



TRI-COUNTY EXPANSION



U.S. Department of Transportation
**Federal Highway
Administration**

WIS 441 Tri-County Project

Public Involvement Meeting

May 6, 2014

Presentation outline

- Introductions
- Town Hall meetings
- Forward progress
- Project improvements and schedule
- Noise barriers
- Roundabouts and Diverging diamond interchange
- Community sensitive solutions
- Community outreach and business resources

Introductions

- WIS 441 Tri-County Project team
 - Will Dorsey, Northeast Region Director
 - Brian Roper, Project Chief
 - Chad DeGrave, Design Supervisor
 - Tammy Rabe, Construction Supervisor
 - Scott Ebel, Project Manager
 - Paul Vraney, Design Project Manager
 - Tom Buchholz, Construction Project Manager
 - Kathleen Slattery, Deputy Project Manager
 - Eric Sikorski, Deputy Project Manager
 - Mark Kantola, Communication Manager

Transportation Moves Wisconsin

Town Hall meetings

- Meetings to provide an opportunity to get information and share your thoughts on how transportation impacts your life each day

Green Bay

May 7

5-6:30 p.m.

US 41 Project Office,
1940 West Mason St

Oshkosh

May 8

5-6:30 p.m.

UW Alumni and Conference
Center, 625 Pearl Ave

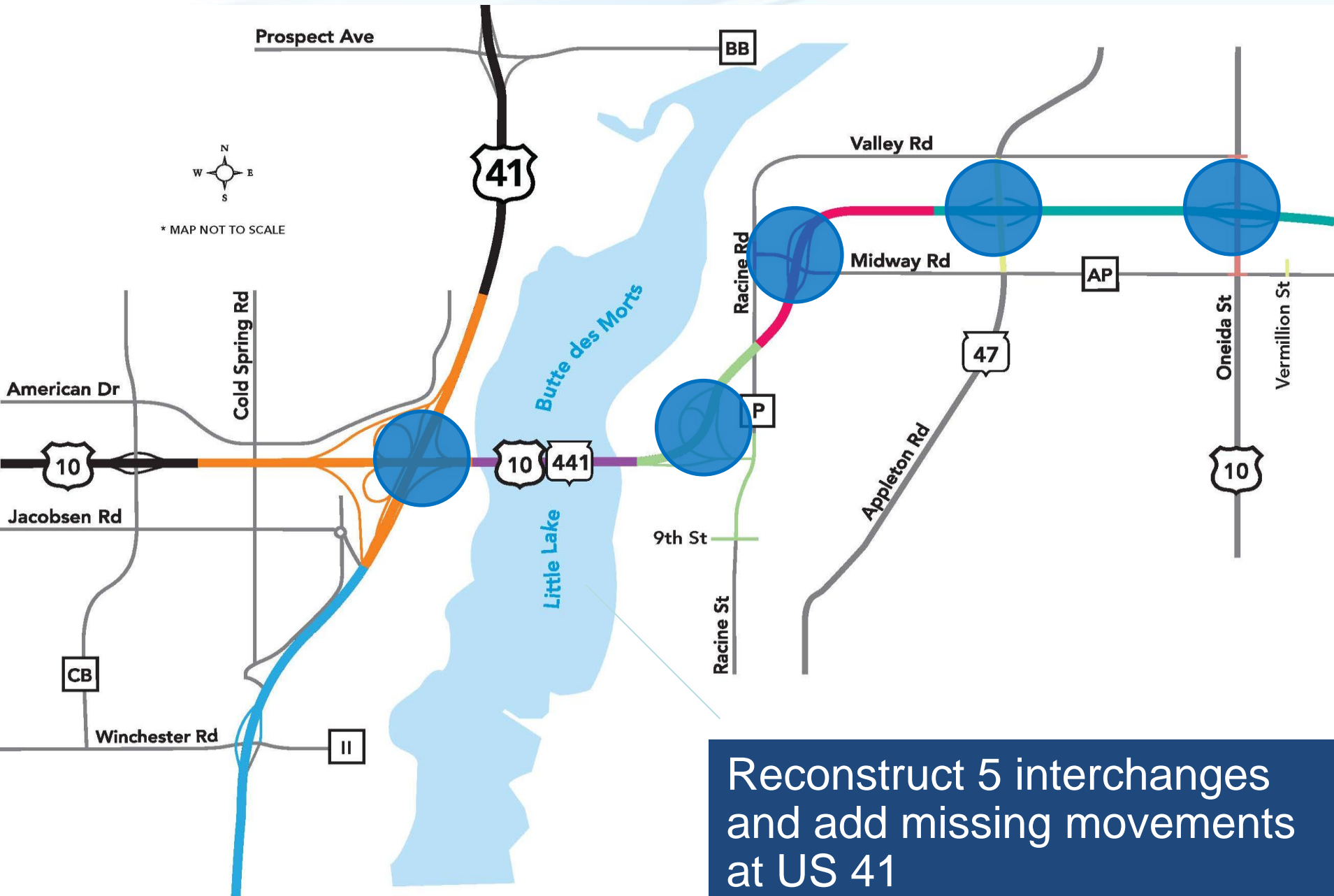
-
- Submit comments online dot.wisconsin.gov

Forward progress

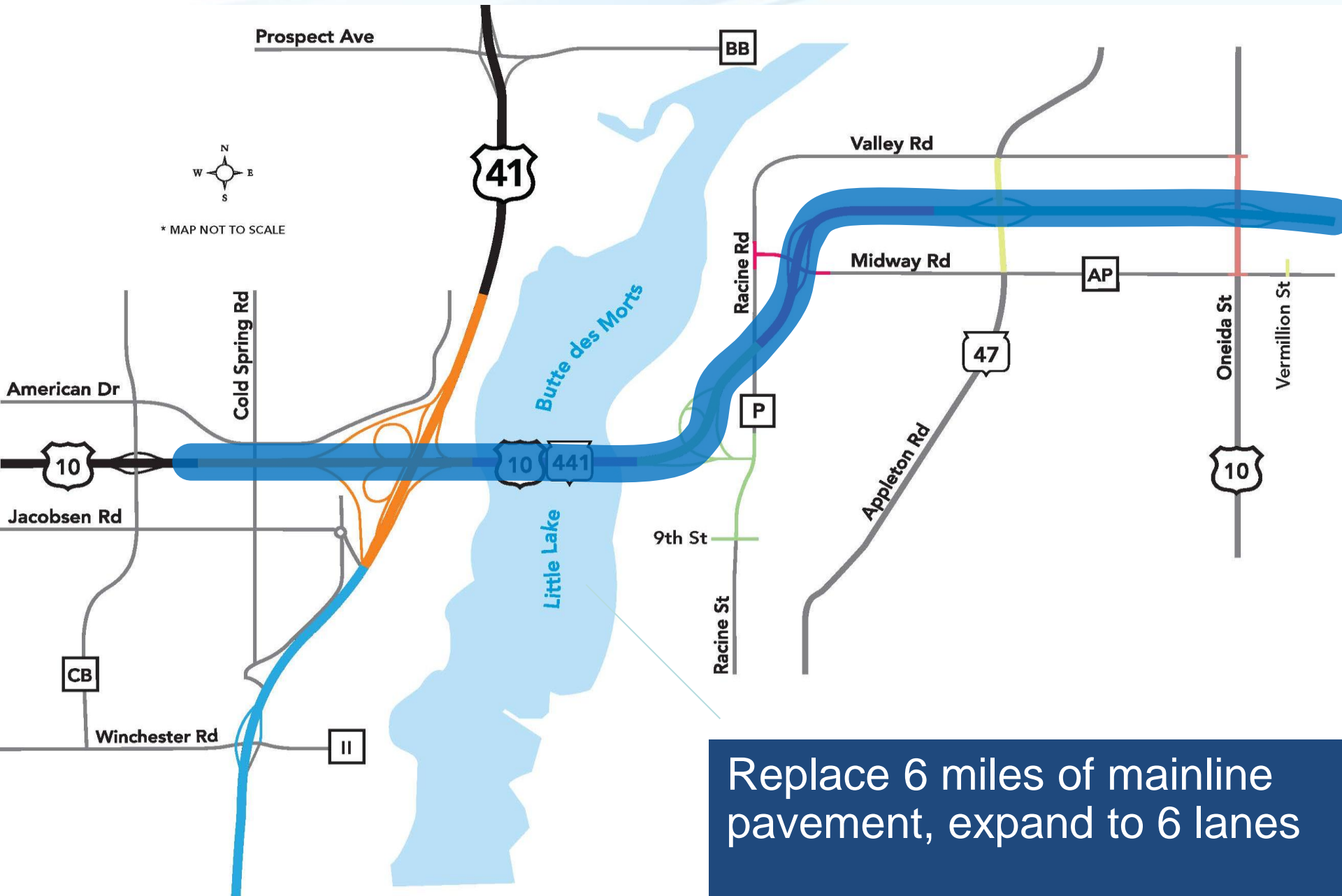


- Construction schedule acceleration
- Field office
 - Permanent presence
 - Public / business involvement

Project improvements-overview



Project improvements-overview



Project improvements-overview



Improve design speed of roadway curves

Project improvements-overview

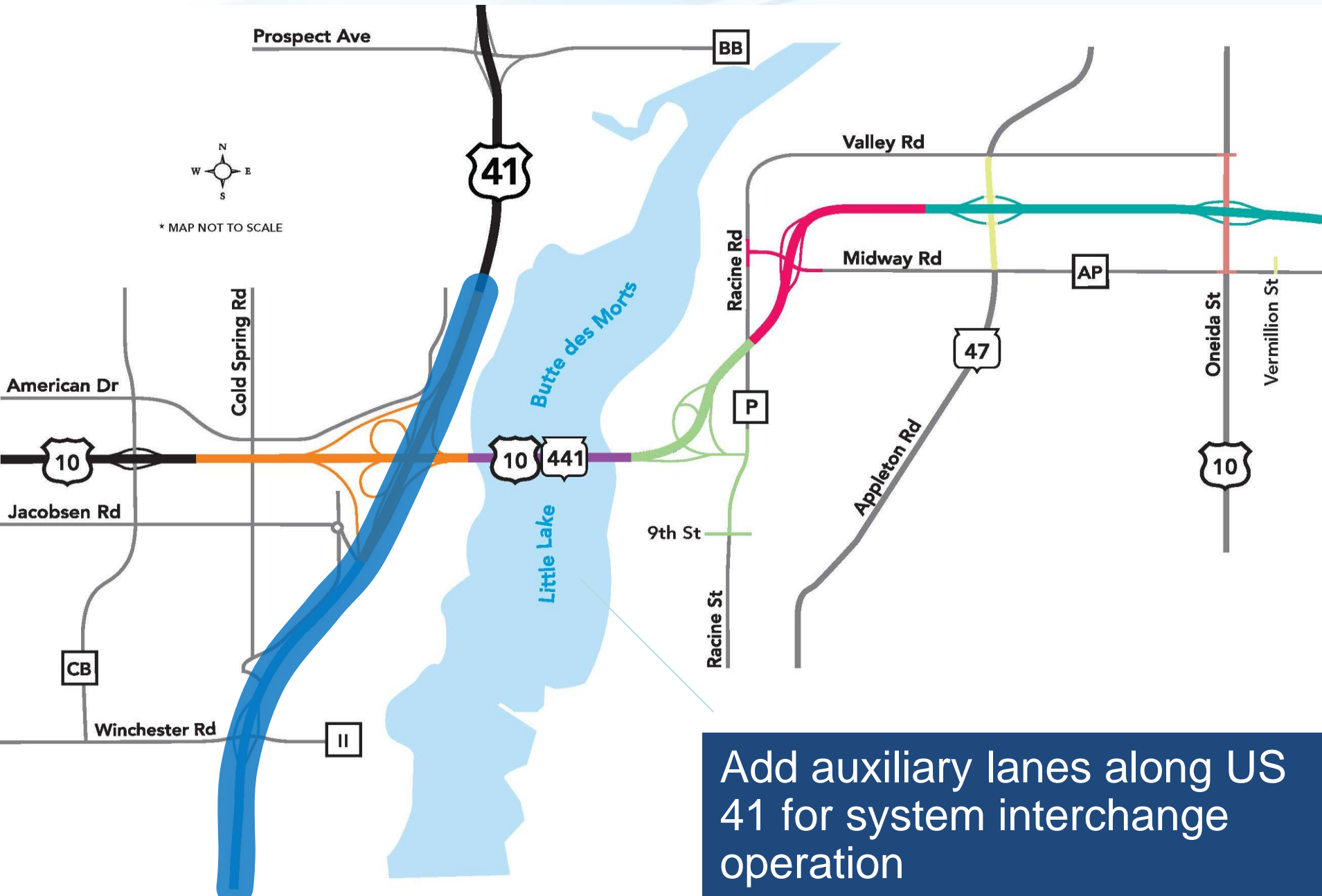


Project improvements-overview



Revise interchange control

Project improvements-overview



New items / refinements



- Refined since summer 2013:
 - Box culverts
 - Bridge abutments
 - Fill areas
 - Locations and shapes of stormwater detention basins
 - US 41 mainline shoulder reconstruction
 - Real estate acquisition
 - Retaining walls

