



US 12 – STUDY ALTERNATIVES

ALTERNATIVE 1: UNDIVIDED ROADWAY



JANUARY 2013:

Public Information Meeting #2

PROPOSED IMPROVEMENT ALTERNATIVE 1: UNDIVIDED ROADWAY

North of WIS 23 to CTH A

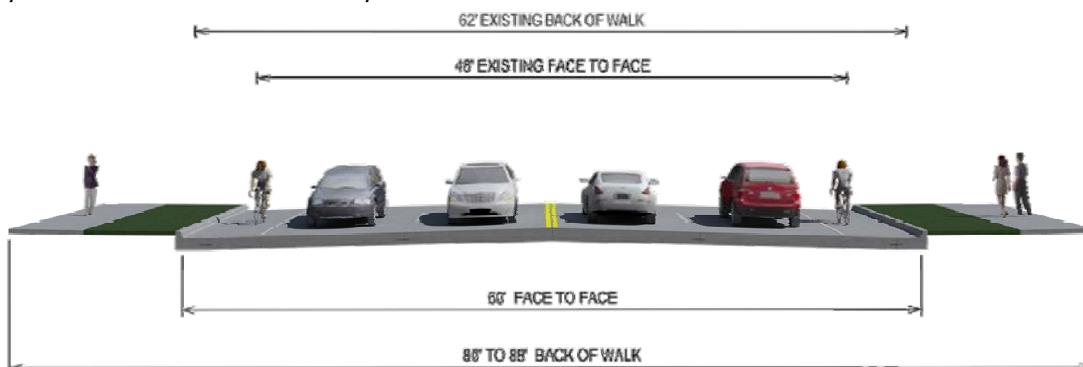
- 60' face of curb-to-face of curb dimension to accommodate on-road bicycle lanes
- The undivided alternative requires a significant amount of access management and driveway reductions in order to address existing safety concerns along the corridor. The conceptual alternative compares to the existing corridor as summarized below:

	Driveways	Conflicts Points
Existing	120	1529
Alternative #1	18	386

- Exclusive left turn lanes were added to all signalized and unsignalized side streets.
- Potential new signals/ roundabouts are shown at Newsom Rd and Local Street #2 (south of Hotel Rome).
- For this alternate backage roads are required because access is being moved from the driveways to the backage roads at many locations. This will increase the turning movements at the intersections, but eliminate the conflicts through the corridor.
- Conceptual drawings indicate approximately 10-11 business relocations would be required to build this alternative.

CTH A to WIS 13

- Roadway remains divided with raised median similar to existing condition.
- Face-of-curb to face-of-curb dimension expanded in each direction by 4' to accommodate on-road bicycle lanes.





US 12 – STUDY ALTERNATIVES



ALTERNATIVE 2: DIVIDED ROADWAY

JANUARY 2013:

