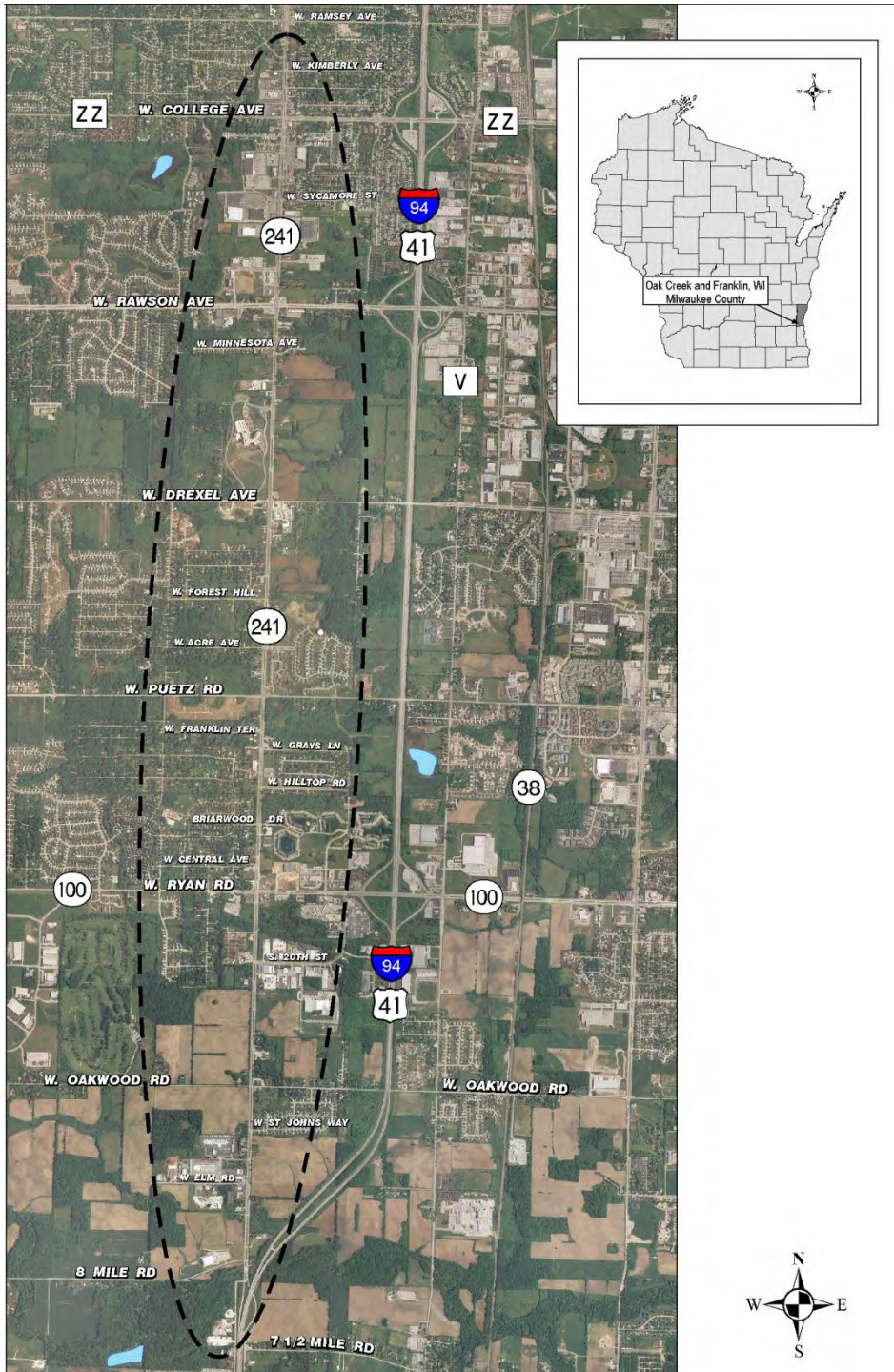




WIS 241 Project Advisory Committee Meeting #5

July 20, 2011

Project Overview



- 6 mile corridor
- College Avenue to South County Line
- 6 Lane existing section from College to Minnesota.
- 4 lane existing section from Minnesota to South County Line.
- College Avenue to Drexel Avenue section to be constructed in 2015
- Long term highway corridor preservation for section from Drexel Avenue to the south.

