



# **Broadway Street – City of De Pere Riverside Drive – Village of Allouez**

**Public Involvement Meeting #4  
November 18, 2015**



# Presentation Agenda

- ▶ Project Overview
- ▶ Project Schedule Update
- ▶ 2016 Interim Paving Project
- ▶ Roadway Alternatives
- ▶ Questions



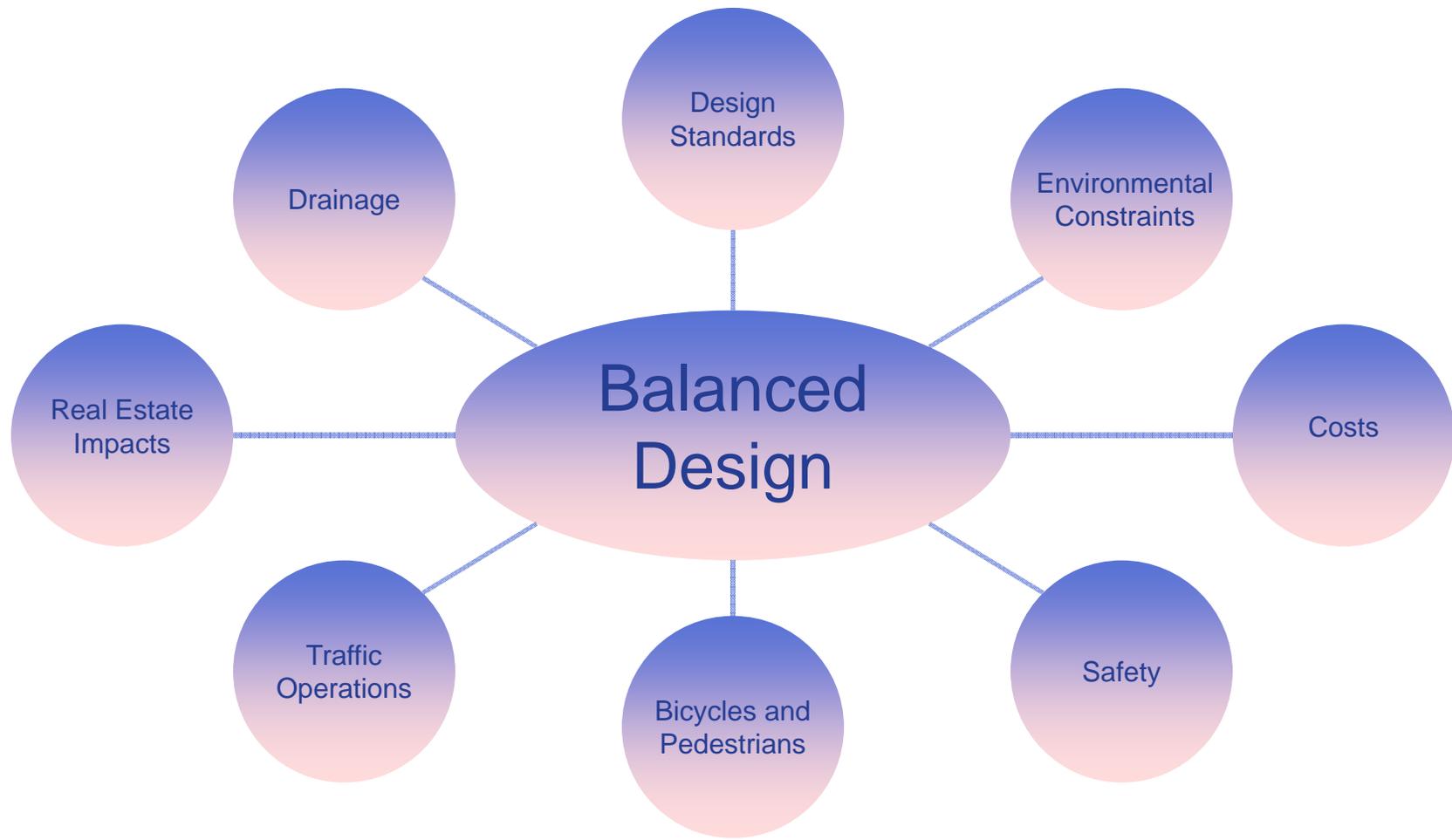
# What are the project limits?