Public Information Meeting #2

PROPOSED IMPROVEMENT ALTERNATIVE 2: DIVIDED ROADWAY

North of WIS 23 to CTH A

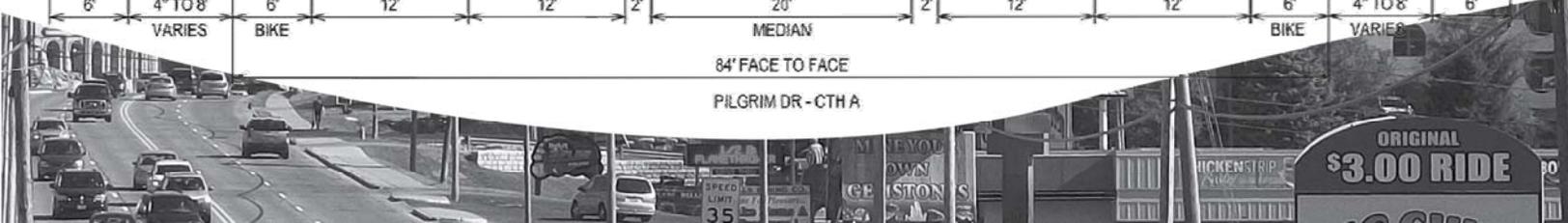
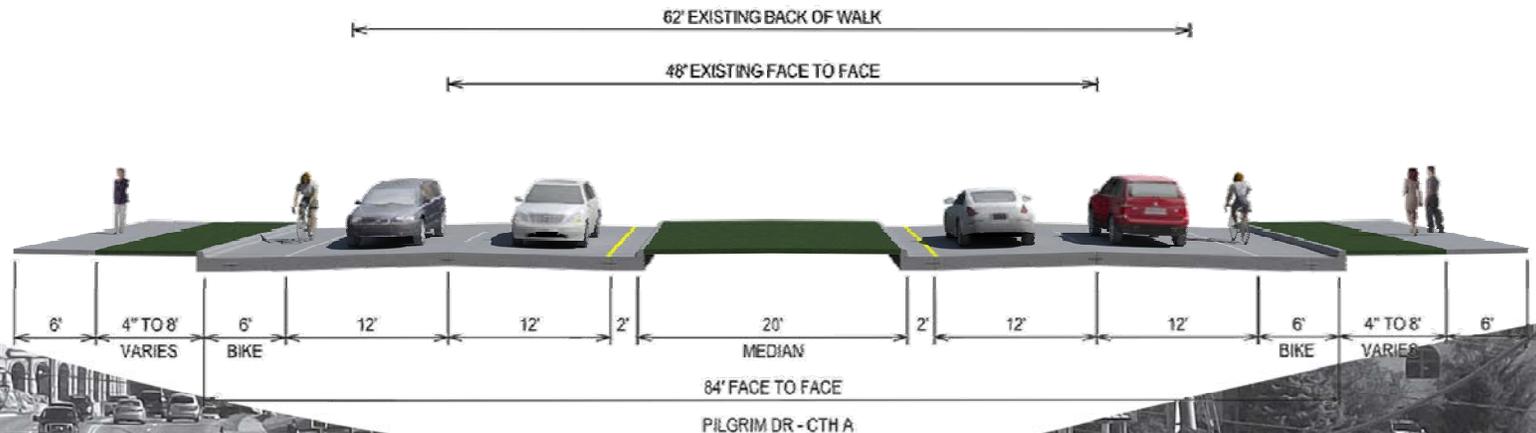
- 84' face of curb-to-face of curb dimension to accommodate on-road bicycle lanes, four through lanes, and a 20' median.
- The proposed median provides the opportunity for some of the existing driveways to remain along the corridor as right-in/right-out access points while still addressing existing safety concerns along the corridor by reducing conflict points. The conceptual alternative compares to the existing corridor as summarized below:

	Driveways	Conflicts Points
Existing	120	1529
Alternative #2	37	310

- Driveways are eliminated or reduced within areas of influence of the intersection, properties with redundant driveways, and properties with alternate access from a side street.
- Exclusive left turn lanes were added to all signalized and unsignalized side streets.
- Potential new signals/ roundabouts are shown at Local Street #4 (Tommy Bartlett) and Local Street #2 (South of Hotel Rome).
- Conceptual drawings indicate approximately 6-7 business relocations would be required to build this alternative.

CTH A to WIS 13

- Roadway remains divided with raised median similar to existing condition.
- Face-of-curb to face-of-curb dimension expanded in each direction by 4' to accommodate on-road bicycle lanes.





US 12 – STUDY ALTERNATIVES



ALTERNATIVE 3: TWLTL

JANUARY 2013:

Public Information Meeting #2

PROPOSED IMPROVEMENT

ALTERNATIVE 3: TWLTL (TWO-WAY-LEFT-TURN-LANE)

North of WIS 23 to CTH A

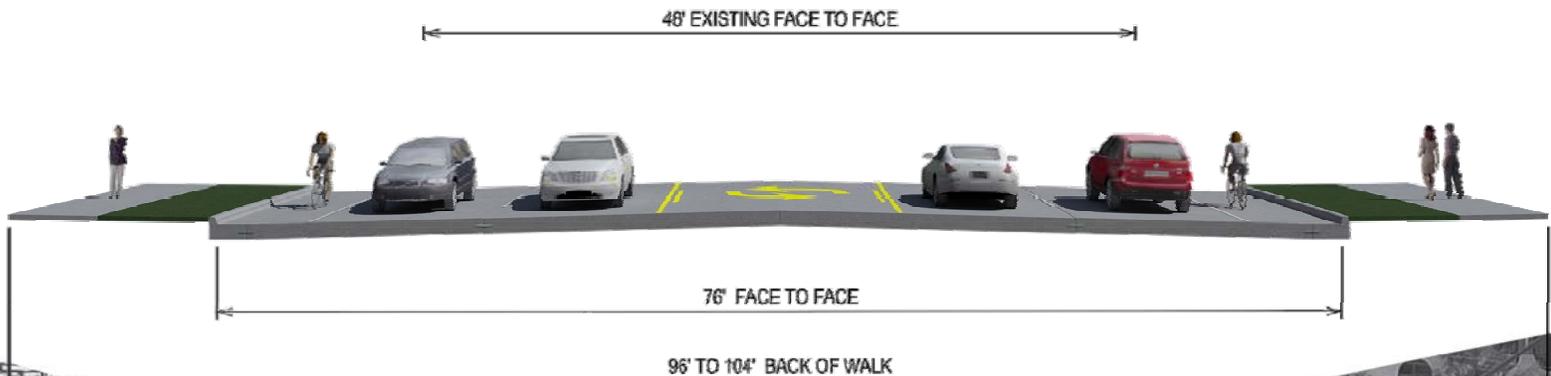
- 76' face of curb-to-face of curb dimension to accommodate on-road bicycle lanes, four through lanes, and a 16' two-way-left-turn-lane.
- Similar to the undivided alternative #1, the TWLTL requires a significant amount of access management and driveway reductions in order to address existing safety concerns along the corridor. The conceptual alternative compares to the existing corridor as summarized below :