Project schedule

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

Note: Yellow indicates schedule update
Timelines are subject to change

Construction

- Traffic impacts
 - Nighttime lane closures
 - Ramp closures
- Changeable message boards
 - News / media alerts
 - Website



Work zone safety

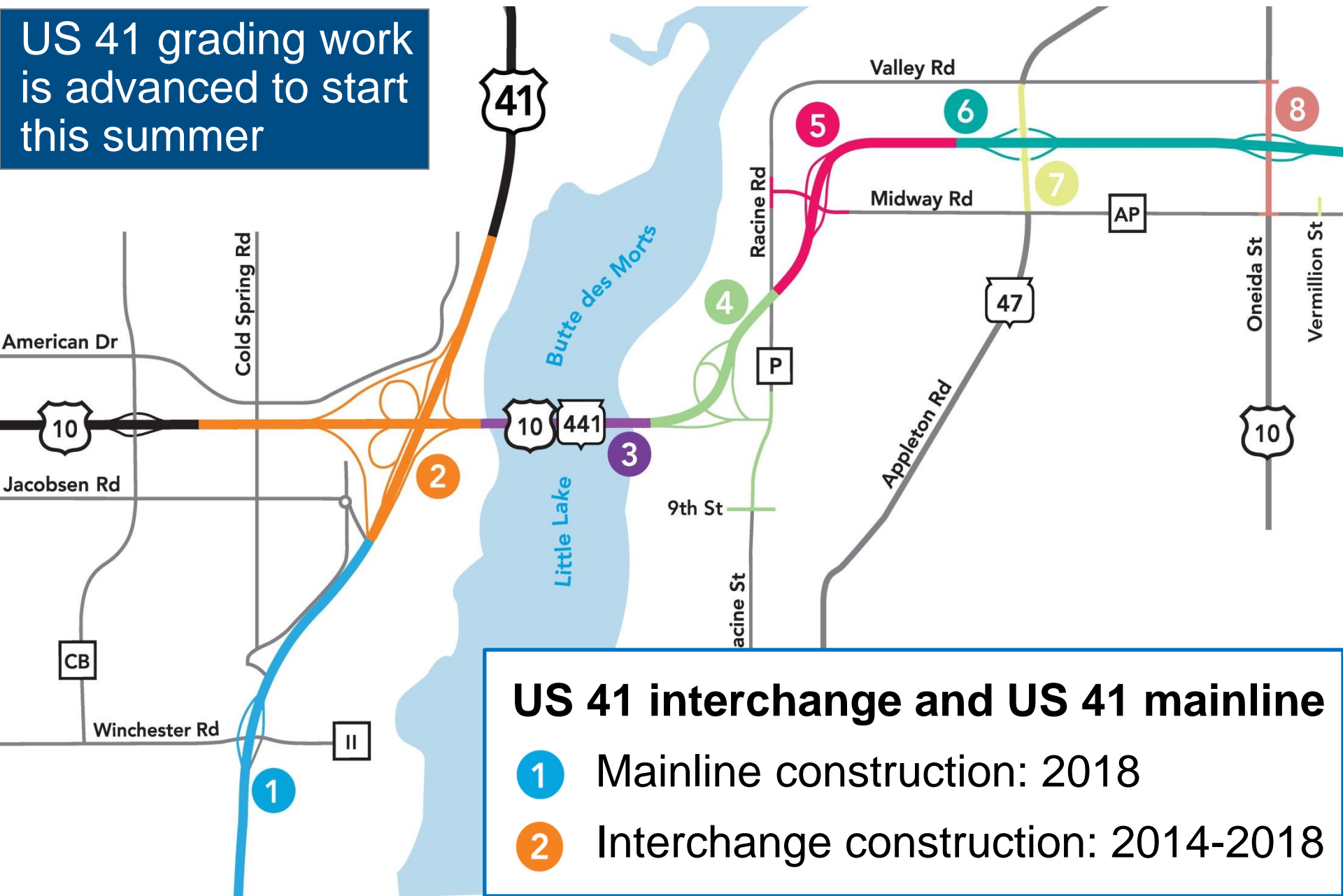
- Recognizing work zones
 - Flashing lights
 - Orange signs
 - Barrels and flags
- Driving
 - Slow down
 - Follow the law
 - Put your cell phone away
 - Expect the unexpected
 - Plan ahead
- Consequences
 - Fines, prison, injuries/fatalities

SAFER IN THE
ZONE



Project schedule

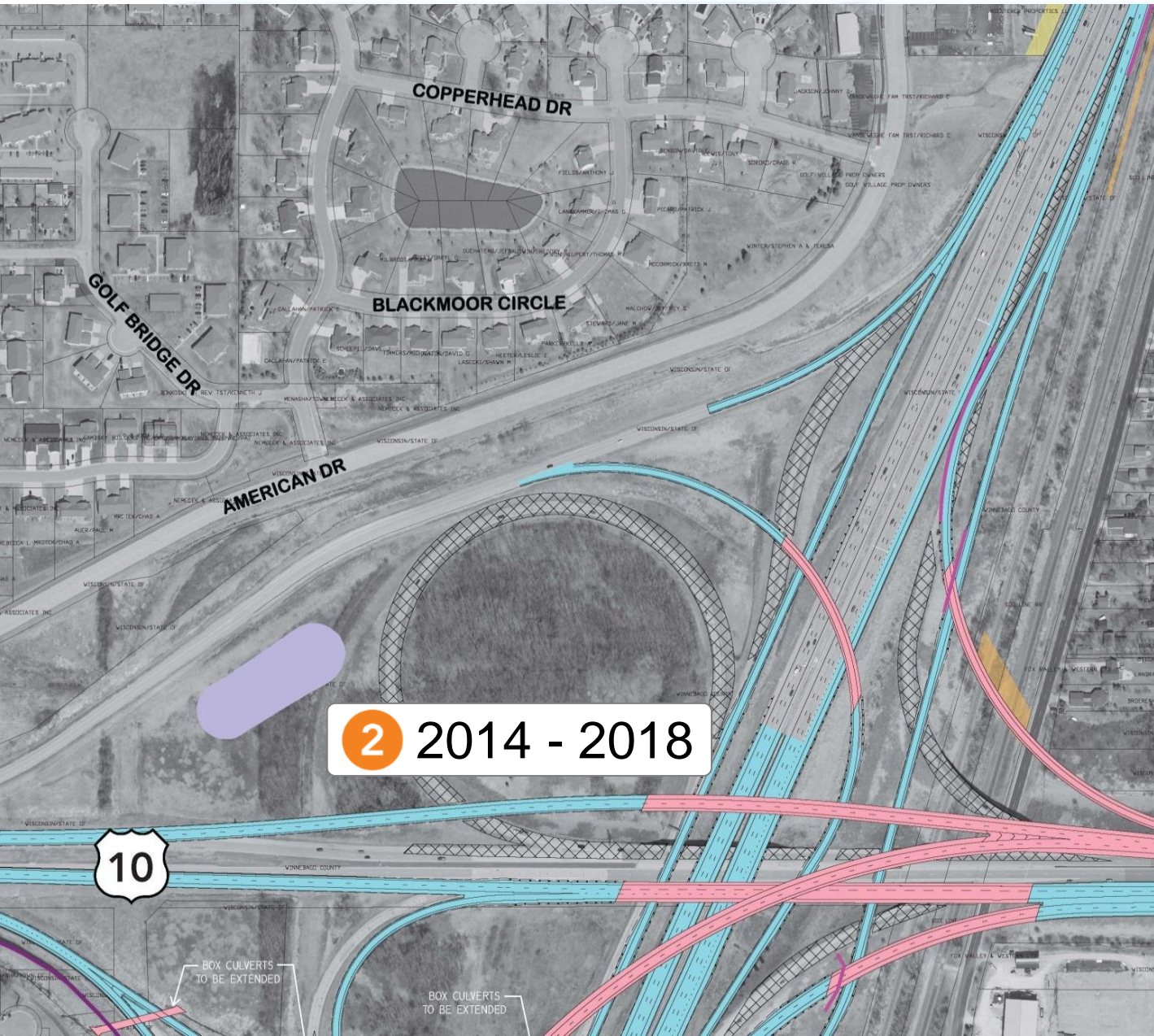
US 41 grading work is advanced to start this summer



US 41 interchange and US 41 mainline

- 1 Mainline construction: 2018
- 2 Interchange construction: 2014-2018

US 41/WIS 441 interchange (north)



- Reconstruct US 41/ WIS 441 system interchange
- Free-flow movements all directions
- Freeway split for US 10 WB and WIS 441 SB
- Add auxiliary lanes on US 41

