forward, the anticipated project schedule is:

Real Estate Acquisition	Begin Spring 2014
Utility Relocations	Summer/Fall 2015
Construction	2016

Questions?



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