	Driveways	Conflicts Points
Existing	120	1529
Alternative #3	29	500

- Exclusive left turn lanes were added to all signalized and unsignalized side streets.
- Potential new signals/ roundabouts are shown at Newsom Rd and Local Street #2 (south of Hotel Rome).
- For this alternate backage roads are required because access is being moved from the driveways to the backage roads at many locations. This will increase the turning movements at the intersections, but eliminate the conflicts through the corridor.
- Conceptual drawings indicate approximately 10-11 business relocations would be required to build this alternative.

CTH A to WIS 13

- Roadway remains divided with raised median similar to existing condition.
- Face-of-curb to face-of-curb dimension expanded in each direction by 4' to accommodate on-road bicycle lanes.





US 12 – STUDY ALTERNATIVES



ALTERNATIVE 4A: ONE-WAY COUPLET (SMALL LOOP)

JANUARY 2013:

Public Information Meeting #2

PROPOSED IMPROVEMENT

ALTERNATIVE 4A: ONE-WAY COUPLET (SMALL LOOP)
NEWSOME ROAD OR WIS 23 TO LOCAL ROAD #2
(SOUTH OF HOTEL ROME)

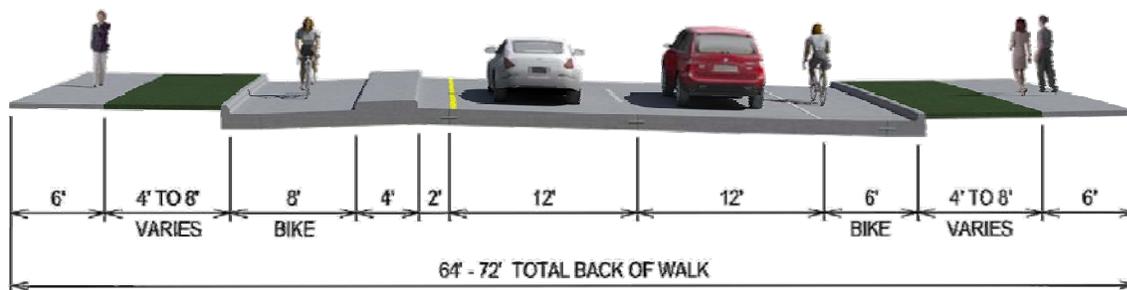
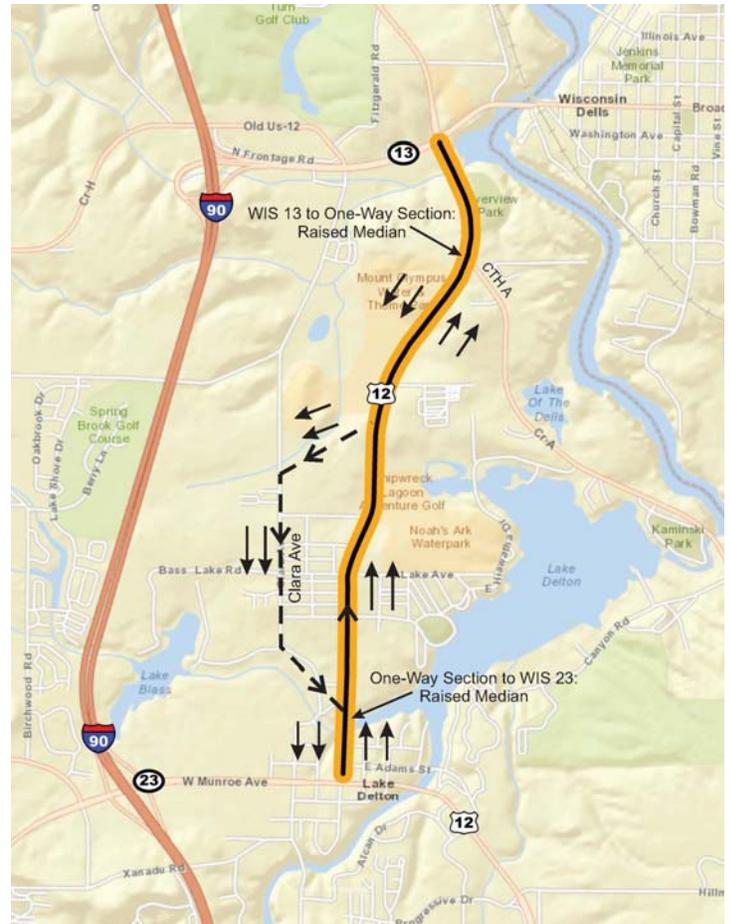
NORTHBOUND US 12

