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**ENGINEERING DEPARTMENT**

TO: Public Works Committee and Common Council

FROM: Kristen Lundeen, Acting Director of Public Works/City Engineer

DATE: December 5, 2013

SUBJECT: Resolution 3193 – Resolution to the Wisconsin Department of Transportation from the City of Mequon, WI to Convey Official Support of Maintaining a Partial Interchange to Port Washington Road (County Line Road)

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**Background:**

The Wisconsin Department of Transportation (WisDOT) is completing an I-43 Corridor Study, which addresses the potential expansion of I-43 from four to six lanes from Silver Spring Drive to STH 60. As the next step in the corridor study process, WisDOT is nearing completion of its Environmental Impact Statement (EIS) document which will be submitted to the Federal Highway Administration (FHWA) in early 2014.

As a part of the corridor study, WisDOT held several Public Information Meetings (PIM), the latest in August 2013. The intent of the PIMs is to overview the project to the public, gather feedback, and address concerns and issues in the final design.

At its August PIM, WisDOT presented several options for the Port Washington Road (County Line Road) interchange. The majority of residents supported maintaining the existing partial interchange, while acknowledging the impact of several modifications including shifting the on ramp to the north. WisDOT explained that the shift to the north is required to provide proper separation from the Brown Deer Road on ramp.

After the August PIM, FHWA concluded that a full interchange would be required at Port Washington Road (County Line Road). WisDOT then revised the preferred configuration and at the request of the City, presented the revised version at a Neighborhood Meeting on November 13.

Forty-eight people signed in at the meeting, although WisDOT counted approximately sixty in attendance. The majority of those in attendance were in favor of maintaining a partial interchange, while trying to understand why it would not be allowed. Some also indicated that they would prefer no interchange at that location if a full interchange was the only option. Many approached City staff and the alderman in attendance and asked that the City advocate on their behalf for maintaining a partial interchange.

**Analysis:**

For new interchanges, WisDOT is required to complete an Interchange Justification Report (IJR) which determines whether a particular location warrants installation of an interchange. While the Port Washington Road (County Line Road) interchange is not a new access location, the traffic counts would not support a full interchange. However, eliminating the interchange was not considered, as WisDOT and FHWA do not routinely eliminate existing access locations.

It is clear that the residents would prefer maintaining a partial interchange. WisDOT was supportive of a partial interchange with its initial design, but indicates that with the FHWA conclusion that a full interchange is required; the only alternative to a full interchange is no interchange and no access.

**Fiscal Impact:**

As Port Washington Road (County Line Road) is an existing interchange, there is no direct cost to the City for the installation or modification. Likewise, there would be no direct savings to the City, nor any ability to apply a cost savings from the Port Washington Road (County Line Road) interchange to the potential Highland Road Interchange.

**Recommendation:**

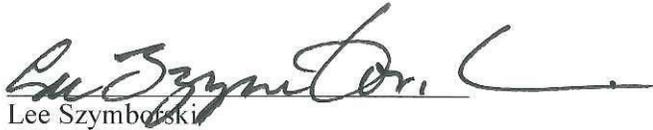
City Staff recommends approval of the attached resolution to further support maintaining a partial interchange at Port Washington Road (County Line Road) and authorizing staff to contact FHWA and other governing staff to support that request.



Kristen B. Lundeen, P.E.  
Acting Director of Public Works/City Engineer

**City Administrator Comments:**

Reviewed and forwarded for consideration.



Lee Szymboriski  
City Administrator

Attachments: Resolution 3193  
Port Washington Road (County Line Road) Interchange Map  
WisDOT Neighborhood Meeting Summary from November 13, 2013  
WisDOT Power Point Presentation from Neighborhood Meeting November 13, 2013

**COMMON COUNCIL  
OF THE  
CITY OF MEQUON**

**RESOLUTION NO. 3193**

**RESOLUTION TO THE FEDERAL HIGHWAY ADMINISTRATION FROM THE CITY  
OF MEQUON, WI TO CONVEY OFFICIAL SUPPORT OF A PARTIAL  
INTERCHANGE AT THE I-43 OFF RAMPS AT PORT WASHINGTON ROAD  
(COUNTY LINE ROAD)**

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**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) is currently completing its I-43 Corridor Study; and

**WHEREAS**, the I-43 Corridor Study includes a proposal to modify the partial interchange at Port Washington Road (County Line Road) to provide full interchange access; and

**WHEREAS**, the residents within one half mile of the interchange attended a Neighborhood Meeting on November 13, 2013 by majority provided support for the maintenance of a partial interchange; and

**WHEREAS**, in response to that Neighborhood Meeting the residents requested that the City advocate for them and work to negotiate for a partial interchange; and

**WHEREAS**, the City acknowledges that the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), considers modifications to the Port Washington Road (County Line Road) interchange to be a new interchange as any change in the design of an existing access point is considered a change to the interchange configuration, even though the number of actual points of access may not change; and

**WHEREAS**, the City also acknowledges that the USDOT, FHWA, requires that proposed access connects to a public road will provide for all traffic movements; and

**WHEREAS**, the USDOT, FHWA, issued a Policy on Access to the Interstate System (revision date August 18, 2009) which includes an Application section stating that, "To offer maximum flexibility, however, any proposed change in access can be submitted by a State DOT to the FHWA Division Office for a determination of engineering and operational acceptability. This flexibility allows agencies the option of obtaining this acceptability determination prior to making the required modifications to the Transportation Plan, performing any required conformity analysis, and completing the environmental review and approval process. In this manner, State DOTs can determine if a proposal is acceptable for inclusion as an alternative in the environmental process."

**NOW, THEREFORE, BE IT RESOLVED**, that the Common Council of the City of Mequon requests that WisDOT submit to the FHWA Division Office for a determination of engineering and operational acceptability of a partial interchange at Port Washington Road (County Line Road) and that the Common Council directs staff to contact FHWA and other appropriate governing entities to request modification of the Environmental Impact Statement (EIS) to include a partial interchange.

Approved: \_\_\_\_\_  
Dan Abendroth, Mayor

Date Approved: \_\_\_\_\_

This is to certify that the foregoing resolution as adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on the 10th day of December, 2013.

\_\_\_\_\_  
Lee Szymborski, City Clerk



# I-43 North-South Freeway Corridor Study

## MEETING SUMMARY

Project ID: 1229-04-01

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<b>Date of Meeting:</b>	November 13, 2013
	6:00 to 8:00 p.m.
<b>Location:</b>	Mequon City Hall, 11333 N Cedarburg Road, Mequon, WI 53092
<b>Meeting Purpose:</b>	County Line Road Neighborhood Meeting
<b>Prepared by:</b>	Tom Foht
<b>Attendees:</b>	Manojoy Nag, Steve Hoff, Mike Treazise, Monica Wauck, Paul Stankevich, Boris Veleusic, Patrick Allen, Tom Foht See sign-in sheets attached.

