

# WIS 164 REHABILITATION

HANDOUT PACKET

## PUBLIC HEARING FOR DRAFT ENVIRONMENTAL REPORT

WIS 164  
Lovers Lane  
County Q to County E  
Washington County  
Project I.D. 2709-03-00

Friess Lake School

Village of Richfield

January 23, 2014

4:00 P.M. to 7:00 P.M.



U.S. Department of Transportation  
**Federal Highway  
Administration**

# WIS 164 REHABILITATION

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# WIS 164 REHABILITATION

## Welcome

Thank you for attending the public hearing on the WIS 164 Lovers Lane County Q to County E project. The public hearing is a tool for incorporating citizens' input in transportation decisions. It provides an opportunity for citizens to provide input about the recommended course of action for this project. See page 3 for more information on the purpose of this public hearing.

## Agenda

Time	Item
4:00 P.M.	Visitor sign in, pick up handout(s), review project exhibits, visit with WisDOT representatives and ask questions about the project and the proposed improvements
	Determine if you will be providing a testimony, and which option works best for you*.
	<b>Private Verbal Testimony*</b> and <b>Written Testimony*</b> availability begins. (Both options are available until the end of the public hearing.)
5:00 P.M.	WisDOT presentation (Project update and public hearing explanation.) Q&A (Will not be transcribed by the court reporter) <b>Public Verbal Testimony*</b> begins (after the WisDOT presentation)
	Additional opportunity to review project exhibits and have an informal discussion with WisDOT representatives (this will not be part of the public hearing record)
7:00 P.M.	End of Public Hearing. <b>Written Testimony*</b> (mailed in) available until February 6, 2014

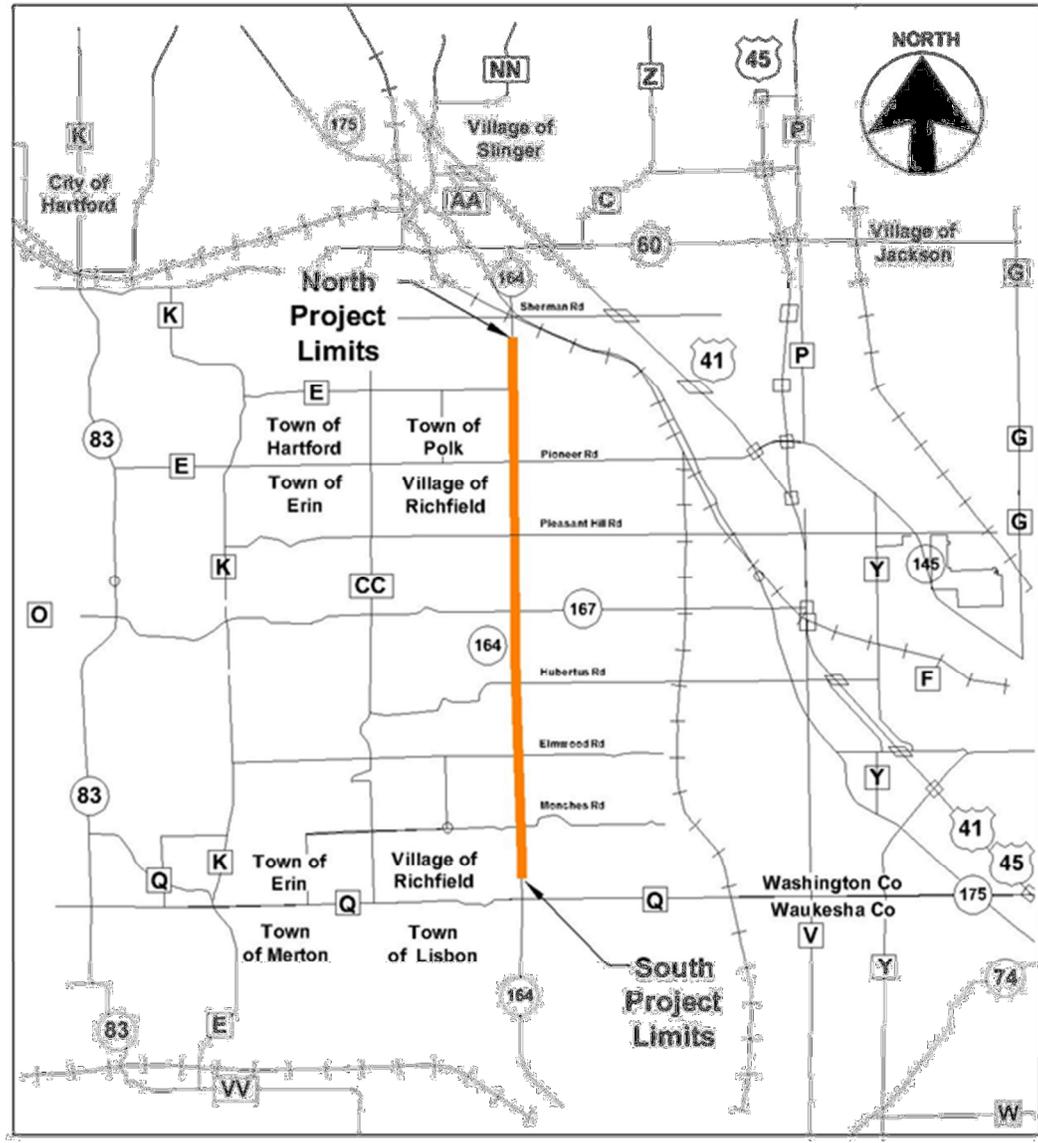
\*See Page 4 for “Providing Testimony Instructions and Options”