Construction

May 2014 let

2 2014 - 2015

Structures



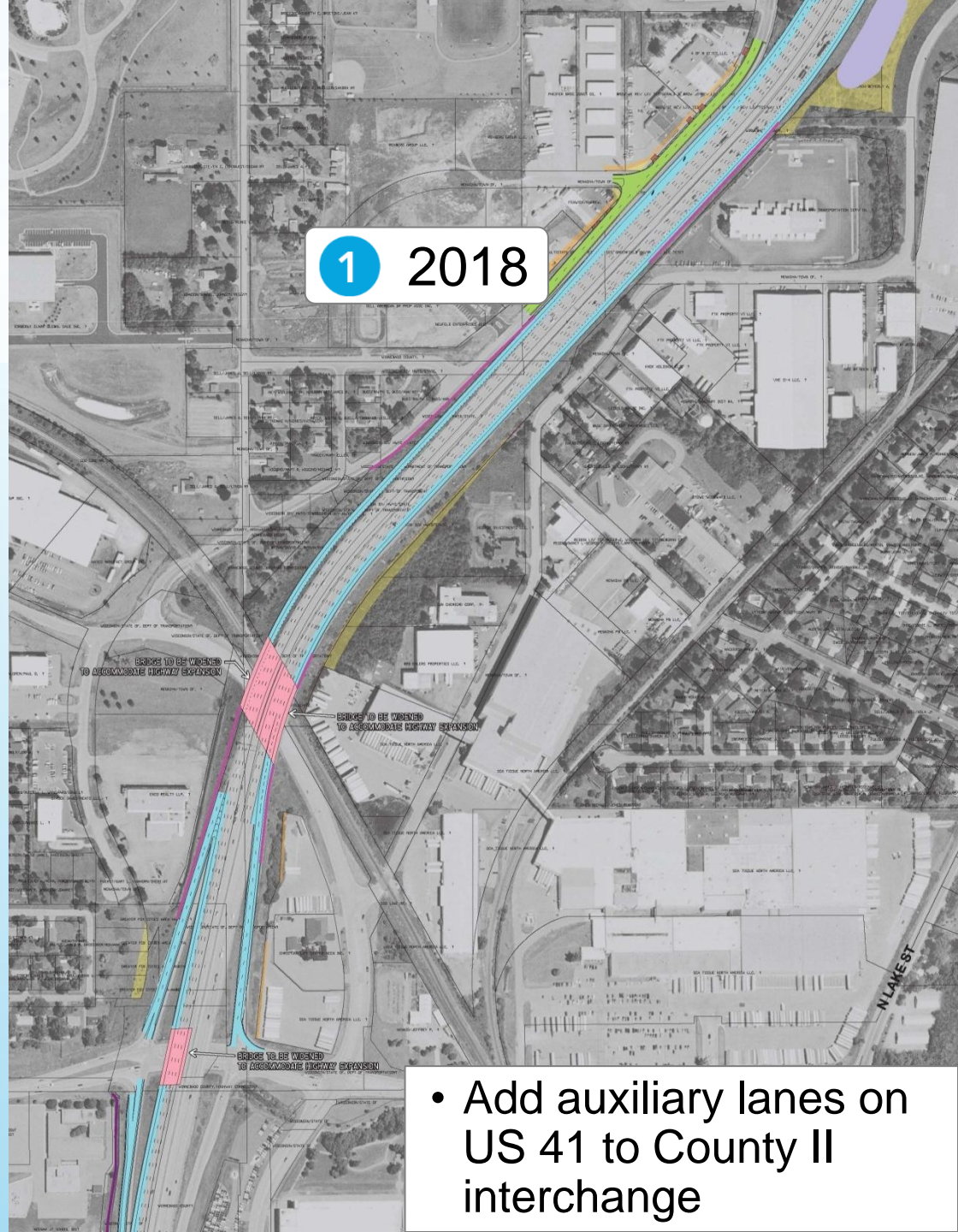
Grading



Roadway



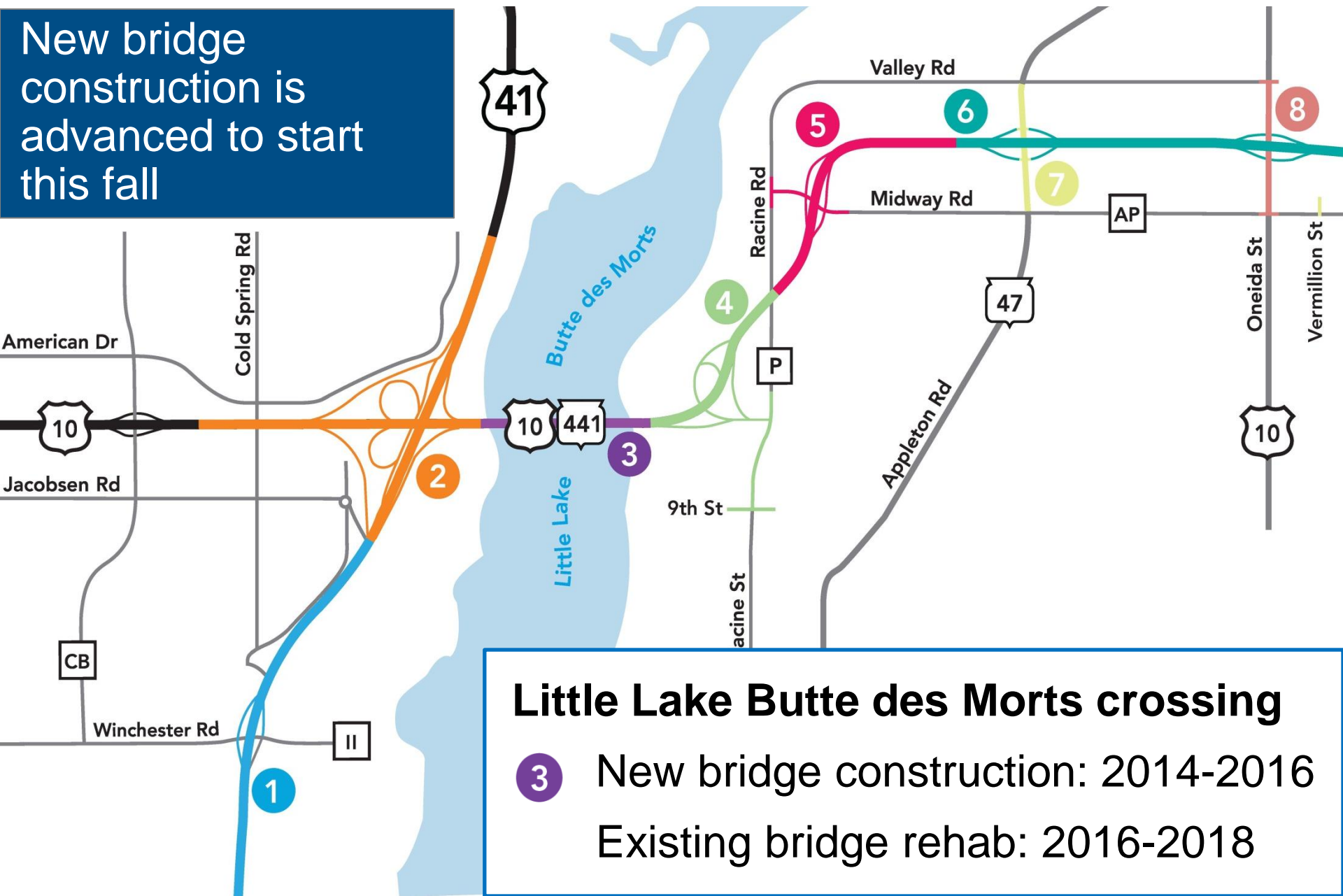
US 41/WIS 441 interchange (south)



- Add auxiliary lanes on US 41 to County II interchange

Project schedule

New bridge construction is advanced to start this fall



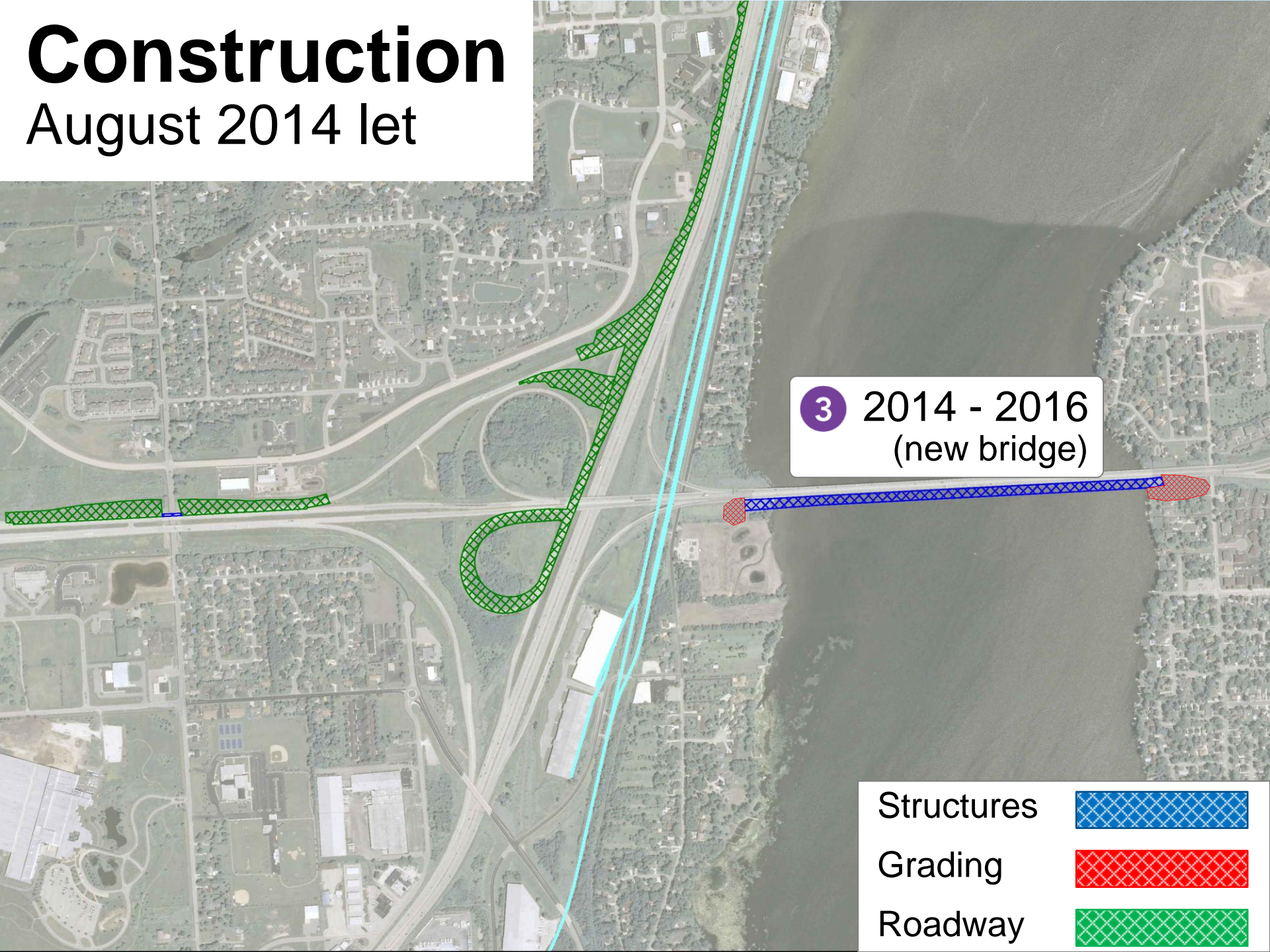
Little Lake Butte des Morts structures



- Construct 2nd parallel bridge over LLBDM
- New concrete structure closely matches existing
- Spans will vary from existing, more cost effective
- Stain existing and new structures to match
- Structures will have overhead bridge deck lighting

Construction

August 2014 let



3 2014 - 2016
(new bridge)

