



Wisconsin Department of Transportation

**City of Kaukauna, Delanglade Street
WIS 55
Lawe Street – US 41
Outagamie County**

Project ID 4650-08-00



Public Involvement Meeting

**Monday, July 14, 2014
5 p.m. to 6:30 p.m.
Presentation at 5:15 p.m.
Kaukauna Municipal Services Building
Community Room**

**City of Kaukauna, Delanglade Street
WIS 55
Lawe Street – US 41
Outagamie County**

The Wisconsin Department of Transportation (WisDOT) welcomes you to this public involvement meeting for the proposed reconstruction of WIS 55 (Delanglade Street) from Lawe Street through the US 41 interchange in the city of Kaukauna, Outagamie County. WisDOT is planning this work for 2018.

Purpose of meeting

The purpose of tonight's meeting is to familiarize you with the details of the project and seek your input on the proposed improvements. The meeting will be conducted in an open house format, and a short presentation will be made at 5:15 p.m. We encourage you to review the project exhibits on display and direct questions or comments to any of the project representatives.

We want your comments

A public input form is attached to this handout for written comments. We appreciate your input and encourage you take a moment to complete the form and either drop it off before you leave or mail it to the address on the bottom of the form. Note that the comment form is also a pre-paid mailer. Please return any comments by July 25, 2014, so that we may consider them in our design.

Project location and limits

The project is located on WIS 55 (Delanglade Street) in the city of Kaukauna. The project limits are from the intersection of Lawe Street to approximately 1000 feet north of US 41.



Project need

WIS 55 is in need of reconstruction due to the deterioration of the existing roadway and the lack of capacity between County OO and the US 41 interchange. In addition, the intersections in the vicinity of the US 41 interchange experience extensive delay during peak traffic hours.

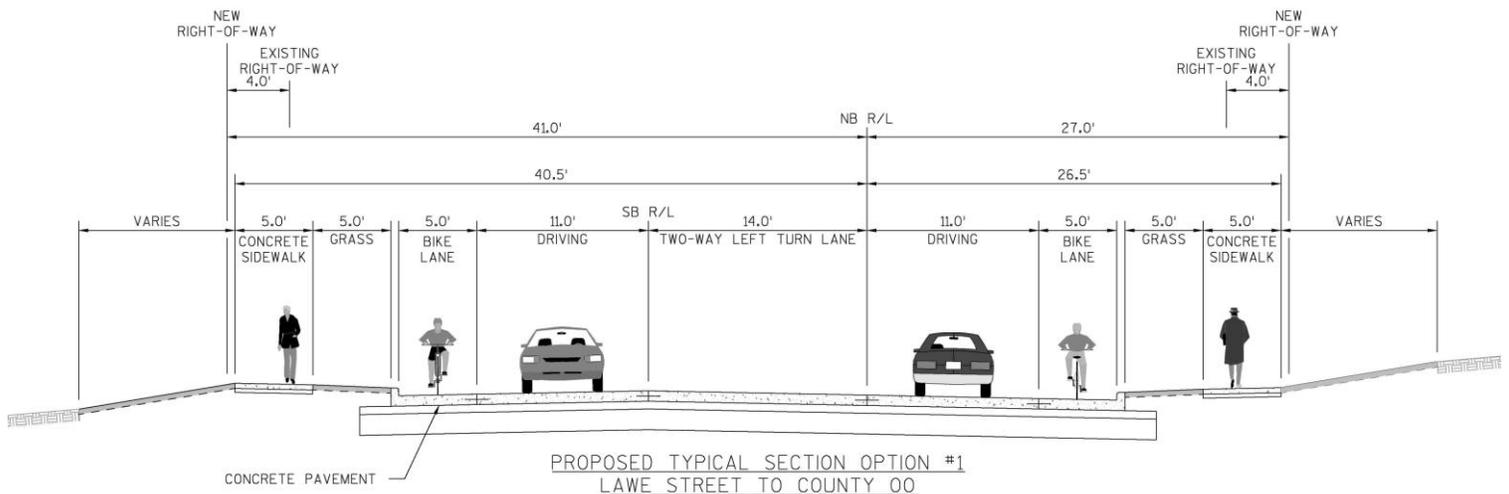
Typical roadway section

The existing WIS 55 typical section from Lawe Street to Blackwell Street consists of a 42-foot wide urban roadway with one lane of traffic in each direction. The existing WIS 55 typical section from Blackwell Street through the US 41 interchange consists of a rural roadway with two 12-foot driving lanes bordered by 10-foot outside shoulders.