# WIS 164 REHABILITATION

## Project Location Map

ID: 2709-03-00  
WIS 164  
County Q to County E  
Washington County



# WIS 164 REHABILITATION

## Purpose of a Public Hearing

The purpose of this public hearing is to obtain public opinion regarding the aspects of the project listed below so that citizens' input can be considered along with all other opinions to be reviewed by WisDOT before further decisions are made on the proposed alternatives. Court reporters are available to take down all testimonies which will be entered into the public hearing record along with other public hearing information and materials.

This public hearing will focus on the following aspects of the WIS 164 Lovers Lane County Q to County E project:

- ❖ The location and design features of the proposed improvements.
- ❖ The National and Wisconsin Environmental Policy Acts does not require public hearings on projects for which an Environmental Report (ER) is being prepared, but the Federal Highway Administration (FHWA) has requested that WisDOT conduct a public hearing for this project. The ER is the decision document for the proposed improvements. Copies of the ER are available for your review at this hearing.
- ❖ Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the U.S. including wetlands.

## Environmental Report (ER) Process

The ER process includes development of a range of design alternatives, evaluation and screening of the alternatives, and selection of the preferred alternative. Numerous factors are considered throughout the ER process including safety, mobility, engineering design standards, impacts to the environment, cost, and input from the public and state and federal review agencies.

The WIS 164 Lovers Lane County Q to County E project is currently at the Draft Environmental Report (ER) stage. The Draft ER documents the purpose and need for proposed improvements, alternatives considered, environmental impacts, and public involvement and agency coordination during development and refinement of the alternatives. The Final ER will document the selected alternative, reasons for the selection, and will report the results of the public hearing and comments on the Draft ER.

## Information for the Public Hearing Record

In addition to the testimony provided at this public hearing, all of the exhibits, handouts, and presentations at the hearing will be included in the official public hearing record. Page 9 contains a complete listing of these materials. Other materials, including written testimonies received after the hearing will be added to the official public hearing record provided they are received prior to the end of the environmental document availability period.



# WIS 164 REHABILITATION

## Providing Testimony Instructions and Options

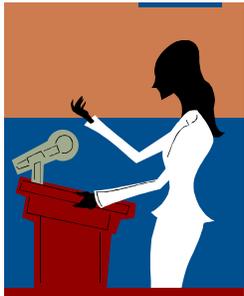
There are several options for providing testimony which are detailed below. Your testimony will be reviewed and considered by WisDOT and FHWA as part of the process for choosing the preferred alternative. **A testimony should be limited to tonight's public hearing aspects (page 3), and statements or opinions about the project.** Provide comments on the alternative(s) you support or oppose and your reasons why. Questions related to the project can be directed to WisDOT staff during informal discussions and will not be recorded by the court reporter or included in the public hearing record.

