

# WELCOME!

## WIS 50

### Reconstruction Project

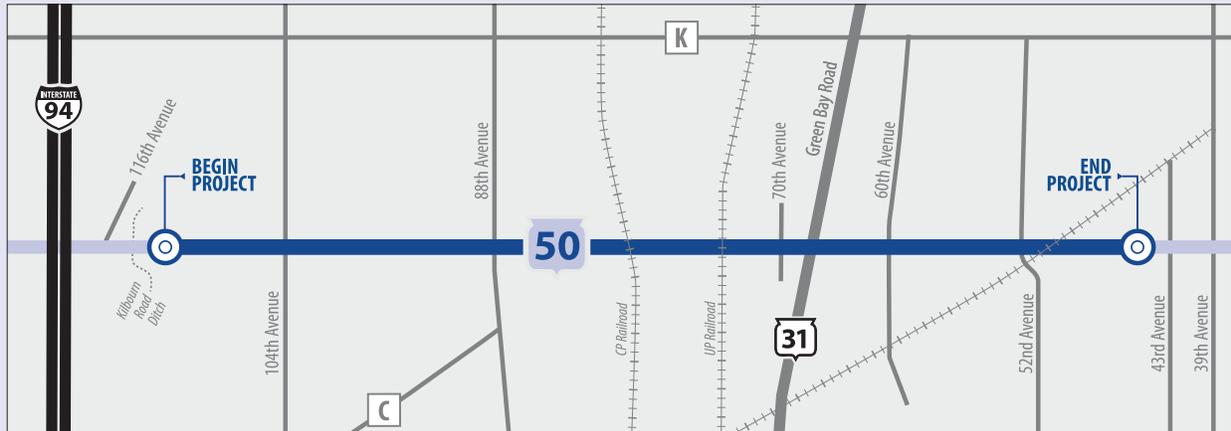
The Wisconsin Department of Transportation is hosting a public meeting to present the most recent design plans for the reconstruction of WIS 50 in Kenosha County.

At today's meeting:

- Sign in at the welcome table
- Listen to a presentation at 5:15 p.m.
- Browse the displays and roll plots
- Have your questions answered by staff
- Submit your written comments

WisDOT is preparing detailed engineering plans to reconstruct nearly 5 miles of WIS 50 between 116th Avenue and 43rd Avenue in Kenosha County.

## Project Location



## Project Features

The reconstruction project includes:

- Widening the roadway from four to six lanes between 116th and 57th avenues.
- Reconstructing the existing four-lane road between 57th and 43rd avenues.
- Reconstructing and improving intersections with WIS 50.
- Implementing access management measures.
- Providing improved access road connections.

## Project Schedule

Construction is expected to occur in three phases starting in fall 2017, fall 2018 and fall 2019. The details of each construction package will be determined during the project's final design phase.

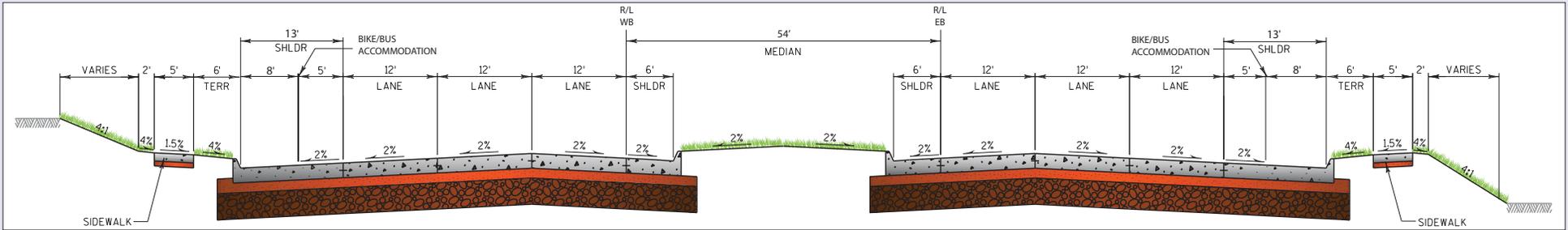
PROJECT PHASE	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
30 percent design plans										
Environmental documentation										
60 percent design plans										
Final design phase										
Right of way acquisition										
Construction 1 – access roads										
Construction 2 – mainline										
Construction 3 – mainline										