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A neighborhood meeting was requested by the City of Mequon to present the recommended County Line Road interchange alternative to the County Line Road neighborhood as it had not been presented in its current form at a public meeting. An invite was prepared and sent to residents within a ½ mile radius of the interchange (approximately 500 invitations were sent). Invites were also sent to the City of Mequon, Village of Bayside and the Village of River Hills administrators. The Village of Bayside posted the invite on their weekly newsletter and the City of Mequon posted the meeting on their online calendar.

Forty-eight people signed in to the meeting with an estimated head count to be sixty people attending. Steve Hoff began the presentation with an introduction and noted that there was a sign in sheet in the back of the room and comment forms for people to provide written comment.

### 1. Introduction and PowerPoint presentation (attached)

Steve introduced himself and presented materials provided in the PowerPoint presentation. Questions were held until after the presentation.

### 2. Question and Answers

Steve opened up the floor to question and answers.

Q. Will the southbound traffic be directed to stay on Port Washington Road to get to the southbound on ramp or will they be able to use Port Washington Lane?

A. Steve: There are two options shown for accessing Port Washington Lane. One is keeping the access similar to the current layout and a second will be bringing all traffic to a more traditional intersection and eliminate the 'fly ramp'. Both alternatives sign access to the ramp by route of Port Washington Road to County Line Road.

Q. What is the distance between the Mequon Road Ramps and the County Line Road Ramps?

A. Steve: it is approximately 2 miles from the County Line Road interchange to the Mequon Road interchange. The distance is rough distance from road crossing to road crossing not ramp to ramp.

Q. What is the typical distance between interchanges?



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A. Steve: 2 miles is a normal distance however in an urban/suburban area that distance is often less. The distance between Brown Deer Road and County Line Road is about one mile. The distance from Mequon Road to County C is about 4 miles.

Q. You mentioned you look at traffic in 2040 for your study. What increase did you expect in this area?

A. Steve: I believe it was minimal maybe 1%.

A. Pat: Yes this was an area of minimal increase.

Comment: Resident noted this area is already established residentially. There will not be any growth and traffic will not increase because of this. Thinks a full interchange is way overbuilding for the needs of the area and he would prefer ramps be removed. He felt the area was well studied and appreciated the information but does not see a need for any of this.

Q. Can you describe how I would travel from northbound I-43 to eastbound County Line Road?

A. Steve: Yes, you would exit on the northbound off ramp and turn right on Port Washington Road to go south and then left onto County Line Road eastbound.

Q. Has the City of Mequon voiced any opinion on the alternative they favor?

A. Steve: the Department has been meeting with the City and review the project with them. A lot of the recent discussion has been focused on the Highland Road interchange. Steve asked if Lee Szymborski would like to address.

Comment: Lee noted that the City has not stated a position on an alternative at this location. They requested this meeting to try and get some feedback from the residents in the area.

Comment: Resident noted this is a residential area and felt the ramps should be eliminated. Also asked why traffic could not be routed onto Port Washington Lane under this interchange alternative?

A. Steve: Port Washington Lane is a local street and Port Washington Road is a county highway. Traffic is routed on the facilities that can handle higher volumes and trucks. This routing matches the signage and routing that exists today.

Q. What is the merge distance between ramps?

A. Pat: the minimum distance from ramp to ramp is 2000' feet.

Q. If I exit I-43 going northbound do I need to drive south on Port Washington Road to go down to Katherine Dr. and then loop back north on Katherine Dr?

A. Steve: Yes.

A. Pat: yes this underpass design shifts the intersection away from the ramp intersection and creates a safer 90 degree intersection with Port Washington Road.

Comment: Resident added this is too much looping – this is dumb. There is no need for ramps at this location.



# I-43 North-South Freeway Corridor Study

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Comment: Resident noted this entire corridor has interchanges next to railroad crossings – that was a bad idea initially when I-43 was built. He understood FHWA’s reasoning for wanting a full interchange to provide access back onto the freeway, but that is critical in rural areas where you might stop for gas. This is a residential area where people get off to go home. They will not be getting lost. FHWA is wasting money here.

Q. Will there be signals at County Line Road and Port Washington Road?

A. Steve: it is likely but this does need to be studied to show they are warranted.

Comment: Andrew Nerbun, Alderman City of Mequon, noted he was in favor of keeping the partial interchange. The full interchange was a lot of unnecessary infrastructure. He felt neither option currently proposed (no access or full interchange) was good for the City of Mequon or the residents.

If the ramps were removed, he would be concerned about traffic volumes at the Brown Deer Road and Port Washington Road intersection and the section of two-lane Port Washington Road in Bayside. Could these areas handle the new volume? He would urge the Department to go back to FHWA and try again for a partial interchange.

A. Steve: These areas will be further analyzed to determine the effects.

Comment: Pam Adams, Alderperson, City of Mequon, noted she was okay with the changes to ramp locations to improve on the merging concerns, but what about the additional noise. The ramps are now further into a residential area. Noise needs to be analyzed at these locations.

She asked the crowd to show hands if they would be willing to use Brown Deer Road and remove the ramps. She did a quick scan and noted about half of the people would be willing to do this.

Comment: Resident noted that the intersection at Brown Deer Road and Port Washington Road is already a bad intersection and the section of Port Washington Road that is only 2-lanes north of Brown Deer Road is difficult to drive at times. Adding more traffic may create another problem.

A. Steve: this would be evaluated if ramps were to be removed.

Comment: Resident further added that the ramps should remain as they are today (partial) and the Port Washington corridor needs to be able to accommodate bikes. He was glad to see this was being done.

Q. Will this project increase the number of lanes on I-43?

A. Steve: yes, there will be 3-lanes in each direction

Q. Would FHWA allow a southbound on ramp to stay if we just removed the northbound off ramp? If we can do this, there would be nobody getting off the freeway and not able to get back on eliminating the FHWA concern for a partial interchange.

A. Steve: their current policy is to construct a full interchange or no interchange.



# I-43 North-South Freeway Corridor Study

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Project ID: 1229-04-01

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Q. Will there be any impacts to Katherine Kearny Carpenter Park?

A. Pat: No

Q. You stated this will be a 6 lane freeway. Will there be impacts to properties when the roadway is widened?

A. Steve: Some property acquisition will be required. The only relocations will occur within the southern section of the project near Nicolet High School where Port Washington Road and Jean Nicolet Road are so tight to the freeway.

Q. Resident agreed that there should be no ramps at County Line Road. Asked if the funding would be eliminated from the whole project or just from the construction of the County Line Road improvements.

A. Steve: funding would be eliminated from the entire project. The County Line Road work is associated with the entire corridor study. It must comply with Federal policy to obtain funding.

Comment: Resident would like to see if this area could get a waiver from the FHWA policy.

A. Steve: noted there were many discussions and options prepared to present a future full interchange if problems developed in order to carry a partial through the study. Final FHWA decision was a full interchange or no interchange. We heard at PIM 3 that people wanted access over no access so the hybrid full interchange based on those comments received at PIM 3 was developed and presented tonight.

