



TRI-COUNTY EXPANSION

WIS 441 Tri-County Project

Public Information Meeting

May 10, 2012

Presentation outline

- Introductions
- Project overview
- History
- Project goals
- Project improvements
- Project schedule
- Noise analysis
- Roundabouts
- Next steps

Introductions

- WIS 441 Tri-County Project team
 - Will Dorsey, Northeast Region Director
 - Brian Roper, WIS 441 Projects Chief
 - Chad DeGrave, WIS 441 Design Supervisor
 - Tom Buchholz, WIS 441 Design Project Manager
 - Scott Ebel, WIS 441 Design Project Manager
 - Kurt Peters, WIS 441 Corridor Project Manager
 - Kris Schuller, WIS 441 Communication Manager

Project overview

- Reconstruct 5 interchanges and add missing movements at US 41
- Replace 6 miles of mainline pavement, expand to 6 lanes
- Improve design speed of roadway curves
- Construct a second parallel bridge over Little Lake Butte des Morts
- Construct up to 8 roundabouts



History

- US 10/WIS 441 Expansion study and original Environmental Assessment (EA)

2002	Study began
2002 - 2004	4 Local officials meetings 3 public information meetings
Late 2004	Environmental Assessment approved

History

- After EA approval, FHWA lists US 10/WIS 441 on Highway Safety Improvement Report
 - Wisconsin's worst 5% of crash locations
 - Segment from County P to County AP listed since 2006



Excerpt
from 2002
PIM

*(Prior to
realignment)*

History

- US 10/WIS 441 Safety study and updated EA

2007	Safety study with short and long-term improvements completed
2009	2 Local officials meetings 2 Public information meetings
Early 2010	Study and updated EA approved
2010	Short-term improvement project completed

History

Improvements in 2010 project

- Construct auxiliary lanes between County P and County AP
- County P interchange
 - Improve the westbound on-ramp
 - Flatten steep slopes
- Improve overhead signing
- Upgrade impact attenuators

Route importance

- Links major transportation facilities and economic centers
- Part of National Highway System

