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DATE, 2021

Dear Shorewood Resident:

We are sending you this letter to provide an update on the Lake Drive (WIS 32) study. To ensure we are allowing people that have an interest in this project maximum opportunity to have their voices heard, we are extending the deadline to comment and participate in the survey to July 31, 2021. The previous deadline was June 30<sup>th</sup>.

The feedback we have received to date has certainly highlighted a strong interest in maintaining the existing trees along the corridor. Therefore, as we move forward, we will be focusing on maintaining the current roadway width of 44 feet and keeping trees intact. While we are unable to make any definitive announcement about final plans for the project, we do acknowledge the desire to keep the trees in place.

For anyone that was unable to attend the Public Involvement meetings or fill out the survey, we encourage you to go to the project website at [wisconsindot.gov/Pages/projects/by-region/se/32lakedrive](http://wisconsindot.gov/Pages/projects/by-region/se/32lakedrive) and watch the recorded PIM, review alternatives, and take the survey. Please note that the information shared during this meeting is not fully reflective of our efforts moving forward.

One of the questions we have received covers our study and the processes used. As part of the National Environmental Policy Act (NEPA), design alternatives and their impacts are taken to the public to gather input. For the Lake Drive project in Shorewood, a virtual Public Involvement Meeting was held from 5 p.m. to 7 p.m. on Tuesday, May 25, 2021. The preferred alternative will be identified based on how well it provides safety for the traveling public; bike and pedestrian accommodations; impacts to the environment, trees, historic resources, Atwater Park, and on-street parking; construction costs; real estate needs; and public input.

We have also been asked about funding for the project. The Lake Drive project is included in the State Highway Rehabilitation Program (303 3R). Funding is a combination of federal, state, and village funds; and a State/Municipal Agreement has been executed between WisDOT and the Village of Shorewood.

To qualify for federal funds and state funds, certain standards need to be considered, evaluated, and ultimately followed when possible. These standards are listed in WisDOT's "Facility Development Manual" found at this link: <https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/rdwy/fdm.aspx>

In addition, federal surface transportation law (23 U.S.C 217(g) (1)) requires that due consideration be given to establishing bicycle transportation facilities and pedestrian walkways in conjunction with all new highway construction and reconstruction projects funded in whole or in part from federal funds.

**Frequently Asked Questions**

**Q: How will the public feedback affect which alternative is chosen?**

A: While it is not a vote, public feedback is critical to the project development process and selection of the preferred alternative. For this reason, we are extending the comment period to July 31, 2021 to allow for more input from the community.

**Q: The Shorewood Village Board already voted 7-0 for the “replace in kind” alternative. Why are others even being considered?**

A: While the Village Board vote is important, WisDOT is required to follow the project development process. This stage of the process requires showing the public all alternatives that meet the project’s purpose and need.

**Q: The Village repaved Lake Drive in 2018. Why is this project needed?**

A: The 2018 Village project, which reduced Lake Drive to one driving lane in each direction outside of the Capitol Drive intersection’s footprint, was a mill and overlay maintenance project designed to last less than ten years until the WisDOT project in 2026. The WisDOT project will completely replace the pavement, gravel base, and curb.

**Q: What other safety improvements are proposed?**

A: As part of the project, the design team will evaluate high visibility crosswalks, curb bump-outs and extensions, Rectangular Rapid Flashing Beacons (RRFBs,) and dynamic speed monitoring signs for improved pedestrian safety at this location. If warranted, these treatments would be incorporated into the project if they are funded and maintained by the Village of Shorewood.

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