# Project Purpose

- ▶ Provide a safe and efficient transportation corridor.
- ▶ Minimize social, environmental and economic impacts.
- ▶ Provide improvements that meet current WisDOT design standards.
- ▶ Address operational, physical, and safety concerns along the highway.
- ▶ Improve facilities and crossings for pedestrians and bicyclists.





# Project History

1989 and 1991	WIS 57 widened from a two-lane highway to current configuration
2000	Last pavement resurface project
2012 (August)	Roadway design started
2012 (October)	Field survey and intersection traffic counts
2012 (October)	Meeting with local officials
2013 (February)	1 <sup>st</sup> Public Meeting
2013-2015	Stakeholder Committee Meetings
2014 (October)	2 <sup>nd</sup> Public Meeting
2015 (June)	3 <sup>rd</sup> Public Meeting



# Current Schedule

**Fall 2015**

**4<sup>th</sup> Public Meeting**

Winter 2015/2016:

Complete Environmental Report

Summer/Fall 2016:

Interim Paving Project

Winter 2016:

Complete Preliminary Design

Spring 2017:

Real Estate Needs Identified

Summer 2017:

Begin Final Design

2017 – 2019:

Real Estate acquisition

Summer/Fall 2020:

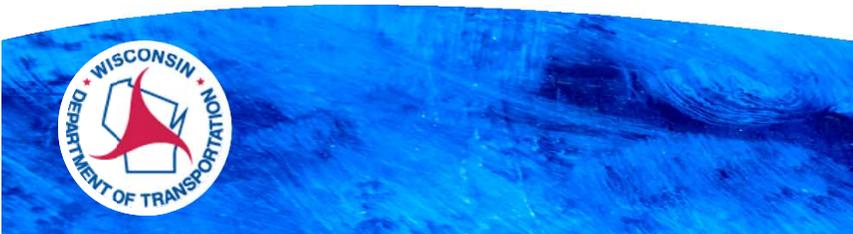
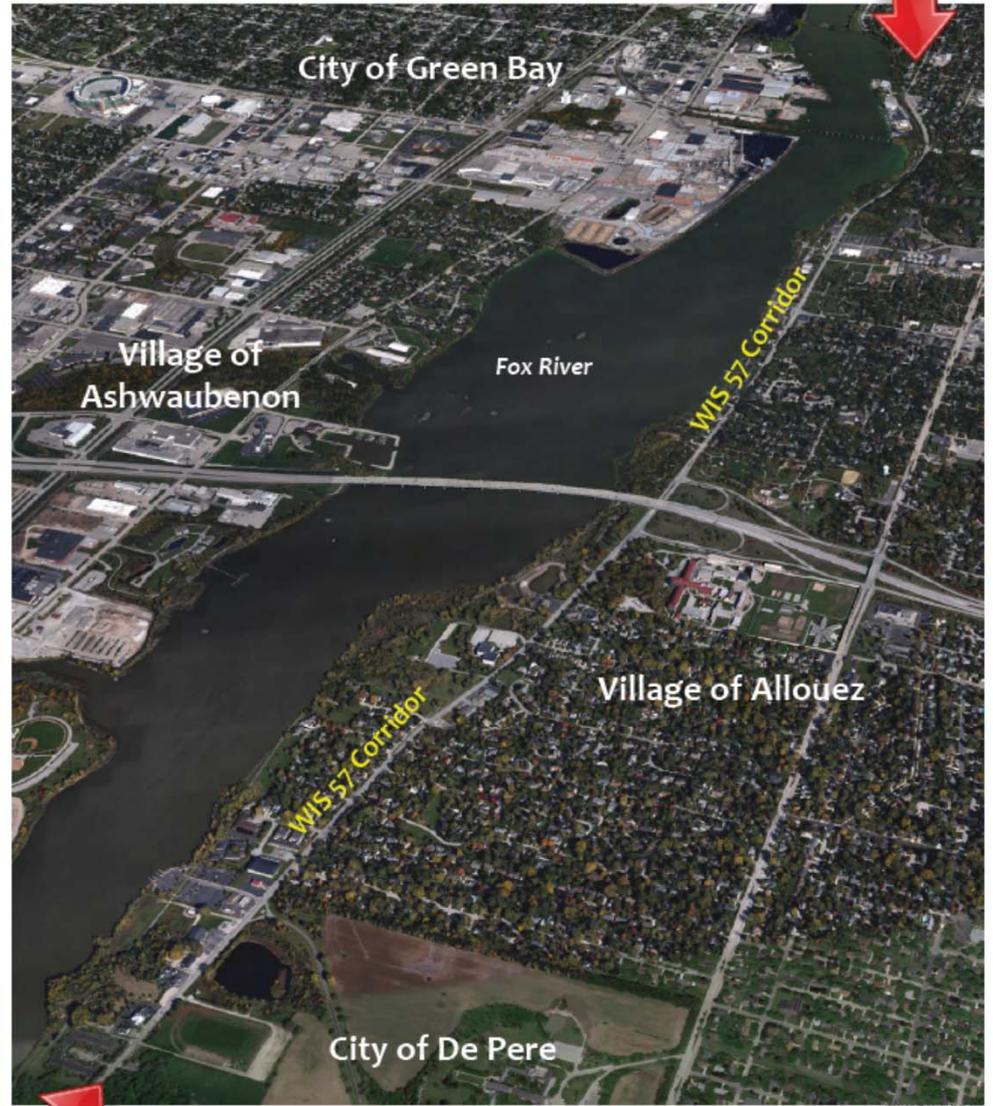
Utility Relocations