Highway deficiencies

- Insufficient shoulder width
- System interchange lacks critical ramp movements



Highway deficiency: narrow shoulders on bridge over Little Lake Butte des Morts

Safety

- Crash rates exceed statewide averages for similar urban freeways

Traffic demands & operations

- Traffic expected to increase over 50% by 2035
- Exceeds freeway's capacity

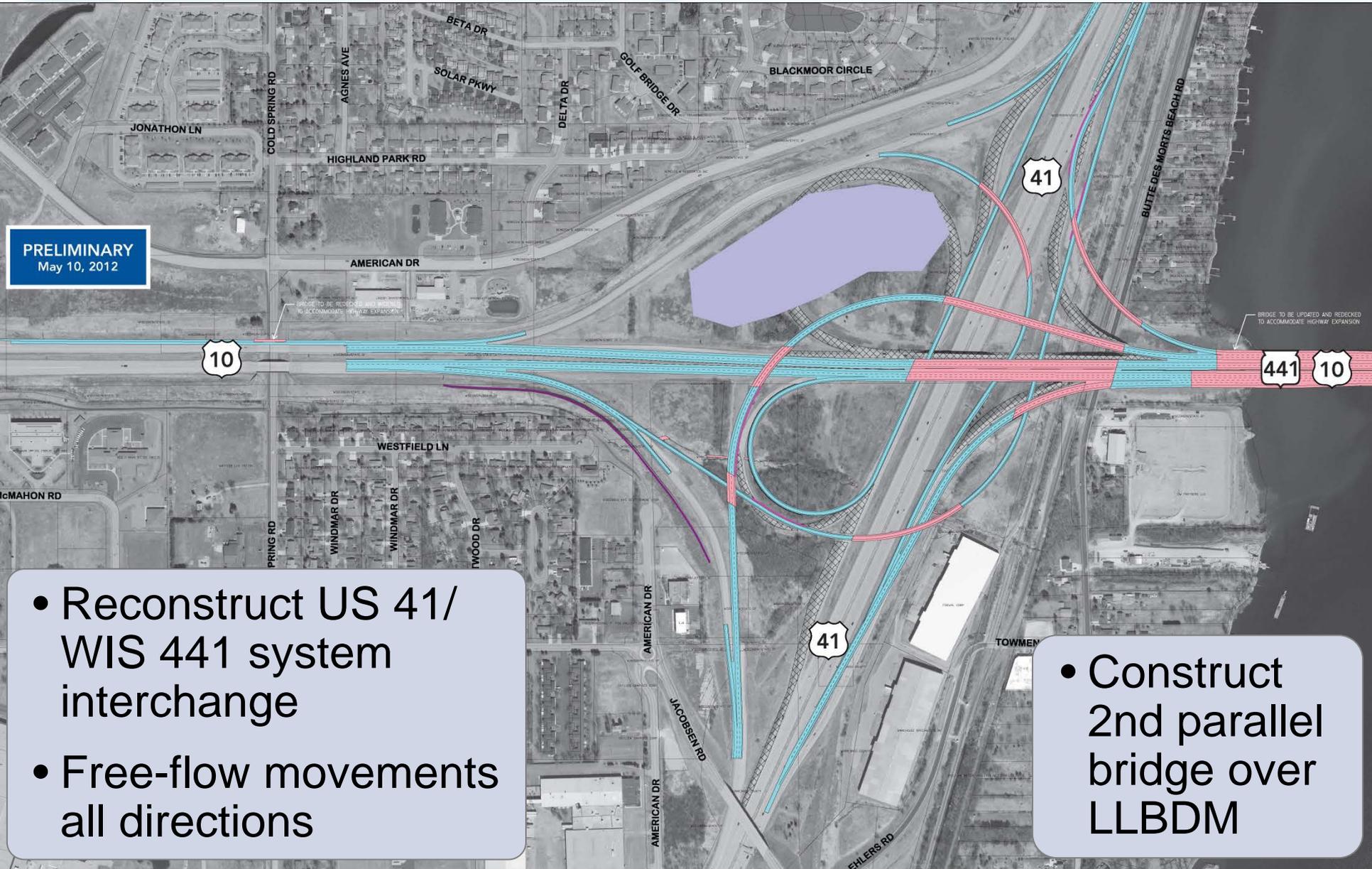


Safety issue: sharp mainline curve north of County AP

Project goals

- Provide additional roadway capacity to serve existing and projected traffic volumes
- Improve safety and operational efficiency
- Provide balance between regional traffic and local access needs
- Support the region's economic competitiveness

US 41/WIS 441 interchange

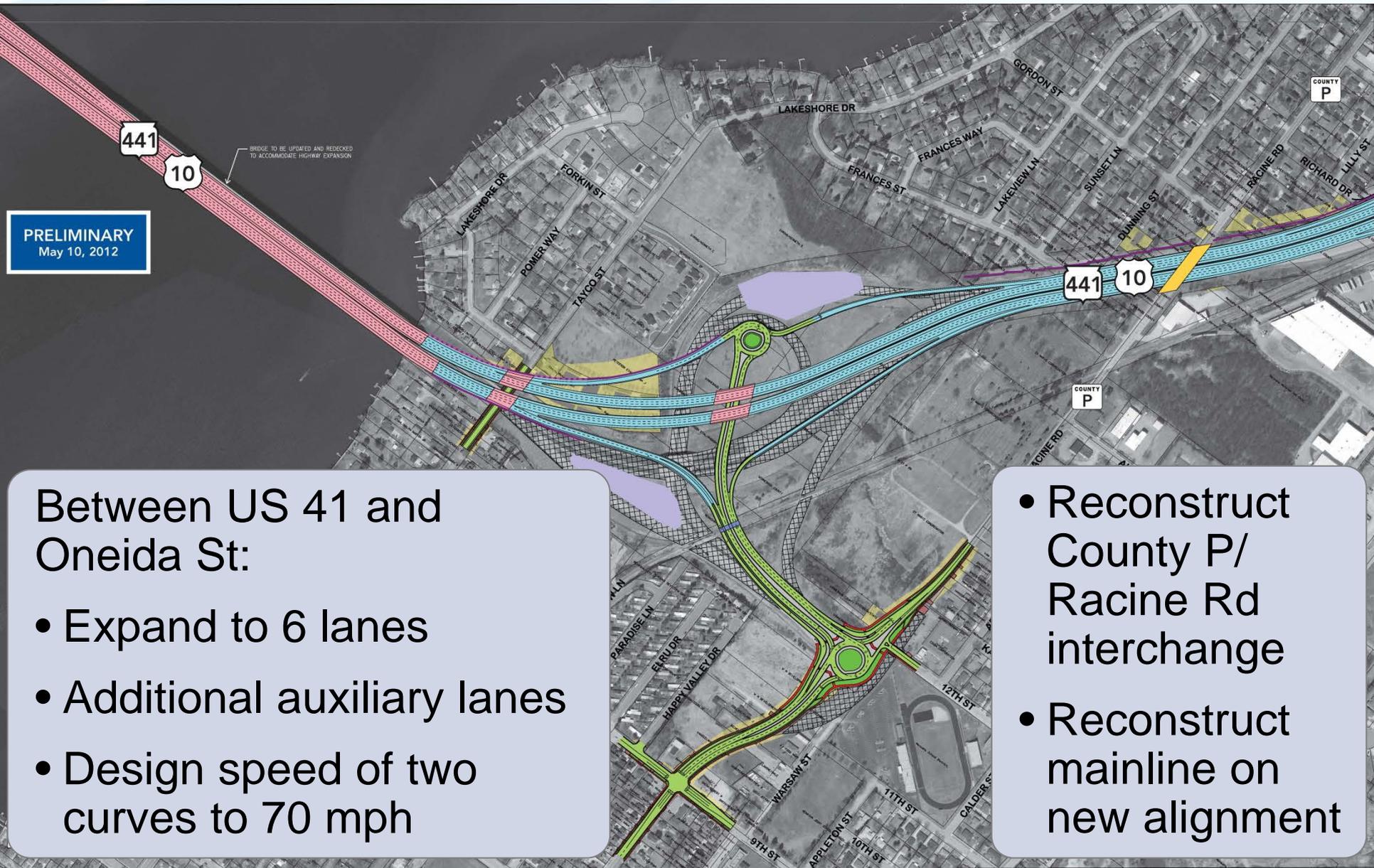


PRELIMINARY
May 10, 2012

- Reconstruct US 41/WIS 441 system interchange
- Free-flow movements all directions