NEWSOME ROAD OR WIS 23 TO LOCAL ROAD #2
(SOUTH OF HOTEL ROME)

- 44' face of curb-to-face of curb dimension to accommodate bicycle lanes in each direction and two northbound through lanes.
- The conversion of bi-directional traffic to one-way significantly reduces the conflict points allowing for the greatest amount of existing driveways to remain along the corridor. The conceptual alternative compares to the existing corridor as summarized below:

	Driveways	Conflicts Points
Existing	120	1529
Alternative #4A	39	247

- Driveways are eliminated or reduced within areas of influence of the intersection, properties with redundant driveways, and properties with alternate access from a side street.
- Exclusive left and right turn lanes were added to major side streets.
- Options are shown for the south terminus of the one-way couplet to occur at either WIS 23 (Monroe Avenue) or Newsome Road
- Conceptual drawings indicate approximately 2-3 business relocations would be required to build this alternative.



US 12 NB





US 12 – STUDY ALTERNATIVES



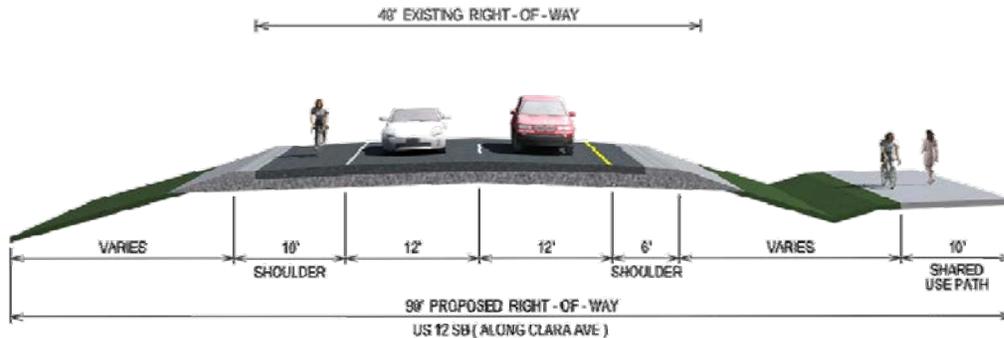
ALTERNATIVE 4A: ONE-WAY COUPLET (SMALL LOOP)

SOUTHBOUND US 12

LOCAL ROAD #2 (SOUTH OF HOTEL ROME) TO NEWSOME ROAD OR WIS 23

PROPOSED ALONG EXISTING CLARA AVENUE CORRIDOR

- The roadway is proposed as a rural cross section with two southbound through lanes and bicycle accommodations along the right shoulder.

