WIS 50
Project Update -

WisDOT continues to refine WIS 50 design plans -

Since the last public meeting was held in June 2012, WisDOT has been refining the design plans for the WIS 50 mainline, intersections and access roads as described below.

WIS 50 mainline

- Refined the length of turn lanes.
- Identified preliminary retaining wall locations.
- Continuing to investigate individual property impacts.

WIS 50 intersections

- Defined construction limits for intersecting roadways.
- Investigated preliminary traffic signal layouts.
- Updated designs to accommodate oversize/overweight truck turning movements.
- Studied several WIS 50/WIS 31 intersection alternatives. (See back for details.)

Access roads

- Prepared preliminary design plans.
- Continuing to evaluate preferred alignments.

UPCOMING ACTIVITIES

- **SPRING 2014** complete 60% design plans
- **SPRING 2014** prepare environmental documentation
- **FALL 2014** determine right of way impacts
- **ONGOING** meetings with property owners and businesses

June 2012 public information meeting participants review WIS 50 design plans.

WIS 50
RECONSTRUCTION PROJECT

PROJECT CONTACT

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WIS 50/WIS 31 Intersection

At the request of local stakeholders, WisDOT completed a study to compare the pros and cons of five alternatives for the WIS 50 intersection with WIS 31. The study reaffirmed the jughandle is the preferred intersection alternative.

Intersection Study Summary

Alternative	Description	Conclusions
JUGHANDLE	Uses at-grade loop roads to create indirect turning movements.	**Reaffirmed preferred alternative:** • Achieves desirable traffic operations. • Meets safety goals for vehicles and pedestrians. • Minimizes property impacts. • Least costly alternative.
Center-turn overpass	Places left-turn movements on elevated structure.	**Eliminated elevated alternatives:** • Substantial access impacts. • Restricted pedestrian mobility. • Most expensive alternatives.
Echelon	Elevates one-half of each intersection approach.	
Conventional (8 and 8 lanes)	Expanded at-grade intersection with eight lanes on WIS 50 and WIS 31.	**Eliminated conventional alternatives:** • Traffic operation concerns. • Most business relocation impacts. • Large intersection increases potential for vehicles to turn left into wrong lane. • Unsafe pedestrian crossing distances.
Conventional (8 and 6 lanes)	Expanded at-grade intersection with eight lanes on WIS 50 and six lanes on WIS 31.	