



FOR IMMEDIATE RELEASE

Date: March 11, 2011

Contact: Allison Bussler, Director, Public Works – (262) 548-7740

### **POTENTIAL WAUKESHA WEST BYPASS ROUTES ELIMINATED FROM CONSIDERATION**

WAUKESHA, Wis. – Waukesha County’s Department of Public Works, through consultation with the West Waukesha Bypass advisory group and the project study team, has completed a screening analysis of several route alternatives that were presented at public information meetings in February and the advisory group meeting in January. Based on the recommendation of the team, which includes the Wisconsin Department of Transportation (DOT) and the County, City and Town of Waukesha, the Department of Public Works has eliminated the following proposed routes:

- 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-County Trunk Highway (CTH) X alternatives have been retained for more detailed evaluation and may be refined further to minimize environmental impacts.

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 and Interstate (I)94.

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## **“Potential Waukesha West Bypass Routes Eliminated from Consideration,” continued ...**

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 Study (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 I-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.

A public hearing will be held in late summer to allow the public an opportunity to review and comment a more detailed look at the remaining alternatives and to provide feedback prior to selection of a preferred alternative. For more information, please contact Ms. Allison Bussler, Waukesha County Director of Public Works at (262) 548-7740

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