

PUBLIC HEARING HANDOUT



**PROJECT ID 3030-08-00
SUMMIT AVENUE, CITY OF OCONOMOWOC
(BLUE RIBBON DRIVE – THACKERAY TRAIL)
WIS 67
WAUKESHA COUNTY**

&

**PROJECT ID 1060-30-00
EAST – WEST FREEWAY
(WIS 67 NB & SB BRIDGES)
I-94
WAUKESHA COUNTY**

Wednesday, November 20, 2013
4-7 p.m.
Oconomowoc Public Library
200 South Street
Oconomowoc, Wisconsin

Welcome to this public hearing concerning the environmental and design aspects of the proposed improvements to WIS 67, Summit Avenue, between Blue Ribbon Drive and Thackeray Trail including the WIS 67 northbound and southbound bridges over IH 94 within the City of Oconomowoc and Village of Summit in Waukesha County, Wisconsin. This handout and the exhibits on display were prepared to help familiarize you with the project details. We encourage you to view the exhibits on display. Representatives of the Wisconsin Department of Transportation (WisDOT) and consultant design team are available to explain the exhibits and answer questions on an individual basis.

This public hearing is part of the total process of involving the public in transportation-related decisions. It is your opportunity to have a voice in the design of the proposed improvement project under discussion today. Court reporters are available this evening to take down all testimonies which will be entered into the public hearing record along with other public hearing information and materials. Full consideration will be given to all verbal and written testimony.

An open house will be provided from 4:00 p.m. until 5:00 p.m. and the formal hearing will begin at 5:00 p.m.

GUIDELINES FOR PRESENTING TESTIMONY

There are several options for providing testimony which are detailed below. Your testimony will be reviewed and considered by WisDOT and FHWA as part of the process for choosing the preferred alternative. **Testimony statements and/or opinions should be limited to this evening's public hearing aspects and project.** Provide comments on the alternative(s) you support or oppose and your reasons why. Questions related to the project can be directed to WisDOT staff during informal discussions and will not be recorded by the court reporter or included in the public hearing record.

Private Verbal Testimony is an option if you prefer to make your statement privately to the court reporter rather than in front of an audience.

If you wish to provide private verbal testimony...

A court reporter located in the Spaulding Conference Room will be available to take private testimony from 4:00 p.m. to 7:00 p.m. Please complete the *Speaker Registration Form* provided in this packet, providing your name, mailing address, and representing (optional). Proceed to the Spaulding Conference Room, wait for an opening, provide the court reporter your *Speaker Registration Form* and present your statement.

Public Verbal Testimony is an option if you prefer to make your statement publicly to the audience.

If you wish to provide public verbal testimony...

Please complete the *Speaker Registration Form* provided in this packet, providing your name, mailing address, and representing (optional). Submit this form to the Registration Table. The hearing chairman will call the names in the order they are received to present your statement. When you are called, please state your name, address, and if applicable, the group, organization, or business you are representing. If you have any special requests, please inform the staff and we will try to accommodate you. **You will have a maximum of three (3) minutes to give your statement.** If there is time, public verbal testimony may be given multiple times by the same person, but you must take a place at the back of the line after each time that you provide testimony.

Written Testimony is an option in addition to, or in place of, private or public verbal testimony.

If you wish to provide written testimony...

Write out your statement using the *Comment Form – Public Hearing Written Testimony* form provided in this packet, and place it in the comment box OR email OR mail your statement to the address on the back of the form. All statements postmarked by Wednesday, December 4, 2013 will become part of the public hearing transcript.

Project Statement

The Wisconsin Department of Transportation is developing the design for the roadway improvements to WIS 67 from Blue Ribbon Drive to Thackeray Trail in the City of Oconomowoc and Village of Summit in Waukesha County. WIS 67 is a major north-south facility in Waukesha County providing access to and from I-94 for the City of Oconomowoc and the Village of Summit. Through the study area, WIS 67 is functionally classified as a principal arterial intended to carry a high volume of through traffic while also serving local traffic and providing access to adjacent development.

Before any property acquisition activities are initiated, members of the region real estate staff will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

It is not anticipated that any homes or businesses will need to be acquired as a result of this project. The acquisition of necessary rights-of-way for this project is scheduled to begin in February 2014. Depending upon the availability of funding, construction could begin in early spring 2015.

