

**PEWAUKEE ROAD
WAUKESHA TO SLINGER**
(Swan Rd to North County Line)

**WIS 164
WAUKESHA COUNTY**

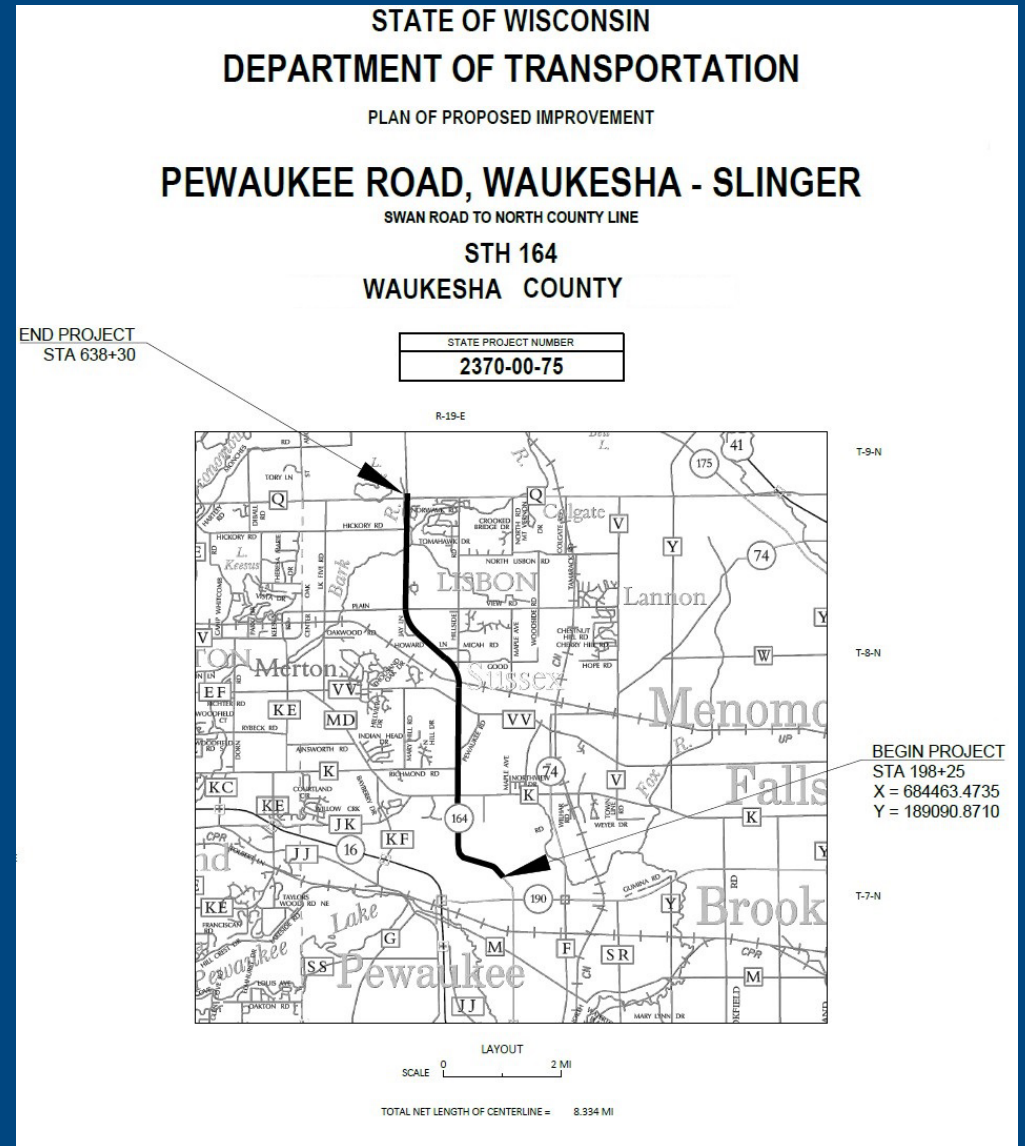
November 2022
Revised February 2025



Project ID: 2370-00-75 WIS 164

Swan Rd to North County Line

- Project Length – 8.3 Miles
- Anticipated Construction Year – 2027
- Project Start: 660' north of Swan Rd
- Project End: 1,140' north of County Q