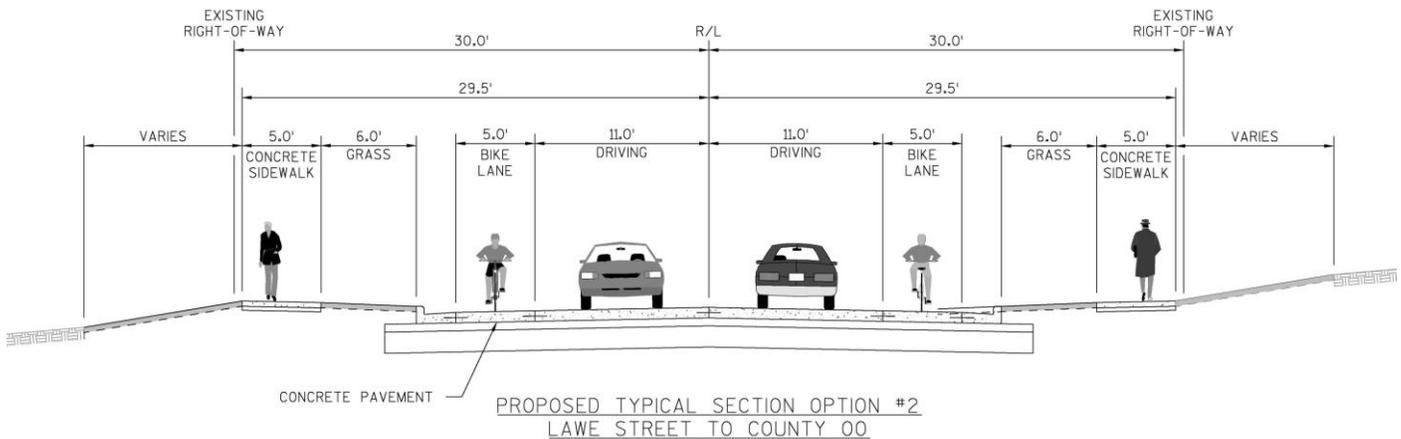
Proposed improvements, Lawe Street to County OO

One lane of traffic in each direction is required to accommodate the existing and future traffic volumes between Lawe Street and County OO. The two options under consideration for this section of roadway do not include accommodation for on-street parking.

- The first option is to construct a 46-foot wide urban roadway that consists of a 14-foot wide center turn lane and one 11-foot wide travel lane and 5-foot wide bike lane in each direction. This option would be constructed with 5-foot wide grass terraces and 5-foot wide sidewalks on each side of the road. The primary advantage of option one is that the center left turn lane would provide room for a left turning vehicle to exit the flow of traffic while waiting to make the left turn. The primary disadvantage of this option is that adjacent properties would be impacted because approximately 4 feet of right-of-way acquisition would be required along each side of the roadway.