Q. This is 2020 construction?

A. That's the most likely year, but it hasn't been decided yet.

Comment: Resident added what is missing is the visual effects and noise effects. He has lights in his windows and trucks use 'jake brakes' all the time.

Q. How long has the FHWA full interchange policy been in place?

A. Steve: for a while not sure of the exact date when implemented.

Q. Did you evaluate all ramps located at County Line Road?

A. Pat: yes, there were alternatives showing this. The intersection at County Line Rd. is already busy and people have commented about it needing signals. With a full interchange at County Line Rd., we would add more traffic to the intersection and it would be very tight to the ramps. This alternative was eliminated.

Comment: Resident did not like the fact that Katherine Dr. was looping now to go to the north.



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A. Pat: noted this is a safe intersection design to accommodate both ramps and the intersection of Port Washington Rd and Katherine Dr.

Comment: Resident added the Katherine Dr. intersection is not safe now. It is on a curve and there are accidents regularly. He also noted the Department has been doing a great job with the freeway improvements they are doing. He liked the layout as it is shown. If FHWA requires a full interchange, he favored this design over no ramps.

Comment: Resident agreed with previous comment. He liked the new design and wanted access to remain. He noted the problem was patrolling speed and stopping at stop signs. People just do not follow the rules and that's what creates a dangerous situation.

Comment: Pam Adams noted a concern about residents using LaCresta Dr. (red below) instead of Katherine Dr. to Port Washington Road (blue below) if the Katherine Drive option is too complicated. She noted this is a local street and she would not want to see it get more traffic from people trying to get to businesses on Port Washington Rd. (i.e. Steins, Starbucks, etc.)



Comment: Resident in the Heritage Estates condos noted it would be difficult to get out of the development on Cedar Ridge Ct. to Port Washington Rd. with Katherine Dr. tied into the same location. It is already a problem. A signal should be considered.

Comment: Pam Adams asked if the City could help push for a partial interchange.

A. Lee Szymborski noted it would be something the City would need to discuss.



# I-43 North-South Freeway Corridor Study

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Q. Will Port Washington Road be improved north of County Line Road? If so will the improvements impact the berms?

A. Pat: Yes the roadway will be widened, but the berms will not be removed. There will be some strip taking of property but no relocations.

Q. How will the Department move forward with a decision after this meeting?

A. Steve: The Department will continue to coordinate with the communities moving forward on feedback on the need for access or removal of ramps. The recommended alternative moving forward will be the full interchange alternative. The Department will also further investigate the impacts to traffic and routing under a 'No Access' alternative.

### 3. Adjourn

Steve thanked people for attending the meeting and noted that staff would be around for a while to address any additional questions.

Written and comments were received during the meeting and mailed in after the meeting. They are noted in the table below – followed by the sign in sheets.

First Name	Last Name	Comment
Susan	Kruszka	I live on Fiesta Lane. The highway noise is already uncomfortable. If you put a 3-ramp interchange at the end of my street, I fear the noise level will increase (due to brake and acceleration noise). I would prefer the 4-ramp interchange to be located at County Line Road. Between the 4-ramp interchange option and the noramp interchange option, I would prefer the no-ramp interchange. Thanks for listening.
Don	Anderson	I like the new plan.!
Edward A.	Krautner	The County Road interchange should be: 1) Left as is or 2) Eliminated I-43 does not need a full interchange at County Rd. The area is fully developed residential alongside Lake Michigan. Therefore, no growth prospects. It also is currently, a neighborhood convenience only due to historical circumstances, Instead of making more less than optimum I-43 interchanges, lets fix Brown Dr and Mequon to better handle their existing problems. I believe tonight's meeting did a good job of reflecting the feelings of the people who both use County Line as well as maintain residences in the local area. I can't invision another Mequon Constituency who cares a hoot about County Line. Let's listen to those who are impacted and care about the use of their tax dollars. Thanks, Ed Krautner
Matson B.	Holbrook	Timing of Project between County Line Road and Zedler Rd 1) Probable dates of construction 2) "length of time of construction for that section. 3) Will it be seasonal? E.g. no winter work Katherine Drive Change 1) Presently, north bound traffic on Port Washington Road can just turn right in Katherine (very easily) New suggested route means lots more left and right turns of traffic



# I-43 North-South Freeway Corridor Study

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		off Port Washington Road seems like we will be spending alot of money for new road not really needed.
Keith	Tietyen	The design with Katherine Lane going under Port Washington Rd is very good. Having lived on LaCresta Dr since 1977 I have seen numerous traffic problems at the top of that rise. This eliminates the problem. The only concern is that it may increase the flow of traffic. Up or down ny street due to the fact that drivers in subdivisions east of the tracks will want to use LaCresta instead of going the extra short distance down to the new interchange at Port. Keep up the good work.
Wolf	Gieske	I think that you have come up w/ a good compromise. I don't want to loose access to I-43. I believe if we did loose access it would negatively affect our property values. I-43 access is GOOD! The plan you presented today is GOOD! Please don't change it to deposit off ramp traffic in front of Heritage Estates/ Shaker Circle. Further north is less residential for this purpose. People who dont want the traffic issues shouldnt have purchased real estate so close to an expressway in the first place. And lastly, from a law enforcement officers perspective, I think this section of the project (Cnty Line X-change) and surrounding improvements make the traffic in the area safer. Thanks,
Nik	Gieske	I like this proposed change. It is a nice compromise between having no access and having access in poor locations. The various concerns regarding "the loop" needed to get onto Katherine seem unwarranted - it adds at most 30 or so seconds to travel and involves two easy right turns.
Mitchell	Gieske	I think the proposed plan is very well thought out and is a great compromise to accommodate many of the voiced concerns. Keeping the southbound on-ramp off of County Line Road is valuable to me and the layout of the northbound off-ramp seems like it would work well. I am completely in favor of the plan as it is.