2021/2022:

Construction



# 2016 Interim Paving Project



# Interim Paving Project

- ▶ Mill and Overlay of driving surface to extend pavement life.
- ▶ Not a permanent fix.
- ▶ No work anticipated beyond curb and gutter.
- ▶ Anticipated to begin in August 2016.
- ▶ Daily lane closures along WIS 57 anticipated during construction.
- ▶ Anticipate costs: approximately \$1 million.



# 2021 - 2022 Reconstruction Alternatives



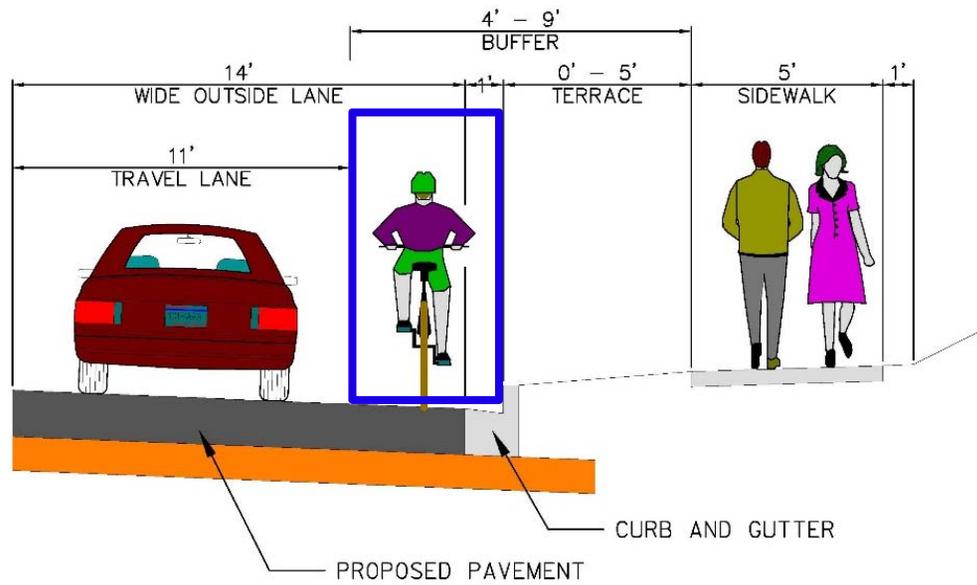
# Changes to State Statute 84.01(35)