Structures



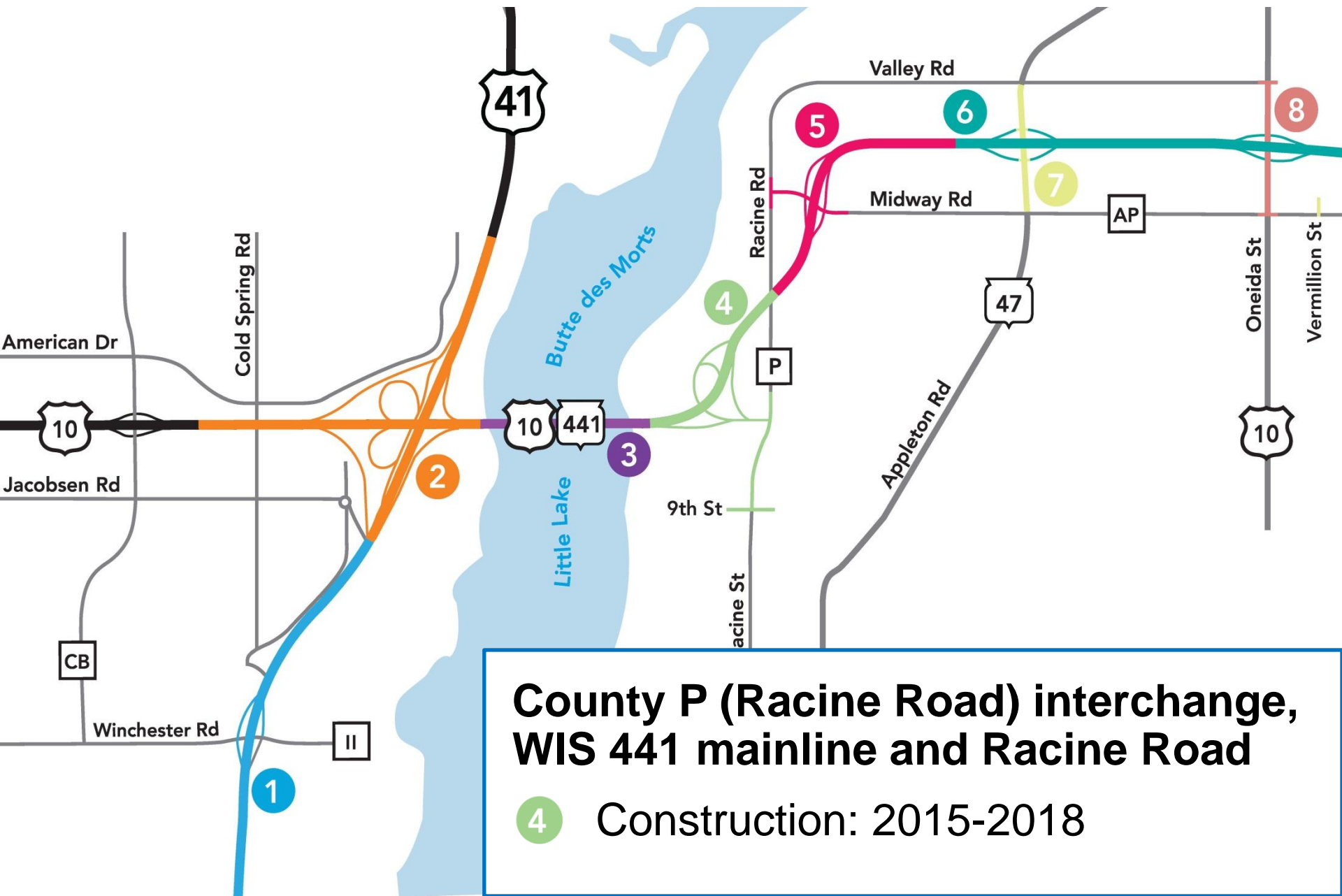
Grading



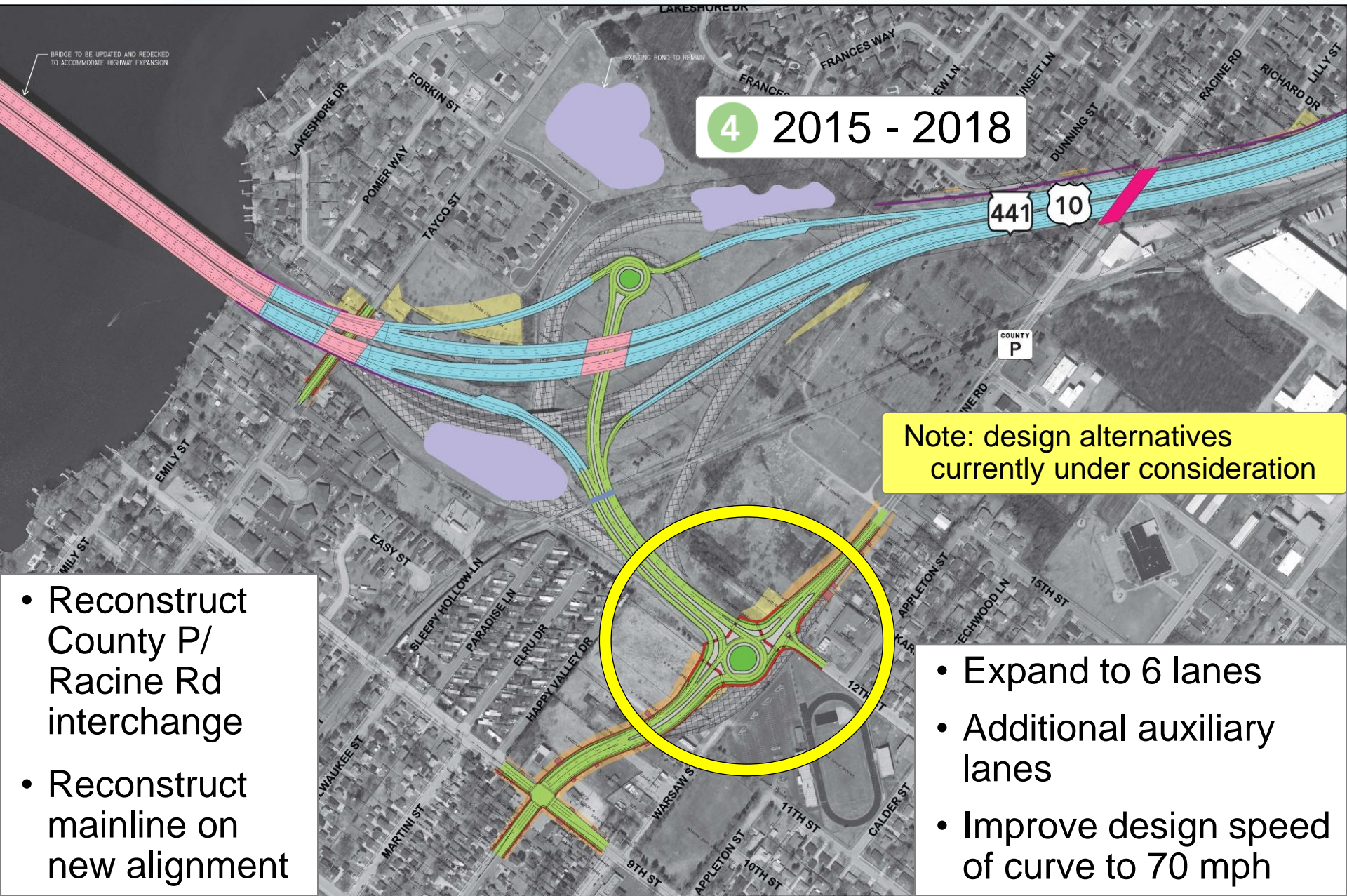
Roadway



Project schedule



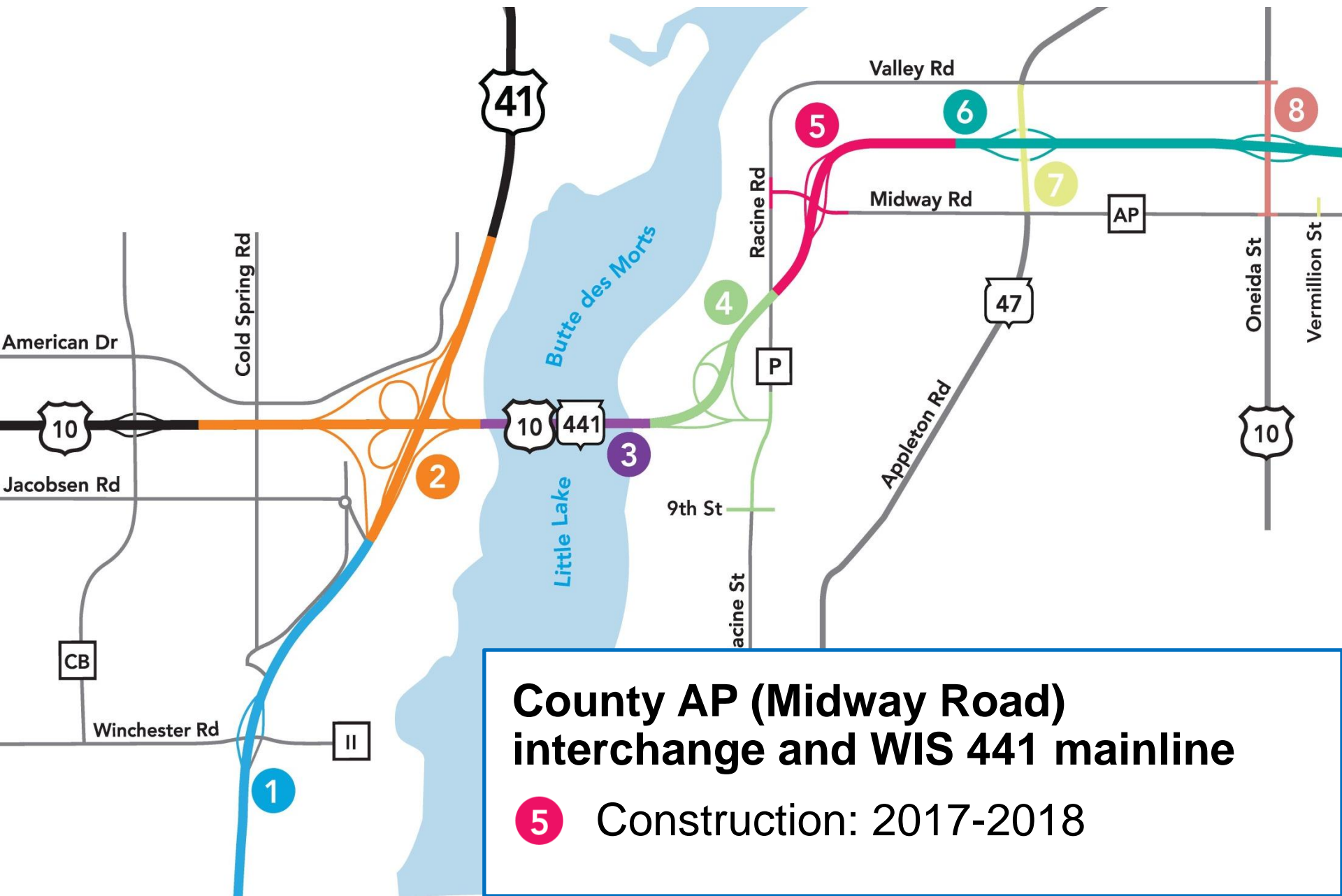
County P/Racine Rd interchange



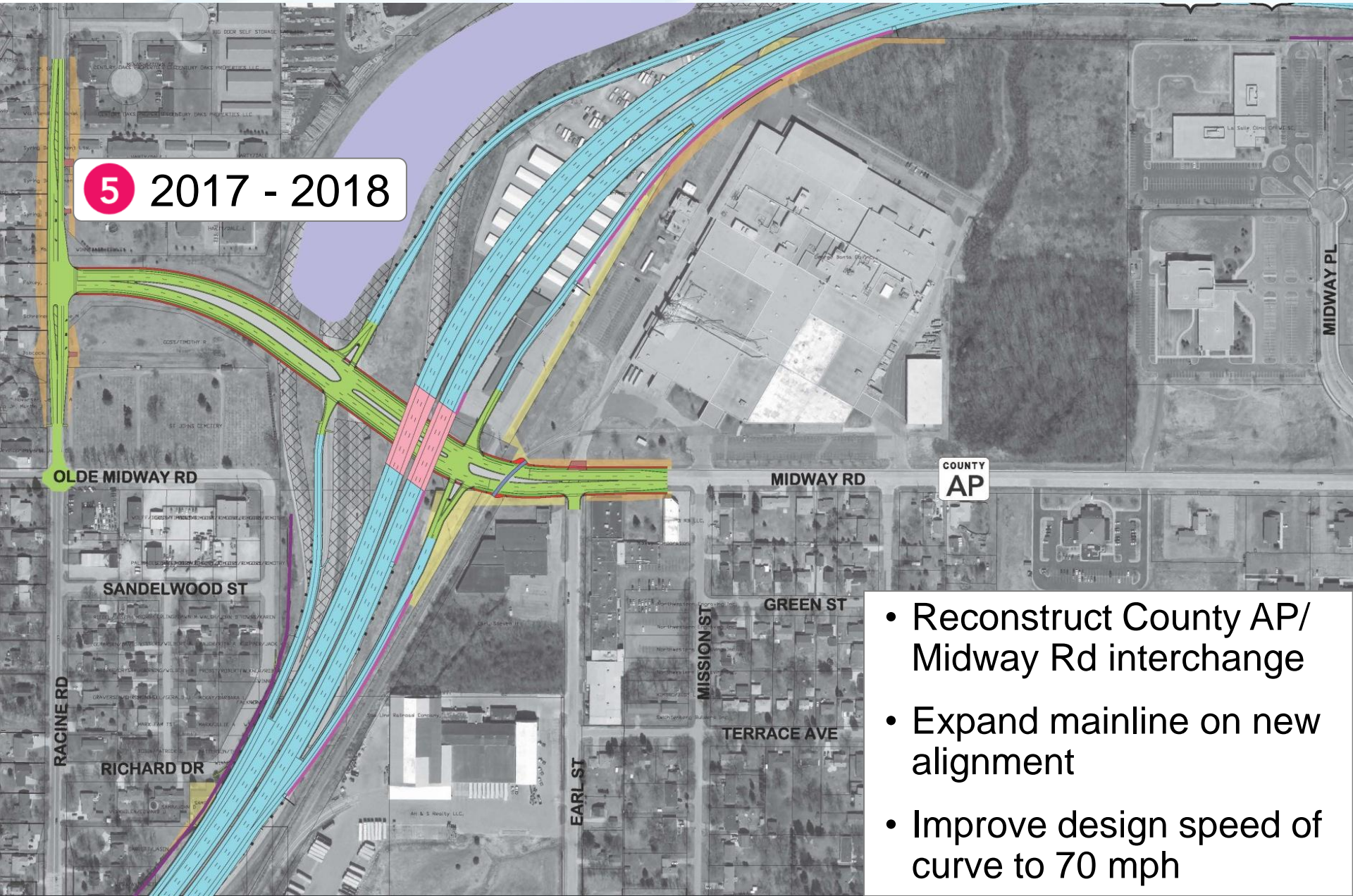
- Reconstruct County P/ Racine Rd interchange
- Reconstruct mainline on new alignment

- Expand to 6 lanes
- Additional auxiliary lanes
- Improve design speed of curve to 70 mph