# I-43 North-South Freeway Corridor Study

## MEETING SUMMARY

Project ID: 1229-04-01

Todd A.	Boettcher	<p>Thank you for a very good presentation at Mequon City Hall on November 13th. In contradiction to many in the audience , I believe the County Line Road Interchange design has much merit and will serve the needs of the neighborhood and the I-43 corridor efficiently for the foreseeable future. I believe the new routing of Kathleen Lane to Port Washington Road will be an excellent solution to reduce congestion at the cross over bridge. Those people living east of the freeway have not considered the needs of the considerable population west of I-43 to the Milwaukee River. The biggest issue to me is a lack of local law enforcement at the stop signs at the Port Washington Lane and County Line Road intersection. On many occasions, I have seen vehicles moving toward the southbound entrance ramp with a rolling stop or without even slowing down! The addition of a southbound exit ramp and a northbound entrance ramp will reduce congestion at Mequon Road and, to some extent, at Brown Deer Road. That being said I believe the upgrade to 3 lanes on I-43 is short-sided and inadequate for projected traffic flow 25 years into the future . This corridor continues a trend of expanded residential and commercial growth. The regional corridor from Milwaukee to Greenbay is THE major artery for commerce and pleasure. I believe the I-43 corridor north from downtown Milwaukee to Greenbay should be 5 lanes to Silver Spring Drive, 4 lanes to the hwy 57/ I-43 split north of Saukville, and 3 lanes north to at least Sheboygan, and possibly Greenbay.</p>
Theodore	Clausing	<p>My first choice would have been to leave the partial interchange as is with the addition of a traffic circle at Port Washington Road and County Line Road. Since this is not duable by federal mandate I suggest the proposal displayed at the November meeting be used with the following changes/ improvements. 1. Leave Port Washington Lane as it is today (alternate configuration shown) 2. Install traffic circle (2 lane Port Washington Road and County Line Road west of Port' Road) rather than the proposed stop lite at the intersection. The traffic circle would eliminate excessive speeds in that area on Port Washington Road (and reduce left turn problems off of County Line Road) 3. If possible, give direct access to Katherine Drive from north bound Port Washington Road (eliminates left hand turns onto extended Katherine Lane by north bound Port Washington Road traffic). This may cause merging problems at the north end of the underpass (from south bound Port Washington Road traffic making right turns onto extended Katherine Lane).</p>



# I-43 North-South Freeway Corridor Study

## MEETING SUMMARY

Project ID: 1229-04-01

Madeleine	Donnelly	<p>The Cedar Gables Association Board of Directors had asked me to forward the following regarding I 43 Proposal. 1. Leave the roads the way they are now. 2. Take away existing roads and proceed to use Brown Deer road exit and entrance. Madeleine Donnelly President Cedar Gables Association</p>
Edward A.	Krautner	<p>My daughter, Susan Kruszka, and I recently attended an I-43 Freeway Corridor meeting held at Mequon City Hall on November 13, 2013. At this meeting, Wisconsin DOT presented plans for a full interchange. It was inferred that citizens had asked for this option, but I assure you that most of the County Line neighbors attending this meeting were against this idea. Numerous issues and concerns were presented with little response from DOT representatives. It appears they had not taken our earlier comments and letters seriously. Currently, County Line Road is served by a partial interchange (southbound access, northbound egress) which was and historical aberration reflecting the residential nature of the neighborhood: Construction of a full interchange will dramatically change local traffic patterns and introduce significant safety issues. These safety issues had not been considered by DOT due to their unfamiliarity with the neighborhood and current driver patterns. An alternative to a full interchange was discussed at the meeting. It was to eliminate the current, partial interchange. This would mean closing the southbound on-ramp from County Line and the northbound off-ramp to Port Washington Road. For most of the neighbors, this would be preferable given only two choices. It would also be dramatically less expensive. However, many of us would like to see these two convenient ramps retained and of the 2, the on-ramp particularly. The background for this preference is as follows: 1. The area around the County Line interchange is fully developed residential, with Lake Michigan precluding any development east of I-43. Therefore, there is no chance of traffic flow changes (volumes, types, etc) over time. This was readily acknowledged by WisDOT. 2. We are told that the Federal Government opposes partial interchanges. Their fear is non-local drivers would accidentally get off at County Line and get "lost". They would not be able to go back 1 mile to Brown Deer Rd or go north 2 miles to Mequon Rd. This is absolute nonsense! 3. The County Line Rd is a "convenience" interchange as it is currently being used. It is of consequence only to local residents who best understand its use and safety issues. We asked that the interchange be retained in its current functioning mode. It will also save millions of dollars in construction costs. We (residents of County Line neighborhoods and City of Mequon) need your assistance to intervene with the Federal Department of Transportation and Wisconsin DOT and petition for an exception to current highway design requirements. We will continue to work with Mequon City Officials and Council representatives to make our wishes known and conserve tax resources. Thank you in advance for your support. Edward A. Krautner 9825 N. Deer Run Lane Mequon, WI 53092 Susan E. Kruszka 1922 W. Fiesta Lane Mequon, WI 53092 Letter sent to: State Senator Alberta Darling State Representative Jim Ott Congressman Tom Petrie CC Alderman</p>



# County Line Road Neighborhood Meeting Sign-In Sheet

Project I.D. 1229-04-01  
 I-43 North-South Freeway Corridor Study  
 Silver Spring Drive to WIS 60  
 City of Mequon, Council Chambers  
 November 13, 2013 6 p.m.



Please Note: The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31-19.39 of the Wisconsin Statutes.

Please Print			How Did You Hear About This Meeting?		
First and Last Name	Organization (if any)	Address	E-mail Address	Visit from project staff <input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	Meeting flyer <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
1. G. Gilbert Lindeman		1352 W. Fester Lane	glindeman@edmundsperformance.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
2. Jane Rice		935 W. Shaker Rd	JereneandCathy@Yahoo.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
3. Wolf Gieske		945 Heritage Ct.	WKGIESKE@hotmail.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
4. Nikolas Gieske		945 Heritage Ct.	nikgieske@hotmail.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
5. Mitchell Gieske		945 Heritage Ct.	mitchellgieske@gmail.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
6. Cindy Graham		740 E. Fairy Chasm Bayside 53217	cmgraham@wi.rr.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
7. Susan Kruszka		1922 W. Fiesta Lane Mequon 53092	susan.kruszka@gmail.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
8. Brian Olmstead		9521 N. Wakefield Ct. Bayside 53217	bram-olmstead@att.net	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
9. Carl Malanck		9639 N. Columbia CREEK		<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
10. MIKE DEAN / CRICKET ANCKBECK		1584 EL RANCHO DR.	mjdean15@gmail.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other _____	<input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____

**County Line Road Neighborhood Meeting Sign-In Sheet**

Project I.D. 1229-04-01  
 I-43 North-South Freeway Corridor Study  
 Silver Spring Drive to HWIS 60  
 City of Mequon, Council Chambers  
 November 13, 2013 6 p.m.



U.S. Department of Transportation  
 Federal Highway  
 Administration

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Please Print First and Last Name		Organization (if any)	Address	E-mail Address	How Did You Hear About This Meeting?
1.	JAMES HAWKINS		1028 W. SHAKER CIRCLE	JHAWK59@SBCGLOBAL.NET	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
2.	LAWRENCE MOON		9850 N. COURTLAND DR	lpmoon@lakeside.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
3.	Clarey & Mike Wambhoff		9812 N. Shaker Lane	mwmambhoff@mecc.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
4.	Edward Krautner		9825 N. Deer Run Ln	-	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
5.	LARRY BOYER	RIVER HILLS COMMITTEE ON THE ENVIRONMENT	9365 N. FAIRMONT LANE RIVER HILLS WI 53217	ROCKDR7@AOL.COM	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
6.	KATHY MAHALICK		9639 N. Galambien Circle	K.MAHALICK@SBCGLOBAL.NET	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
7.	MARLENE HEURY		929 W. Shaker Cir	madhen@hotmail.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input checked="" type="checkbox"/> Other/Didi-u.s. <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
8.	LEE SZYMBORSKI	CITY OF MEQUON		Lszymborski@ci.mequon.wi.us	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
9.					<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
10.					<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Other <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail

# County Line Road Neighborhood Meeting Sign-In Sheet

Project I.D. 1229-04-01  
 I-43 North-South Freeway Corridor Study  
 Silver Spring Drive to WIS 60  
 City of Mequon, Council Chambers  
 November 13, 2013 6 p.m.