Project Overview

- June 26, 2008 Public Information Meeting #1 – Purpose and need for the Study, including Crashes, congestion and inadequate bicycle and pedestrian facilities. Several Alternatives shown, including varied widths for the mainline and two intersection options.
- March 24, 2009 Public Information Meeting #2 – Refined mainline and two intersection options: Expanded Signalized Intersections and Roundabouts. Introduced access management improvements.
- Late 2009 Value Engineering Study
- Late 2009 Design Road Safety Audit
- Spring 2010 Preferred Alternative selected
- August 16, 2011 Public Information Meeting #3 – Presentation of Preferred Alternative



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& Hunt**

Project Need

- Crashes are above the statewide average
- Traffic growth and congestion is expected to increase
- Lack of bicycle and pedestrian accommodation
- Long term highway corridor preservation
- Pavement Condition is poor

Project Need - Crashes

- Crashes are above the statewide average
 - ▣ For the period from 2004 to 2006, crashes are above the statewide average for the majority of the corridor:
 - ▣ 296 crashes, (plus an additional 19 involving deer), of which 118 were injury crashes, 177 were property damage crashes and there was one fatality.
 - ▣ Over 50% of the accidents occurred at intersections
 - ▣ Angle and rear end type crashes comprise 65%

Project Need – Traffic Growth

- **Traffic growth and congestion is expected to increase**

- ▣ Current traffic volumes range from 6,735 Average Daily Traffic (ADT) on the southern end of the corridor to 30,605 ADT near County ZZ (College Avenue).
- ▣ Traffic is forecasted to increase to 42,700 ADT on the northern end by the year 2035 under present development trends.
- ▣ Existing 6 lane northern section is a sub-standard design.

Project Need – Bicycle and Ped

- Lack of bicycle and pedestrian accommodation
 - ▣ Projections suggest there will be a significant increase in employees in the area when it is fully developed.
 - ▣ Additional residential developments continue to encourage the live/work/play concept in the corridor.
 - ▣ This denser pattern of development will require improved and safer bike and pedestrian accommodations.

Project Need – Corridor Preservation

- Long term highway corridor preservation
 - ▣ The area surrounding WIS 241 is currently transitioning from rural to urban uses.
 - ▣ Development and redevelopment along the corridor and in the surrounding areas are expected to increase over the next 30 years resulting in increases in traffic volumes and congestion.
 - ▣ It will be important to determine how the travel needs in the corridor can best be met so that any right of way that would be needed for roadway improvements can be reserved for future highway improvements.

Alternatives Studied

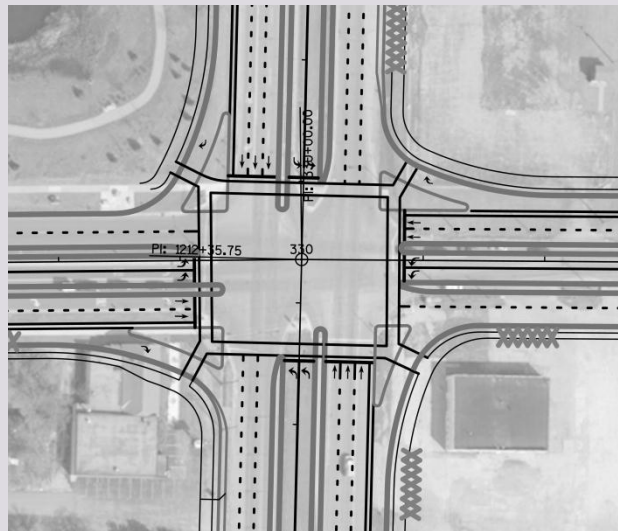
Mainline Alternatives

- Varied widths of:
 - Median
 - Shoulder
 - Terrace
 - Walkway widths
- Need to accommodate community sensitive design elements for decorative signing, landscaping, lighting and walkways.