*Note: Construction schedule is subject to funding availability.*

# ROADWAY TYPICAL SECTIONS

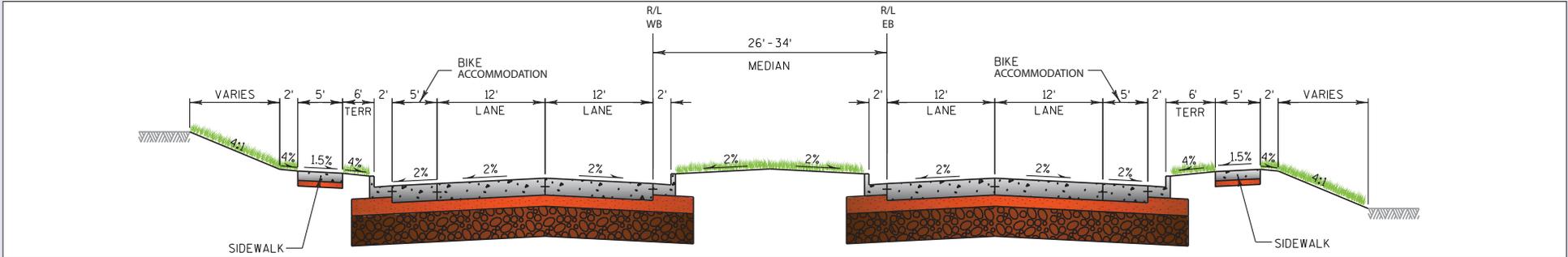
The typical sections for WIS 50 show all the roadway's elements within the public right of way including the travel lanes, turn lanes, median and bike and pedestrian accommodations.

## Six-lane typical section



WIS 50 will be expanded from four to six lanes between 116th and 57th avenues.

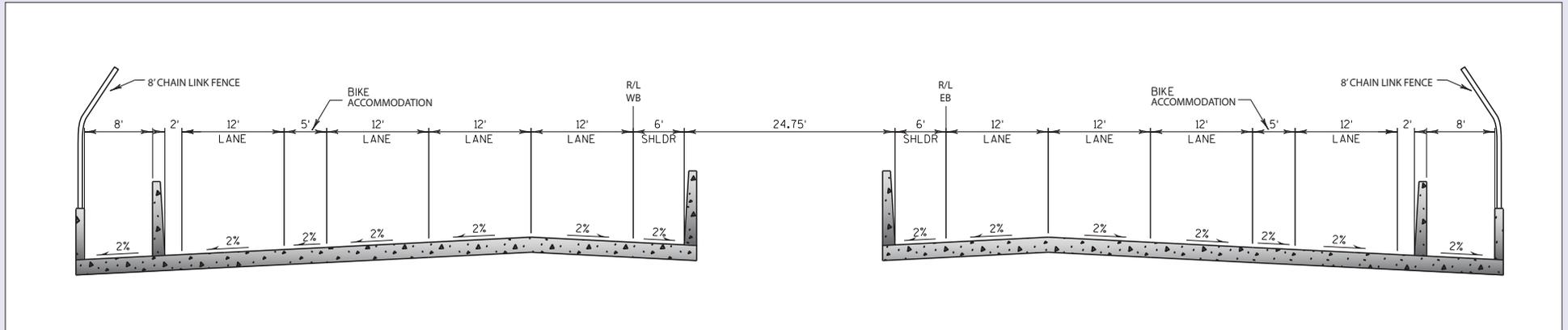
## Four-lane typical section



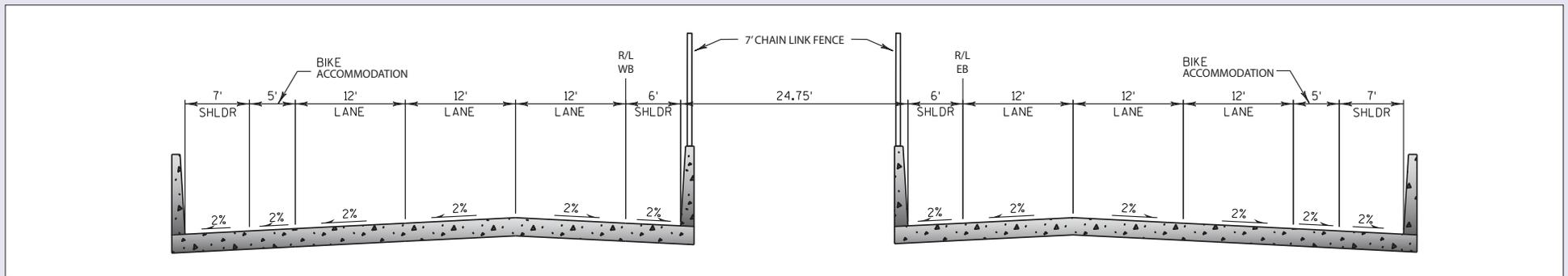
WIS 50 will be reconstructed to a four-lane section between 57th and 43rd avenues.