### Private Verbal Testimony



This option may be preferable if you wish to make your statement privately to the court reporter rather than in front of the audience after the WisDOT presentation. This option is available during the entire public hearing (4:00 P.M. to 7:00 P.M.). It is recommended that you also attend the WisDOT project presentation. Follow the signs or ask directions to the location for the private testimony. Wait for an opening, then state your name, address, and if applicable, the group, organization, or business you are representing, and then give the court reporter your comments.

### Public Verbal Testimony



Following the WisDOT project presentation (5:00 P.M.) public verbal testimonies will take place. Please complete a "Registration Slip for Public Verbal Testimony" (included in this handout packet). Give it to the WisDOT representative at the designated table anytime before, during, or immediately following the project presentation. Your name will be called in the order the registration slips are received. When you are called to the microphone to provide your testimony please state your name, address, and if applicable, the group, organization, or business you are representing. Please limit your testimony to approximately 3 minutes to allow time for others to provide their testimonies. If there is time, public verbal testimony may be given multiple times by the same person, but you must take a place at the back of the line after each time that you provide testimony.

### Written Testimony



You may provide written testimony in addition to, or in place of, private or public testimony. Complete the "Written Testimony Form" (included in this handout packet). You may also use your own stationery. Please include your name, address, and if applicable, the group, organization, or business you are representing. If you prepared written comments prior to the public hearing, you may also submit those. There are several options for submitting written testimony. You can submit your written testimony at this public hearing in the comment box, e-mail it in or mail it in. If you choose to e-mail it in please see the "WisDOT Contact Information" page. All e-mailed or mailed written testimonies must be received or postmarked no later than February 6, 2014 to be included in the official public hearing record.

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## Project Description

The WIS 164 project is approximately 7.5 miles in length and extends from approximately 1,000 feet north of County Q to approximately 3,000 feet north of County E in the Village of Richfield and Town of Polk in Washington County. 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 wide travel lanes and 8 foot wide shoulders, five feet of which are paved. The current pavement was constructed in 1964 and was last resurfaced in 2000. The typical service life of an asphalt overly is approximately 12 years. The pavement is currently showing signs of wear and distress and is expected to continue to deteriorate at a higher rate until the proposed construction year of 2016.

**Average Annual Daily Traffic (AADT) Volumes**

Segment of WIS 164	Year 2013 AADT	Projected Year 2038 AADT
County Q – Monches Rd	9,600	13,800
Monches Rd – Hubertus Rd	8,000	10,500
Hubertus Rd – WIS 167	9,000	11,600
WIS 167 – County E	7,500	9,600
County E – WIS 175	5,800	6,700

WIS 164 is a north-south commercial trucking route and truck traffic accounts for about 8.4% of all traffic along the corridor.

## Project Purpose and Need

The purpose of the proposed action is to address poor pavement condition, safety, and traffic flow within the project corridor that serves local commuter, farming, and commercial traffic between Waukesha and Hartford.

There are six contributing factors of need for this project:

- 1. Regional/Local Transportation and Land Use Planning.** The adopted SEWRPC 2035 Regional Transportation Plan indicates future 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 at this time because current and projected traffic levels within the 20 year design life of the project do not meet the thresholds for expansion. The Village of Richfield Comprehensive Plan indicates a transition from agricultural to single family residential land use along the corridor.
- 2. System Linkage and Route Importance.** WIS 164 has national, state, and location importance and must meet state and regional mobility needs as well as local access needs.
- 3. Safety Concerns.** 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 involved



# WIS 164 REHABILITATION

fatalities and 35 involved injuries. The percentage of crashes classified as injury crashes was 47%, which is 23% higher than the statewide average for rural highways.

4. **Existing Highway Deficiencies.** 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: pavement condition, lane width, shoulder width, steep profile grades, substandard vertical curves, steep side slopes and roadside hazards.
5. **Traffic Demand.** Existing traffic already produces unacceptable congestion at peak travel times at key intersections, and the future traffic volumes are projected to increase.
6. **Bicycle Accommodations.** Compliance with Wisconsin Administrative Code Trans 75 is not required, but encouraged for rehabilitation projects. The existing paved shoulders are only 5' wide and no bicycle accommodations are made at the existing intersections.

## Alternative Development

Alternative development to meet the identified needs began in 2011 following the first Public Involvement Meeting. Alternatives were developed and evaluated based on public input and a review of the project purpose and needs. The following alternatives were evaluated:

1. **No Build.** Does not address the project purpose and need.
2. **Speed Limit Reduction to a Uniform 45 mph Speed Limit.** Does not address the project purpose and need.
3. **Maintenance Pavement Overlay Only.** Only partially addresses the project purpose and need.
4. **Reconditioning with Spot Safety and Geometric Improvements.** Preferred Alternative.