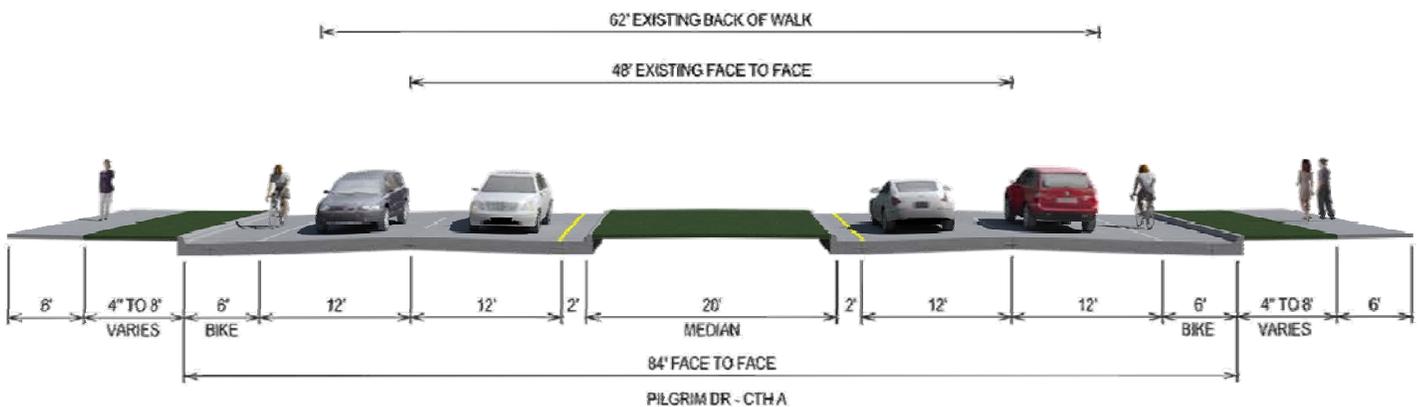


- Exclusive left and right turn lanes were added to major side streets.
- Options are shown for the south terminus of the one-way couplet to occur at either WIS 23 (Monroe Avenue) or Newsome Road
- Conceptual drawings indicate approximately 2-3 business relocations would be required to build this alternative.

NORTHBOUND AND SOUTHBOUND US 12

LOCAL ROAD #2 (SOUTH OF HOTEL ROME) TO CTH A

- 84' face of curb-to-face of curb dimension to accommodate in-road bicycle lanes, four through lanes, and a 20' median similar to alternative #2.



CTH A TO WIS 13

- Roadway remains divided with raised median similar to existing condition.
- Face-of-curb to face-of-curb dimension expanded in each direction by 4' to accommodate on-road bicycle lanes.





US 12 – STUDY ALTERNATIVES



ALTERNATIVE 4B: ONE-WAY COUPLET (MEDIUM LOOP)

JANUARY 2013:

Public Information Meeting #2

PROPOSED IMPROVEMENT

ALTERNATIVE 4B: ONE-WAY COUPLET (MEDIUM LOOP) NEWSOME ROAD OR WIS 23 TO CTH A

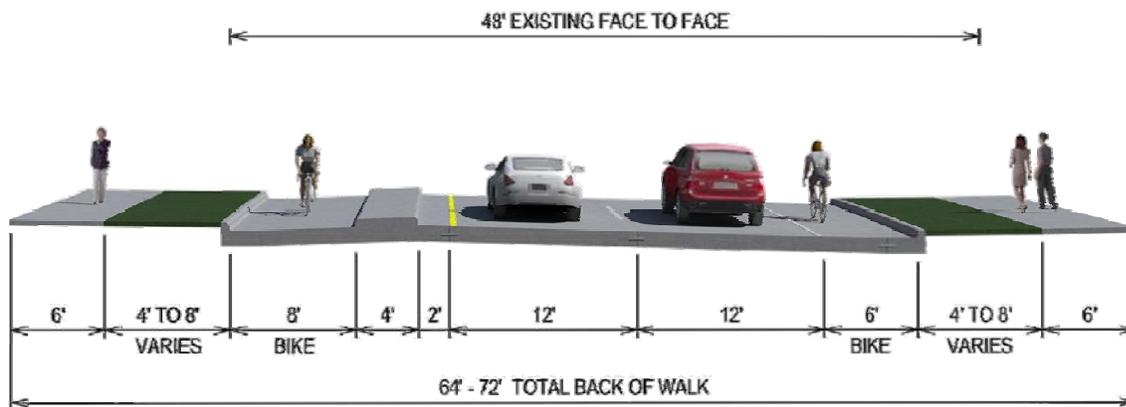
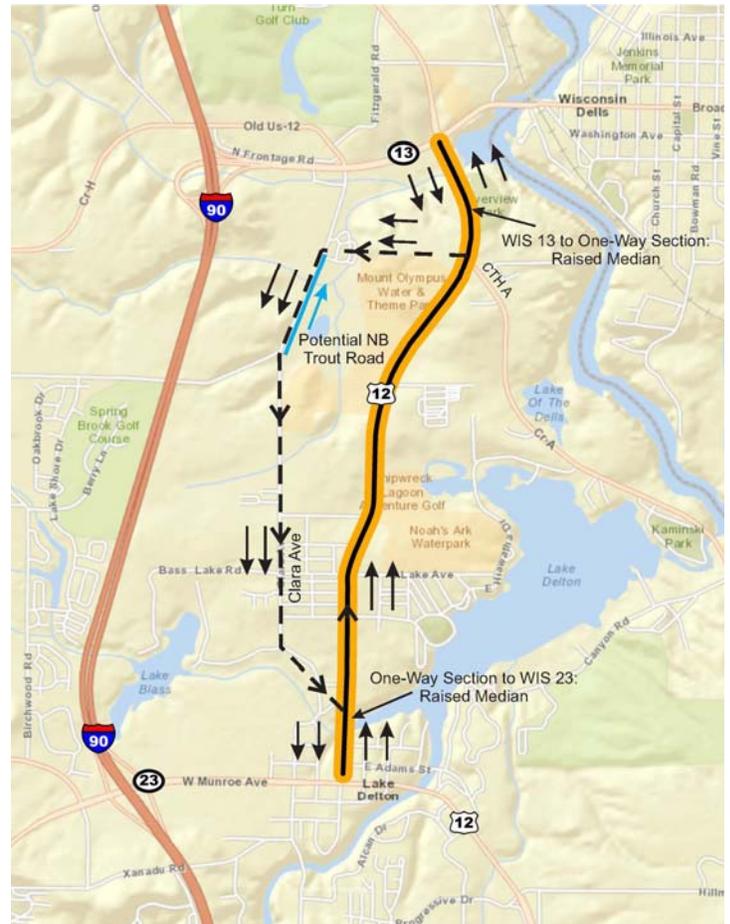
NORTHBOUND US 12

