



Wisconsin Department of Transportation

WIS 167 Corridor Expansion Planning Study

WIS 145 (Pilgrim Rd) to WIS 181 (Wauwatosa Rd)

June 2, 2015

WIS 167 (Mequon Road) Corridor Study

WIS 145 (Pilgrim Road) to WIS 181 (Wauwatosa Road)

Washington & Ozaukee Counties

Project ID 1380-00-01



Public Involvement Meeting #3

June 2, 2015

4 to 7 p.m.

Mequon City Hall, Christine Nuernberg Hall

11333 N. Cedarburg Road

Mequon, WI



Welcome

Welcome to the third public involvement meeting for the WIS 167 Corridor Study. The meeting has an open house format. We invite you to view the exhibits, talk with the WisDOT and consultant staff, ask questions and provide comments.

Purpose of meeting and study

This meeting presents the preferred alternative developed to address the projected long-term needs of the corridor. The study will culminate with preliminary plans and an environmental document. This project is not yet scheduled for construction!

Information at the meeting

Informational displays at the meeting show the preferred alternative on an aerial map. Project staff are on hand to answer questions and accept comments.

Share your comments

The goal of the meeting is to obtain feedback from the public to assist with the study. We appreciate your verbal or written comments. For written comments, please complete the attached comment form and leave it with us or mail it to us.



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Corridor study goals

The preferred alternative should:

- Address long-term traffic needs: reduce crashes, congestion and travel time
- Provide transportation choices (vehicle, bike, pedestrian)
- Fit the communities' vision for the corridor
- Minimize impacts on adjacent property owners, aesthetics, environment, and community



Project need

Growing traffic along the WIS 167 corridor is expected to cause greater delays and cause an increase in the number and severity of crashes.

The WIS 167 Corridor Study has been undertaken to consider alternatives for future improvements to this highway in order to address emerging congestion and safety issues and to help local communities plan for the future.

This project is not yet scheduled for construction.

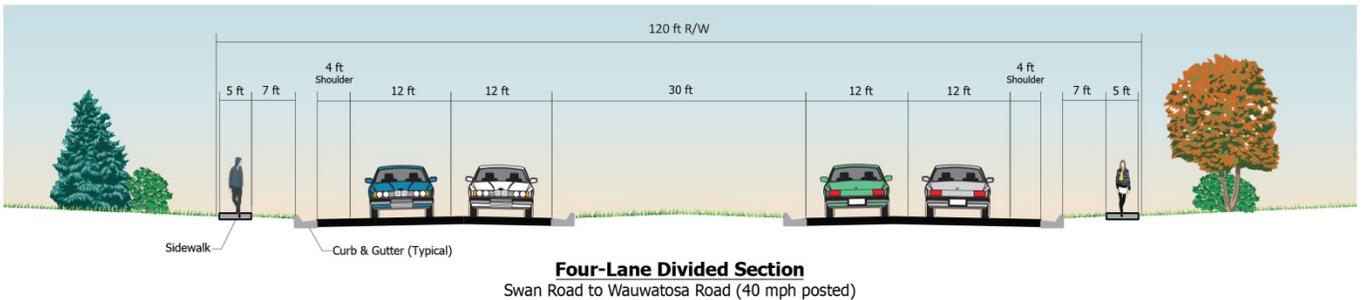
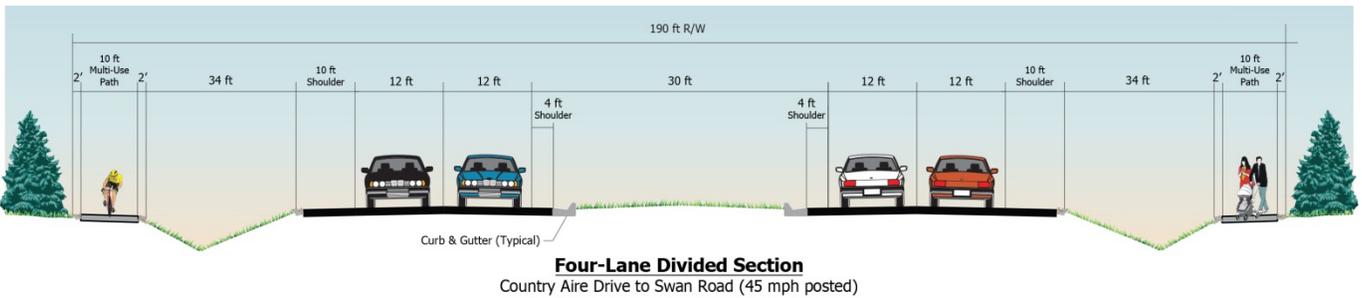
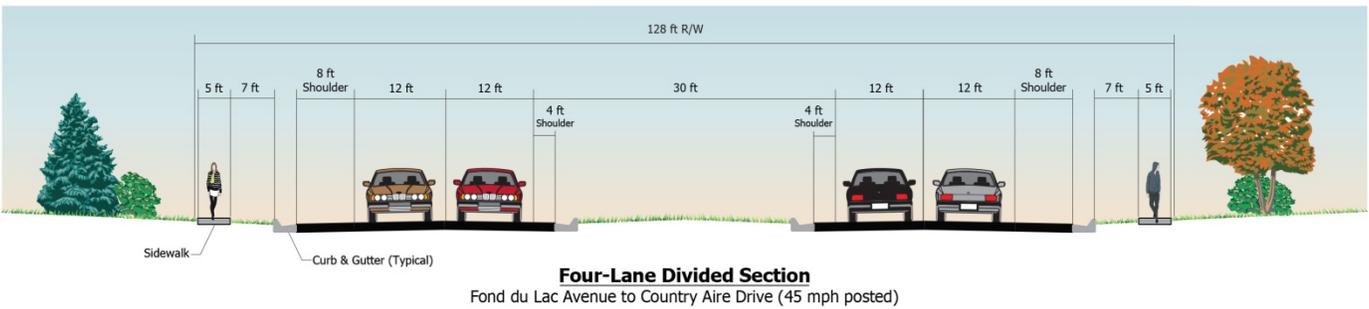
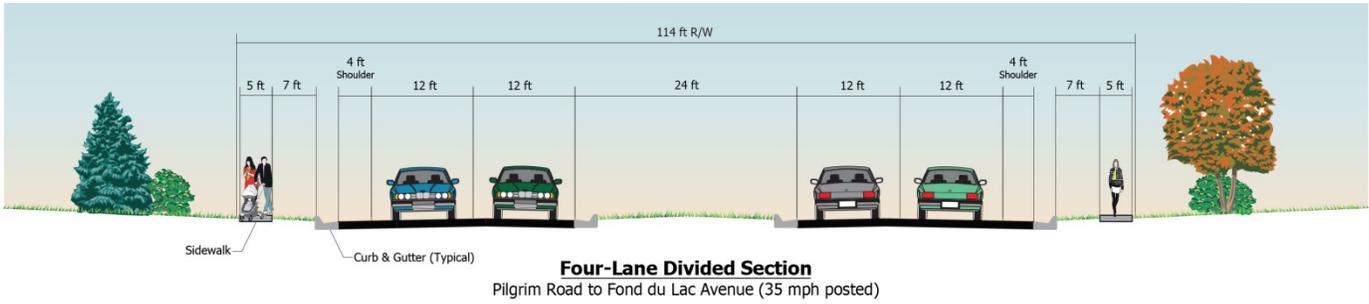
The preferred alternative has been selected!

