



Public Information Meeting #3

**Wednesday,
April 20, 2011**

4:00 p.m. to 7:00 p.m.

Delavan Darien High School

150 Cummings St.

**Stop by anytime to share
your thoughts on the
recommended alternative
for the corridor.**

For additional information about the project, please contact:

Beth Blum, P.E.
WisDOT Project Manager
SE Region - Planning
Phone: 262-548-8644
Email: beth.blum@dot.wi.gov

Dennis A. Shook
WisDOT Communications Manager
SE Region
Phone: (414) 750-2395
Email: dennis.shook@dot.wi.gov

Randy Fuchs
AECOM Project Manager
AECOM
Phone: 608-828-8135
Email: randy.fuchs@aecom.com

Alternative recommended for WIS 50

The Wisconsin Department of Transportation (WisDOT) has developed the recommended alternative for WIS 50 between I-43 and WIS 67. 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.

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. This alternative has been chosen because it meets safety and traffic needs while reducing impacts.

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 are needed

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 between I-43 and WIS 67. 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 exceeding 15,000 vehicles per day, and by 2037 the entire corridor will exceed this threshold. Without additional lanes, the corridor will see negative impacts from increasing congestion.



Anticipated planning project schedule:

- 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
 - Approved Environmental Document
 - Study completion

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 you can stay informed

Please attend the public information meeting to share your thoughts about the project. (details are on the back page)

To continue to stay engaged in the study, visit the website: wisconsin.gov/projects/wis50corridor.

Recommended roadway alignment and intersections

The five alternative roadway alignments studied included 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 recommended alternative was chosen because it:

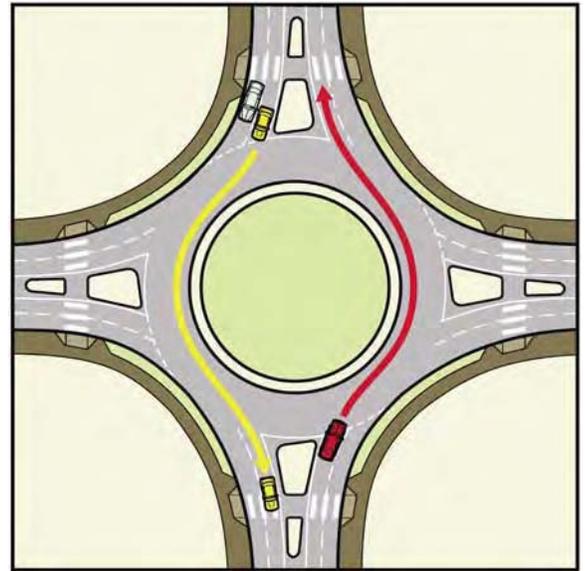
- minimizes environmental impacts
- minimizes business relocations
- is the least expensive alternative

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
- Theatre Road

Roundabouts and stop signs were also considered at:

- **Lowe's entrance**
- Inlet Shore Drive



Intersection	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
Lowe's 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



Ms. Beth Blum, P.E.
Wisconsin Department of Transportation
141 NW Barstow St.
Waukesha, WI 53187

ADDRESSING BLOCK

**Public Information Meeting #3
Wednesday, April 20, 2011
4 to 7 p.m.
Delavan Darien High School
150 Cummings St.**

The Wisconsin Department of Transportation (WisDOT) Southeast Regional Office will hold a public information meeting seeking public comments on the recommended alternative for the WIS 50 corridor study on **Wednesday, April 20th** from **4 to 7 p.m.** at the **Delavan-Darien High School, 150 Cummings St., Delavan.**

WisDOT encourages property and business owners along the corridor, interested citizens and other stakeholders to attend the meeting, ask questions and provide input to study team members.

The meeting will be conducted in an open house format. Stop in anytime to review displays, ask questions and provide comments. You can also obtain information on the project study website: www.dot.wisconsin.gov/projects/wis50corridor.