- Construct 2nd parallel bridge over LLBDM

County P/Racine Rd interchange



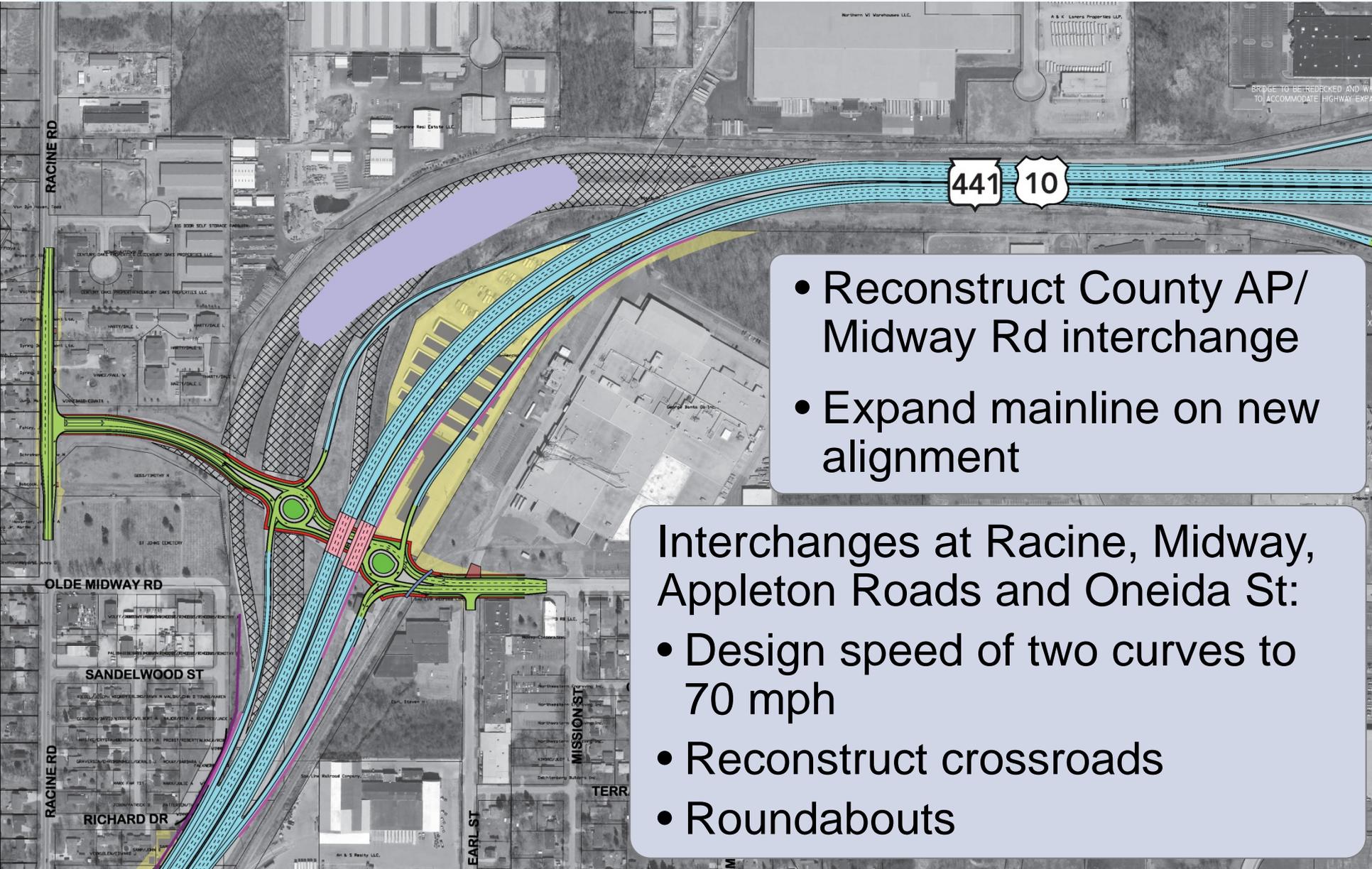
PRELIMINARY
May 10, 2012

Between US 41 and Oneida St:

- Expand to 6 lanes
- Additional auxiliary lanes
- Design speed of two curves to 70 mph

- Reconstruct County P/Racine Rd interchange
- Reconstruct mainline on new alignment