Hearing exhibits and description

1. Proposed improvement project roll-plot on aerial photograph. This display shows the proposed improvements and the recommended alternative.
2. Typical sections. These are the finished typical sections of the proposed WIS 67 roadway.
3. Proposed Lake Country Trail crossing of WIS 67. This shows the proposed improvements to the Lake Country Trail crossing of WIS 67.
4. Project location map
5. Environmental assessment document. This is the current version of the report that has been made available for public review.
6. Public hearing handout. Describes the hearing this evening and includes the *Speaker Registration Form* and the *Comment Form – Public Hearing Written Testimony*.
7. Brochure describing land owner rights under Wisconsin's Eminent Domain Law.
8. Legal notice. This notice was published in Milwaukee Journal Sentinel and Oconomowoc Enterprise (Freeman).
9. Preliminary roadway plans. Current version of the project plans.

Purpose

The purpose of the proposed action is to:

- Provide a safe and efficient highway that serves future traffic demand generated by existing and planned development within the WIS 67 corridor and the surrounding region.
- Improve operational characteristics and traffic flow commensurate with an urban arterial highway.
- Improve safety by reducing conflicts between through and local traffic and providing a highway facility that meets current design standards.
- Provide appropriate bicycle and pedestrian accommodations.

Need

The need for the proposed improvements is demonstrated through a combination of factors that include system linkage and route importance, growth in traffic volumes due to proposed land development, future traffic conditions, substandard bike and pedestrian accommodations, substandard intersection geometric design, substandard WIS 67/I-94 interchange geometrics, high crash rates, and poor pavement condition. These factors are discussed below in more detail. The improvements to address these needs will be in compliance with the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which was signed into law on July 6, 2012. The need for improvements sets the stage for developing and evaluating alternatives.

System linkage and route importance

WIS 67 is a major north-south facility in Waukesha County providing access to and from I-94 for the City of Oconomowoc and the Village of Summit. Through the study area, WIS 67 is functionally classified as a Principal Arterial intended to carry a high volume of through traffic while also serving local traffic and providing access to adjacent development. On October 1, 2012, WIS 67 was added to the National Highway System (NHS) under Section 1104 of MAP-21. Section 1104 of MAP-21 added to the NHS those roads that were at that time functionally classified as principal arterials but not yet part of the System. WIS 67 is also designated as a State Long Truck Route.

The I-94 freeway is included in Wisconsin's portion of the National Highway System (NHS) adopted under the 2005 *Safe, Accountable, Flexible, Efficient Transportation Equity Act* (SAFETEA). NHS routes are important to interstate travel and national defense, connect with other transportation modes, and are essential for interstate commerce. The I-94 freeway is designated as a backbone route under WisDOT's *Corridors 2020 Plan* developed to provide a network of high-quality highways linking the state's economic centers. I-94 is also a Federal and State Long Truck Route. According to the Oversize/Overweight (OSOW) Freight Network, I-94 is identified as a primary route; WIS 67 is a secondary route.

Traffic growth due to proposed land development

WisDOT traffic forecasts indicate a need for capacity expansion on WIS 67. In some locations, traffic on WIS 67 is expected to more than double by Year 2033. WIS 67 corridor traffic in 2009 ranged from 9,900 to 24,700 vehicles and is expected to reach a range of 16,000 to 53,500 vehicles in 2033. WIS 67 corridor side road traffic in 2009 ranged from 900 to 16,400 vehicles and is expected to reach 1,800 to 27,400 vehicles in 2033. Average truck traffic in the WIS 67 corridor is approximately 5.3% of the total AADT.

Much of the expected growth in traffic volumes is directly related to Pabst Farms, a planned development community. Pabst Farms, one of the largest planned developments (1,500 acres) in Wisconsin, has three (3) distinct areas providing for economic development within the City. The *Pabst Farms Market Place* and *Town Centre*, located east of WIS 67, between I-94 and County B/Valley Road, is planned to provide for commercial and professional services. The *Business Tech Core*, located east of WIS 67, between County B/Valley Road and Pabst Road, is envisioned to have industrial and office related uses. The *Pabst Farms Commerce Center*, located west of WIS 67 south of I-94, contains the Roundy's distribution center, a hotel, and a business park.