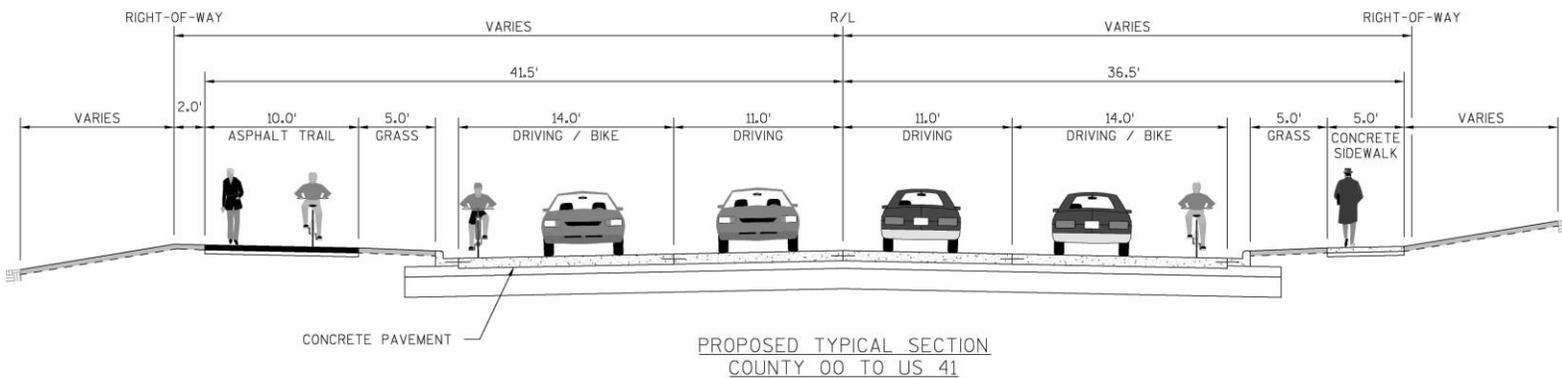


- The second option for this stretch of roadway is to construct a 36-foot wide urban roadway which consists of one 11-foot wide travel lane and 5-foot wide bike lane in each direction. The roadway width would be approximately 6 feet narrower than the existing roadway. As a result, there would be no need to purchase additional right-of-way. The grass terrace width would be 6 feet wide and the sidewalks would be reconstructed in the same location as the existing sidewalks. The advantages of option two include slightly wider terraces and reduced impacts to adjacent properties. The disadvantage of option two is that the flow of through traffic will be impacted when a left turning vehicle has to wait to make a left turn due to the presence of opposing traffic.



Proposed improvements, County 00 to US 41 northbound on/off ramps

Two lanes of traffic in each direction are required to accommodate the existing and future traffic volumes between County 00 and the US 41 northbound on/off ramps. The proposed WIS 55 typical section for this stretch of roadway consists of a 4-lane undivided urban roadway with an inside lane width of 11 feet and an outside lane width of 14 feet. The additional outside lane width provides a minimum accommodation for bicycles to ride in the roadway. A 10-foot wide multi-use path would be constructed along the west side the road, and a 5-foot wide sidewalk would be constructed along the east side of the road. Both sides of the road would include a 5-foot wide grass terrace.



Proposed improvements, US 41 northbound on/off ramps to north project limits

The existing width available on WIS 55 underneath the US 41 bridges allows for the construction of 3 lanes of traffic between the existing bridge support piers. The proposed WIS 55 typical section between the northbound and southbound ramps consists of:

- Two northbound travel lanes
- One southbound travel lane
- Multi-use path through the interchange on the west side of the road

Between the US 41 southbound on/off ramps and the north project limits, the proposed WIS 55 typical section will consist of:

- One lane of traffic in each direction
- Additional roadway width will be provided in the southbound direction to provide a right turn lane to the southbound US 41 on-ramp
- Existing northbound left turn lane to Arbor Way will be maintained
- Multi-use trail along the west side of the road (end at Arbor Way)

Proposed intersection improvements

The Lawe Street intersection will be improved by adding traffic signals and realigning the intersection. Realignment is necessary in order to signalize the intersection due to the existing sub-standard curve on the south leg of WIS 96 and WIS 55.

The construction of roundabouts is proposed at the intersection of WIS 55 with County OO, Maloney Road/Gertrude Street, and the US 41 northbound and southbound ramp intersections. The roundabout at County OO will replace the existing four-way stop to help reduce vehicle delay. The roundabouts in the vicinity of the US 41 interchange along with the additional lanes on WIS 55 will increase capacity and greatly reduce the delay of the existing side road and ramp stop conditions.

Traffic control during construction

WIS 55 will be closed to through traffic during construction and detoured via County J and County JJ. **The WIS 55 interchange ramps with US 41 will be closed for up to three months; while through traffic on US 41 will be maintained.** The project construction will be staged to provide business and residential access throughout construction. The details of the final project construction staging will be presented at a future meeting.

Right of way needs

Right of way acquisition and temporary grading easements will be required for the project. The anticipated impacts are illustrated on the project displays. The right-of-way acquisition is anticipated to begin in 2015.

Schedule

This project is anticipated to be constructed in 2018. Construction is expected to begin by mid-April and completed by early November.

Other planned projects

Kaukauna Utilities plans to perform sanitary sewer and water main upgrades along WIS 55 in 2014. In addition, it is anticipated that there will be other utility relocation work performed tentatively in 2016, prior to the roadway reconstruction scheduled for 2018.

WisDOT is also working on plans for the reconstruction of WIS 96 from Lawe Street to Claribel Street. The WIS 96 project is currently scheduled for 2020.

Public comments

Attached to this handout is a sheet for your written comments and concerns about the project. Please mail any written comments before July 25, 2014 using the pre-paid mailer or deposit in the comment box at tonight's meeting.

Future public meetings

An additional meeting is planned to discuss project construction staging. The project design staff will also coordinate directly with businesses within the limits of the proposed construction to identify access needs during construction.

For more information, please contact:

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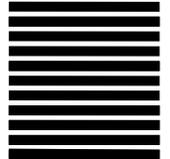
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Attn: *Tim Rank*

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