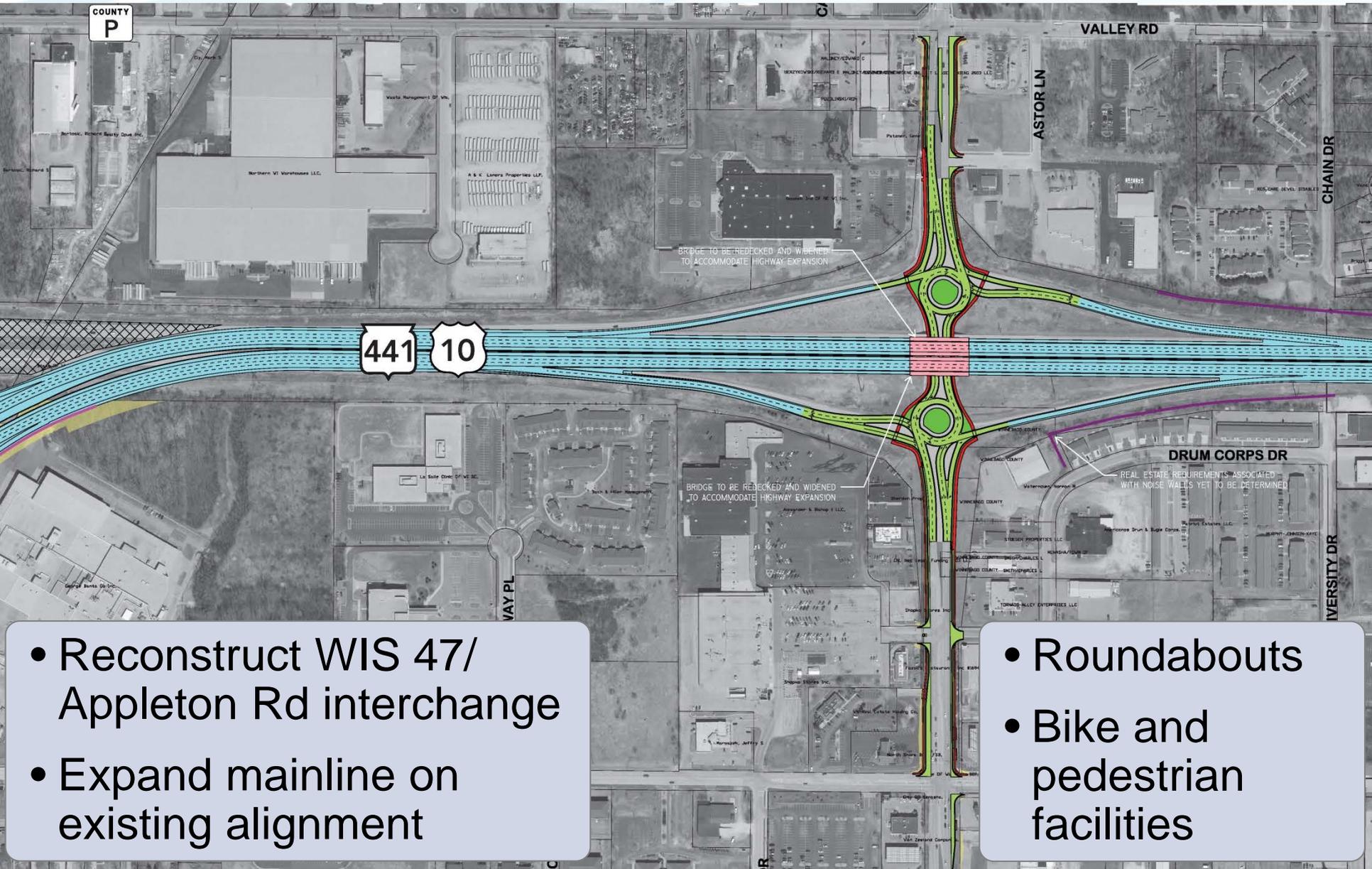
County AP/Midway Rd interchange



- Reconstruct County AP/Midway Rd interchange
- Expand mainline on new alignment

- Interchanges at Racine, Midway, Appleton Roads and Oneida St:
- Design speed of two curves to 70 mph
 - Reconstruct crossroads
 - Roundabouts

