

West Waukesha Bypass Study

March 2011

Newsletter No. 5

Contact Information

For more information about the West Waukesha Bypass Study please visit www.waukeshabypass.org or contact one of the following study representatives:

Gary Evans

Waukesha County Engineering Services Manager
515 West Moreland Blvd.
Waukesha, WI 53188
gevans@waukeshacounty.gov
262.548.7740

Charlie Webb

Consultant Team Project Manager
CH2M HILL
135 South 84th St.
Suite 400
Milwaukee, WI 53214
charlie.webb@ch2m.com
414.847.0248



Alternatives Dropped from Further Consideration

Based on engineering design factors, environmental impacts, cost, and public input, a decision has been made by the West Waukesha Bypass study team to eliminate three of the alternative alignments that were being considered south of the Wisconsin & Southern Railroad. The West Waukesha Bypass study team includes representatives from the Town of Waukesha, City of Waukesha, Waukesha County and the Wisconsin Department of Transportation (WisDOT).

The following alternatives were considered south of the Wisconsin & Southern Railroad and presented at the February 10, 2011 public information meeting:

- Merrill Hills Road (Golf Course East) alternative
- Pebble Creek corridor with three alignment options (mapped route, west alignment, far west alignment)
- Sunset-to-County Trunk Highway (CTH) X alternative

The following alternatives/alignments have been eliminated from further consideration:

- Golf Course East Alternative—eliminated because of its impacts to homes along Merrill Hills Road and high cost compared to the other alternatives.
- Pebble Creek mapped route—eliminated because of its high impact on wetlands.
- Pebble Creek far west alignment—eliminated because it would not provide a substantive reduction in wetland impact compared to the Pebble Creek west alignment and would have an additional residential displacement.

The Pebble Creek west and Sunset-to-CTH X alternatives have been retained for more detailed evaluation and may be refined further to minimize environmental impacts.

Decision on 2-Lane or 4-Lane Roadway

Based on public input, the West Waukesha Bypass study team also evaluated whether an improved 2-lane roadway or a 4-lane roadway is most appropriate from Summit Avenue to Wisconsin State Highway (WIS) 59. A 4-lane roadway is needed north of Summit Avenue to handle the higher traffic volumes between Summit Avenue and Interstate 94.

In addition to a 4-lane roadway throughout the entire bypass corridor, the following 2-lane options were evaluated and presented at the February 10, 2011 public information meeting:

- Reconstruct existing CTH TT, Sunset Drive, and CTH X as a 2-lane roadway with limited intersection improvements or with full intersection improvements.

- Construct the mapped CTH TT bypass route, including new roadway alignments south of the Southern & Wisconsin Railroad, as 2-lane roadways.

Based on existing and projected traffic volumes, safety concerns, and the need to identify and preserve a transportation corridor that will assist local officials in making future land use and development decisions, the West Waukesha Bypass study team has determined that an ultimate 4-lane roadway in the entire corridor is the best long-term solution for meeting future mobility and safety needs while minimizing overall impacts to adjacent properties and environmental resources to the extent practicable.

The impacts of an ultimate 4-lane roadway will be evaluated in the Environmental Impact Statement (EIS). If a build alternative is selected at the conclusion of the EIS process, engineering design plans will be prepared for an ultimate 4-lane roadway and the land needed to construct it will be purchased at the outset. The time frame for constructing the 4-lane roadway will be determined and prioritized based on highest traffic volumes, emerging safety

concerns, and funding availability. The section from Interstate 94 to Summit Avenue will be built first and is currently targeted for construction in 2013. Construction between Summit Avenue and WIS 59 would occur later. It could be built in phases, starting with 2 lanes of the ultimate 4-lane roadway and then adding the other 2 lanes when traffic volumes and/or safety issues warrant.

Comments from Public Information Meeting

Approximately 140 people attended the February 10, 2011 public information meeting at Waukesha West High School. Comments from attendees at the meeting and written comments received after the meeting have been summarized on the project's website (waukeshabypass.org). The 4-lane alternative had the most support among those who commented on the 2-lane or 4-lane issue. The Pebble Creek corridor had the most support among those who commented on the alternatives south of the Wisconsin & Southern Railroad.

West Waukesha Bypass Study

www.waukeshabypass.org



515 West Moreland Blvd.
Waukesha, WI 53188-3878

Waukesha County Public Works Department