Sub-alternatives were also considered at several intersections with WIS 164 and were presented for input at the second Public Involvement Meeting on February 9, 2012. The exhibits showing the range of alternatives at the following intersections are on display again at the public hearing tonight.

- Shady Lane
- WIS 167
- Pleasant Hill Drive

## Stakeholder Input

There have been three previous open house format Public Involvement Meetings held for this project on June 7, 2011; February 9, 2012; and February 14, 2013. Local Officials Meetings were held in advance of each of these public meetings. Input from state and federal agencies has been received as part of the National Environmental Policy Act (NEPA) process used to prepare the Draft Environmental Report. Individual property owner meetings have also been conducted when requested.



# WIS 164 REHABILITATION

## Preferred Alternative

The proposed improvements address each of the six project needs identified in the project corridor. The preferred roadway rehabilitation alternative would mill one inch of asphalt and overlay four inches of new asphaltic pavement on the existing roadway surface. Spot safety and geometric improvements would also be made with an emphasis on improving deficiencies that have contributed to the crash history. The WIS 164 travel lanes would be widened 1 foot (from 11 feet to 12 feet) and the shoulders would typically be widened 2 feet (from 8 feet to 10 feet) to meet current standards and to provide additional travel and recovery width. Side slopes would be flattened to reduce crash severity for errant vehicles. Bicycle accommodations would be provided with a 6 foot wide paved shoulder between intersections and an additional 4 foot right turn lane width at intersections. Turn lanes and bypass lanes would be added at all of the WIS 164 intersections within the project corridor.

WIS 164 would be reconstructed 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)

The following improvements would be implemented at the intersections with WIS 164:

- Shady Lane – Alternative 3: This alternative would remove two conflict points on WIS 164 through the elimination of both Shady Lane intersections and would re-route Shady Lane traffic to Hansen Drive to access WIS 164.
- WIS 167 – Alternative 1: This alternative would reconstruct the intersection as a modern single lane roundabout. The roundabout alternative would operate with minimal delay (Level of Service A) under the projected Year 2038 traffic volumes. One residential relocation would result.
- Pleasant Hill Road – Alternative 4: This alternative would improve the intersection sight distance to meet desirable standards and would provide right turn lanes at the intersection by shifting the centerline of WIS 164 west approximately 30 feet. The realignment of WIS 164 would require the relocation of two residential parcels.

## Wetland Impacts

The Preferred Alternative would impact a total of 1.6 acres of wetlands. 1.25 acres of these wetlands are within the existing public right-of-ways and an additional 0.35 acres of wetlands would be disturbed in newly acquired right-of-way. These impacts are along the fringes of the existing wetland areas adjacent to the existing roadways in the project corridor. The wetlands would be disturbed by grading for roadbed widening, intersection improvements, ditch grading, and culvert replacements and extensions. Wetland fills would be mitigated at a location agreed upon by WisDOT and the Wisconsin Department of Natural Resources (DNR). Flood plain studies have been performed by the Federal Emergency Management Agency (FEMA) at the Oconomowoc River and the Coney River crossings. The existing culverts at these river crossings are in good condition and would not be modified with this project. There would be fill placed along the edges of these flood plains, but no impacts to the floodplain elevation are predicted.



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## Property Acquisition/Relocation Assistance

The Preferred Alternative has real estate impacts to adjacent properties. Before any property acquisition activities are initiated, members of the Region Real Estate staff will contact the property owners to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during the inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

Relocation assistance will be made available to anyone displaced by this project. In this regard, a survey of available housing locations was completed in December 2012. This survey indicates that there will be sufficient housing locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement housing.

The "Relocation Assistance" brochure, which is available at the meeting tonight, answers many of the frequently asked questions concerning relocation assistance. Note that in addition to the cost of replacement housing and/or business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred.

It is emphasized that no person shall be displaced unless a comparable and/or adequate replacement dwelling location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, he or she will be promptly advised of the procedure to follow in making an appeal.

The locations of displaced homes are shown on the public hearing displays and detailed information is provided in the Draft Environmental Report, Appendix A – Conceptual Stage Relocation Plan.

