



## Public Information Meeting #2

I-94 to 43<sup>rd</sup> Ave., Kenosha County

WisDOT I.D. 1310-10-00

January 23, 2013

# Meeting purpose

- Project update
- Discuss updated schedule
- Promote partnership moving forward
- Maintain open line of communication and input
  - Individual business and homeowner meetings
  - PAC/local officials meetings
  - Public information meetings
  - Traffic management meetings

# Project area



# Project features

- Widen road from four to six lanes
  - 116<sup>th</sup> and 57<sup>th</sup> avenues
- Reconstruct four-lane road
  - 57<sup>th</sup> and 43<sup>rd</sup> avenues
- Improve WIS 50 intersections
- Implement access management
- Improve access road connections



# Project need

- Improvements are needed to:
  - Address traffic congestion
  - Reduce crash rates
  - Balance the mobility of the corridor with access needs
  - Maintain an important state and local corridor





# Project updates

- Held meetings with businesses and property owners
- Conducted RSA/value engineering study
- Mainline WIS 50
  - Refined turn lane lengths
  - Investigating individual property impacts
  - Identifying preliminary retaining wall locations
- Intersections and side roads
  - Defined side road limits
  - Updated to reflect current design standards
  - Investigated preliminary signal layouts
  - Designed for oversize/overweight truck accommodations
- WIS 50/31 alternatives revisited

# WIS 50/31 intersection alternatives

Alternative	Description	Conclusions
<b>Jughandle</b>	Uses at-grade loop roads to create indirect turning movements.	<b>Reaffirmed preferred alternative:</b> <ul style="list-style-type: none"> <li>• Achieves desirable traffic operations.</li> <li>• Meets safety goals for vehicles and pedestrians.</li> <li>• Minimizes property impacts.</li> <li>• Least costly alternative.</li> </ul>
<b>Center-turn overpass</b>	Places left-turn movements on elevated structure.	<b>Eliminated elevated alternatives:</b> <ul style="list-style-type: none"> <li>• Substantial access impacts.</li> <li>• Restricted pedestrian mobility.</li> <li>• Most expensive alternatives.</li> </ul>
<b>Echelon</b>	Elevates one-half of each intersection approach.	
<b>Conventional (8 and 8 lanes)</b>	Expanded at-grade intersection with eight lanes on WIS 50 and WIS 31.	<b>Eliminated conventional alternatives:</b> <ul style="list-style-type: none"> <li>• Traffic operation concerns.</li> <li>• Most business relocation impacts.</li> <li>• Large intersection increases potential for vehicles to turn left into wrong lane.</li> <li>• Unsafe pedestrian crossing distances.</li> </ul>
<b>Conventional (8 and 6 lanes)</b>	Expanded at-grade intersection with eight lanes on WIS 50 and six lanes on WIS 31.	

# Updated project schedule

Item	Timeframe
PAC/local officials meeting #2	Dec. 19, 2013
Public information meeting #2	Jan. 23, 2014
Mainline EA re-evaluation	Apr. 2014
60 percent plans complete	May 2014
Access road environmental report (ER)	Sept. 2014
Final design plans	2015 - 2017
Right of way acquisition	2015 – 2017
Construction – access roads	2017
Construction – mainline 1	2018 - 2019
Construction – mainline 2	2019 – 2020

# Discussion

Questions?