Alternatives Studied

Intersection Alternatives

- Roundabouts
- Expanded Signalized Intersections



Alternatives Studied

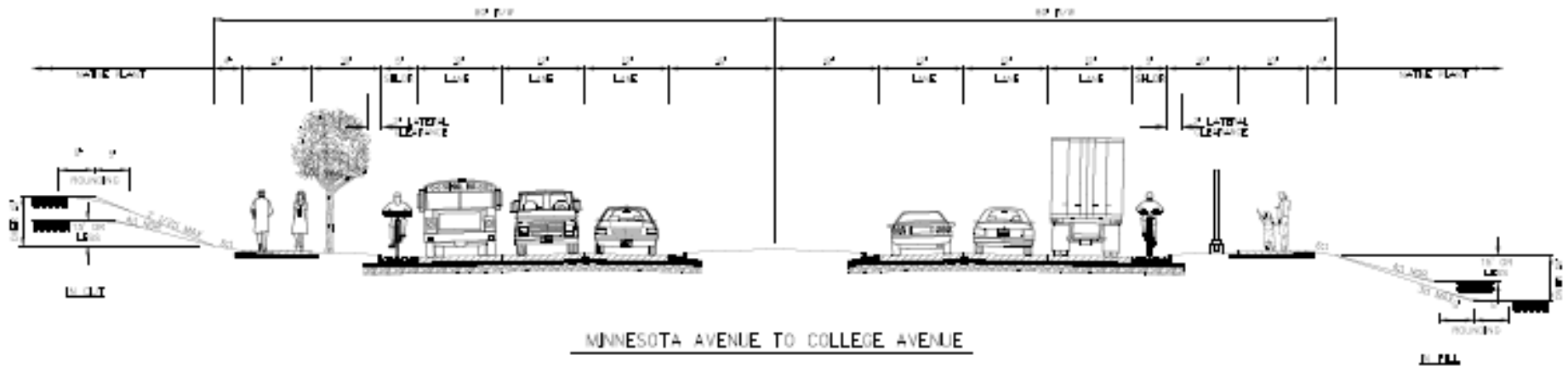
Roundabouts Eliminated

- Construction staging for multiple roundabouts would be a challenge, particularly along the 27th Street corridor due to the dense commercial businesses and high Saturday traffic volumes.
- The costs involved with signaling the needed pedestrian crossings negate the financial benefit earlier attributed to roundabouts.
- The issue of safe pedestrian crossings and ADA requirements remains a concern with 3 lane roundabouts.
- There are significant challenges to Oversized/Overweight loads maneuvering through the corridor. (250 permits/year)
- Trucks longer than 104 ft often get stuck in standard dual lane roundabout designs, yet design modifications used to accommodate those trucks would jeopardize the aesthetic aspects of the roundabouts.
- Traffic diversion from potential incidents on I-94 is a concern. The modeling has shown that roundabouts will fail earlier than signals at only a 10% diversion.



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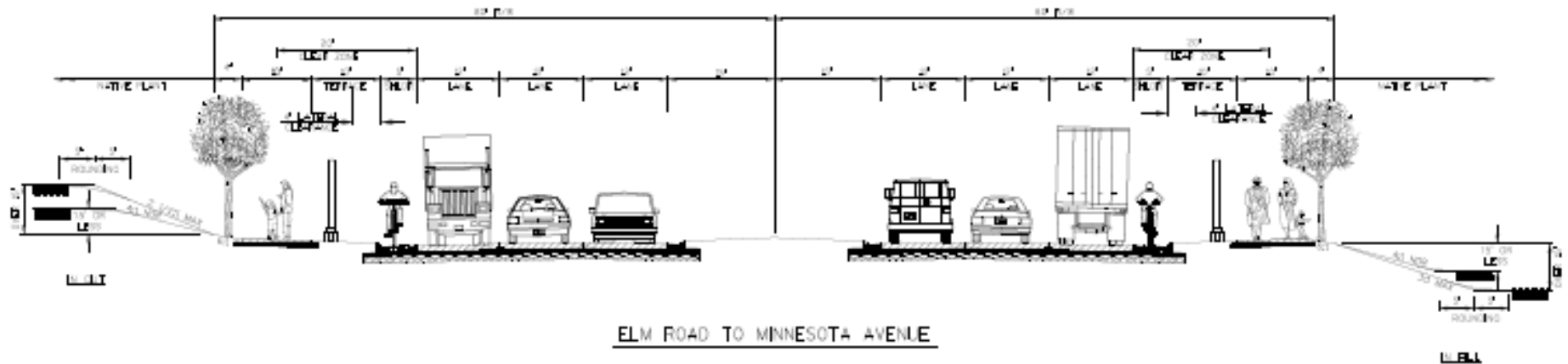
Preferred Alternative - Mainline