NEWSOME ROAD OR WIS 23 TO CTH A

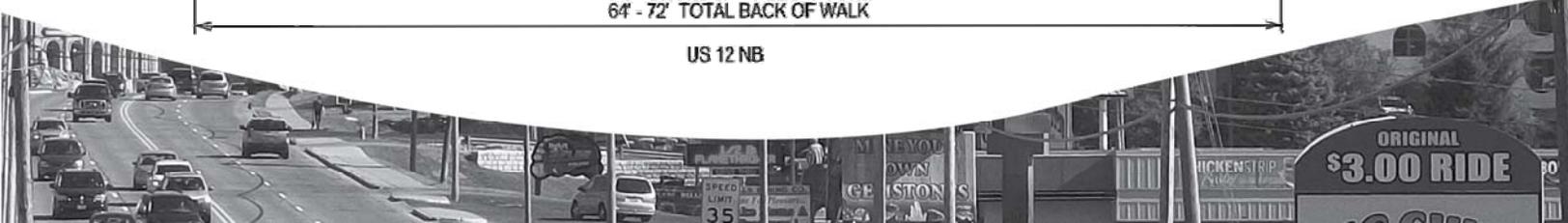
- 44' face of curb-to-face of curb dimension to accommodate bicycle lanes in each direction and two northbound through lanes.
- The conversion of bi-directional traffic to one-way significantly reduces the conflict points allowing for the greatest amount of existing driveways to remain along the corridor. The conceptual alternative compares to the existing corridor as summarized below:

	Driveways	Conflicts Points
Existing	120	1529
Alternative #4B	37	213

- Driveways are eliminated or reduced within areas of influence of the intersection, properties with redundant driveways, and properties with alternate access from a side street.
- Exclusive left and right turn lanes were added to major side streets.
- Options are shown for the south terminus of the one-way couplet to occur at either WIS 23 (Monroe Avenue) or Newsome Road
- Conceptual drawings indicate approximately 3-4 business relocations would be required to build this alternative.



US 12 NB





US 12 – STUDY ALTERNATIVES

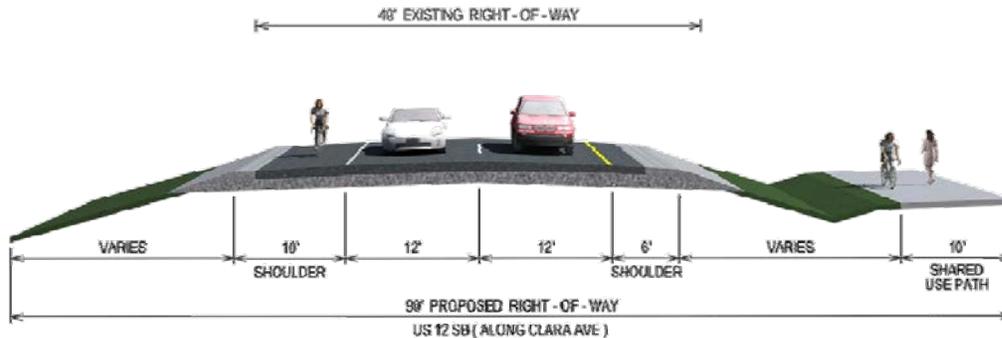
ALTERNATIVE 4B: ONE-WAY COUPLET (MEDIUM LOOP)

SOUTHBOUND US 12

LOCAL ROAD #1 (CTH A EXTENSION) TO NEWSOME ROAD OR WIS 23

PROPOSED ALONG EXISTING CLARA AVENUE CORRIDOR

- The roadway is proposed as a rural cross section with two southbound through lanes and bicycle accommodations along the right shoulder.