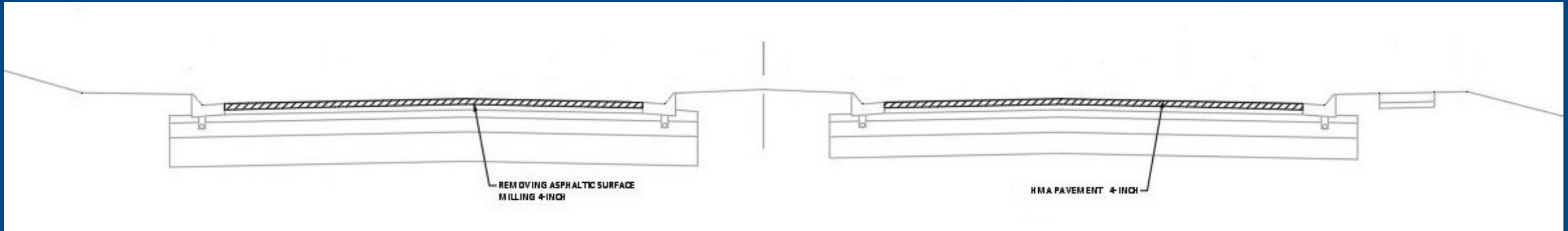


Project Scope

- Improve ride surface
- Upgrade traffic signals
- Improve curb ramps to meet Americans with Disabilities Act (ADA) Standards
- Add and/or replace guardrail as needed
- Improve traffic flow

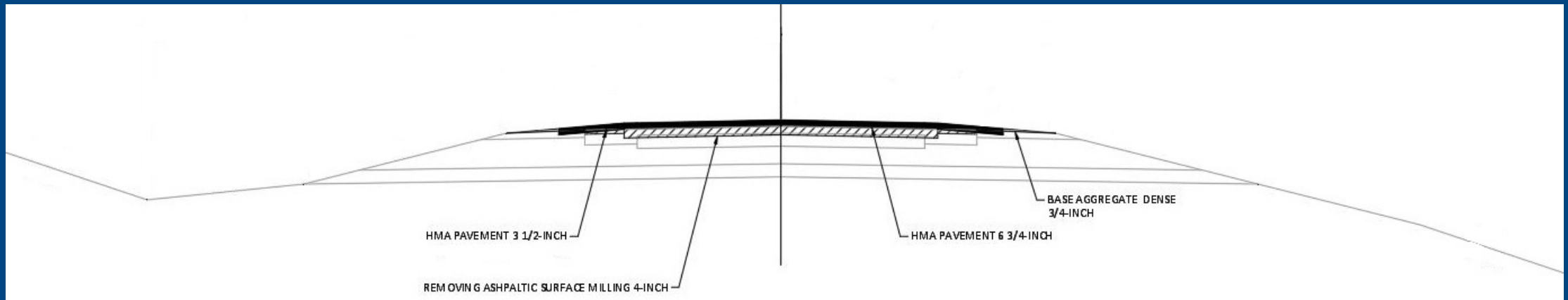
Improve Ride Surface

- Project Beginning to Good Hope Road
 - Mill 4" of existing asphaltic pavement
 - Pave 4" of asphalt
 - No change to existing roadway elevation
 - No change to roadway width



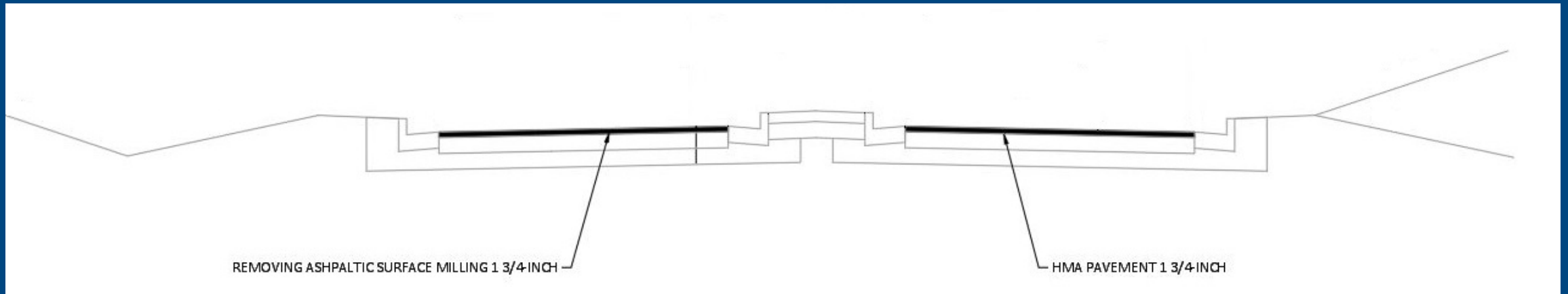
Improve Ride Surface

- Good Hope Road to 1,060' south of County Q
 - Mill 3" of existing asphaltic pavement
 - Pave 5 ¾" of asphalt
 - Increase roadway elevation 2 ¾"
 - No change to roadway width
 - Potential widening of paved shoulder, reducing gravel shoulder but maintaining overall total width without widening
 - Potential widening of slope area to maintain safe side slopes



