WIS 50 Corridor Study

I-43 - WIS 67 - Walworth County

Project I.D. 3170-10-00

Public Information Meeting #3

April 20, 2011

Welcome!

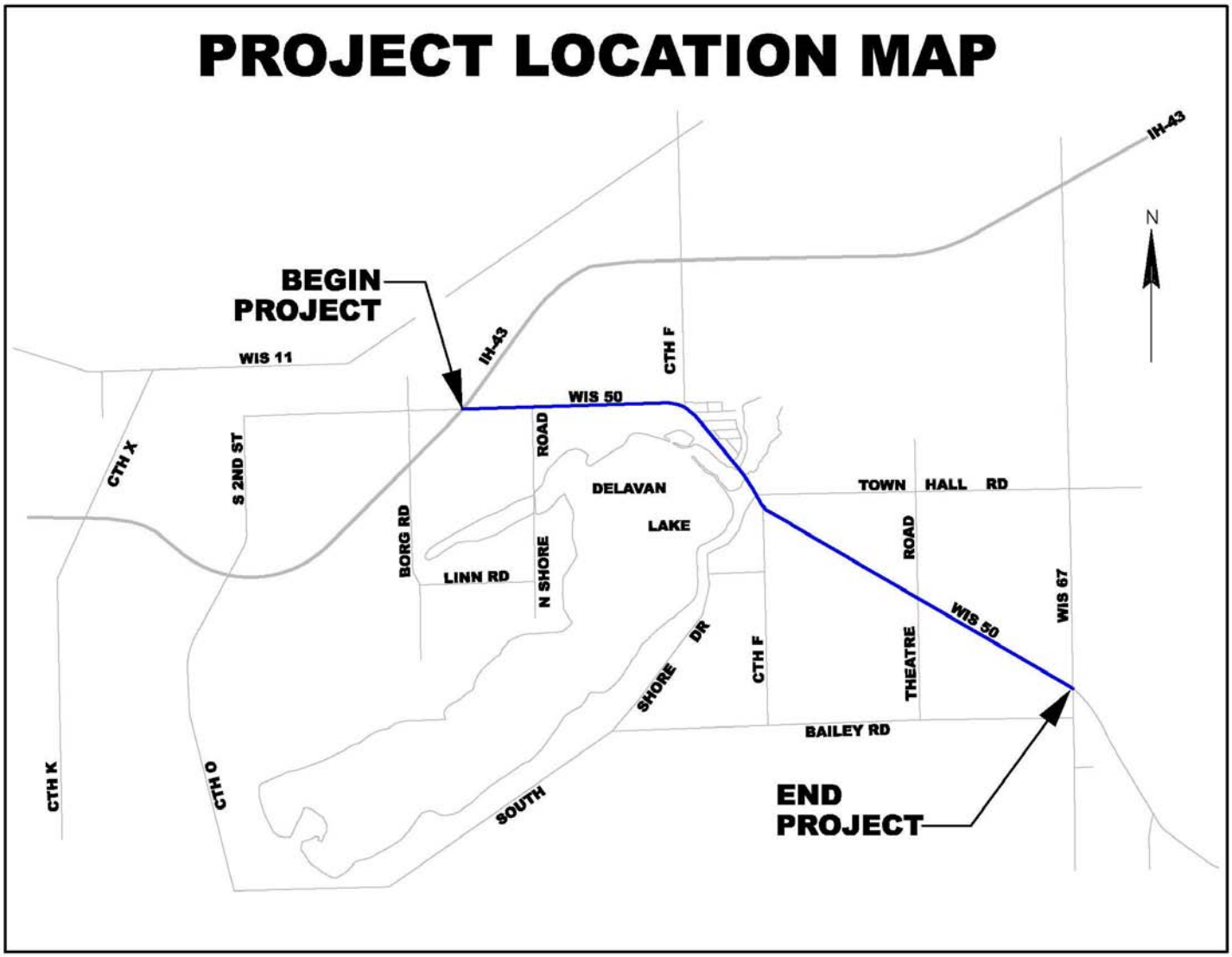
Thank you for attending the third public information meeting for the WIS 50 corridor study. We appreciate you taking the time to participate in this study. Your feedback is important to us.