WIS 47/Appleton Rd interchange

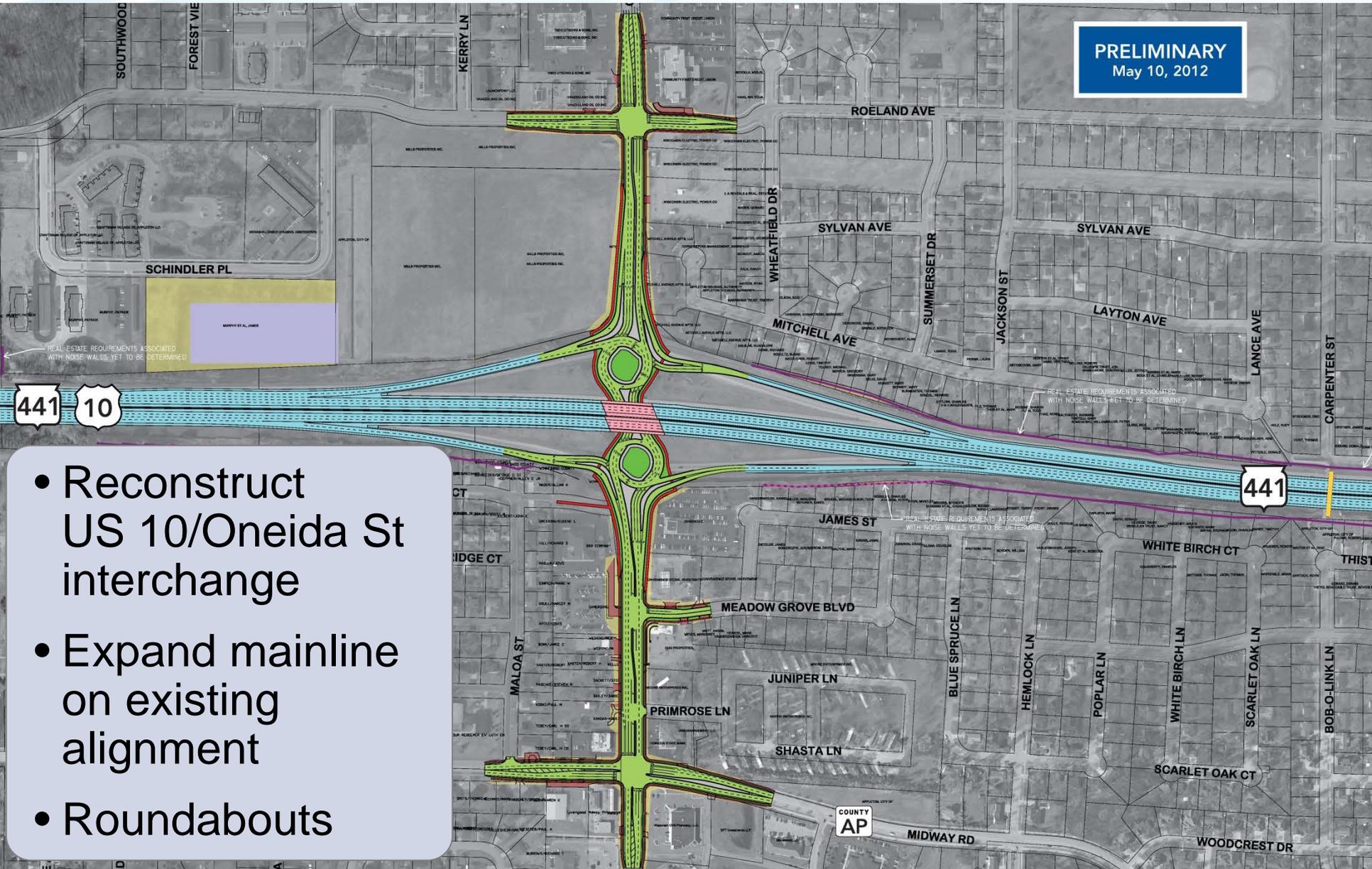


- Reconstruct WIS 47/Appleton Rd interchange
- Expand mainline on existing alignment

- Roundabouts
- Bike and pedestrian facilities

US 10/Oneida St interchange

PRELIMINARY
May 10, 2012



441 10

441

- Reconstruct US 10/Oneida St interchange
- Expand mainline on existing alignment
- Roundabouts

Project schedule

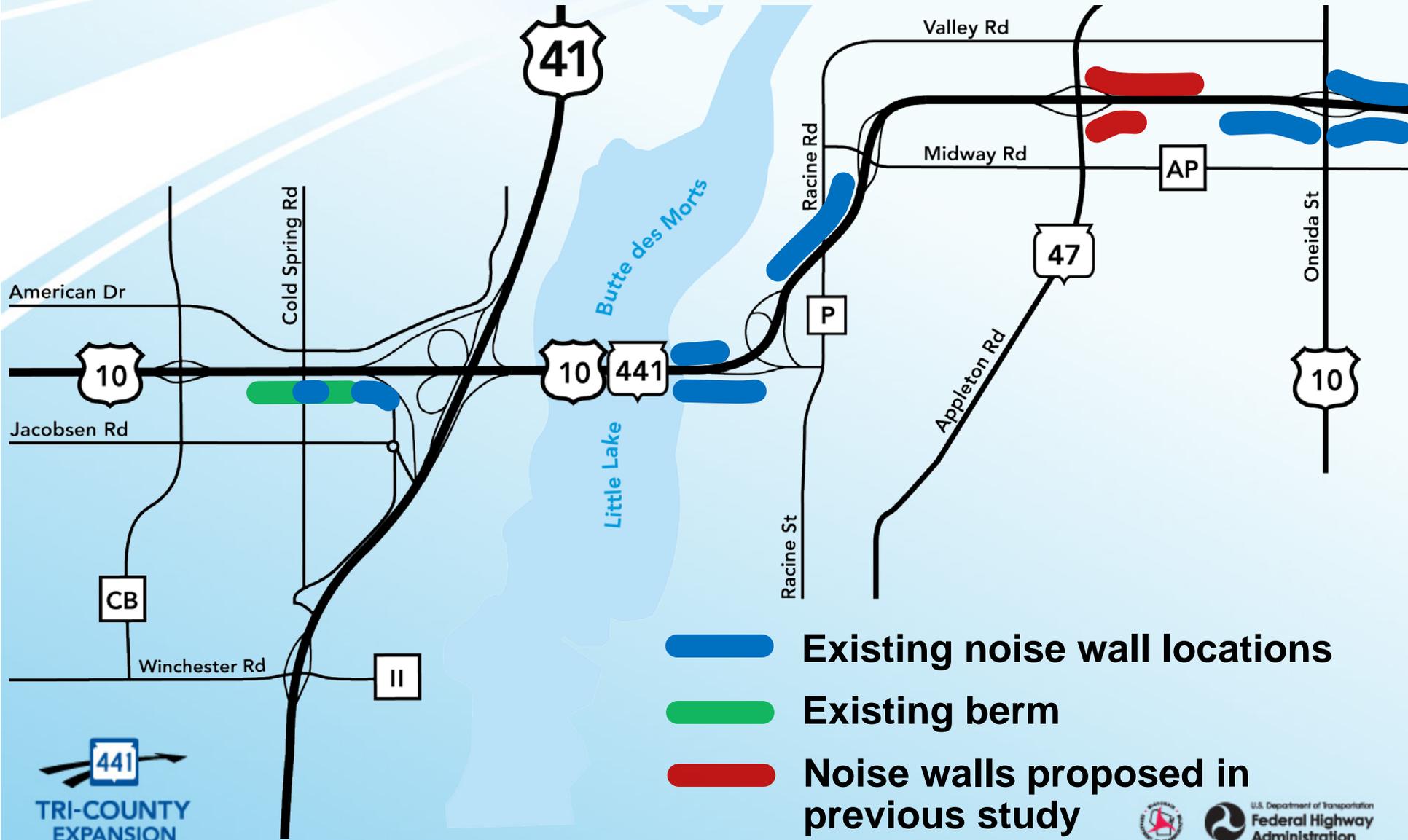
Function	2012	2013	2014	2015	2016	2017	2018	2019
Design	■	■	■	■				
Real Estate		■	■	■	■	■		
Utilities			■	■	■	■		
Construction					■	■	■	■