- Roundabouts along SB US12 at Local Road #1 (CTH A Extension) and Trout Road allow for potential local NB Trout Roadway to be constructed.
- Exclusive left and right turn lanes were added to major side streets.
- Options are shown for the south terminus of the one-way couplet to occur at either WIS 23 (Monroe Avenue) or Newsome Road
- Conceptual drawings indicate approximately 3-4 business relocations would be required to build this alternative.
- Conceptual drawings show impacts to existing wetlands along existing Clara Avenue Corridor.

NORTHBOUND AND SOUTHBOUND US 12

CTH A TO WIS 13

- Roadway remains divided with raised median similar to existing condition.
- Face-of-curb to face-of-curb dimension expanded in each direction by 4' to accommodate on-road bicycle lanes.





US 12 – STUDY ALTERNATIVES



ALTERNATIVE 4C: ONE-WAY COUPLET (LARGE LOOP)

JANUARY 2013:

Public Information Meeting #2

PROPOSED IMPROVEMENT

ALTERNATIVE 4C: ONE-WAY COUPLET (LARGE LOOP) NEWSOME ROAD OR WIS 23 TO WIS 13

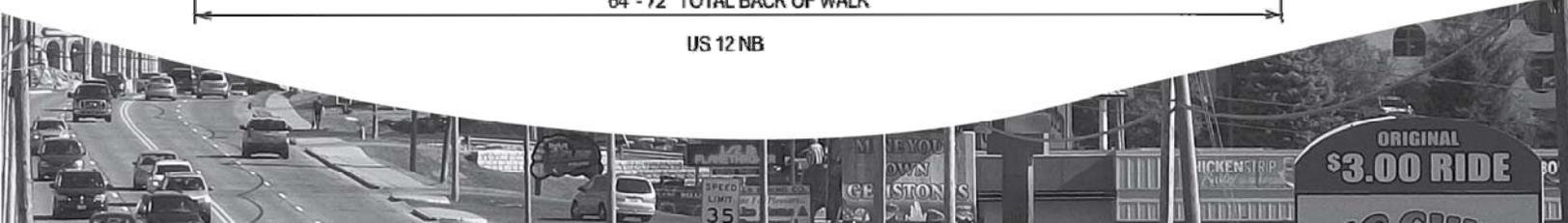
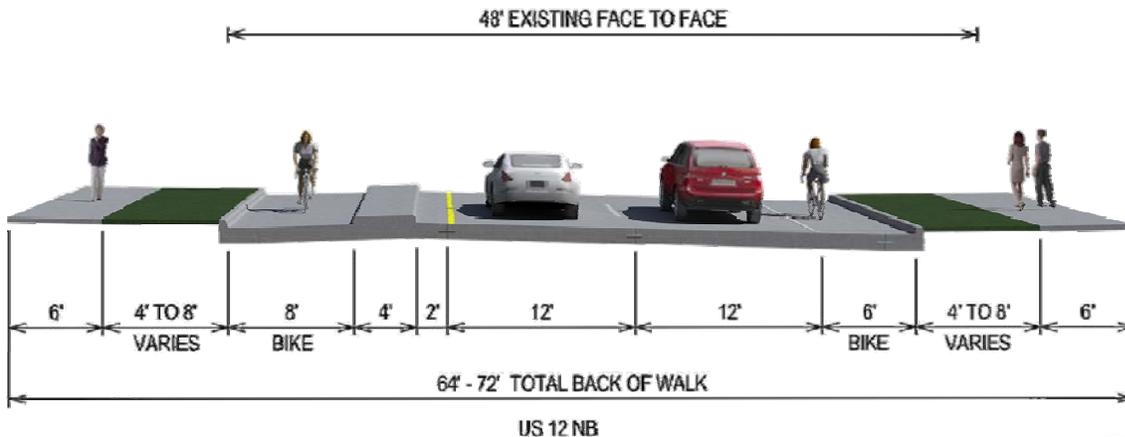
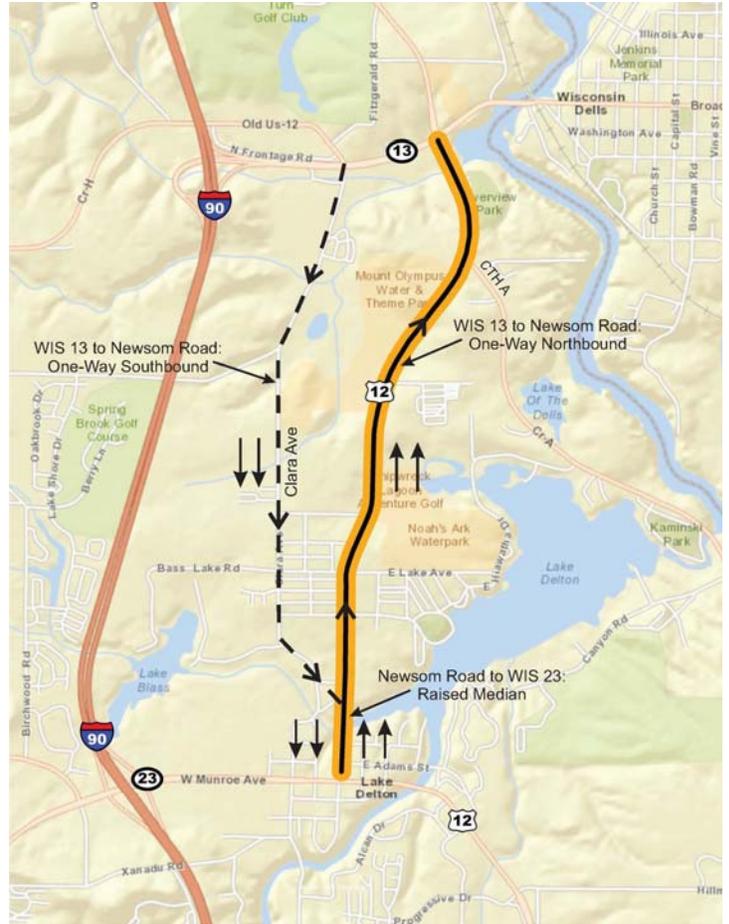
NORTHBOUND US 12