## Effects of WIS 57

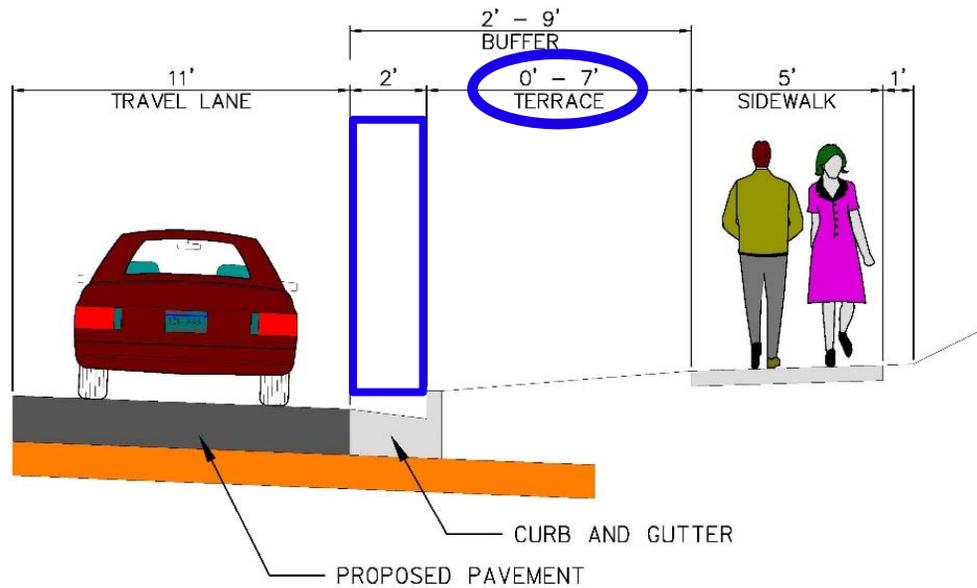
- ▶ Bikeways are not automatically eliminated from consideration.
  - ▶ *WisDOT must give “due consideration” to provide accommodations to all users.*
- ▶ Federal policy still applies on National Highway System (NHS) routes.
  - ▶ *WIS 57 is part of the National Highway System.*
  - ▶ *Federal government is contributing 80% of the project costs.*



## Wide Outside Lane June 17, 2015



## Non Wide Outside Lane November 18, 2015



# Wide Outside Lane Benefits

- ▶ Provide space for bicyclist
- ▶ Provide space for evasive maneuvers
- ▶ Accommodate driver error
- ▶ Provide space for disabled vehicles