The Preferred Alternative also includes strip right-of-way acquisition and temporary easements along most of the project.

Property acquisition for this improvement is tentatively scheduled to begin in the spring of 2014.

## PowerPoint Presentation

WisDOT is providing a PowerPoint presentation tonight to update the public on the proposed project alternative and to explain the public hearing process. The PowerPoint presentation also serves the purpose of providing information required in the public hearing Project Statement.



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## Description of Public Hearing Exhibits

### Large Displays (on tables)

- ❖ **Proposed Design** – Displays show the proposed improvements and the recommended alternative for this project.

### Display Boards (on easels)

- ❖ **Instructions on how to provide testimony**
- ❖ **Typical Finished Sections** – Shows cross sections of the proposed WIS 164 roadway.
- ❖ **Crash Summary** – Shows the number and distribution of crashes that have occurred within the project limits during the time period of the crash study.
- ❖ **Alternative Intersection Plans** – Shows the alternatives considered at the WIS 164 intersections with Shady Lane, WIS 167 and Pleasant Hill Drive and the recommended alternatives for each are noted.
- ❖ **Impact Summary Table**

### Handouts (on tables)

- ❖ **Public Hearing Handout Packet**
- ❖ **Registration Slips for Verbal Testimony** – Forms to fill out for individuals wishing to present public verbal testimony in front of the audience, or one-on-one private verbal testimony to a court reporter. This form is attached to the back of this Handout Packet.
- ❖ **Written Testimony Sheet** – This form can be filled out to provide written testimony which can be placed in the comment box or mailed in after the hearing. This form is also attached to the Handout Packet.
- ❖ **Wisconsin Relocation Rights - Residential**
- ❖ **The Rights of Landowners Under Wisconsin Eminent Domain Law**
- ❖ **Roundabout Pamphlets**

### Documents Available for Viewing

- ❖ **Draft Environmental Report** – This is the current version of the report that has been made available for public review.
- ❖ **Legal Notice** – Notice that was published on December 23, 2013 and January 9, 2014 in the Milwaukee Journal Sentinel and the West Bend Daily News advertising the Public Hearing and the availability of the Draft Environmental Report for public review.
- ❖ **60% Roadway Plans** - This is the current version of the project plans.
- ❖ **Appraisal Plat**

Note: Hearing materials and exhibits will be posted on the project web page following this evening:  
<http://wisconsindot.gov/Pages/projects/by-region/se/wis164/default.aspx>



# WIS 164 REHABILITATION

## Environmental Impact Matrix

Detailed information and comparisons of the various alternatives investigated as part of the WIS 164 project is provided in the Environmental Report. The matrix below provides a comparison summary of impacts for these alternatives.