NEWSOME ROAD OR WIS 23 TO WIS 13

- 44' face of curb-to-face of curb dimension to accommodate bicycle lanes in each direction and two northbound through lanes.
- The conversion of bi-directional traffic to one-way significantly reduces the conflict points allowing for the greatest amount of existing driveways to remain along the corridor. The conceptual alternative compares to the existing corridor as summarized below:

	Driveways	Conflicts Points
Existing	120	1529
Alternative #4C	42	205

- Driveways are eliminated or reduced within areas of influence of the intersection, properties with redundant driveways, and properties with alternate access from a side street.
- Exclusive left and right turn lanes were added to major side streets.
- Options are shown for the south terminus of the one-way couplet to occur at either WIS 23 (Monroe Avenue) or Newsome Road
- Conceptual drawings indicate approximately 3-4 business relocations would be required to build this alternative.





US 12 – STUDY ALTERNATIVES

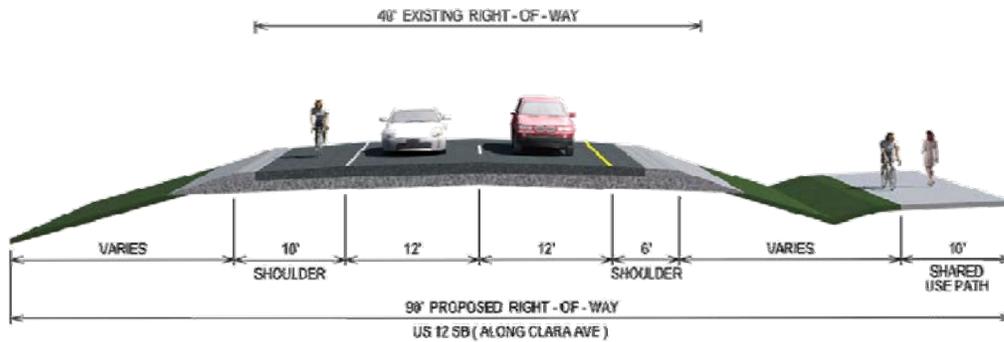
ALTERNATIVE 4C: ONE-WAY COUPLET (LARGE LOOP)

SOUTHBOUND US 12

WIS 13 TO NEWSOME ROAD OR WIS 23

PROPOSED ALONG EXISTING CLARA AVENUE CORRIDOR

- The roadway is proposed as a rural cross section with two southbound through lanes and bicycle accommodations along the right shoulder.



- Exclusive left and right turn lanes were added to major side streets.
- Options are shown for the south terminus of the one-way couplet to occur at either WIS 23 (Monroe Avenue) or Newsome Road
- Conceptual drawings indicate approximately 3-4 business relocations would be required to build this alternative.