# BRIDGE TYPICAL SECTIONS

## Bridge typical section over railroads



## Bridge typical section over 77th Avenue



# WIS 50/ WIS 31 INTERSECTION – ALTERNATIVES EVALUATION MATRIX

Evaluation Criteria	Jughandle	Center Turn Overpass Interchange	Echelon Interchange	Conventional (8 lanes WIS 50, 8 lanes WIS 31)	Conventional Locally Requested (8 lanes WIS 50, 6 lanes WIS 31)	Conclusions
	WisDOT Preferred	Not Preferred	Not Preferred	Not Preferred	Not Preferred	
<b>Operations</b>	<p>Intersection has capacity beyond the design year.</p> <p>Pedestrian signal timers can be included, resulting in minimal delays to motorists.</p>	<p>Intersection has capacity beyond the design year.</p> <p>Pedestrian signal timers can be included, resulting in minimal delays to motorists.</p>	<p>Intersection has capacity beyond the design year.</p> <p>Pedestrian signal timers can be included, resulting in minimal delays to motorists.</p>	<p>Intersection fails beyond the design year.</p> <p>Pedestrian signal timers can be included, but will result in significant delays to motorists</p>	<p>Intersection fails beyond the design year.</p> <p>Pedestrian signal timers can be included, but will result in significant delays to motorists.</p>	<p>Additional capacity available with the jughandle, echelon, and center turn overpass alternatives.</p> <p>Pedestrian signal times for both conventional intersections introduce significant delays to motorists.</p>
<b>Safety</b>	<p>No significant weaving movements</p> <p>Safer for pedestrians (65' max crossing)</p> <p>Small intersection, lower probability of wrong way left turns</p>	<p>Weaving occurs, but design could be refined</p> <p>Safer for pedestrians (45' max crossing)</p> <p>Small intersection, lower probability of wrong way left turns</p>	<p>Weaving occurs, but design could be refined</p> <p>Safer for pedestrians (65' max crossing)</p> <p>Small intersection, lower probability of wrong way left turns</p>	<p>No significant weaving movements</p> <p>Dangerous for pedestrians (105' max crossing)</p> <p>Large intersection, higher probability of wrong way left turns</p>	<p>No significant weaving movements</p> <p>Dangerous for pedestrians (105' max crossing)</p> <p>Large intersection, higher probability of wrong way left turns</p>	<p>Design refinements could minimize weaving concerns for center turn overpass and echelon.</p> <p>Both conventional intersections are not safe for pedestrians.</p> <p>Higher probability of wrong way left turns with both conventional intersections</p>
<b>Preliminary construction costs</b>	\$17 million	\$33 million	\$36.9 million	\$20.1 million	\$19.3 million	Jughandle has lowest preliminary construction cost
<b>Preliminary real estate impacts and costs</b>	<p>Preliminary real estate and utility cost = \$15.3 million</p> <p>5 potential relocations (estimated)</p> <p>152 parking spaces removed</p>	<p>Preliminary real estate and utility cost = \$14.6 million</p> <p>3 potential relocations (estimated)</p> <p>147 parking spaces removed</p>	<p>Preliminary real estate and utility cost = \$18.2 million</p> <p>3 potential relocations (estimated)</p> <p>167 parking spaces removed</p>	<p>Preliminary real estate and utility cost = \$21 million</p> <p>8 potential relocations (estimated)</p> <p>251 parking spaces removed</p>	<p>Preliminary real estate and utility cost = \$17.2 million</p> <p>7 potential relocations (estimated)</p> <p>214 parking spaces removed</p>	<p>Center turn overpass has lowest preliminary real estate and utility cost followed closely by the jughandle.</p> <p>The echelon and center turn overpass have the fewest amount of estimated relocations.</p> <p>The jughandle and the center turn overpass interchange have the least parking impacts.</p>

# JUGHANDLE INTERSECTION

## LEGEND

- Existing right of way
- Expanded right of way
- D Driveway closure