# Wide Outside Lane Benefits

- ▶ Improves sight distance along roadway and at intersections

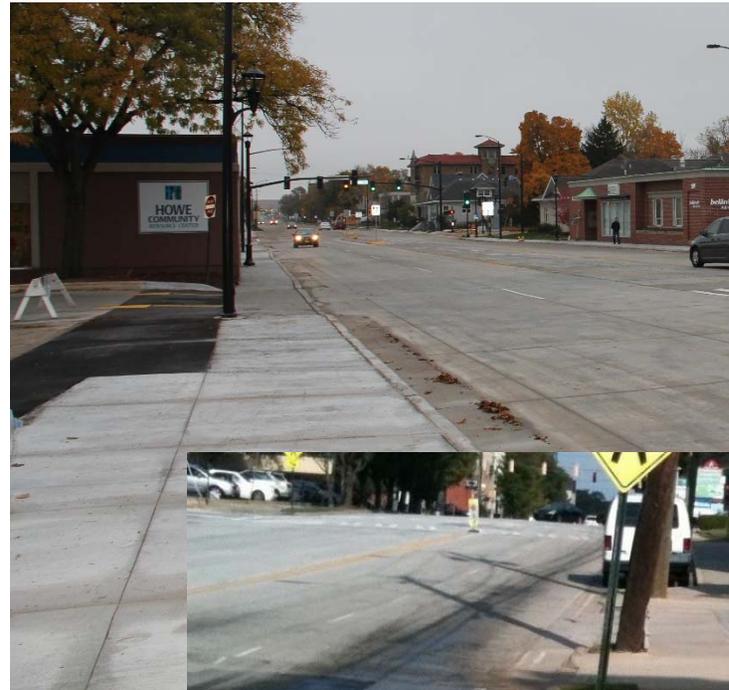


- ▶ Improves visibility of pedestrians at crosswalks



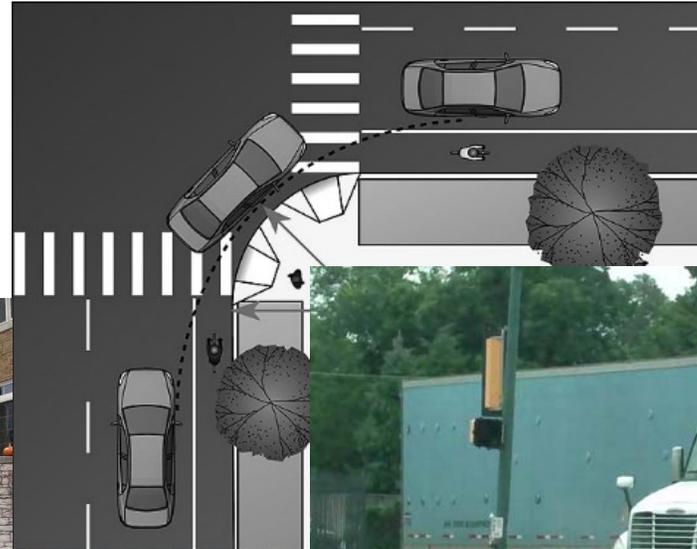
# Wide Outside Lane Benefits

- ▶ Increases space between motorists and pedestrians
- ▶ Provides clearance to roadside objects such as guardrail, signs, and poles
- ▶ Provides for storm water runoff farther from the travel lanes



# Wide Outside Lane Benefits

- ▶ Provides more space for maneuverability of vehicles at side roads.



- ▶ Provides space for maintenance operations and temporary snow storage.



# Non Wide Outside Lane Benefits

- ▶ Increased terrace width provides opportunity to increase separation of vehicle from pedestrians
- ▶ Areas with wider terrace creates more space for plantings
- ▶ Areas with wider terrace provides additional space for snow storage



# Non Wide Outside Lane Benefits

- ▶ Opportunities for reduced property impacts.



- ▶ Reduced Costs



# Cost – Impacts Comparison

- |                | Wide outside lane | Non-wide outside lane |
|----------------|-------------------|-----------------------|
| ■ Land needs   |                   |                       |
| ■ Permanent    | ■ 3.88 acres      | ■ 2.98 acres          |
| ■ Temporary    | ■ 6.71 acres      | ■ 6.66 acres          |
| ■ Total        | ■ 10.59 acres     | ■ 9.64 acres          |
| ■ Relocations  | ■ None            | ■ None                |
| ■ Costs        |                   |                       |
| ■ Construction | ■ \$12.5 million  | ■ \$12.0 million      |
| ■ Real Estate  | ■ \$3.5 million   | ■ \$3.0 million       |

Overall, removal of the wide outside lane reduced the grading limit and easement needs, but did not substantially reduce the amount of properties with significant impacts (trees, fences, & parking).



# Moving Forward

- ▶ Additional refinements based on public comments.
- ▶ Preliminary design and completion of environmental documentation.
- ▶ Submit environmental document to Federal Highway Administration (FHWA) for review early 2016.
- ▶ Anticipate response by Summer/Fall 2016.



# Thank you for attending tonight's meeting!

- ▶ Questions?
  - Staff will be available to answer questions.
- ▶ Comment sheets available.
- ▶ Please submit comments by December 4th.
  
- ▶ Please remember to sign in!



# Contact Information

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