Note: Timelines are subject to change

Noise analysis

- Review previous environmental documents for proposed noise mitigation measures
 - 2004 EA
 - 2010 Updated EA
- Perform noise level measurements throughout the corridor

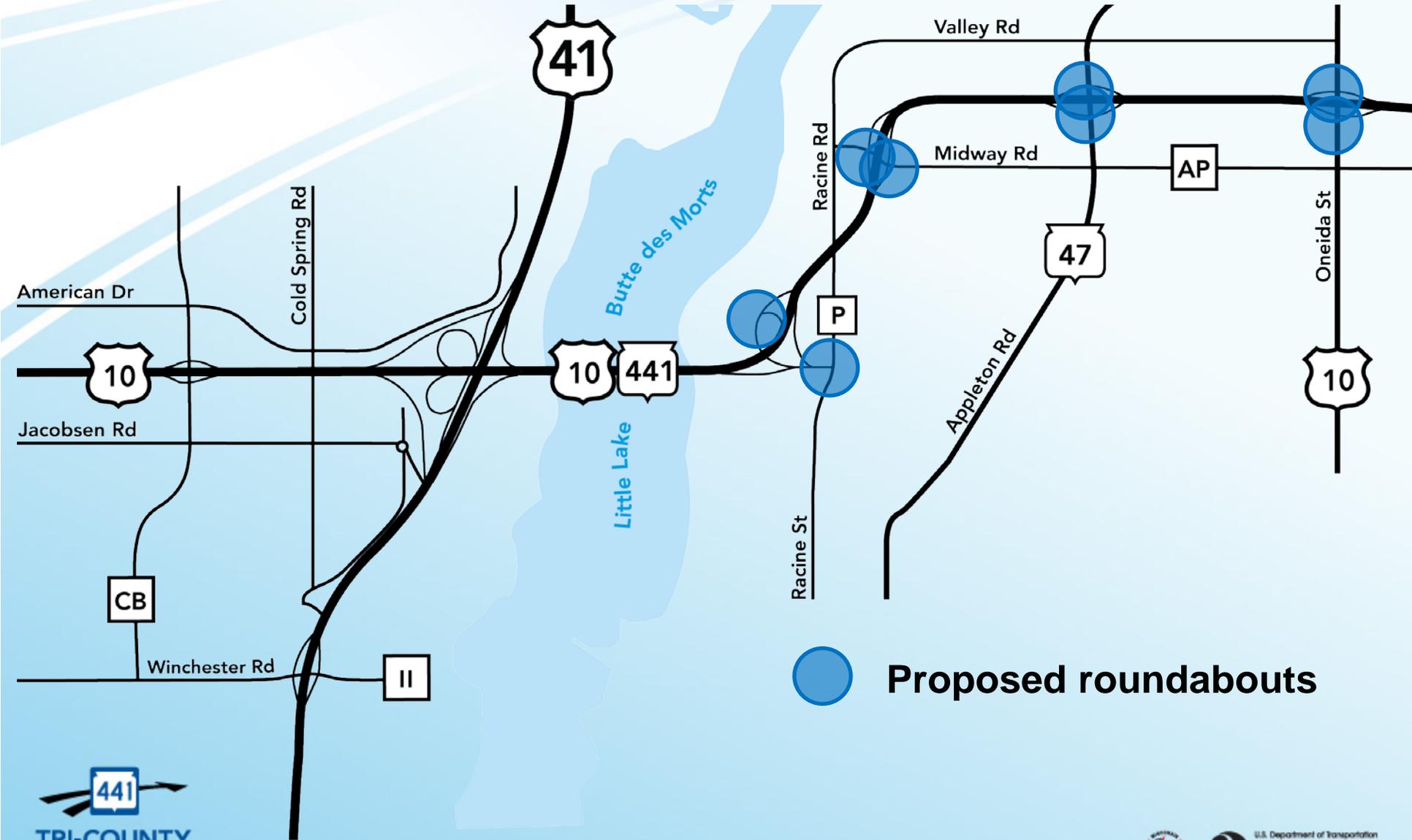
Noise analysis



Noise analysis

- Re-model entire Tri-County Expressway with updated design and projected design-year traffic volumes
- Determine properties potentially eligible for feasible and reasonable noise mitigation measures

Roundabouts



Roundabouts

- 90 percent fewer fatal crashes
- 76 percent fewer crashes with injury
- 30-40 percent reduction in pedestrian crashes
- 10 percent fewer bicycle crashes
- Fewer conflict points, meaning fewer opportunities for crashes

Source: Insurance Institute for Highway Safety

Roundabout outreach

- Roundabout education
 - www.wisconsinroundabouts.gov
 - “All about roundabouts” DVD
 - Wisconsin driver’s handbook brochure
 - Driver’s test – written exam question

Navigating a roundabout

When you are approaching a roundabout, the first thing you need to do is choose the proper lane and slow down. Be sure to observe all signs and yield to pedestrians in the crosswalk. Next, look left and enter the roundabout when there is a safe gap in traffic. Stay in your lane and obey all posted speed limits. When you have reached the exit you desire, use your right turn signal and exit the roundabout.