This handout explains:

- where we are in the corridor study process
- what the study team has been doing since the last public meeting
- why four lanes are needed
- why the recommended alternative has been selected
- the anticipated planning project schedule

Several representatives from the project study team are on hand to review the project and answer any questions you may have.

Please use the comment sheets provided to let us know about any concerns or questions you might have. You can fill it out now and leave it in the comment box or drop it in the mail at a later date.



Project description

The purpose of the Wisconsin Department of Transportation (WisDOT) WIS 50 Corridor Study is to determine what, if any, future improvements are needed, including an examination of potential lane expansion throughout the corridor. WIS 50 is currently a two-lane roadway except at the western end near I-43 where it is a four-lane divided highway. WIS 50 is a principal arterial route and part of the National Highway System (NHS).

Corridor study process

First step: data collection

This process began in the spring of 2007 and has continued throughout the project. The type of data includes, but is not limited to, existing and future land use, traffic and crash data, and environmental constraints such as wetlands and floodplains. This information was used during the alternatives development to determine what types of improvements would be appropriate for WIS 50. Public input continues to be vital in data collection and analysis.

Second step: alternative development

The next major step was to look at different alternatives for WIS 50, including the no-build alternative. We reviewed several different design ideas and alignments to correct areas of the roadway that do not meet current design standards for safe travel.

Third step: review of alternatives

We are here!

We are examining how the alternatives impact existing corridor features. This analysis has led to the recommended alternative described in the following pages. A goal of the alternative review was to recommend an alternative with a minimal number of impacts.

Fourth step: functional plan

If a build alternative is selected, the final step of this process will be to create and present a functional plan showing the proposed alternative and the proposed right-of-way which will accommodate the recommendations. The proposed right-of-way footprint will be used as a guide for future projects so that the needed right-of-way is preserved.

Your part in the process

We need the input of the people who live near and use WIS 50 on a daily basis. Before each step has been completed, public input has been sought and utilized. The public information meetings have been scheduled at key milestones and WisDOT appreciates the time and effort made to participate.

Together, a successful project continues to move forward!

What we've been doing since the last public information meeting

A significant amount of time and effort has been spent by the study team since the last public meeting to select a recommended alternative for public presentation and comment. These efforts include:

- Refining design elements and intersection layouts to meet the traffic demands while minimizing impacts
- Coordinating with local, state and federal agencies and officials
- Working through archaeological, historic and environmental issues present in the corridor. Potential impacts present throughout the corridor are:
    - Wetlands
    - Historic structures
    - Culturally sensitive areas
    - Town of Delavan Community Park

How the study team came to their recommendation: The recommended alternative safely balances the complex environmental issues with the needs of local businesses, residents and the traveling public.

Why four lanes for WIS 50?

Existing traffic on parts of WIS 50 has exceeded the WisDOT threshold for needing a widened roadway. Future traffic projections indicate that traffic on WIS 50 will exceed capacity on the remaining segments of the roadway. The planning threshold used by WisDOT for expanding from two to four lanes in a rural area similar to WIS 50 is approximately 15,000 vehicles per day. Currently the western half of the project corridor is nearing or exceeds 15,000 vehicles per day, and by 2037 the entire corridor will exceed this threshold. Without additional lanes, the corridor will see impacts from increasing congestion. This congestion will negatively impact businesses and residents.