College Avenue to Minnesota Avenue

- 6 lane divided urban section
- 40 mph speed limit
- 5 foot shoulder
- Plantings in the 10 foot terrace section
- 10 foot multi-use path on both sides of the roadway
- Decorative signing in the 30 foot median

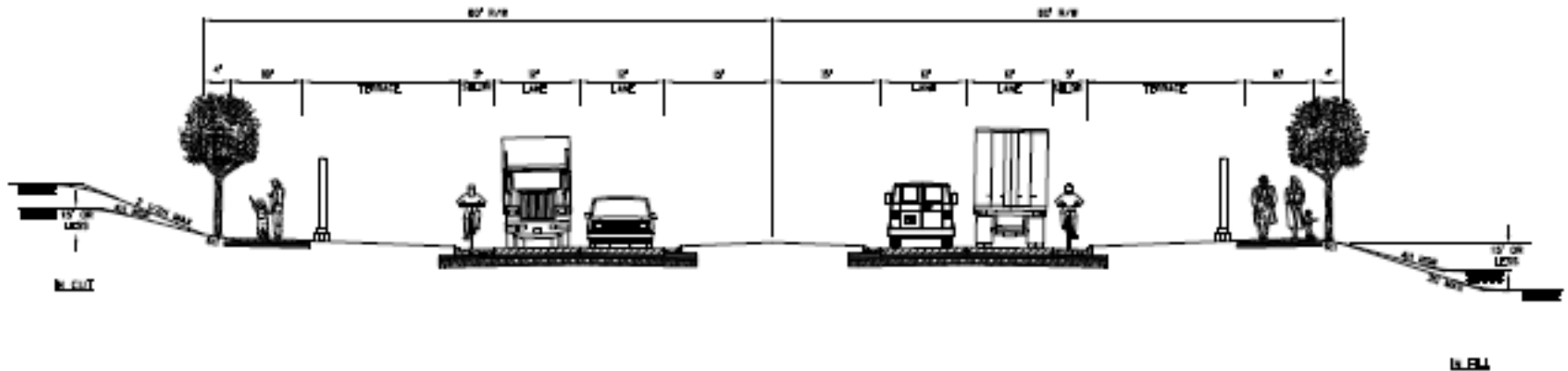
Preferred Alternative - Mainline



Minnesota Avenue to Elm Road

- 6 lane divided urban section
- 45 mph speed limit
- 5 foot shoulder
- Plantings outside of the path due to clear zone.
- Lighting in the 10 foot terrace
- 10 foot multi-use path on both sides of the roadway
- Breakaway decorative signing in the 30 foot median