• Choosing the right lane

Left turns and U-turns

Use the left lane, or other lanes marked as left turn lanes.

Going straight

Observe the signs and arrows to choose the lane for your desired exit.

Right turns

Use the right lane, or other lanes marked as right turn lanes.

• Bicycles

If you are comfortable riding your bicycle in traffic, you can ride through a roundabout using the same general rules as a motorist. Just be sure to use your hand signals so motorists can prepare for your actions. If you feel uncomfortable in traffic, leave the roadway and either walk or ride on the shared-use path or crosswalks. Be sure to follow the same rules as pedestrians.

• Pedestrians

As you approach a roundabout on foot, you'll notice a crosswalk island dividing traffic into two directions. Look left at the crosswalk and walk to the island when there is a break in traffic. Next, look right when you get to the island because traffic will be coming from the other direction. When you feel it is safe, cross to the other side.

• Large vehicles

If you see a large vehicle approaching or within a roundabout, give them plenty of space. Avoid driving next to or passing large trucks when approaching or traveling inside a roundabout. You'll also notice an outer section of the center island called the truck apron. Truck aprons are for the rear wheels of a large truck to use when turning—not for SUVs, cars or pickup trucks.

• Emergency vehicles

As always, you should yield to emergency vehicles. If you have not entered the roundabout, pull over and allow the emergency vehicle to pass. If you are already inside the roundabout avoid stopping and continue to your exit, then pull over to let the emergency vehicle pass.



Next steps

Local coordination

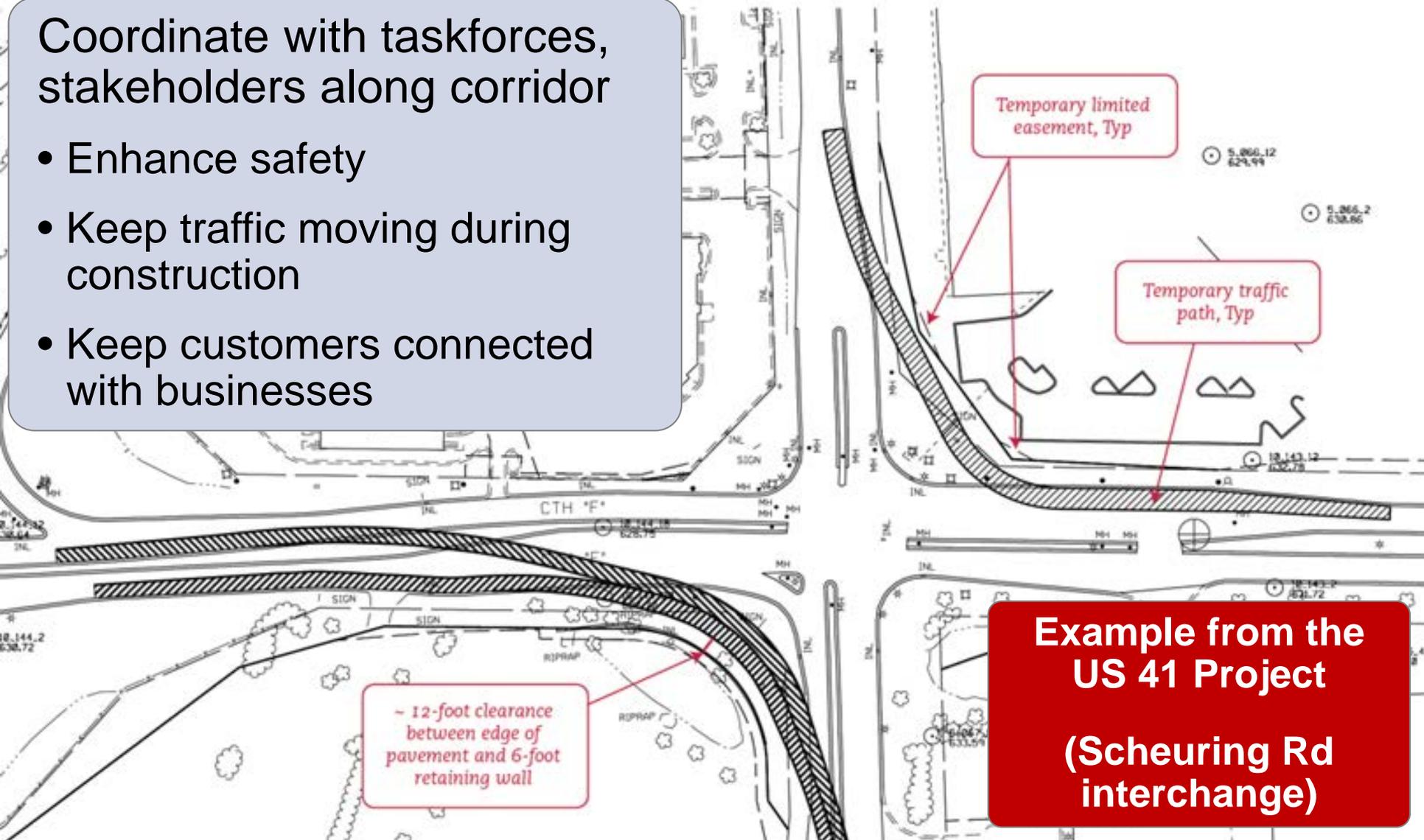
- Stormwater
- Bike and pedestrian paths
- Community Sensitive Solutions (CSS)
 - Create an appearance that enhances the visual quality of the area
 - Unify the corridor through the use of color, texture and landscape improvements