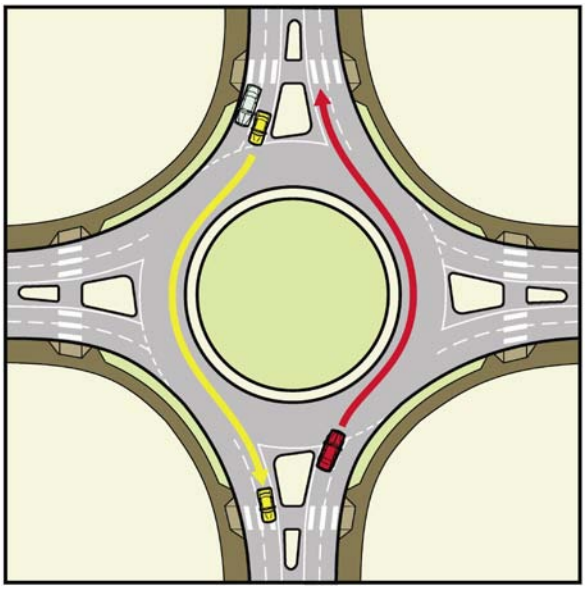
Safety is the most important criteria used by WisDOT to select a recommended alternative. Currently the crash rates on the corridor are above the statewide average for facilities similar to WIS 50. Without capacity and geometric improvements, the crash rate will continue to increase well beyond acceptable limits.

A bypass of WIS 50 has been suggested as an alternative to expanding the existing WIS 50 roadway. The examination of the bypass alternative determined that it will not reduce future congestion on WIS 50 for the following reasons:

- Expanding WIS 67 won't affect the traffic that uses WIS 50 since WIS 67 isn't at, or nearing, its capacity. In other words, people could be driving WIS 67 today to avoid WIS 50, and they choose not to.
- Traffic from Fontana and Lake Geneva with a destination of I-43 or Delavan will not likely take a bypass to get there. The more direct route would still be the existing WIS 50 corridor.
- WIS 50 is already four lanes in Delavan, which provides an efficient transportation network to and from businesses along the route.

The recommended alternative

The five alternative alignments studied are the no-build (leave as-is), widen to the north, widen to the south, widen from the center, and the hybrid which minimizes impacts and is a combination of widening north, south and from the center. The recommended alternative includes six lanes from I-43 to the entrance at Lowe's and four lanes for the rest of the study corridor.



The hybrid alignment alternative was chosen as the recommended alternative in each of the four segments because it:

- minimizes environmental impacts
- minimizes business relocations
- is the least expensive alternative

Both roundabouts and signals were considered and evaluated for major intersection control at:

- The I-43 northbound and southbound ramps
- North Shore drive
- County F North
- South Shore Drive/Town Hall Road
- Prairie Drive
- Theater Road

Roundabouts and stop signs were also considered at:

- Lowe's entrance
- Inlet Shore Drive

Intersection	Recommendation	Why recommended
I-43 ramps	Signals	better operations and avoids 3-lane roundabouts which are less desirable
North Shore Drive	Signals	better operations and avoids 4-lane roundabout
Lowes Entrance	Stop Sign	doesn't meet criteria for a signal
County F North	Roundabout	better operations and allows for narrow median in inlet area
Inlet Shore Drive	Roundabout	allows for narrow median and better access and safety in inlet area
South Shore Dr/Town Hall Rd	Roundabout	minimizes impacts to businesses and park
Prairie Drive	Roundabout	too close to Town Hall/South Shore to place a signal
Theatre Road	Signals	better operations and flexibility in the future

The recommended intersection treatments, and reasons for selection, are listed above. Currently there are still options in segment 1, 2 and 4 due to environmental issues the study team is analyzing and discussing with regulatory agencies and local officials. In the next year it is anticipated these issues will be resolved.

Anticipated planning project schedule

Spring 2011 - PIM #3
Spring 2011 - Begin preliminary design of recommended alternative

End of 2011 - Completion of Archaeological and Historical Investigations

Spring 2012 - Complete technical engineering reports

Fall 2012 - Environmental Document

End of 2012 - Complete functional plan

End of 2012 - Finding of No Significant Impact (FONSI)

End of 2012 - Study completion

How can you stay informed?

Please continue to stay engaged in the study. You can follow the study and find exhibits and impacts tables on the website : www.dot.wisconsin.gov/projects/wis50corridor.

For additional information about the project, please contact:

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WIS 50 Public Information Meeting Comment Form April, 2011

Please use this page to record any comments or questions you may have regarding this project. Also, if you have any additional information for the benefit of the project, please advise. Comments may be left with a representative of WisDOT or mailed to the address on the back of this sheet.

Name (Optional): _____

Telephone No.: _____

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Comments:

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Place
Postage
Here

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