Future traffic conditions

If the existing roadway configuration and intersections remained unchanged, the expected traffic growth coupled with the close proximity of the corridor's signalized intersections would result in significant queue lengths at the signalized intersections and excessive delay through the corridor.

Substandard bike and pedestrian accommodations

The existing WIS 67 project corridor accommodates bicycles on a paved shoulder, but lacks bike lanes to accommodate bicycles through the intersections. The majority of the existing WIS 67 project corridor does not include pedestrian accommodations; the exception being sidewalks located on the westside of WIS 67, north of Lexington Drive, and on the eastside of WIS 67, north of Thackeray Trail/Old Tower Road.

Substandard WIS 67 intersection geometrics

Existing substandard intersection geometrics consist of the following:

- Lack the number of travel lanes or insufficient turn lane length
- Lack pedestrian accommodations
- Lack bicycle accommodations
- Severe skew angle of intersection
- Substandard sight distance

Substandard WIS 67/I-94 interchange geometrics

Existing substandard interchange features consist of the following:

- Substandard sight distance
- Substandard vertical clearance
- Substandard ramp acceleration

High crash rates

Crash rates along the WIS 67 project corridor are above the statewide crash rate for similar roadways.

Pavement condition

The existing pavement structure on both the WIS 67 project corridor and at the WIS 67/I-94 interchange ramps is rapidly deteriorating and cracking, negatively affecting the ride quality. This section of WIS 67 was originally built in 1965/1976 with an overlay completed in 2008. The WIS 67/I-94 interchange ramps were built in 1965 with an overlay completed in 1991. The existing overlay is deteriorating by showing signs of cracking which is adversely impacting the ride quality. The pavement in both areas was not originally designed for current and future traffic volumes and heavy truck use. Additionally, maintenance costs are rapidly increasing and are becoming more difficult to safely perform without causing substantial traffic delays and backups. The backups are compounded with increasing traffic volumes, which increases roadside and work zone safety concerns. The pavement on both the WIS 67 corridor and at the WIS 67/I-94 bridges and ramps has reached the end of its useful life and needs to be replaced.

Environmental Impacts

Environmental impacts of the alternatives were evaluated and are discussed in great detail in the environmental assessment, which is available for review here tonight. Impacts in the assessment were divided into economic factors, social/cultural factors, natural system factors, and physical factors.

Real Estate Acquisition

Before any property acquisition is initiated, the region real estate staff will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. A brochure is available this evening to persons whose property may be affected by the proposed improvement. All properties to be acquired will be inspected and appraised by one or more professional real estate appraisers. The property owner will be asked to accompany the appraiser during the inspection of the property to be acquired to assure that its value is recognized during the appraisal. Based on the appraisal

or appraisals made, the fair market value of the property to be acquired will be determined and that amount will be offered to the property owner.

Public Involvement

The State of Wisconsin strongly encourages continued input from the public on this project and alternatives being considered. Public comment and opinion will be provided strong consideration in the decision making process. The official comment period for the Environmental Assessment is through Wednesday, December 4, 2013.

Proposed Project Schedule

The timetable below summarizes the proposed project schedule:

Environmental Assessment Public Review Complete	December 4, 2013
Real Estate Acquisition	February 2014
Public Information Meeting #3	Spring 2014
Final Plans Complete	August 2014
Estimated Construction Start	April 2015
Estimated Construction Complete	August 2016

Project Contacts

If you have any questions regarding the information provided in this handout or presented here today, please contact one of the following individuals listed below.

WisDOT Project Manager

Mr. Jason Zemke, P.E.
Wisconsin Department of Transportation Southeast Region Office
141 NW Barstow Street
Waukesha, Wisconsin 53187
Phone (262) 548-8734

WisDOT Real Estate Contact

Mr. Scott Damuth
Wisconsin Department of Transportation Southeast Region Office
141 NW Barstow Street
Waukesha, Wisconsin 53187
Phone (262) 548-5885

SPEAKER REGISTRATION FORM

Name (please print): _____

Mailing Address: _____

Representing (optional): _____

Please note that the verbal testimony during the formal hearing will be limited to three (3) minutes.

This form must be returned to the Reception Table in order to complete registration.

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ATTN: JASON ZEMKE

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