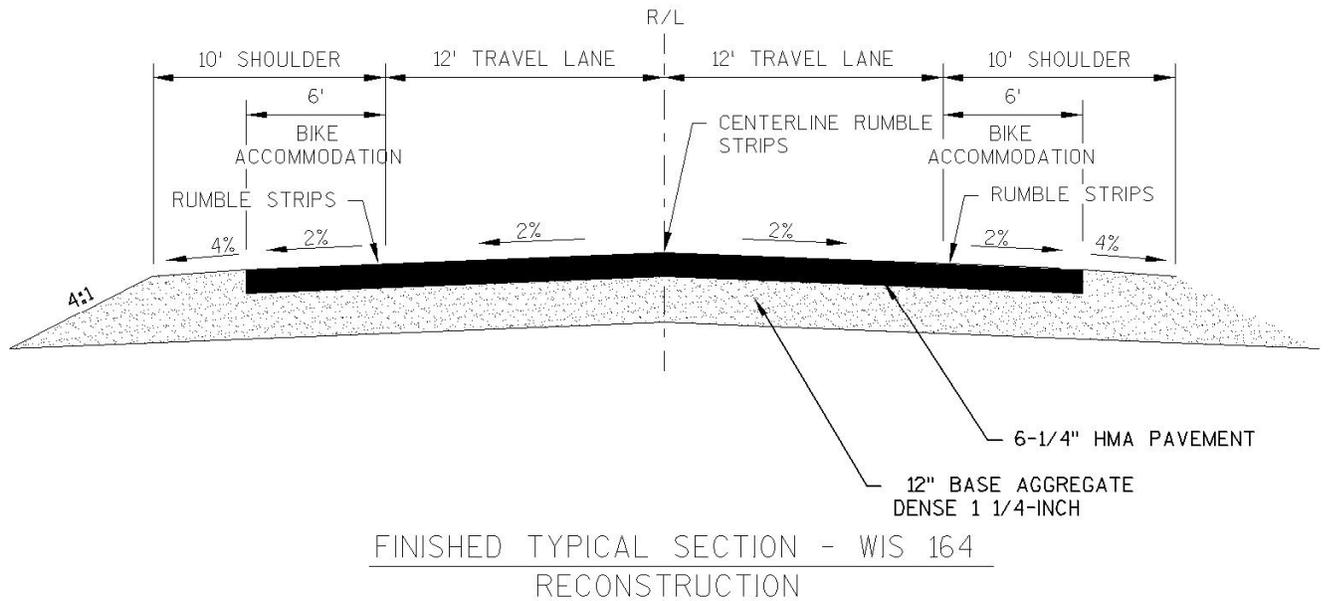
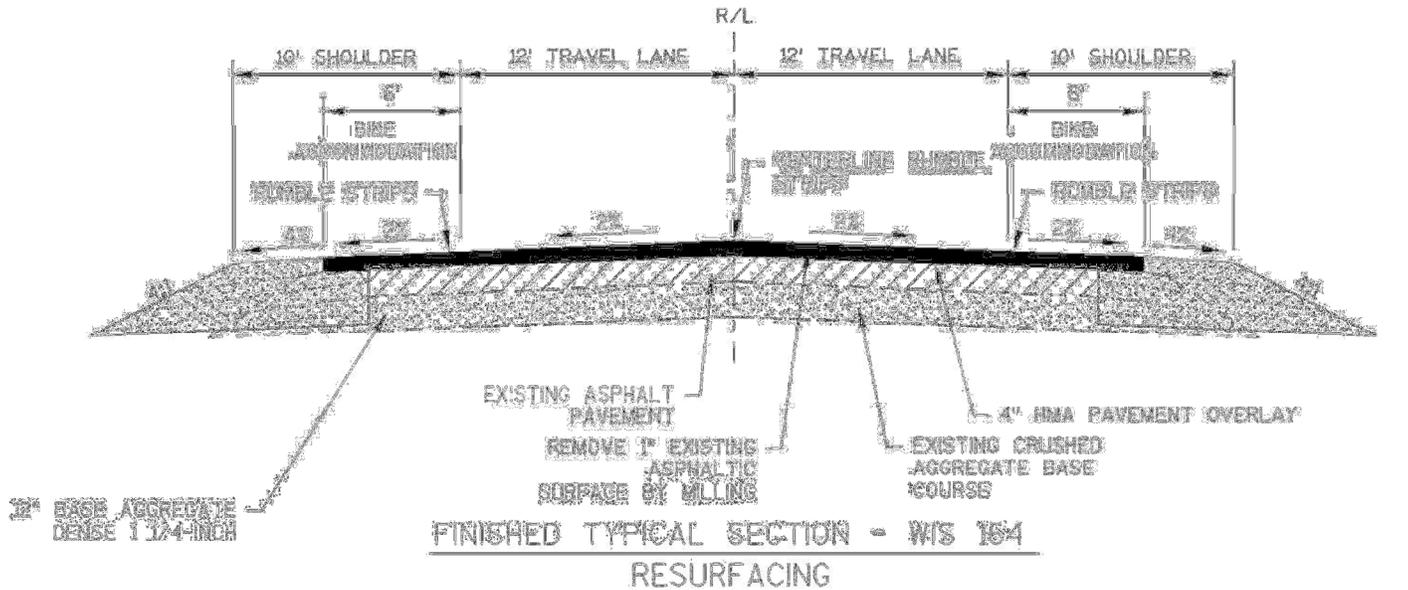
ENVIRONMENTAL ISSUE	UNIT MEASURE	ALTERNATIVES/SECTIONS			
		No Action	Speed Limit Red.	Maintenance Overlay Only	Resurfacing w/ Spot Safety and Geometric Improvements (Preferred)
Project Length	Miles	0	7.49	7.49	7.49
<b>Preliminary Cost Estimate*</b>					
Construction	Million \$	0.07	0.008	1.2	14.4
Real Estate	Million \$	0	0	0	1.7
Total	Million \$	0.07	.008	1.2	16.1
<b>Land Conversions</b>					
Wetland Area Converted to ROW	Acres	0	0	0	1.25
Upland Habitat Area Converted to ROW	Acres	0	0	0	0
Other Area Converted to ROW	Acres	0	0	0	40.91
Total Area Converted to ROW	Acres	0	0	0	42.16
<b>Real Estate</b>					
Number of Farms Affected	Number	0	0	0	34
Total Area Required From Farm Operations	Acres	0	0	0	23.87 (Fee) 4.92 (Easement)
AIS Required	Yes/No	No	No	No	No
Farmland Rating	Score	0	0	0	33
Total Buildings Required	Number	0	0	0	3
Housing Units Required	Number	0	0	0	3
Commercial Units Required	Number	0	0	0	0
Other Buildings or Structures Required	Number (Type)	0	0	0	0
<b>Environmental Issues</b>					
Indirect Effects	Yes/No	No	No	No	No
Cumulative Effects	Yes/No	No	No	No	No
Environmental Justice Populations	Yes/No	No	No	No	No
Historic Properties	Number	0	0	0	0
Archaeological Sites	Number	0	0	0	0
106 MOA Required	Yes/No	No	No	No	No
4(f) Evaluation Required	Yes/No	No	No	No	Yes
Flood Plain	Yes/No	No	No	No	Yes
Total Wetlands Filled	Acres	0	0	0	1.609
Stream Crossings	Number	0	0	0	2
Endangered Species	Yes/No	No	No	No	No
Air Quality Permit Required	Yes/No	No	No	No	No
Design Year Noise Sensitive Receptors	Number	N/A	N/A	N/A	N/A
No Impact Impacted	Number				
Contaminated Sites	Number	0	0	0	0