Improve Ride Surface

- From 1,060' south of County Q to end of project
 - Mill 1 3/4" of existing asphaltic pavement
 - Pave 1 3/4" of asphalt
 - No change to existing roadway elevation
 - No change to roadway width



Construct Traffic Signal

- Plainview Road

Upgrade Traffic Signals

- Swan Road
- County K / Lisbon Road
- County VV / Silver Spring Drive
- County W / Good Hope Road

Improve Vehicle Detection at Signal

- Costco / Hindu Temple of Wisconsin Driveways – improve vehicle detection, no change to traffic signals



Improve Curb Ramps to Meet ADA Standards

- Costco / Hindu Temple Driveways
- Chesterwood Lane
- County K / Lisbon Road
- South Corporate Circle
- Richmond Road / North Corporate Circle
- Clover Drive
- Prospect Circle
- County VV / Silver Spring Drive
- Crossing by Culver's
- Crossing by Waukesha State Bank
- Stonegate Court
- Railroad Crossing
- Indian Grass Lane
- County W / Good Hope Road

■ Note: Real Estate (acquisition or temporary permits) may be needed for curb ramp improvements



Add and/or Replace Guardrail

- Replace Guardrail north of Lindsay Road
- Add Guardrail at Bark River Crossing



Improve Traffic Flow

- Reconfigure the intersection of WIS 164 with County W / Good Hope Road (an illustration is shown on the next slide)
 - Allow continuous movement of southbound traffic (shown in yellow)
 - Allow eastbound to southbound traffic to turn concurrently with through southbound traffic. (shown in green)
 - Reduce overall intersection delay
 - Improve safety by eliminating a turning conflict point



Improve Traffic Flow

- Reconfigure the intersection of WIS 164 with County W / Good Hope Road



Traffic Control During Construction

- Access to properties will be maintained
 - Access during construction may be restricted to right-turn in/out only
 - Properties with two access points may be restricted to one driveway during construction
- Left-turn lanes will be provided at signalized intersections



Traffic Control During Construction

- Short-term closures
 - The roundabout will be closed when milling and paving occurs. Similar to the original construction of the roundabout, night work is being evaluated to reduce impacts
 - Closure of WIS 164 between County W / Good Hope Road and County Q will be needed due to limits in available paved surface to safely facilitate traffic during construction
 - The County W / Good Hope Road intersection will need to be restricted to right-turn in and out movements. Whether this is for one phase of construction, or the entire project duration, is being evaluated
 - Plainview will be closed at WIS 164 to facilitate the signalization and associated geometric improvements



Traffic Control During Construction

- Staging Considerations

- Crossovers - moving all traffic to the northbound and then southbound lanes, between Swan Road and County W / Good Hope Road, is being considered
 - Improves safety for motorists and workers by separating them
 - Provide better product by paving full width at once
 - Potential to decrease overall construction days
 - Additional work needed to construct and remove crossovers
- The alternative to using crossovers is to work on one lane at a time on each side of the road
 - Less adjustment of temporary traffic signals
 - Potential to maintain more left-turn access
 - Longer time for construction as crews have less space to work and trucks will queue with traffic to access work area
 - Same day paving required for driver safety at 4" drop resulting in shorter distances covered per day



Project Timeline

- Preliminary Design – Winter 2022/2025
- Real Estate
 - Develop Plat – Spring 2025
 - Real Estate acquisition (typically 2 years) from completion of plat to Fall 2025
- Final Design
 - Completed May 2026
 - May be moved to late 2025 if funding becomes available
- Utility Relocations (if needed)
 - Summer of 2026, after all required Real Estate acquisition
 - Typically 7 months is allowed for all work to be completed
- Construction
 - Project to be awarded September 2026, no work will be allowed until Spring to avoid winter issues
 - The construction timeline will be developed during the Final Design phase



Project Contact Information

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WIS 164 Public Outreach

Thank you for your time!

If you have any comments, questions, or concerns, please send us an email, give us a call, or send us mail at:

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