Project schedule

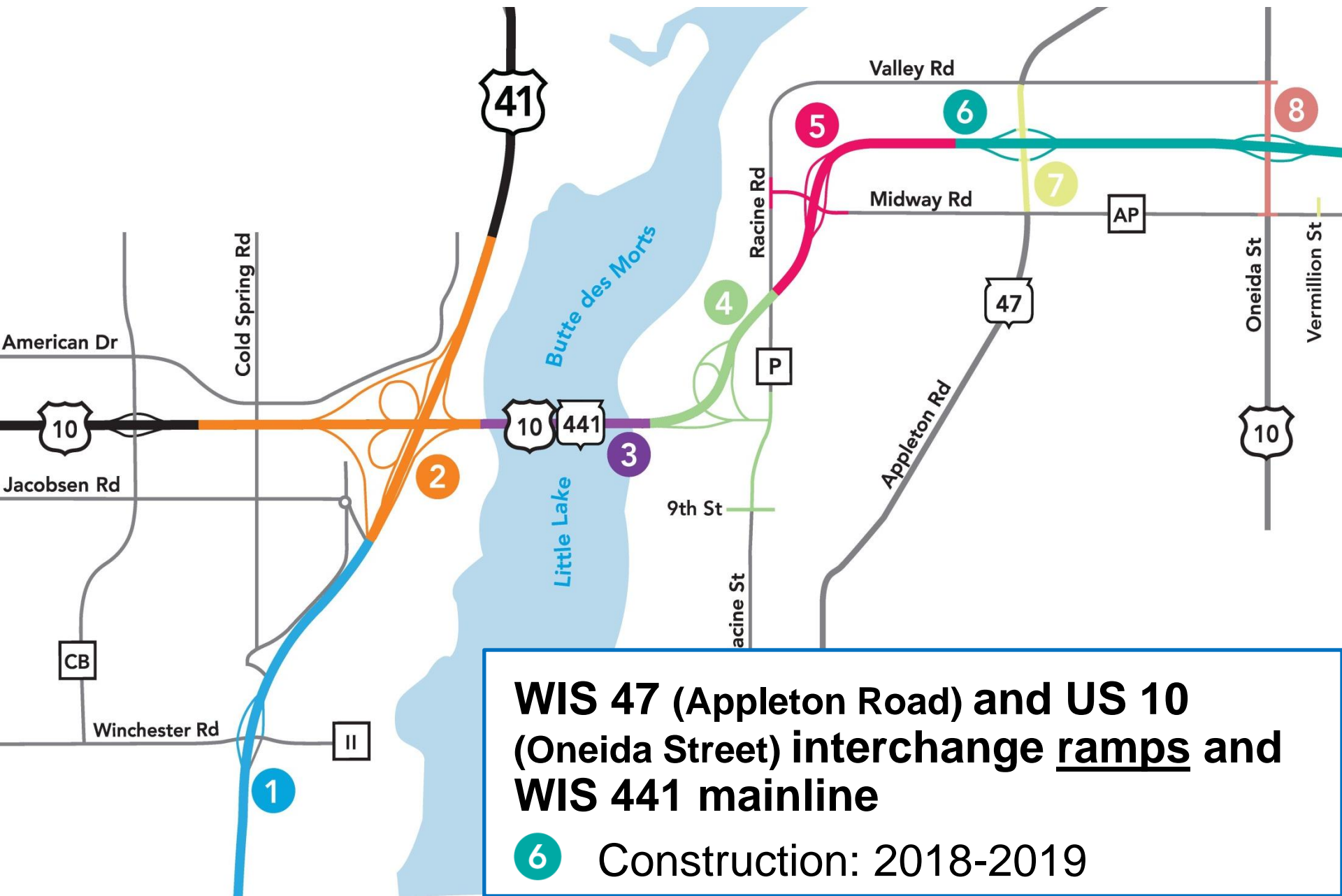


County AP/Midway Rd interchange

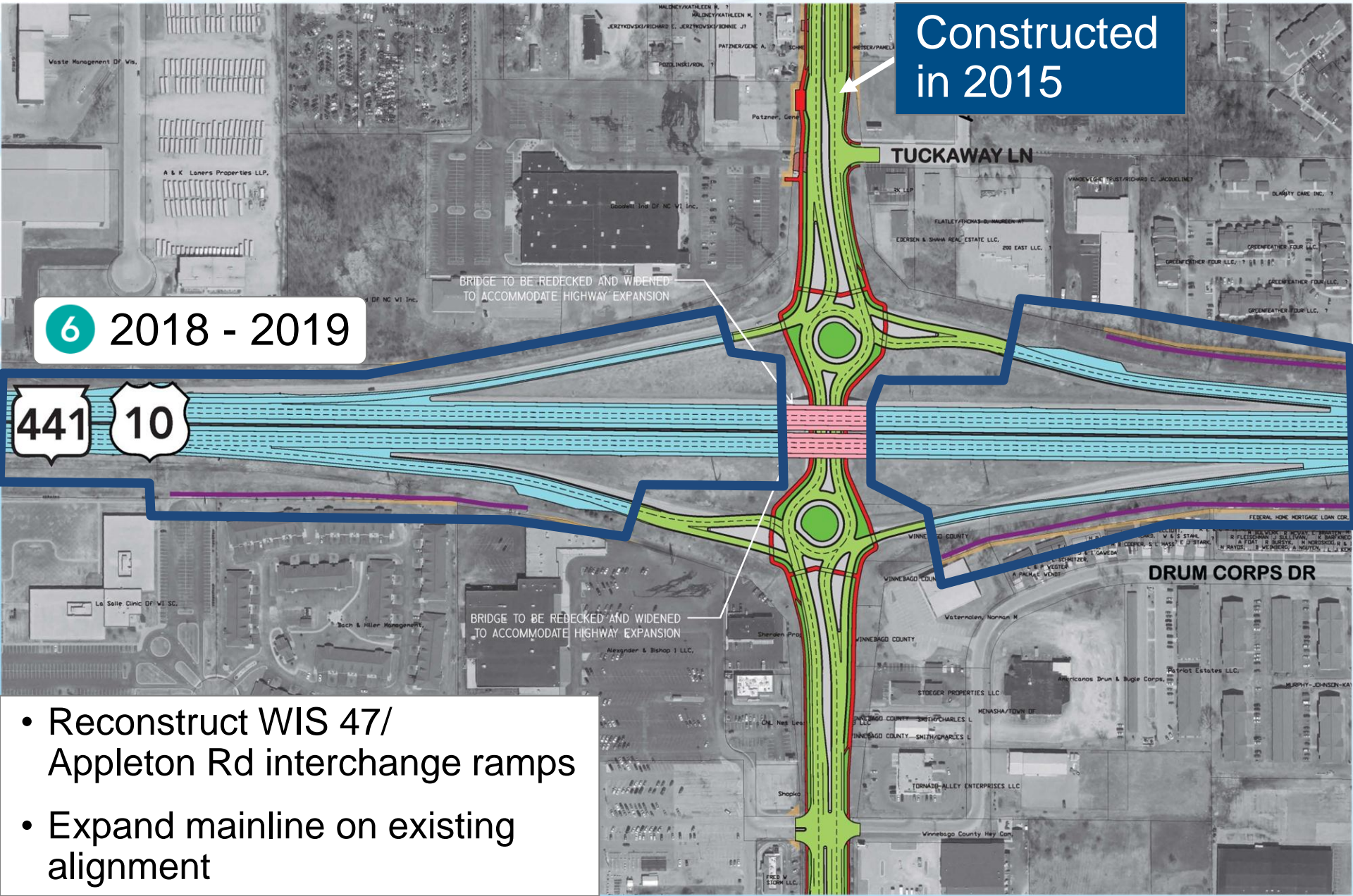


- Reconstruct County AP/ Midway Rd interchange
- Expand mainline on new alignment
- Improve design speed of curve to 70 mph

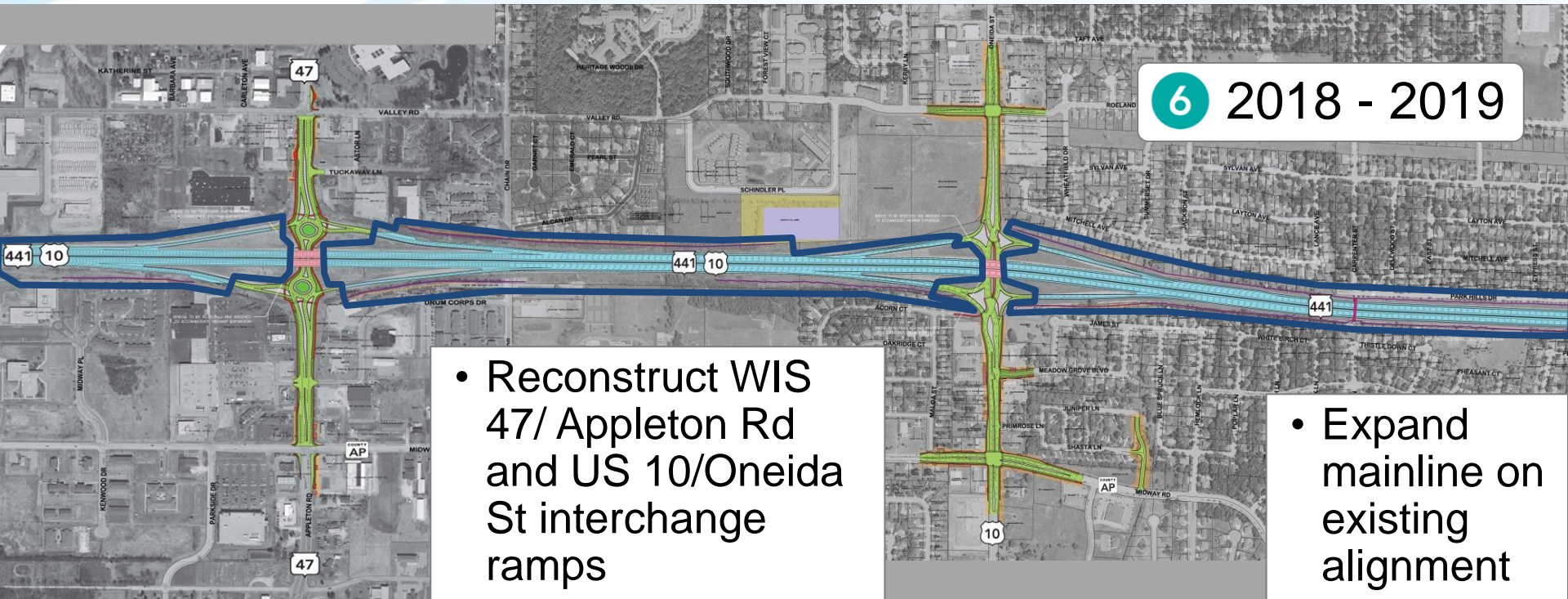
Project schedule



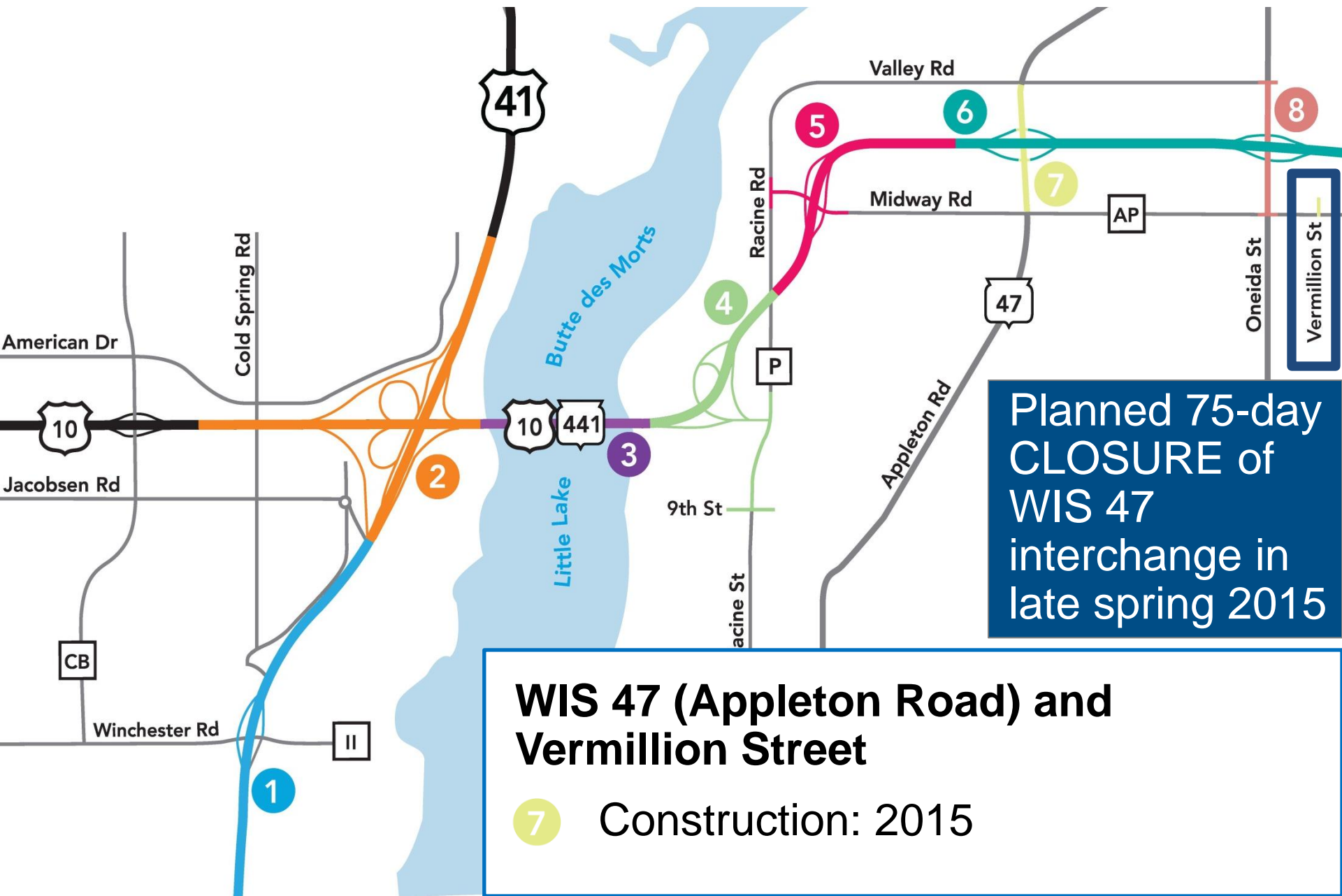
WIS 47/Appleton Rd interchange ramps



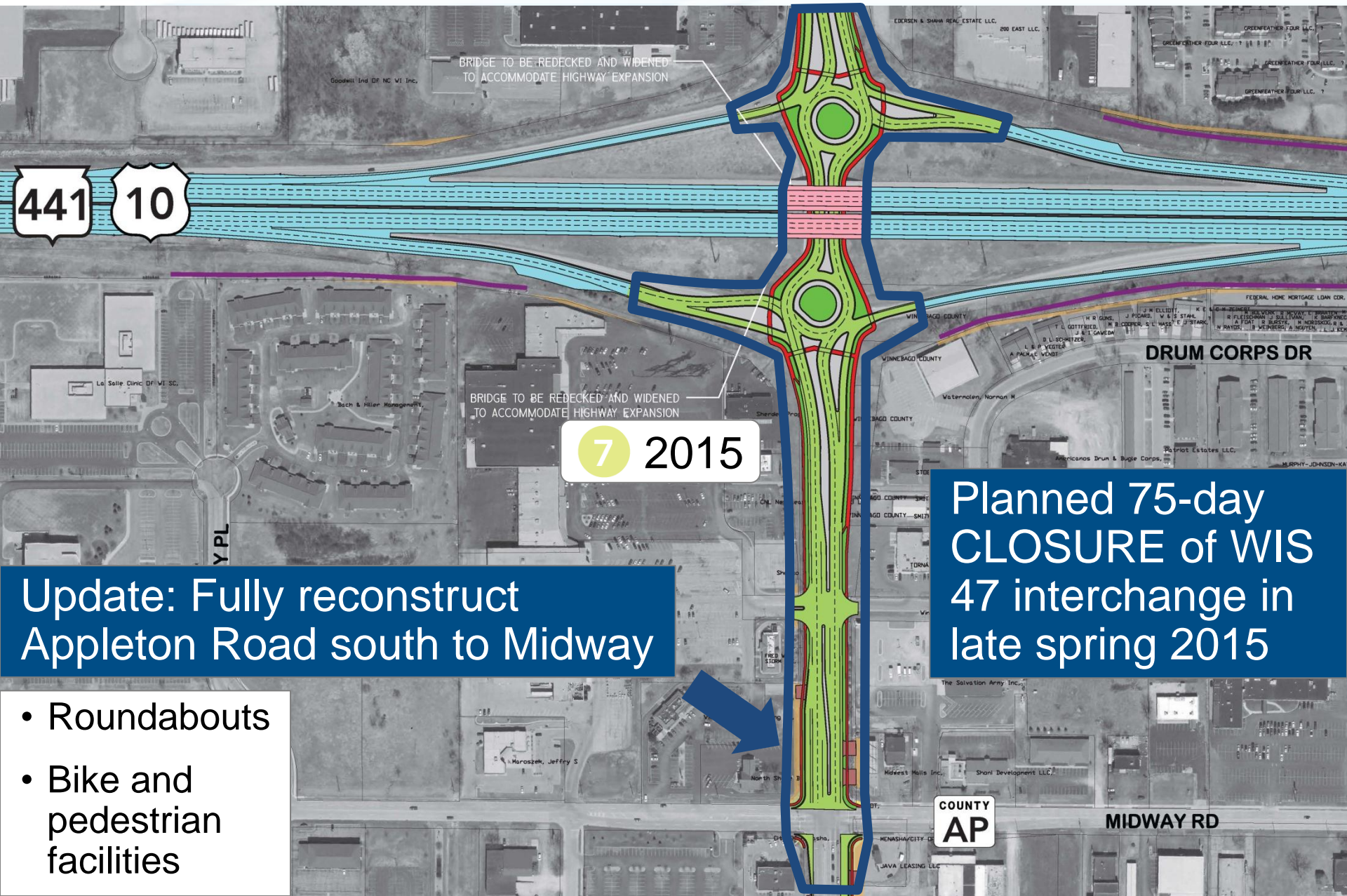
WIS 47, US 10 interchange ramps and WIS 441 mainline