The preferred alternative safely balances the complex environmental issues with the needs of local businesses, residents and the traveling public.

Roadway Expansion – The study team presented multiple alignments for WIS 167 at the first public involvement meeting. These included widening WIS 167 to the north, widening WIS 167 to the south and centering WIS 167 on the existing centerline. After review of public comments and overall impacts associated with each alignment, a hybrid alignment was developed as the preferred alternative to minimize potential impacts. This hybrid alignment uses curves through the corridor to create a “best fit” alignment. This hybrid alignment minimizes impacts to natural features such as wetland and upland areas and minimizes impacts to residential, commercial and agricultural properties.

Intersections – Both traffic signals and roundabouts were evaluated for intersection control along the WIS 167 corridor. The study team has recommended traffic signals as the preferred intersection control throughout the WIS 167 corridor. There are currently 4 intersections controlled by traffic signals along the WIS 167 corridor. The remaining intersections are controlled with stop signs on the side roads. Traffic signals are proposed at Pilgrim Road, Fond du Lac Avenue/Montgomery Drive, Country Aire Drive, Eisenhower/Forest Drive, Wasaukee Road, Granville Road and Wauwatosa Road.

Typical Sections – Traffic operations and volumes will require a 4-lane divided highway along the entire corridor. As shown in the graphics to the right, median, shoulder and terrace widths, bicycle and pedestrian facilities, and the inclusion of curb and gutter or ditches will vary along the corridor.





Input from December 2013 Public Involvement Meeting:

Over 60 people attended the last WIS 167 Corridor Study public involvement meeting on December 12, 2013 at the Village of Germantown Community Library. The project team received numerous verbal and written comments at the meeting. Comments and concerns were related to construction schedule, cost, typical section, bike & pedestrian accommodations, roundabouts vs. traffic signals, access, property impacts, environmental impacts, drainage, and traffic.

Driveways and median openings

Proposed driveway locations and excess driveways recommended for closure are shown on the large scale exhibits. Proposed median opening locations are also shown. The study team is recommending closing the existing WIS 167 median opening at Solar Avenue. Several other existing public street median opening closures are also being evaluated.

Access management for future development

In conjunction with the Corridor Study, WisDOT has developed an Access Management Vision for the WIS 167 corridor. The purpose of the Access Management Vision is to provide WisDOT and local units of government a shared, long-range access management vision of the corridor. It will be used as a tool to evaluate future access requests as development and redevelopment occurs adjacent to WIS 167. The overall goal of the Vision is to provide recommendations for:

- Driveway locations for new development or redevelopment adjacent to the highway
- Consolidation of driveways associated with redevelopment
- Future parallel local roads and cross access easements between properties

WIS 167 Corridor Study schedule

Public involvement meeting	June 2, 2015
Prepare environmental document	Spring/Summer 2015
Preliminary design	Spring/Summer 2015
30% Plans	Summer 2015

Interim projects on WIS 167

US 41 Interchange	Scheduled 2016
Country Aire Drive Intersection Expansion*	Scheduled 2018

**Reconstruction of WIS 167 & Country Aire Drive: The WIS 167/Country Aire Drive design team is working with the Corridor Study team to ensure that the new intersection is compatible with the vision for the future WIS 167 4-lane corridor.*

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Attn: Debra Tarnow, P.E.



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