

WIS 83 CORRIDOR STUDY

**County NN to WIS 16
Waukesha County**

WisDOT Project I.D. 1330-15-00



**Public information meeting
No. 2**

April 12, 2005



www.dot.wisconsin.gov/projects/d2/wis83/index.htm

Welcome to the second public information meeting for the WIS 83 Corridor Study. Today's meeting will focus on an interim two-lane construction alternative for the County NN to WIS 59 segment and will provide updates on prioritizing/scheduling for all highway segments.

The long-range engineering and environmental study for improving travel capacity, traffic flow, and safety on WIS 83 is nearly complete, and the Final Environmental Impact Statement (EIS) is targeted for availability in summer 2005 and the Record of Decision (ROD) in fall 2005. The announcement of the long-term WIS 83 Recommended Alternative occurred in April 2004, and a map of the information is attached.

County NN to WIS 59

An interim two-lane alternative has been developed in this segment due to the poor condition of the pavement and the need for isolated safety improvements. This short-term improvement involves building two lanes of the long-term four-lane roadway from County NN to Walnut Street. Real estate acquisition for the four-lane corridor preservation is planned from County NN to Walnut Street. The long-term recommended alternative is a hybrid urban/rural facility with a 30-foot median and paved shoulders.

The interim two-lane improvement for the Walnut Street to WIS 59 segment is a two-lane reconstruction. The long-term recommended alternative is an urban four-lane roadway with a center turn lane.

The interim two-lane alternative is planned for 2009. The four-lane roadway would not be constructed until, or if, traffic volumes or safety factors indicate the need.

WIS 83 segment scheduling

If a Build Alternative is selected as part of the Final EIS and ROD approval process, improvements along the WIS 83 corridor would be prioritized by need and constructed in segments beginning about 2009 at the earliest. The Meadow Lane to WIS 16 and County DE/E to Hillside Drive segments would have a higher priority due to emerging safety concerns and high traffic volumes. However, local cost share agreements may be necessary per state policy. Inter-governmental discussions of a local cost share agreement did not result in an executed agreement for the segment from Meadow Lane to WIS 16. The long-term four-lane improvement in this segment has been deferred to 2015 at the earliest. Multi-lane construction from County X to County DE/E is not anticipated to occur within the project's planning timeframe (Design Year 2026).

WisDOT and project team staff are available to review the recommended alternatives and timelines and listen to your thoughts. Maps showing the proposed improvements are on display along with other materials explaining the study and its objectives.

If you would like to provide written comments, please fill out the comment sheet at the back of the information packet and leave it with us today or mail it after the meeting.



www.dot.wisconsin.gov/projects/d2/wis83/index.htm

Thank you for attending today's meeting and participating in this important study.

Contact information

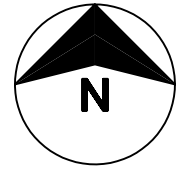
The following study team members may be contacted to find out more about the WIS 83 study:

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2-lane reconstruct

End Study

Oconomowoc

**Existing
4-lane suburban
adequate**

Hartland

Delafield

Meadow Ln

E

DR

G

Wales

4-lane undivided urban

2-lane reconstruct

**4-lane urban
with right turn lanes**

**4-lane
hybrid urban/rural**

**4-lane
divided urban**

2-lane reconstruct

**4-lane corridor
preservation
(4-lane urban
with center left turn lane)**

DE

X

E

59

Walnut St

Seville Ln

**4-lane corridor
preservation
(4-lane hybrid urban/rural)**

**4-lane
hybrid urban/rural**

83

II

NN

Mukwonago

Start Study

Name _____
Address _____
City _____ State _____ Zip _____

PLACE
STAMP
HERE

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