Preferred Alternative - Mainline



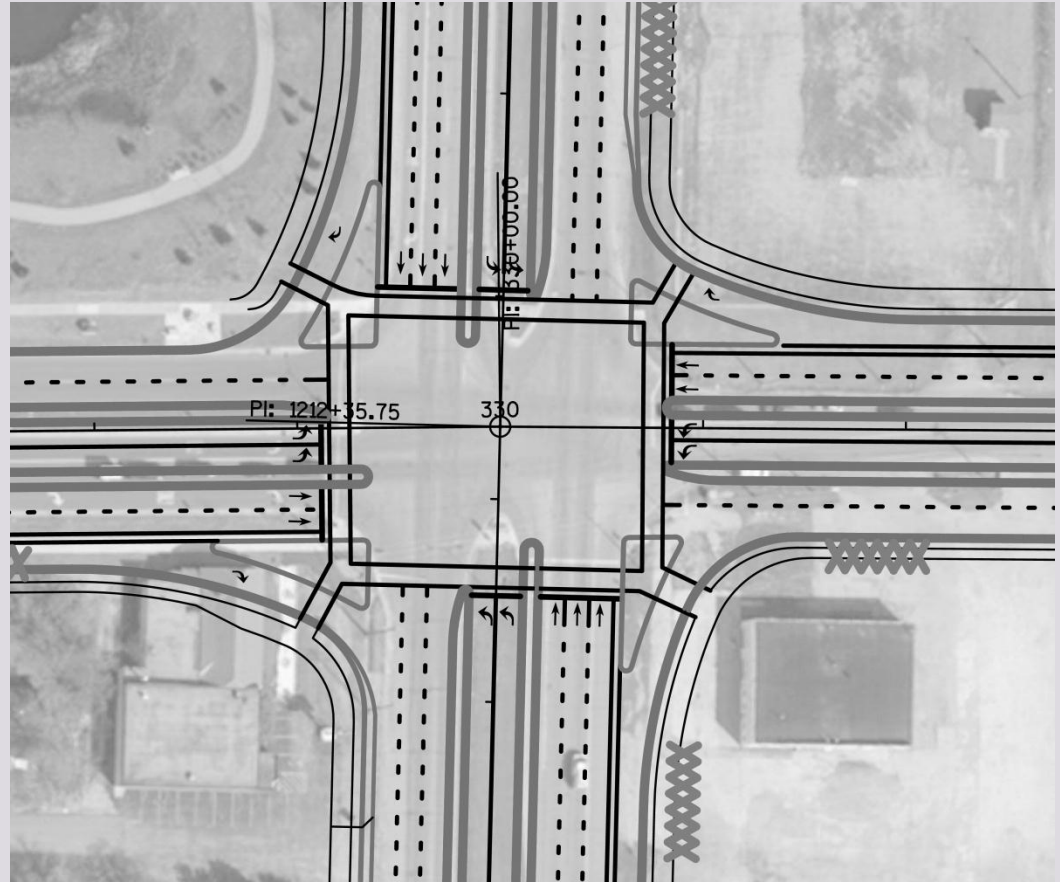
Elm Road to S. County Line Road

- 4 lane divided urban section
- 45 mph speed limit
- 5 foot shoulder
- Plantings outside of the path.
- 10 foot multi-use path on both sides of the roadway
- Breakaway decorative signing in the 30 foot median

Preferred Alternative - Intersections

Expanded Intersections

- Designed for U-turns
- Longer left turn lanes
- Dual left turn lanes on many intersections
- Longer right turn lanes
- Addition of crosswalks
- Improved Radii



Impact Summary

Impact Summary for Preferred Alternative

	R/W Areas Required (Acres)	Buildings Impacted	Historic Properties Impacted	Cemeteries Impacted	Wetland Area Impacted (Acres)
College to Drexel	9.52	2	0	1	0.40
Drexel to County Line	8.09	0	0	2	1.69

Storm Water Facilities

Five Locations Identified

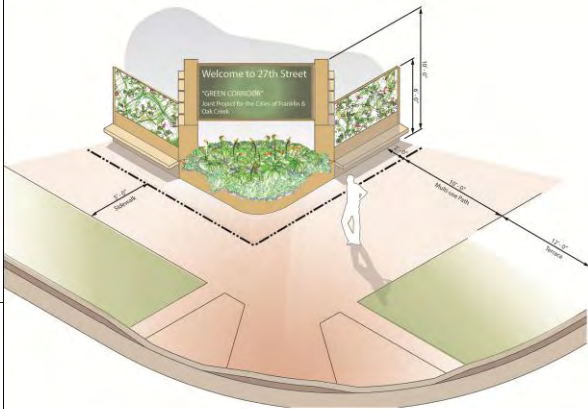
- To the west of Home Depot, between the two existing storm water basins.
- Along the south side of Drexel Avenue, adjacent to the Drexel Avenue basin.
- On the west side of STH 241, just south of Forest Hill
- On the south side of Ryan Road, behind the bank
- On the west side of STH 241, approximately 700 feet north of the Root River.

Access Management

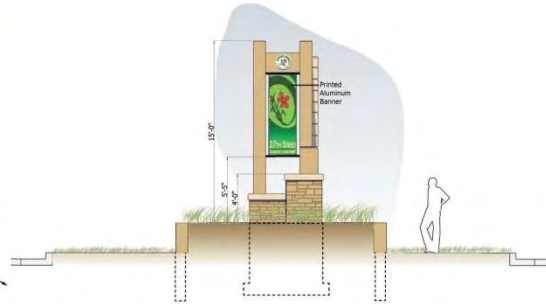
Access Management

- Respacing of median openings to remove conflicts with intersection left turn lanes.
- Addition of deceleration left turn bays at median openings.
- Restricted left turn medians (separates conflicting moves).
- Removal of excess driveways reduces locations of deceleration.