Project schedule



WIS 47/Appleton Rd interchange



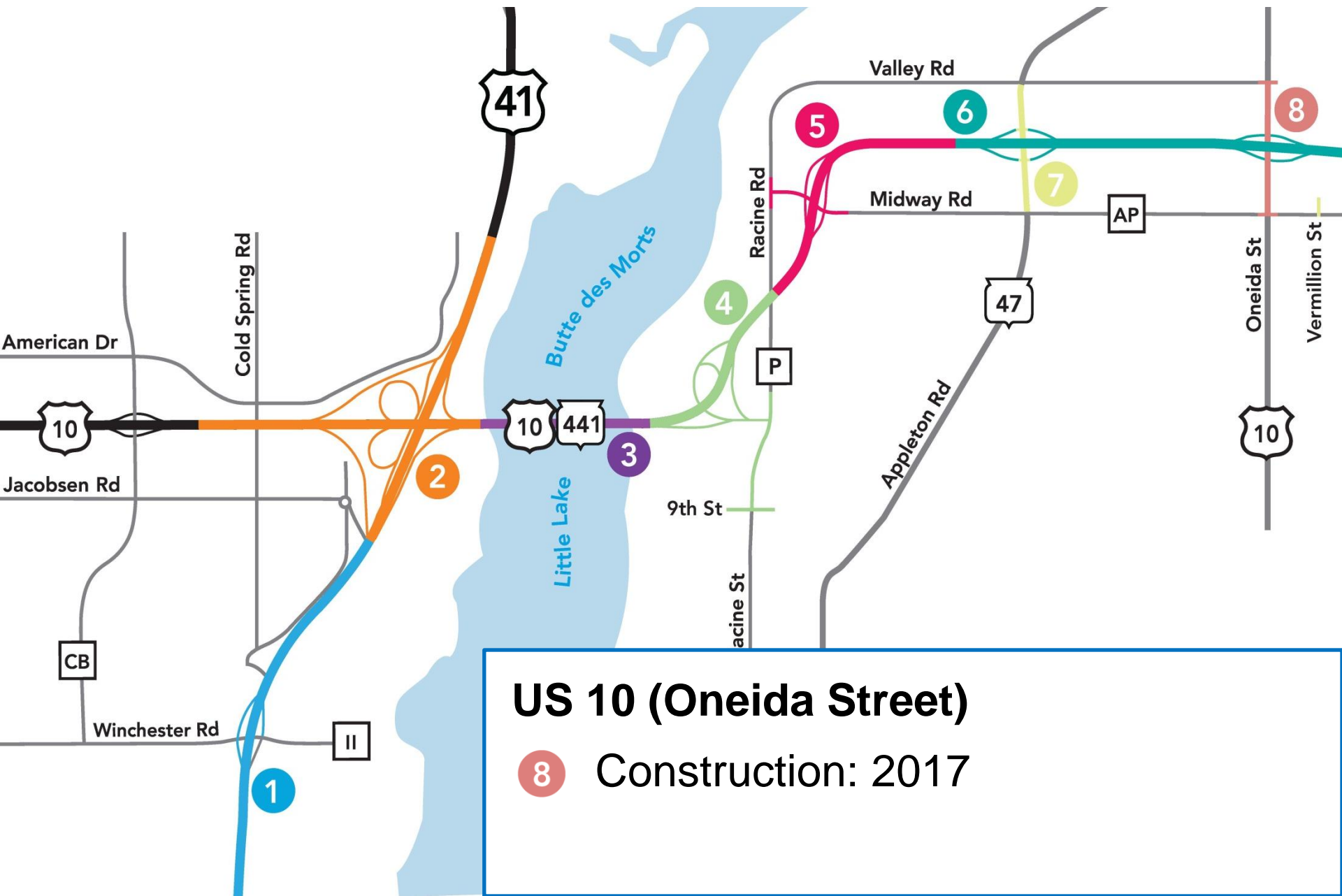
7 2015

Planned 75-day
CLOSURE of WIS
47 interchange in
late spring 2015

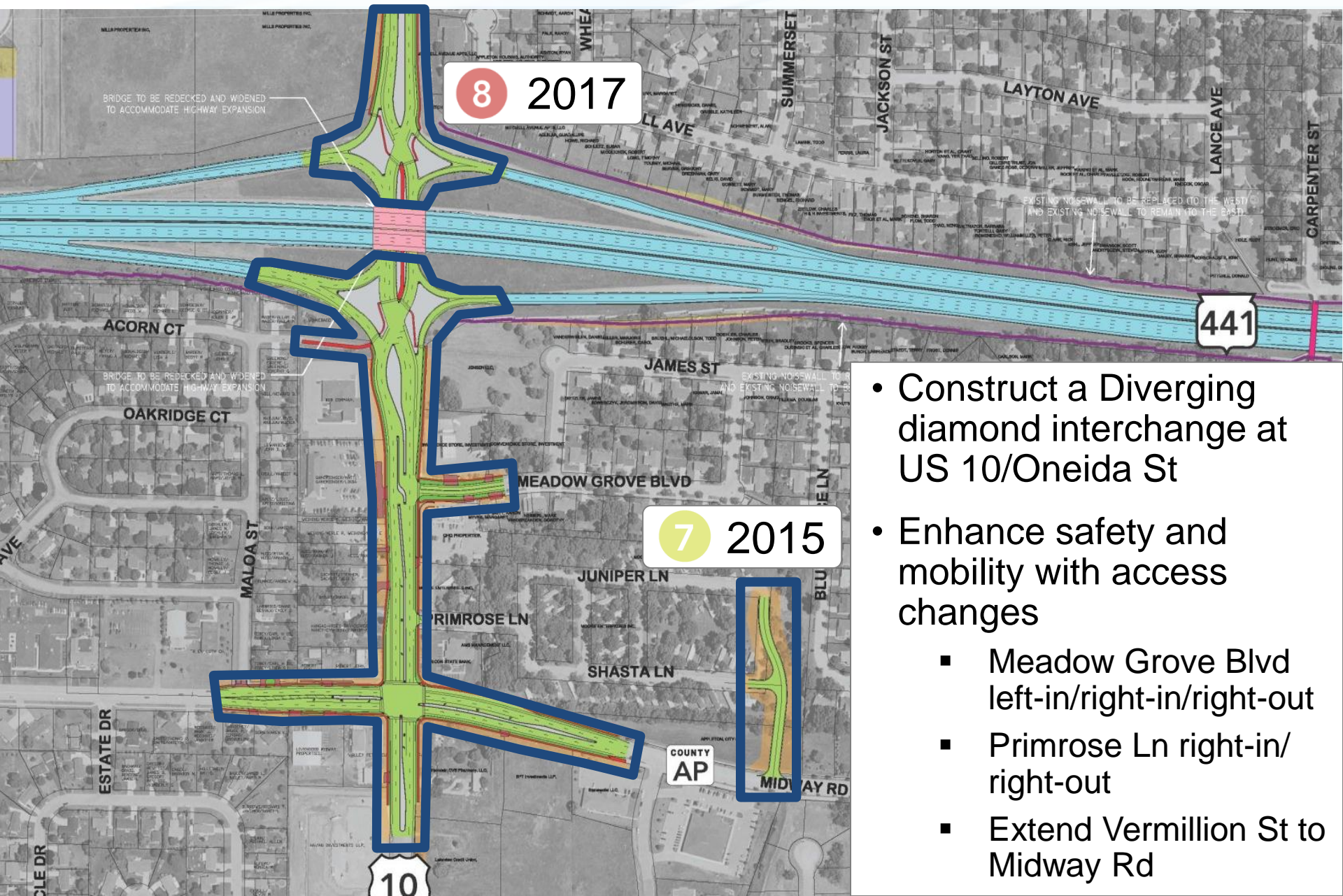
Update: Fully reconstruct
Appleton Road south to Midway

- Roundabouts
- Bike and pedestrian facilities

Project schedule



US 10/Oneida St interchange



- Construct a Diverging diamond interchange at US 10/Oneida St
- Enhance safety and mobility with access changes
 - Meadow Grove Blvd left-in/right-in/right-out
 - Primrose Ln right-in/right-out
 - Extend Vermillion St to Midway Rd

2014 – 2015 construction preview

Construction

Project

- | | | |
|---|-------------|--|
| 2 | 2014 - 2018 | Reconstruct the US 41 interchange |
| 3 | 2014 - 2016 | Construct a new bridge across LLBDM |
| 4 | 2015 - 2018 | Reconstruct County P (Racine Rd) interchange, WIS 441 mainline and Racine Rd |
| 7 | 2015 | Reconstruct WIS 47 (Appleton Rd) and construct Vermillion St connection |