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Please Print		How Did You Hear About This Meeting?		
First and Last Name	Organization (if any)	Address	E-mail Address	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other
1. Robert Reed		1408 W. County Line Rd	gunner1408@rocketmail.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input checked="" type="checkbox"/> Meeting flyer <input checked="" type="checkbox"/> E-mail
2. Rosemarie Reed		1408 W County Line Rd		<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other
3. THEODORE CLAUSING		1318 W FIESTA LANE	CLAUSTAC@MILWAUKEE.COM	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other
4. THOMAS DANA	CONNIE GARLES CONDO	1023 W SARKISER AVE	tpdanna37@icloud.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input checked="" type="checkbox"/> Meeting flyer <input checked="" type="checkbox"/> E-mail
5. CARL GAGLIANO		1339 W. County Line Rd	None	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> Other
6. RICHARD DAWSON		834 W Zedler Ln		<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
7. Pauline Dawson		9519 N. Wakefield Psycholo	newbenpet@aol.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
8. K Dawson		433 Huntington Dr	KTDW@NET	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail
9. RICHARD McCAIN		10762 N. WAUKATOSA Rd	rmccain@wi.rr.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input checked="" type="checkbox"/> Meeting flyer <input checked="" type="checkbox"/> E-mail
10. Linda M. Hauke		9555 N. Sequoia Dr. Bayside	alHkzbzy@gmail.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input checked="" type="checkbox"/> Other Newsletter

# County Line Road Neighborhood Meeting Sign-In Sheet

Project I.D. 1229-04-01

I-43 North-South Freeway Corridor Study

Silver Spring Drive to WIS 60

City of Mequon, Council Chambers

November 13, 2013 6 p.m.



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Please Print		Organization (if any)	Address	E-mail Address	How Did You Hear About This Meeting?
First and Last Name					
1.	JIM ARMBRUSTER	Cedar Groves	911 W. Cedar Ridge Court		<input type="checkbox"/> Visit from project staff <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
2.	Jenny & Paul Bailey		9529 N. Apple Blossom Bayside	airjenny@wi.rr.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
3.	MICHAEL + AUNIE MARIE RUMPE		412 E. CEDAR LN MEQUON		<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
4.	Paul Rebenheim	Wind Court Dunes Assn. (Cumbas)	9617 N. Linda Ct., NW	paul.rumpe@sbcglobal.net	<input type="checkbox"/> Visit from project staff <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Other
5.					<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
6.					<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
7.					<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
8.					<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
9.					<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
10.					<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other

**County Line Road Neighborhood Meeting Sign-In Sheet**

Project ID: 1229-04-01  
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Please Print		How Did You Hear About This Meeting?		
First and Last Name	Organization (if any)	Address	E-mail Address	Visit from project staff <input type="checkbox"/> Visit from project staff <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Meeting flyer <input type="checkbox"/> E-mail <input type="checkbox"/> E-mail <input type="checkbox"/> Other
1. Thomas Nelson		10610 N. MAGNOLIA DR.	TNELSON70@wi.rr.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input checked="" type="checkbox"/> E-mail
2. JOHN SMILANICH	(SEND COPY OF MAPS IN MAIL)	-RD PRINTER FROM WEB		<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
3. Charlie + Betsy Hoke		9927 N. Otto Rd	chhoke@aol.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
4. Don + Linda Anderson		935 W. Jonathan Ln. Bayside	tanderson4597@att.net	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
5. Rebecca Van Regenmortel		Village of Bayside	rvanreg@bayside-wi.gov	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
6. Tija Pizur		1033 W. Jonathan Lane Bayside	tjapizur@yahoo.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
7. Sean Tsang		909 W. Mequon Rd Mequon	hbhino@gmail.com	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input checked="" type="checkbox"/> Other
8. Keith Tingler		1603L N. Lucretia Dr. Mequon	KTtingler@att.net	<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
9.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other
10.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other

# County Line Road Neighborhood Meeting Sign-In Sheet



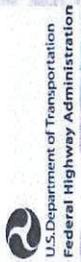
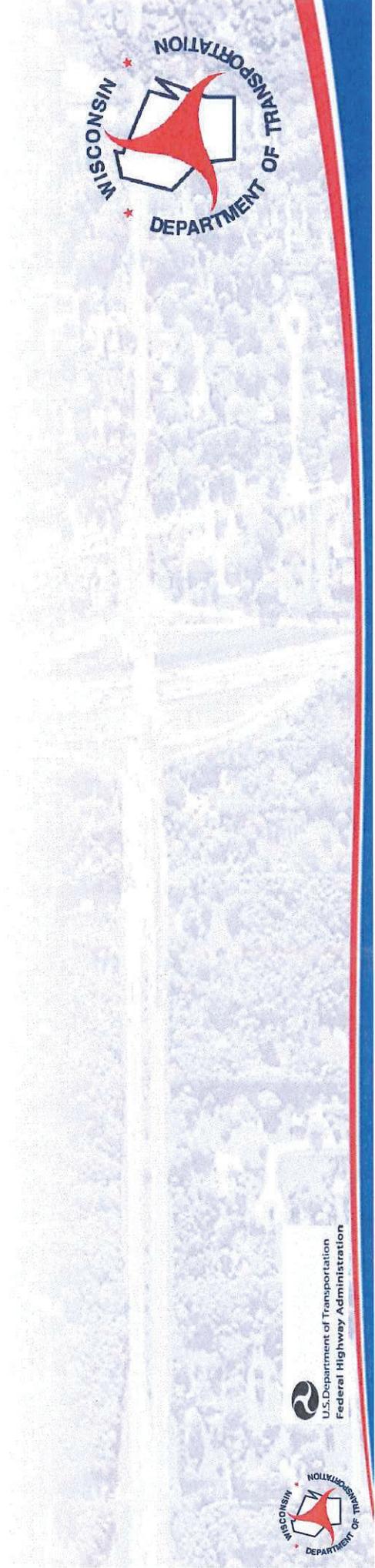
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Please Print First and Last Name	Organization (if any)	Address	E-mail Address	How Did You Hear About This Meeting?
1. Andrew Newburn	Alderman D7 City of Mequon	1517 W. El Rancho Dr.	Newburn@Mequon.wi.gov	<input type="checkbox"/> Visit from project staff <input checked="" type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
2.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
3.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
4.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
5.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
6.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
7.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
8.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
9.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____
10.				<input type="checkbox"/> Visit from project staff <input type="checkbox"/> Meeting flyer <input type="checkbox"/> Media (newspaper, etc.) <input type="checkbox"/> E-mail <input type="checkbox"/> Other _____

