

roadway from I-94 to Summit Drive. A two-lane roadway in this section would not have enough capacity to handle forecasted traffic volumes. Today's traffic already meets the WisDOT and Waukesha County threshold for considering four lanes.

The project team will evaluate alternatives for both a four-lane roadway and an improved two-lane roadway between Summit Avenue and WIS 59.

What's next?

A public information meeting will be held in early December to obtain public comment on the alternatives that have been recommended for elimination from further study, as well as those recommended for further study. More detailed information on the alternatives recommended for further study will also be presented.

West Waukesha Bypass Study

www.waukeshabypass.org

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West Waukesha Bypass Study

October 2010

Newsletter No. 3

Contact Information

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Introduction

This is the third newsletter designed to keep you informed about the West Waukesha Bypass study being conducted by the Waukesha County Department of Public Works (DPW). The environmental and engineering study evaluates alternatives for an improved north-south arterial between I-94 and WIS 59, and a draft Environmental Impact Statement (EIS) is underway.

Alternatives analysis

The Waukesha County DPW, along with the project study team, Wisconsin Department of Transportation (WisDOT), City of Waukesha, and Town of Waukesha, has completed a screening analysis of the alternatives presented at public information meetings in July and August and to the study's advisory group in September. The screening analysis considered public comments, local government input, environmental impacts, and engineering factors, including safety, traffic operations and cost.

Alternatives eliminated from further study

Based on the screening analysis, the following northern alternatives are recommended for elimination from further study (see Map 1 —Initial Alternatives):

- All alternatives that would connect to I-94 at the County SS interchange (Alternatives SS1 through SS4)
- Alternative T1 which would use Grandview Boulevard and Moreland Boulevard
- Alternative TT1 which would cut through the Kame Terrace subdivision



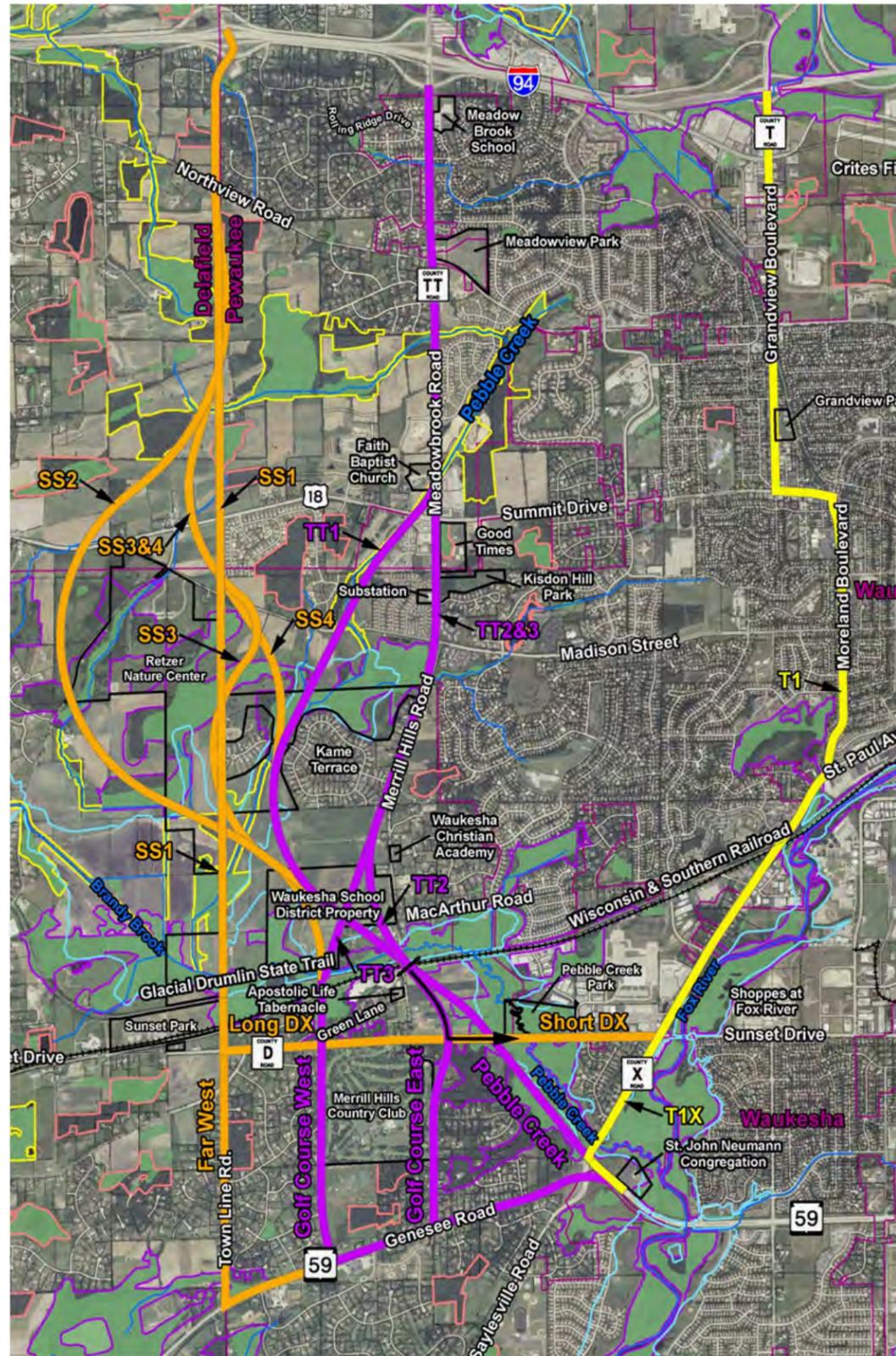
In the southern part of the study corridor, the following initial alternatives are recommended for elimination from further study:

- Far West Alternative, which would use Townline Road
- Golf Course West Alternative, which would construct a new roadway along the west side of Merrill Hills Country Club

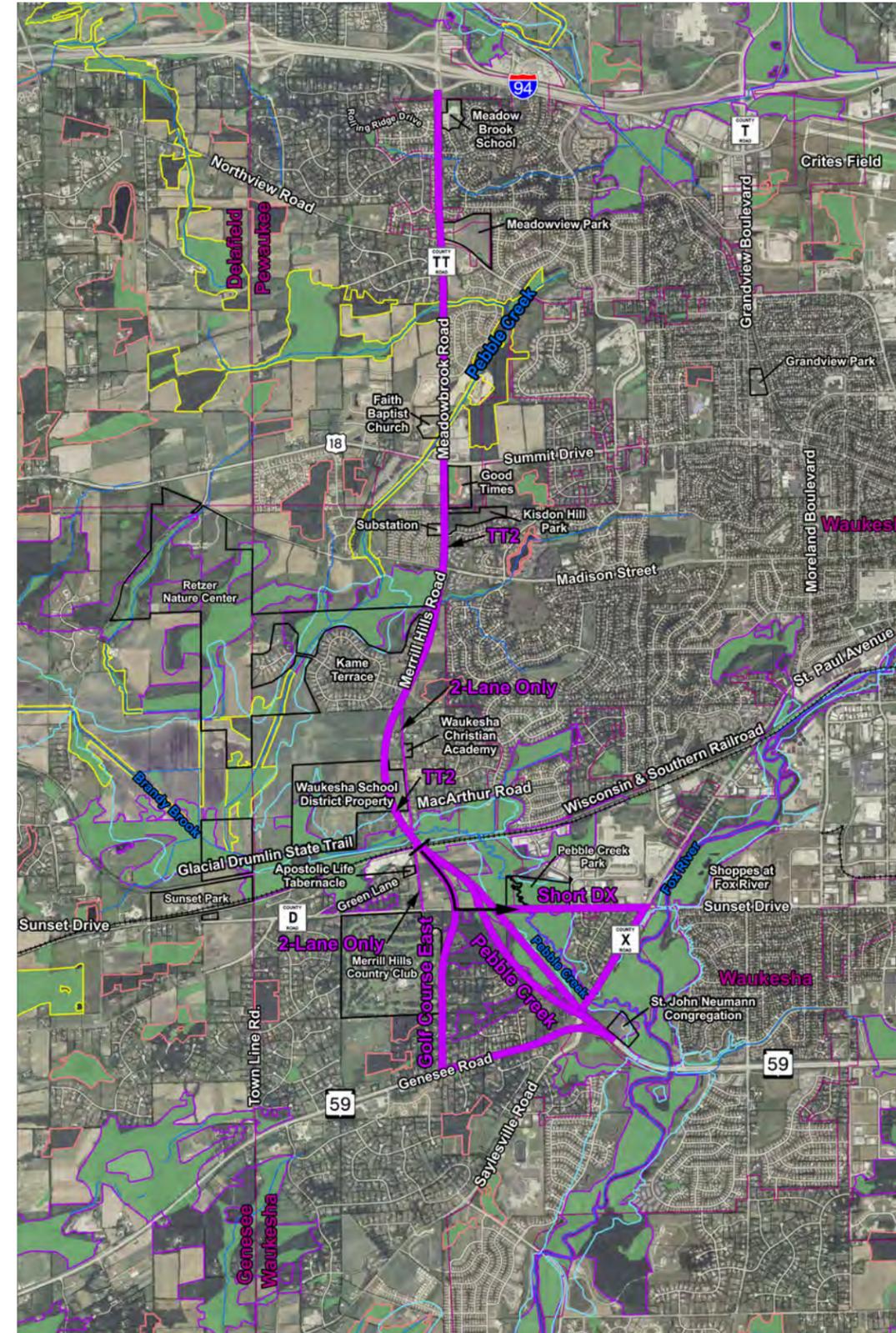
Alternatives recommended for further study

The no build alternative will be included in the EIS as a basis for comparison to the build alternatives.

The following build alternatives are recommended for further study. Environmental and engineering aspects of these alternatives will be evaluated in detail in the EIS (see



Map 1 - Initial Alternatives



Map 2 - Remaining Alternatives

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- Alternative TT2, which would follow the existing County TT to a point just south of the railroad, the Glacial Drumlin Trail and Pebble Creek
- Golf Course East Alternative which would use Merrill Hills Road south of Sunset Drive to connect with WIS 59
- Alternative PC, would construct a new roadway through the Pebble Creek corridor to connect with WIS 59
- Short DX Alternative that would use Sunset Drive and County X to connect with WIS 59

The environmental and engineering evaluation will be based on a four-lane