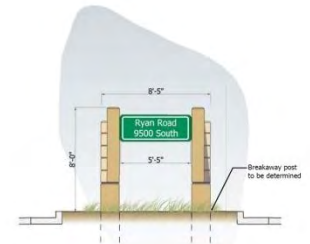
Community Sensitive Design Elements



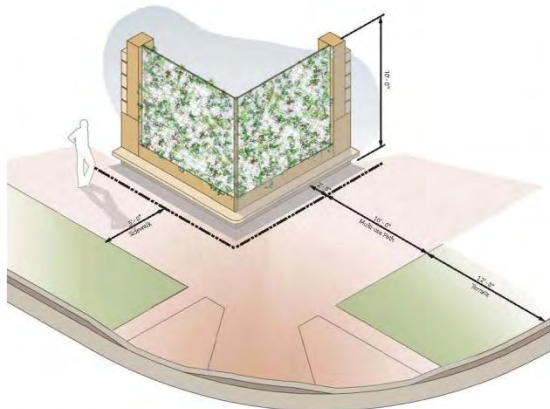
Gateway Median Monument - Option 1
Front Elevation



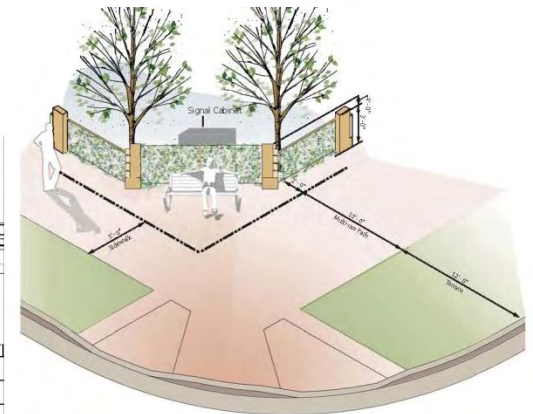
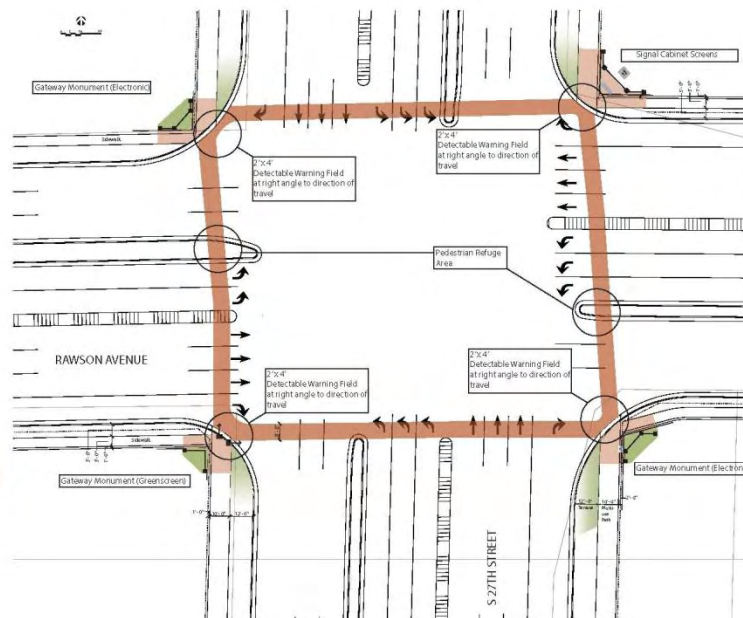
Wayfinding - Option 1
Front Elevation



Advance Notice Sign in Median - Option 1
Front Elevation



Gateway Monument (Greenscreen)
Isometric View



Signal Cabinet Screens
Isometric View



Greenscreen - Vines

Future Construction

STH 241 Project Milestones

Summer 2011 Draft Environmental Document - WIS 241
Summer 2011 WIS 241 Engineering plans, ROW plat
2015 WIS 241 College – Drexel Construction

Adjacent Construction Projects

Now- 2012 I-94 Mainline (Mitchell Interchange to College Avenue)
2012 Drexel Ave Interchange, Drexel Ave, Airport Spur
2013 Rawson Ave Interchange
2014 Ryan Road Interchange, Ryan Road
2019-2020 I-94 Mainline (College Avenue to Racine County Line)
2012 Airport Spur

Questions

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