# **County Line Rd. Neighborhood Meeting** **Project I.D. 1229-04-01** **I-43 N/S Freeway Corridor Study** **Silver Spring Drive to WIS 60** **Milwaukee and Ozaukee Counties**

City of Mequon, Council Chambers - November 13, 2013



# Meeting Goals

- **Provide an overview of the interchange alternative development process**
- **Provide an update on the Federal Highway Administration's directive for a full interchange**
- **Present the recommended alternative**
- **Questions & Answers**



U.S. Department of Transportation  
Federal Highway Administration



# Interchange Development Process

## Develop purpose and need for improvements



## Concerns heard at PIM 1



U.S. Department of Transportation  
Federal Highway Administration

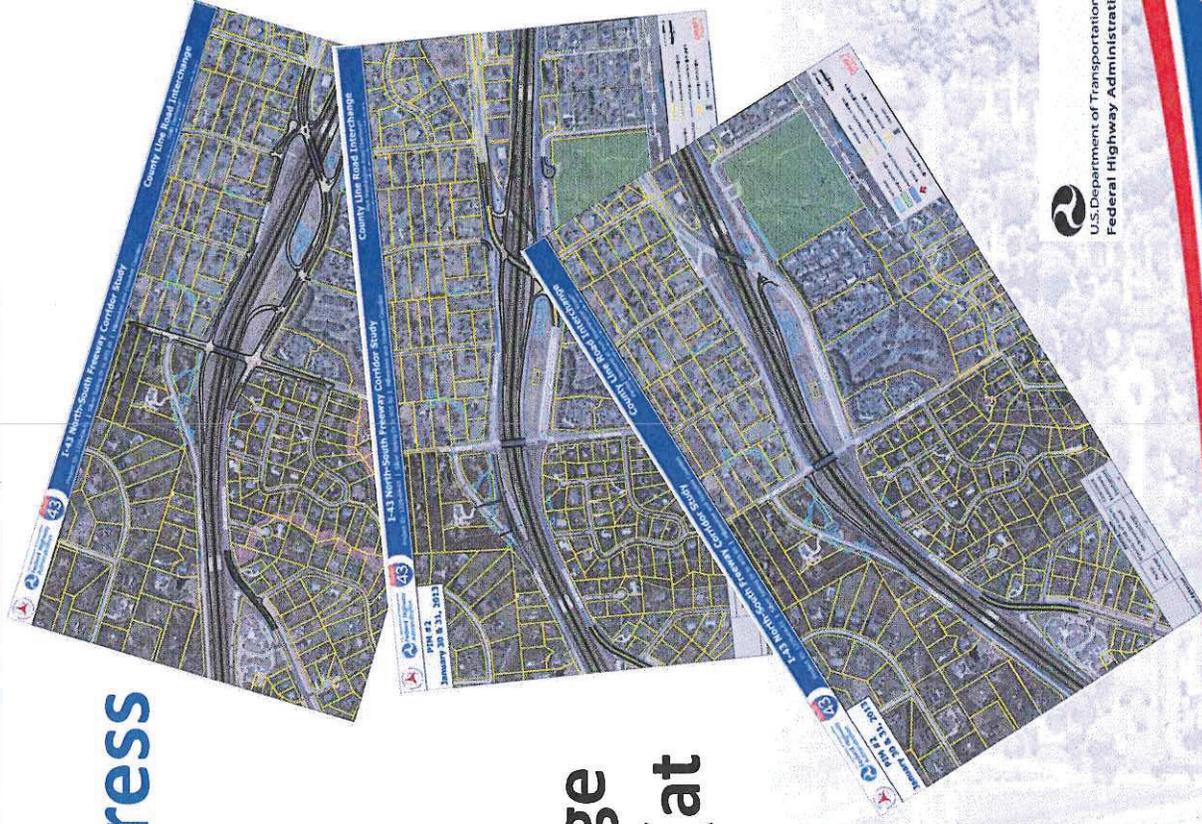


# Interchange Development Process

**Develop Alternatives to address purpose and need issues**

**Alternatives presented at PIM 2**

- **No Access (remove ramps)**
- **Partial Diamond Interchange**
- **Full Diamond Interchange (at Port Washington Road)**
- **Spot Improvements**



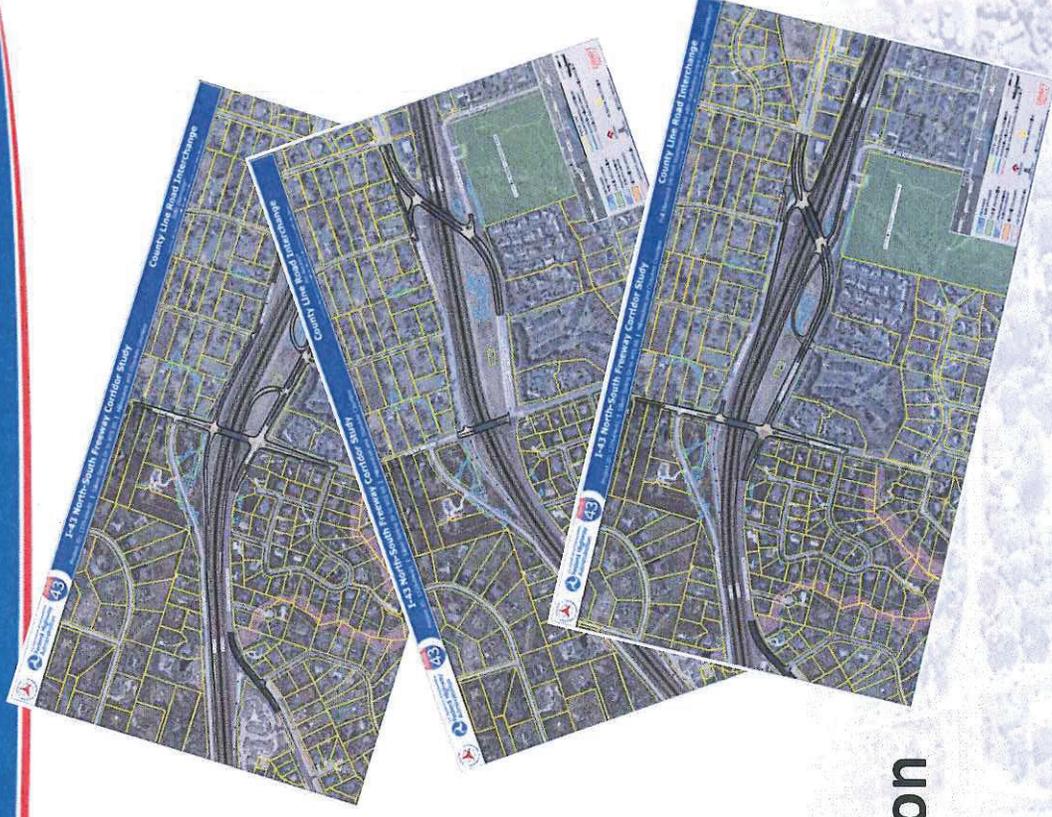
# Interchange Development Process

## Refine Alternatives

- Per comments heard at PIM 2
- Per Federal Highway Administration policy and regulations