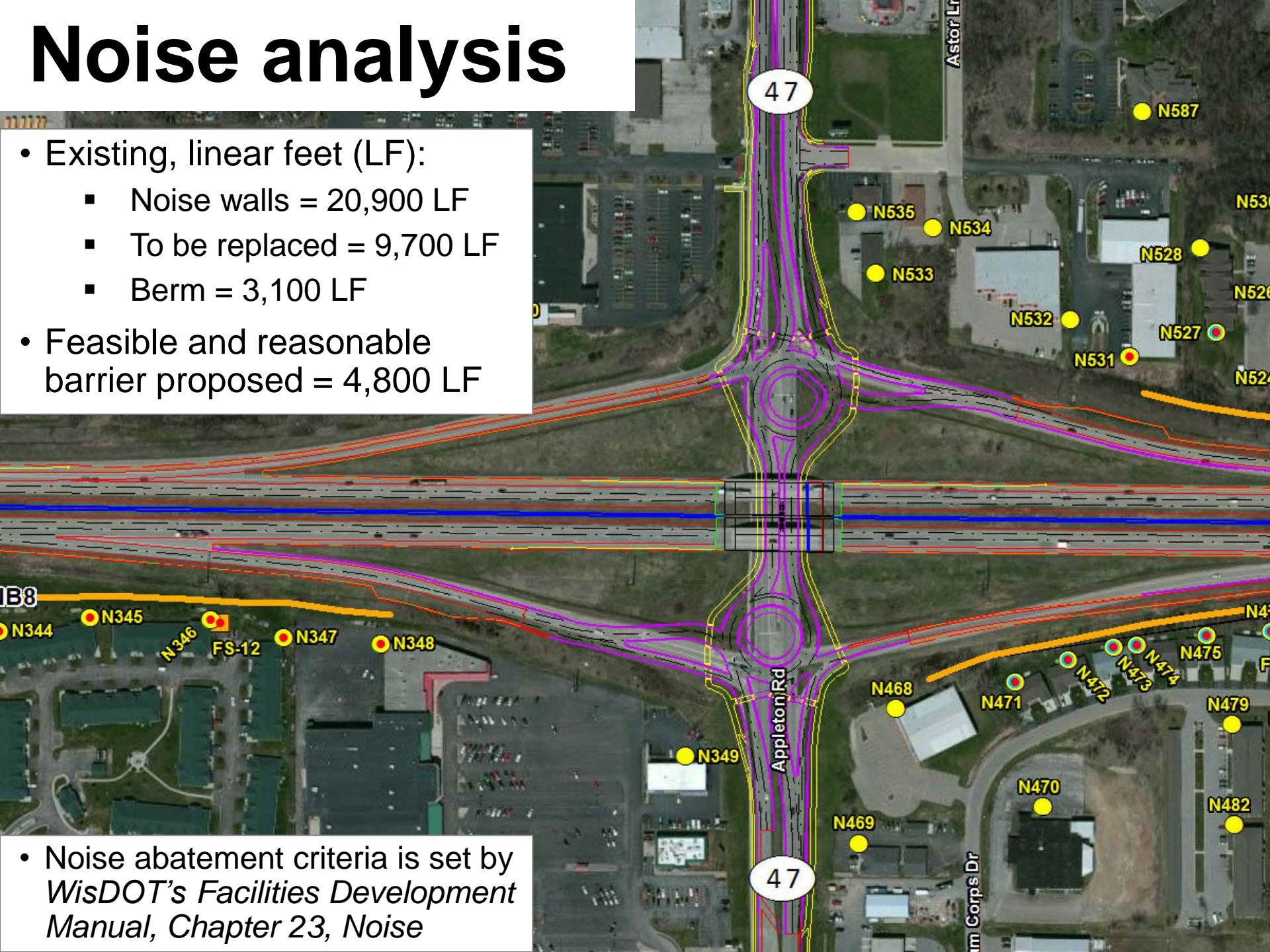
Next steps - real estate acquisitions

- 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



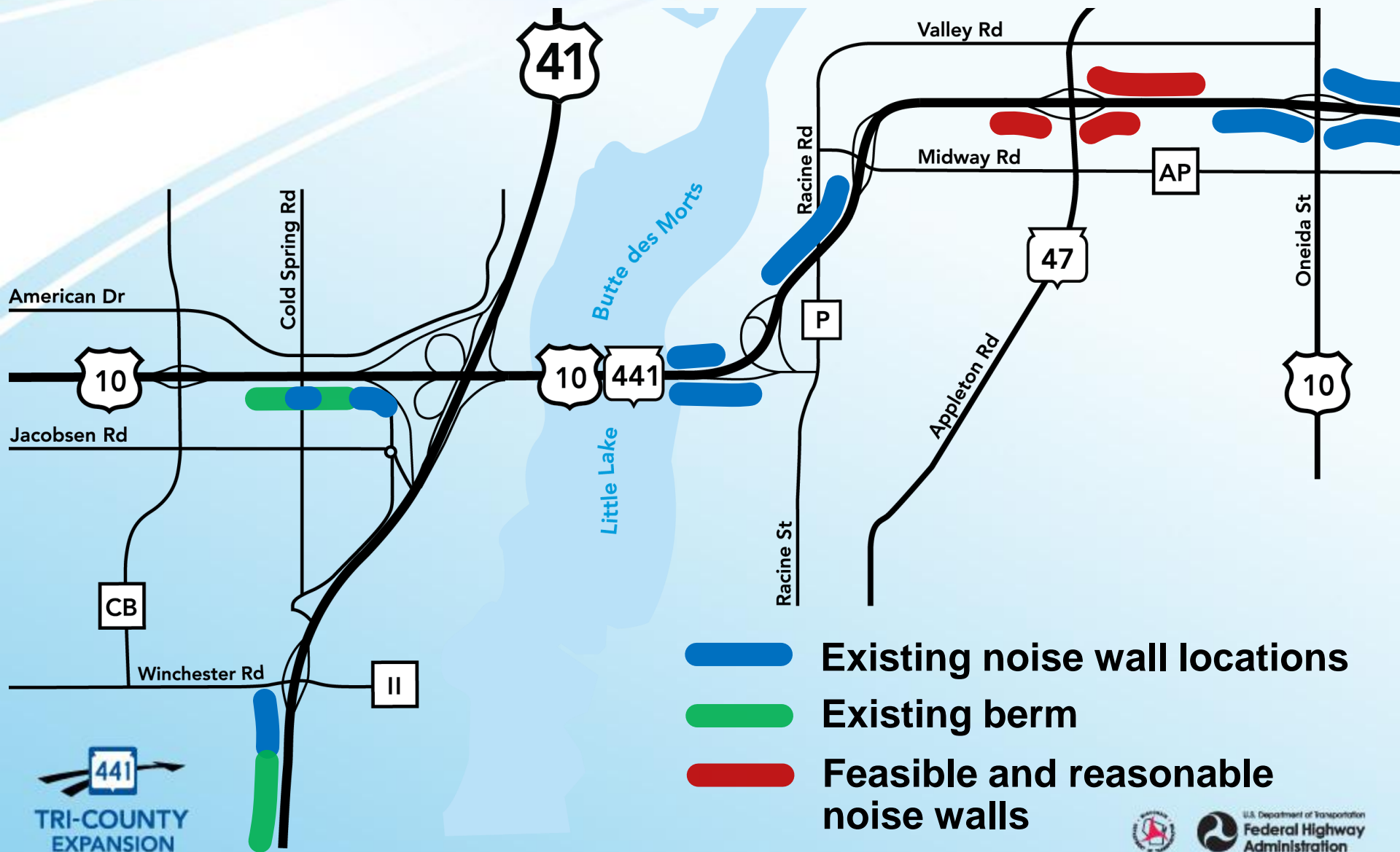
Noise analysis

- Existing, linear feet (LF):
 - Noise walls = 20,900 LF
 - To be replaced = 9,700 LF
 - Berm = 3,100 LF
- Feasible and reasonable barrier proposed = 4,800 LF



- Noise abatement criteria is set by *WisDOT's Facilities Development Manual, Chapter 23, Noise*

Noise analysis results



Noise analysis

Next steps

- Hold public meeting(s) with potentially benefited residents
 - Property owners and renters
 - Within 500 feet in any direction from the proposed noise barrier
- Determine level of support for the proposed noise barrier
 - Ballots cast by owners or residents of benefited receptors
 - Simple majority of ballots

Roundabouts & diverging diamond interchange



Roundabouts



- 10 percent fewer bicycle crashes
- Fewer conflict points, meaning fewer opportunities for crashes

Source: Insurance Institute for Highway Safety

- 90 percent fewer fatal crashes
- 76 percent fewer crashes with injury
- 30-40 percent reduction in pedestrian crashes

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

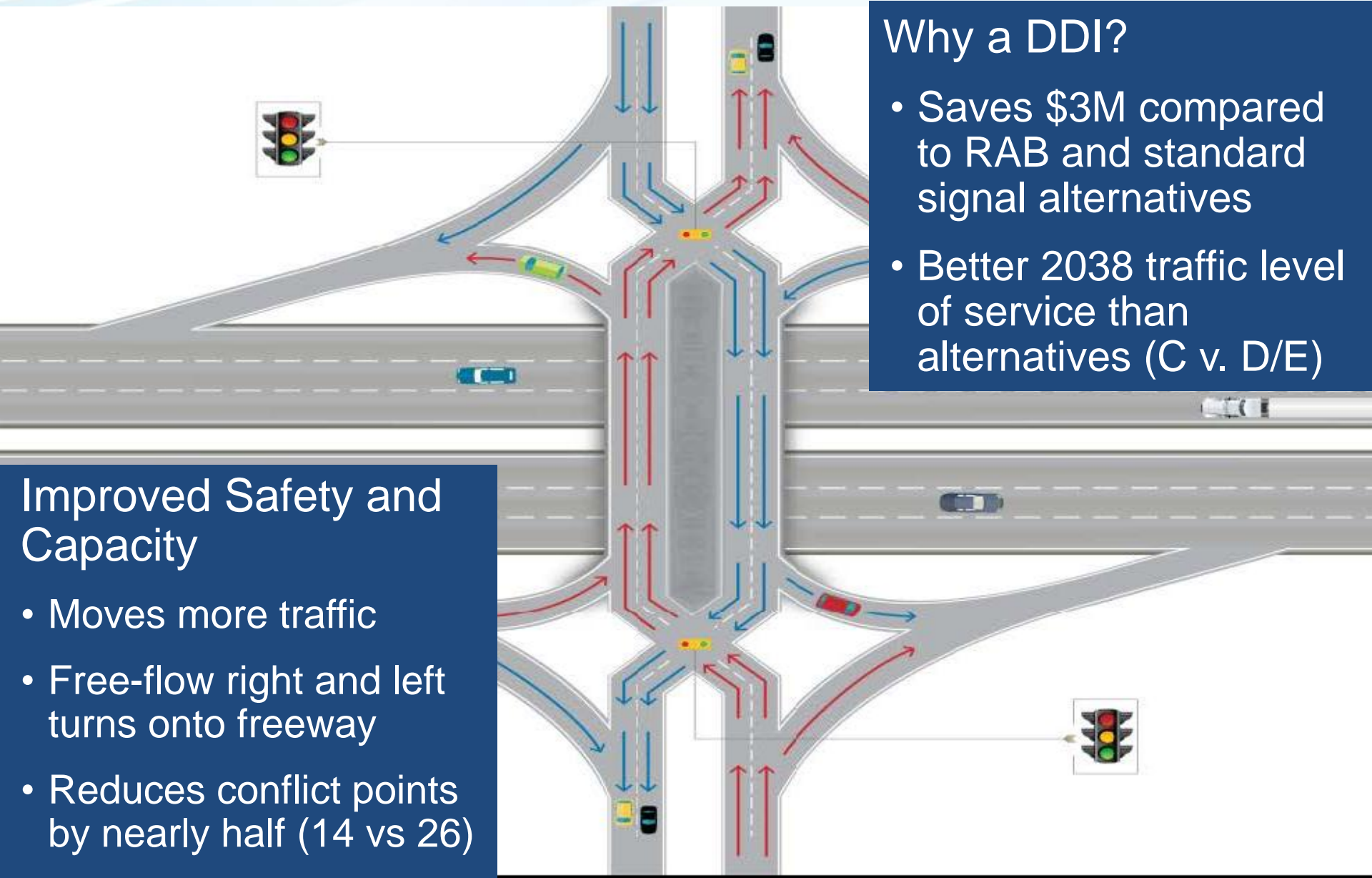
If you see a large vehicle approaching or within a roundabout, give them plenty of space. Avoid driving next to or passing large trucks when approaching or traveling inside a roundabout. You'll also notice an outer section of the center island called the truck apron. Truck aprons are for the rear wheels 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.



Diverging diamond interchange



Why a DDI?

- Saves \$3M compared to RAB and standard signal alternatives
- Better 2038 traffic level of service than alternatives (C v. D/E)

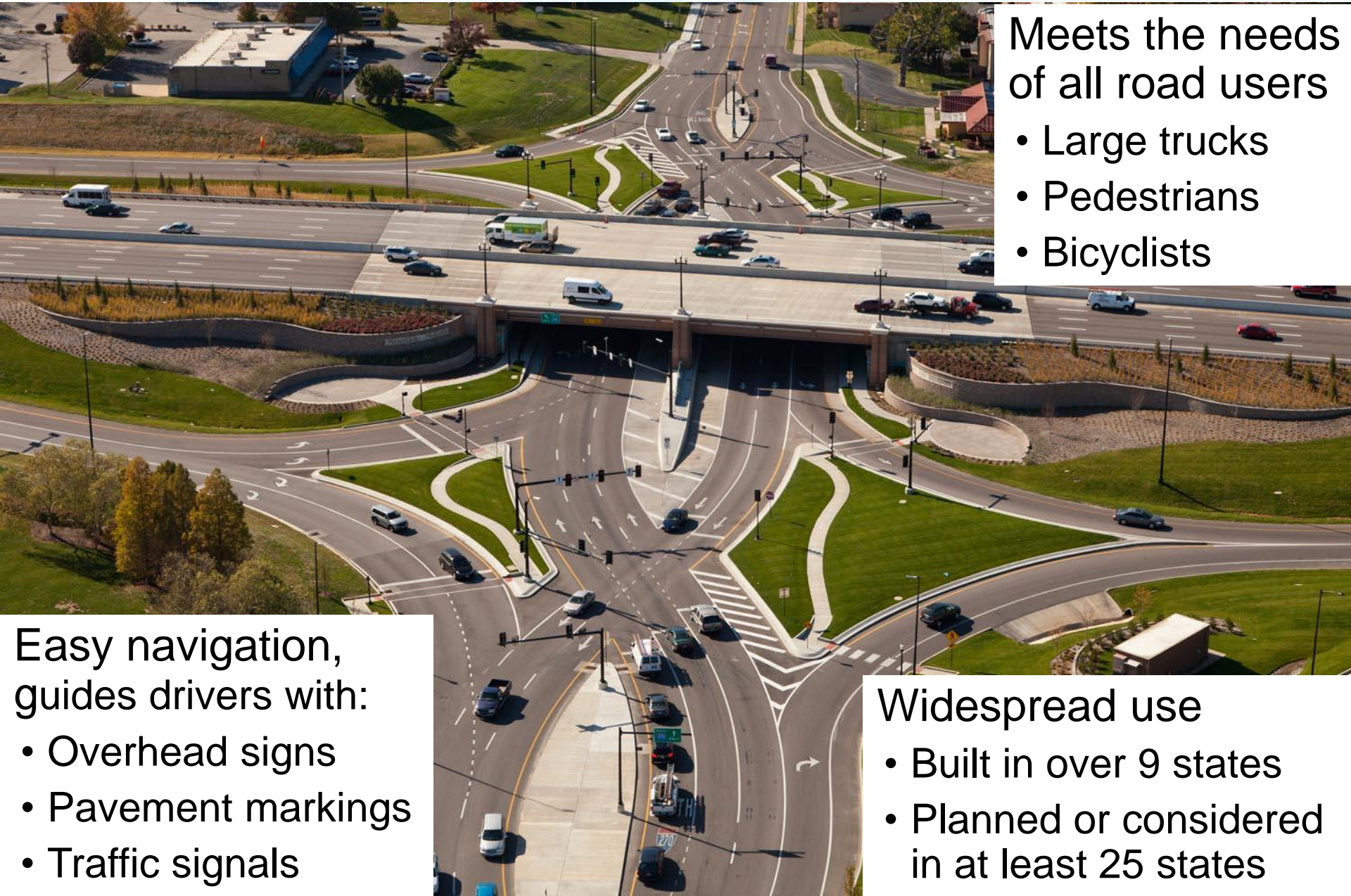
Improved Safety and Capacity

- Moves more traffic
- Free-flow right and left turns onto freeway
- Reduces conflict points by nearly half (14 vs 26)

