



Public Involvement Meeting – Tuesday, June 2, 2015

4 - 7 p.m. Mequon City Hall

The preferred alternative will be presented!

WIS 167 Corridor Study schedule:

Upcoming project activities include the following:

- | | |
|----------------------------------|--------------------|
| • Public involvement meeting #3 | 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.

Corridor study goals:

The preferred alternative should:

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

The project will culminate with:

- **Preferred alternative**
- **Preliminary plans**
- **Environmental document**
- **Access management plan**

This project is not yet scheduled for construction!

Public Involvement Meeting #3 – Tuesday, June 2, 2015

The Wisconsin Department of Transportation (WisDOT) invites the public to attend a public involvement meeting (PIM) for the WIS 167 Corridor Study. The purpose of the meeting is to present the preferred alternative.

**June 2, 2015, from 4 to 7 pm at
Mequon City Hall, Christine Nuernberg Hall
11333 N. Cedarburg Road, Mequon**

The meeting will be an informal open house that allows citizens to stop in anytime from 4pm to 7pm, view exhibits and meet individually with project staff. The meeting will present the preferred WIS 167 alternative for public comment.

WisDOT requests citizen input on the preferred alternative before the completion of the environmental document later this year. Large scale exhibits will display:

- Maps showing the preferred alternative in Germantown and Mequon
- Closures or modifications of some driveways and median openings
- Details on changes to the WIS 167 corridor study since the last public involvement meeting
- Anticipated impacts including environmental, business and residential relocations, and potential right of way

WisDOT encourages property owners and business owners along the corridor, interested citizens and other stakeholders to attend the meeting, ask questions and provide input to team members.

Project Limits:



Contact Information

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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.

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.



Topics presented at the June 2, 2015 PIM will include:

- Preferred alternative
- Median opening locations
- Driveway modifications
- Storm water ponds
- Right of way acquisition
- Relocations

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.

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

Preferred alternative: proposed typical sections