## Alternatives presented at PIM 3

- No Access (remove ramps)
- Partial Diamond Interchange
- Split Diamond Interchange
- Split Diamond with grade separation
- Full Diamond at Port Washington Road
- Full Diamond with grade separation



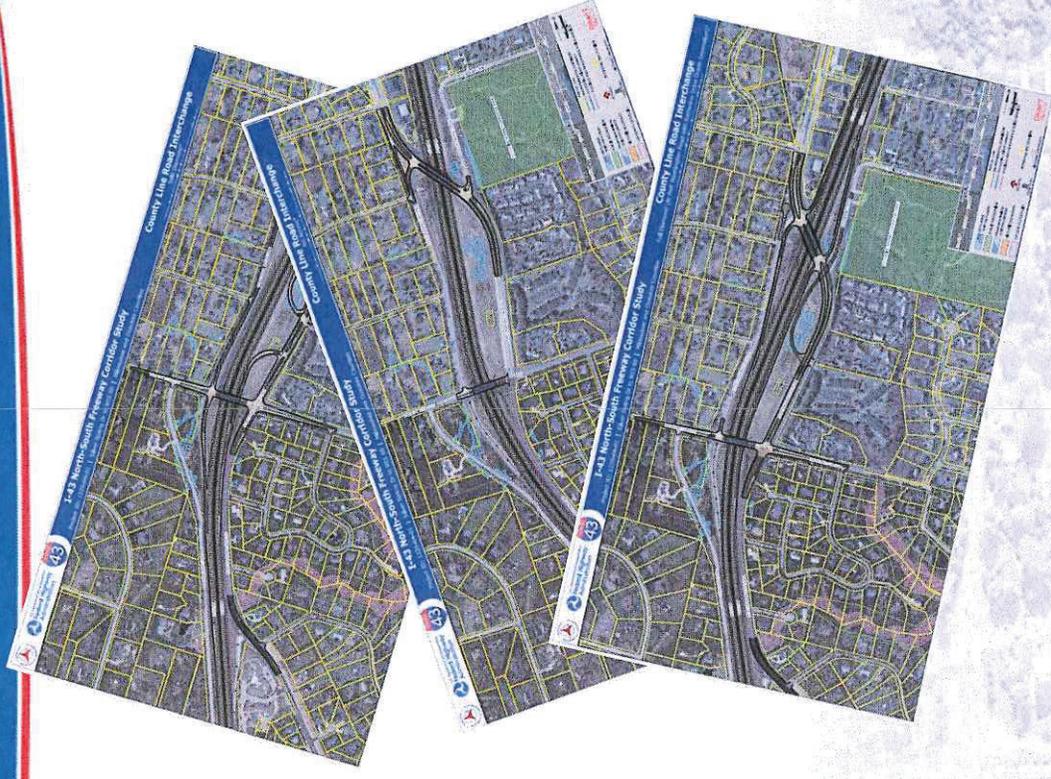
U.S. Department of Transportation  
Federal Highway Administration



# Interchange Development Process

## Comments Heard at PIM 3

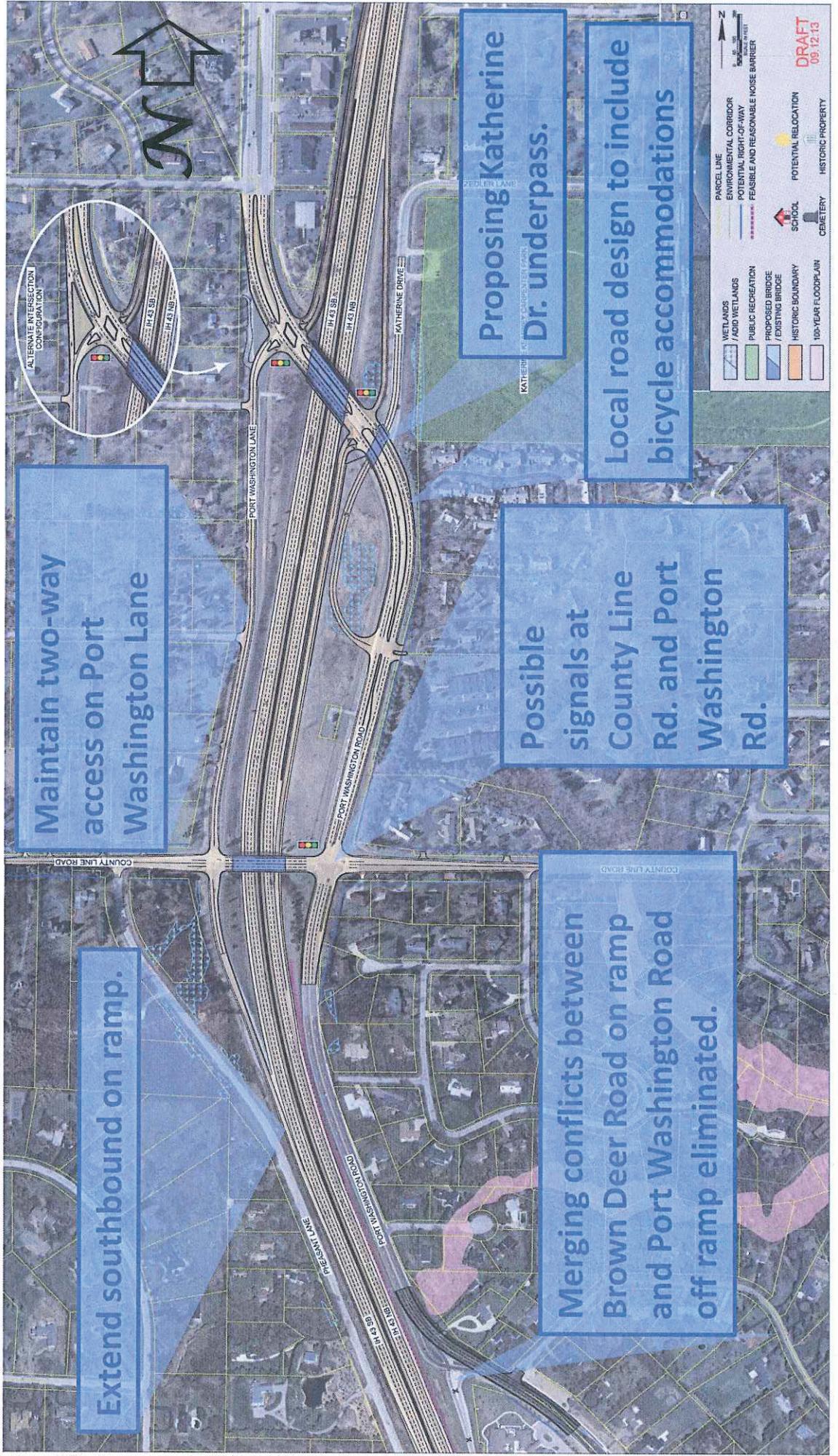
- **Maintain existing traffic patterns, especially full access on Port Washington Lane**
- **Intersection at County Line Road and Port Washington Road is dangerous**
- **Support for an interchange over No Access**