Diverging diamond interchange

Meets the needs of all road users

- Large trucks
- Pedestrians
- Bicyclists



Easy navigation,
guides drivers with:

- Overhead signs
- Pavement markings
- Traffic signals

Widespread use

- Built in over 9 states
- Planned or considered in at least 25 states

Next steps – transportation management plans

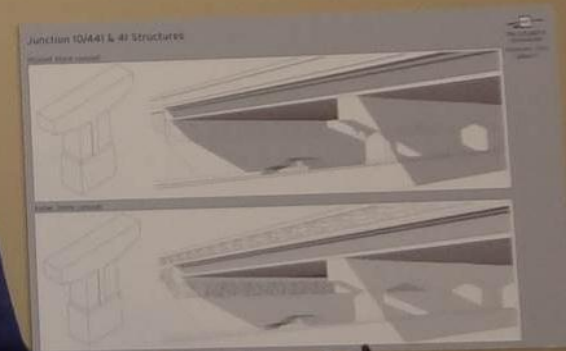


- Coordinate with taskforces, stakeholders along corridor
- Enhance safety
 - Keep traffic moving during construction
 - Keep customers connected with businesses

TRI-COUNTY EXPANSION



Next steps - design coordination



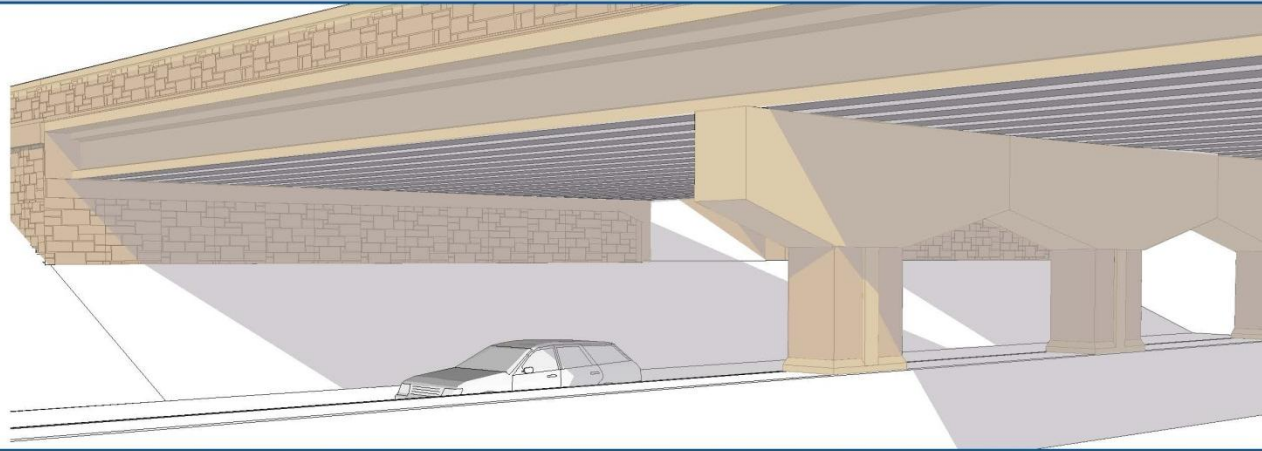
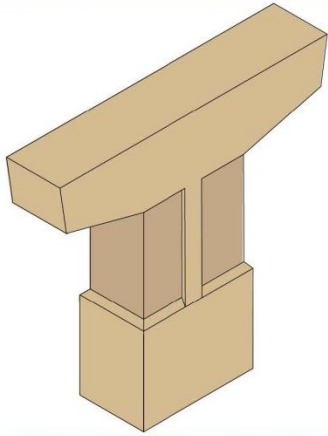
- Interchange CSS meetings and coordination meetings with municipalities
 - Ongoing
- Neighborhood noise barrier meetings
 - Begin summer/fall 2014

WIS 441 CSS process

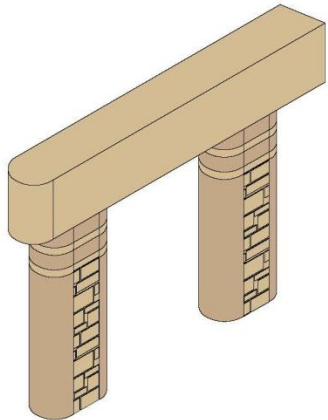
- Assess project area, identify characteristics, develop concepts (**completed**)
- Stone concepts - Community leaders provide preference (**completed**)
- Color concepts - Community leaders provide comment and preference (**Completed**)
- Focused workshops with community stakeholders (**Underway**)

CSS recommendations

Junction 10/441 & 41 structures



Structures east of LLBDM



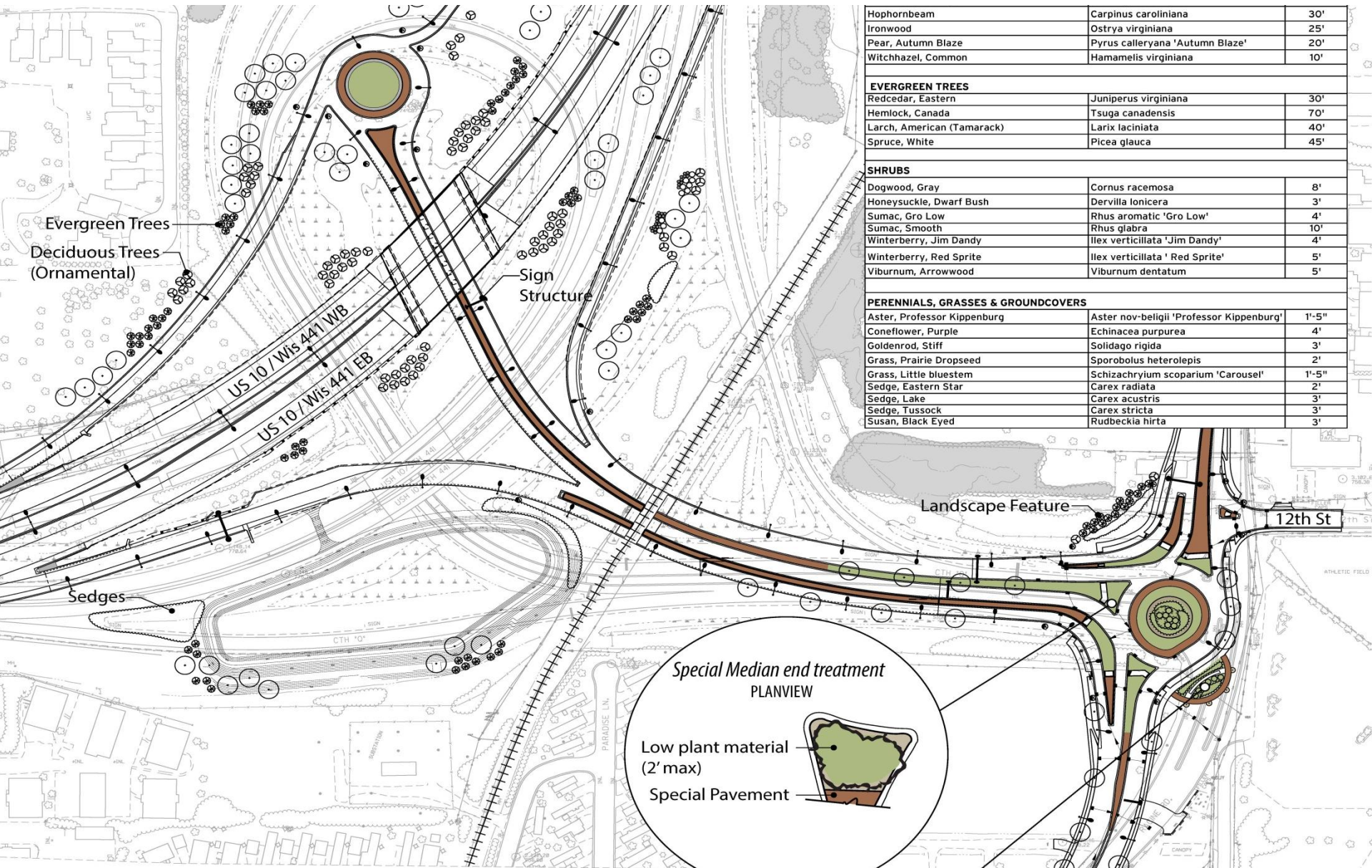
Bus shelter

CSS process



Landscape concepts

CSS process



Hopornbeam	Carpinus caroliniana	30'
Ironwood	Ostrya virginiana	25'
Pear, Autumn Blaze	Pyrus calleryana 'Autumn Blaze'	20'
Witchhazel, Common	Hamamelis virginiana	10'

EVERGREEN TREES

Redcedar, Eastern	Juniperus virginiana	30'
Hemlock, Canada	Tsuga canadensis	70'
Larch, American (Tamarack)	Larix laricina	40'
Spruce, White	Picea glauca	45'

SHRUBS

Dogwood, Gray	Cornus racemosa	8'
Honeysuckle, Dwarf Bush	Dervilla ionicera	3'
Sumac, Gro Low	Rhus aromatic 'Gro Low'	4'
Sumac, Smooth	Rhus glabra	10'
Winterberry, Jim Dandy	Ilex verticillata 'Jim Dandy'	4'
Winterberry, Red Sprite	Ilex verticillata 'Red Sprite'	5'
Viburnum, Arrowwood	Viburnum dentatum	5'

PERENNIALS, GRASSES & GROUNDCOVERS

Aster, Professor Kippenburg	Aster nov-belgii 'Professor Kippenburg'	1'-5"
Coneflower, Purple	Echinacea purpurea	4'
Goldenrod, Stiff	Solidago rigida	3'
Grass, Prairie Dropseed	Sporobolus heterolepis	2'
Grass, Little bluestem	Schizachyrium scoparium 'Carousel'	1'-5"
Sedge, Eastern Star	Carex radiata	2'
Sedge, Lake	Carex acutris	3'
Sedge, Tussock	Carex stricta	3'
Susan, Black Eyed	Rudbeckia hirta	3'

Next steps - public outreach



- Maintain trust and credibility within the community
- Be the first and best source for project information
- Seek public input at project milestones

Communicating with you



Home | Construction updates | Contact us
Site index | Help | En Español | Hmong | WisDOT home



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

US 41 Project



OVERVIEW

TRAFFIC

CLOSURES

MAP

GALLERY

NEWS & MEETINGS

RESOURCES



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



Download Map

- WisDOT will continue to keep public informed
 - Project web presence
 - Media outreach
 - Newsletters
 - Public meetings
- Feedback

Next steps - business outreach

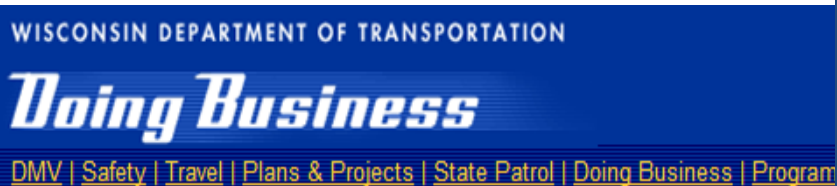


- Coordinate with businesses along corridor
- Provide businesses with first hand information at milestones
- Identify needs and concerns before and during construction

Business resources

'In this together' kit

- Partnership with businesses
- Tools to maintain connection with customers
 - Print ad templates
 - Web banner ads
 - Web site button



[In This Together](#)
[Workbook](#)
[Case studies](#)
[Promotional samples](#)
[Contacts](#)

In This Together - Workbook

This workbook shows how WisDOT and businesses can work together to succeed during a highway construction project.

Sections

- [Planning ahead](#)
- [Staying informed](#)
- [Handling traffic](#)
- [Reducing traffic](#)
- [Keeping customers informed](#)
- [Assistance for motor vehicle dealers](#)
- [Tips](#)

Worksheet

Checklist for business owners/operators showing items businesses could do, prior to and after const successful.

- [Business checklist/timeline](#) 



Business resources - signing



- Early 'heads up' on temporary business signing
- Signs should be coordinated
 - Start thinking about coordinating with other area businesses
 - WisDOT will reach out to business closer to construction with more details

Communicating with you

- Comment forms
 - Submit today or via mail
 - Submit comments by May 27, 2014
- Join project email list
 - Provide email address on sign-in sheets
 - Send email to project staff

[illegible]

Questions?

WIS 441 Tri-County Project