Next steps

Transportation management planning

Coordinate with taskforces, stakeholders along corridor

- Enhance safety
- Keep traffic moving during construction
- Keep customers connected with businesses



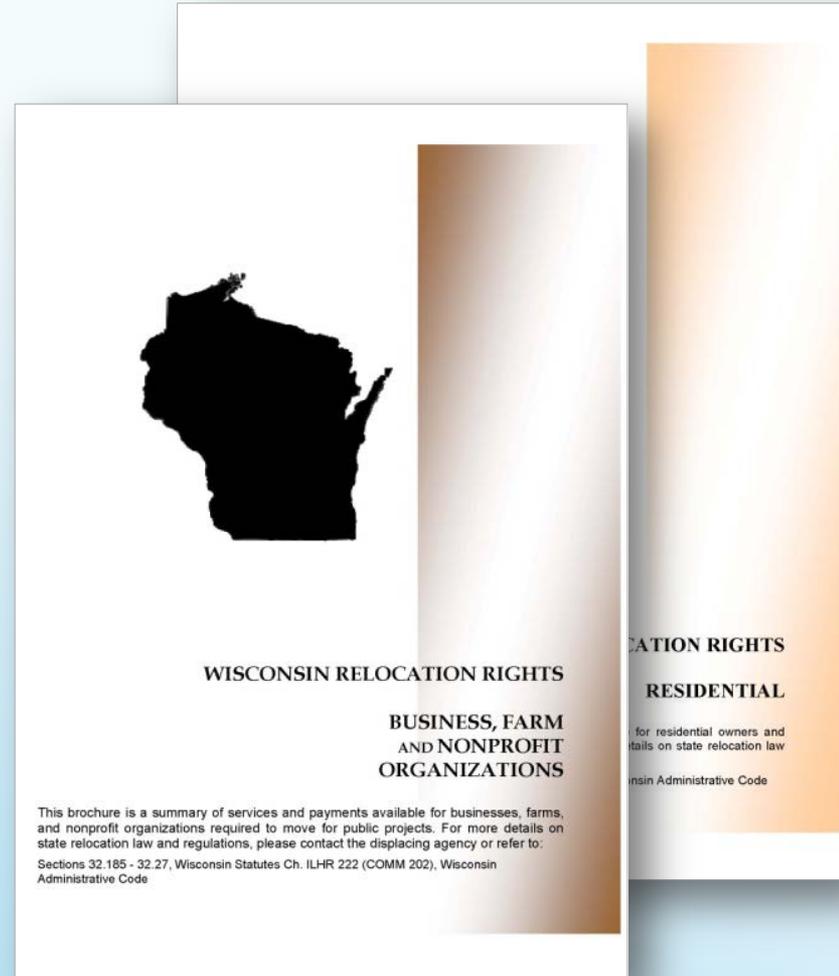
**Example from the
US 41 Project**

**(Scheuring Rd
interchange)**

Next steps

Real estate acquisitions

- Business and residential displacements
 - identified on displays
 - Wisconsin's relocation program
 - Re-establishment of displaced persons and businesses
 - Prompt and reasonable relocation payments
 - Fair market value



Next steps

Public outreach



- Establish trust and credibility within the community
- Be the first and best source of information about the project
- Seek public input at project milestones

Next steps

Business outreach



- Coordinate with businesses along corridor
- Provide businesses with first hand information at milestones
- Identify needs and concerns before and during construction

Next steps

- WisDOT will keep you informed
 - Project web presence
 - Brown County project office
 - Newsletters
 - Public meetings

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TRI-COUNTY EXPANSION Get info on the upcoming WIS 441 Tri-County Project »

US 41 Project

OVERVIEW TRAFFIC CLOSURES MAP GALLERY NEWS & MEETINGS RESOURCES

TRI-COUNTY EXPANSION **WIS 441 Tri-County Project** Construction begins 2016

OVERVIEW

- PREVIOUS STUDIES
- SCHEDULE
- CONTACTS
- IMPROVED INTERCHANGES
- SPECIAL PROJECT FEATURES
- MEETINGS

WIS 441 Tri-County Project

The Wisconsin Department of Transportation (WisDOT) is developing plans to reconstruct the US 10/WIS 441 freeway. The WIS 441 Tri-County Project will reconstruct and expand US 10/WIS 441 from four to six lanes from Cold Spring Road to about 1/2 mile east of Oneida Street (approximately 6 miles).

[Download Map](#)

The project is needed to address safety concerns and traffic demands on one of the region's vital transportation routes. Currently, the crash rates on US 10/WIS 441 exceed statewide averages for similar urban freeways. Traffic volume is expected to rise on US 10/WIS 441 in the years ahead, and additional traffic lanes are needed to safely accommodate this increase. Most of the existing interchanges also need improvements.

WIS 441 Tri-County Project