U.S. Department of Transportation  
Federal Highway Administration



# Recommended Split Diamond Hybrid

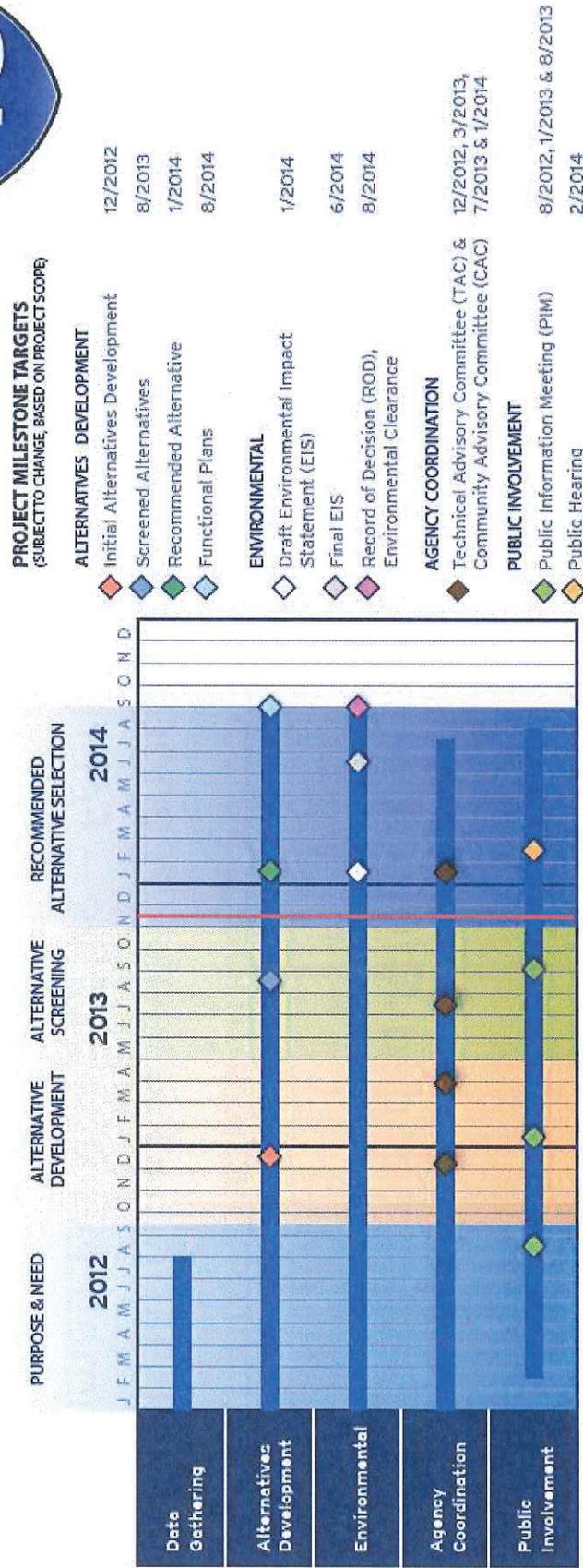




# Study Schedule



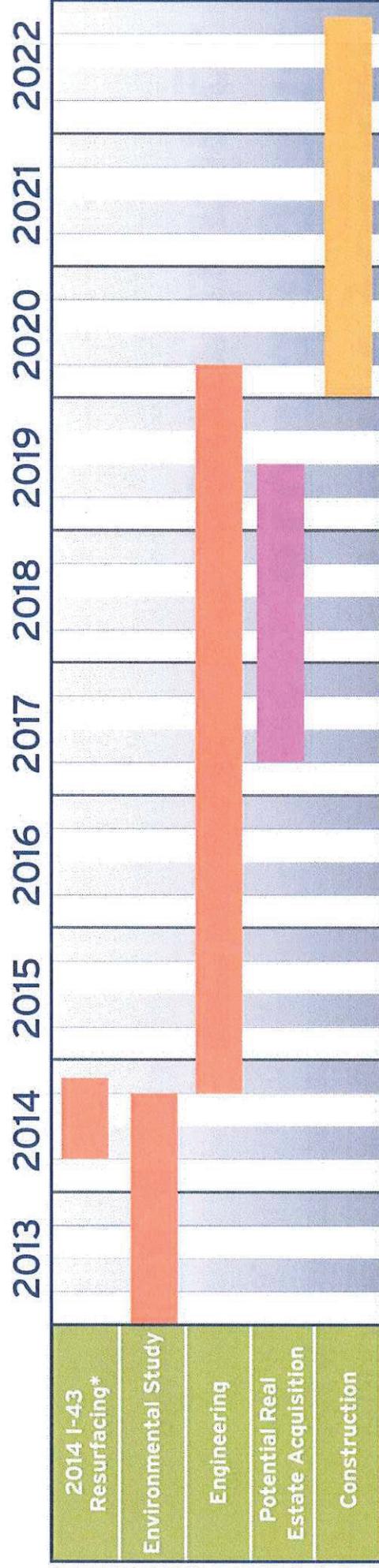
## I-43 Freeway corridor study schedule



# Look Ahead Schedule

- Select Recommended Alternative – September 2013 through December 2013
- Draft Environmental Impact Statement – January 2014
- Public Hearing – Present screened alternatives, including the Recommended Alternative – February 2014
- Select a Preferred Alternative based on comments on DEIS and from public hearing - March 2014
- Final Environmental Impact Statement – June 2014
- Record of Decision – August 2014

# Possible Construction Schedule



*\*Funded and programmed to be completed in 2014.*

*All other timelines beyond the Environmental Study will be based on funding availability and legislative approval.*

Steve Hoff, P.E. or Manojoy Nag, P.E.  
WisDOT Southeast Region  
141 NW Barstow Street  
Waukesha, WI 53187-0798

Phone: (262) 548-6718  
Email: Steve.Hoff@dot.wi.gov

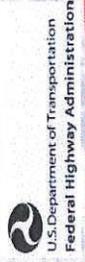
Phone: (262) 548-6423  
Email: Manojoy.Nag@dot.wi.gov

Check us out on the web:

<http://www.dot.wisconsin.gov/projects/sereion/43/>

**Thank you for  
attending and  
contributing.**

**I-43 Corridor Study Team**





KATHERINE KEARNEY CARPENTER PARK