# WIS 164 REHABILITATION

## Proposed Typical Sections

The proposed typical sections for the Preferred Alternative are shown below.



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## Next Steps and Potential Project Schedule

Following consideration of public hearing testimony received before February 6, 2014, WisDOT will complete the final Environmental Report, and 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

## WisDOT Contact Information

### Submittal of written testimony or general project questions

Additional written public hearing testimony and/or comments on the Draft Environmental Report after this public hearing should be sent to the WisDOT project manager at the address given below. Additional testimony and comments e-mailed or mailed must be postmarked no later than February 6, 2014 to be included in the official public hearing record and considered in the Final Environmental Report.

Traci Gengler, P.E.  
WisDOT SE Region  
Project Manager  
141 NW Barstow Street, PO Box 798  
Waukesha, WI 53187-0798  
(262) 548-8727  
Email: [traci.gengler@dot.wi.gov](mailto:traci.gengler@dot.wi.gov)

### Property acquisition/relocation questions

Questions specific to property acquisition and/or relocation of homes and businesses can be most efficiently answered by WisDOT's real estate staff.

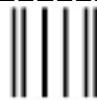
Jim Weisling  
WisDOT SE Region  
141 NW Barstow Street, PO Box 798  
Waukesha, WI 53187-0798  
(262) 548-5928  
Email: [james.weisling@dot.wi.gov](mailto:james.weisling@dot.wi.gov)

### Project website (project information, schedule and updates)

Additional information about the WIS 164 Lovers Lane County Q to County E project, including the Draft Environmental Report is available on WisDOT's website: <http://wisconsindot.gov/Pages/projects/by-region/se/wis164/default.aspx>







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WAUKESHA WI 53187



**Attn: Traci Gengler**

# Registration Slip for Verbal Testimony

WIS 164 Lovers Lane County Q to County E  
Public Hearing  
Friess Lake School  
January 23, 2014



This registration slip may be used for providing public or private verbal testimony. Following the 5:00 P.M. project presentation in the School's gymnasium, public verbal testimony will take place. Complete this registration slip and submit it to a project team representative during or immediately following the presentation. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example a business). Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to approximately 3 minutes.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

If you do not wish to speak, but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

If applicable - group, organization, or business you are representing:

\_\_\_\_\_

**Wishing to speak**

**Not wishing to speak, but please record my position on the alternatives being considered at the public hearing:**

Support, describe: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Do Not Support, describe: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_