



TRI-COUNTY EXPANSION



WIS 441 Tri-County Project

Public Information Meeting

June 25, 2013

Presentation outline

- Introductions
- Project improvements and schedule
- Community sensitive solutions (CSS)
- Roundabouts and Diverging Diamond Interchange (DDI)
- Next steps and outreach

Introductions

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

Project improvements-overview

- Reconstruct 5 interchanges and add missing movements at US 41



Project improvements-overview

- Replace 6 miles of mainline pavement, expand to 6 lanes



Project improvements-overview

- Improve design speed of roadway curves



Project improvements-overview

- Construct a second parallel bridge over Little Lake Butte des Morts



Project improvements-overview

- Revise interchange control



Project improvements-overview

- Add auxiliary lanes along US 41 for system interchange operation



Project improvements - outreach

Outreach efforts

May 2012	Public information meeting Local officials meeting
Dec 2012	Local officials meeting – vote on stone concepts
Feb 2013	Local officials meeting – vote on staining colors
June 2013	Local officials meeting – project update

Project improvements - design

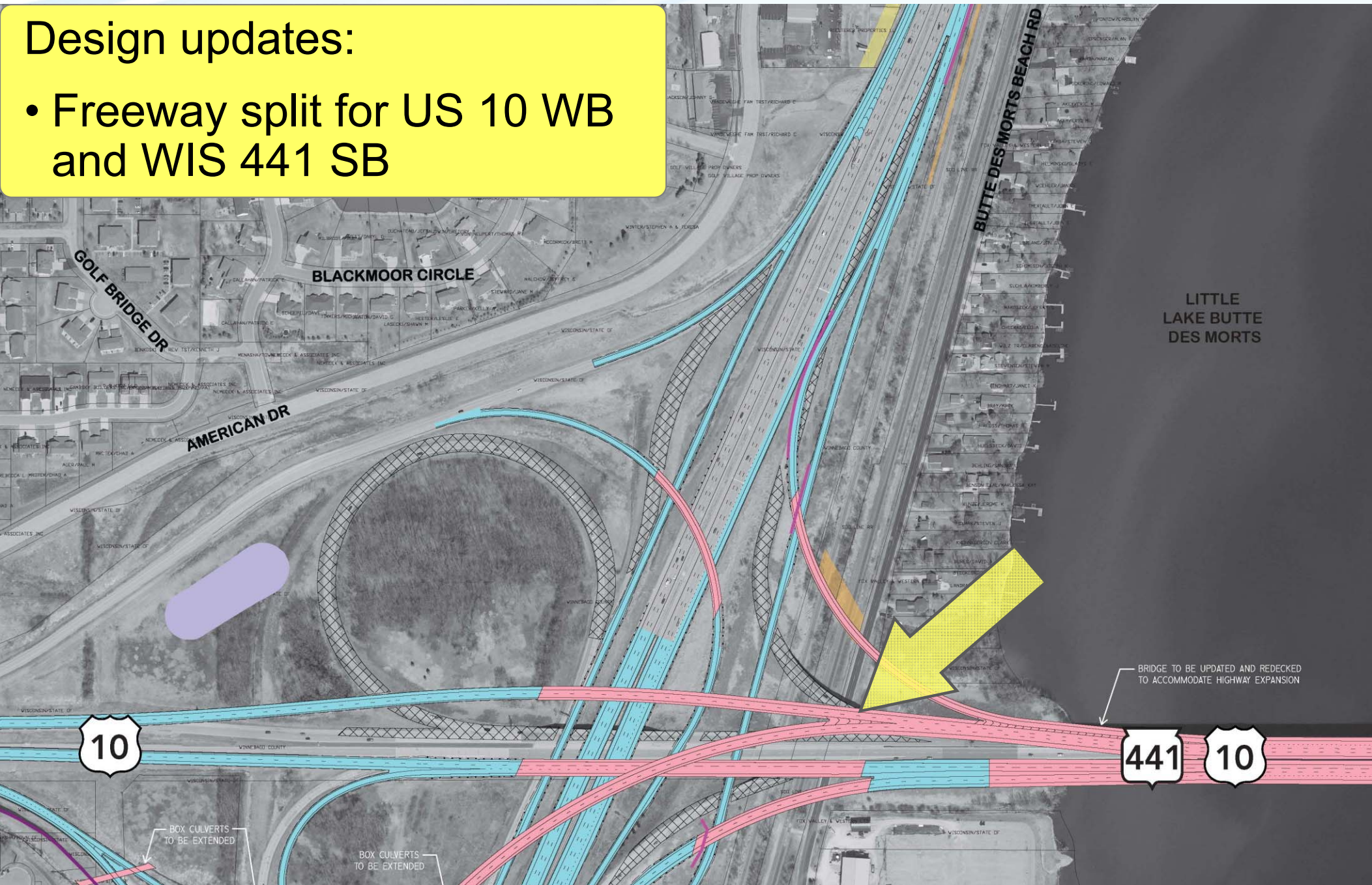
US 10/WIS 441 design milestones

May 2012	Value Engineering Study
Aug 2012	Risk Assessment Workshop
Sept 2012	FHWA Cost Estimate Review
Winter 2013	60% Plans
Spring 2013	Environmental Re-Evaluation Coordination

US 41/WIS 441 interchange (north)

Design updates:

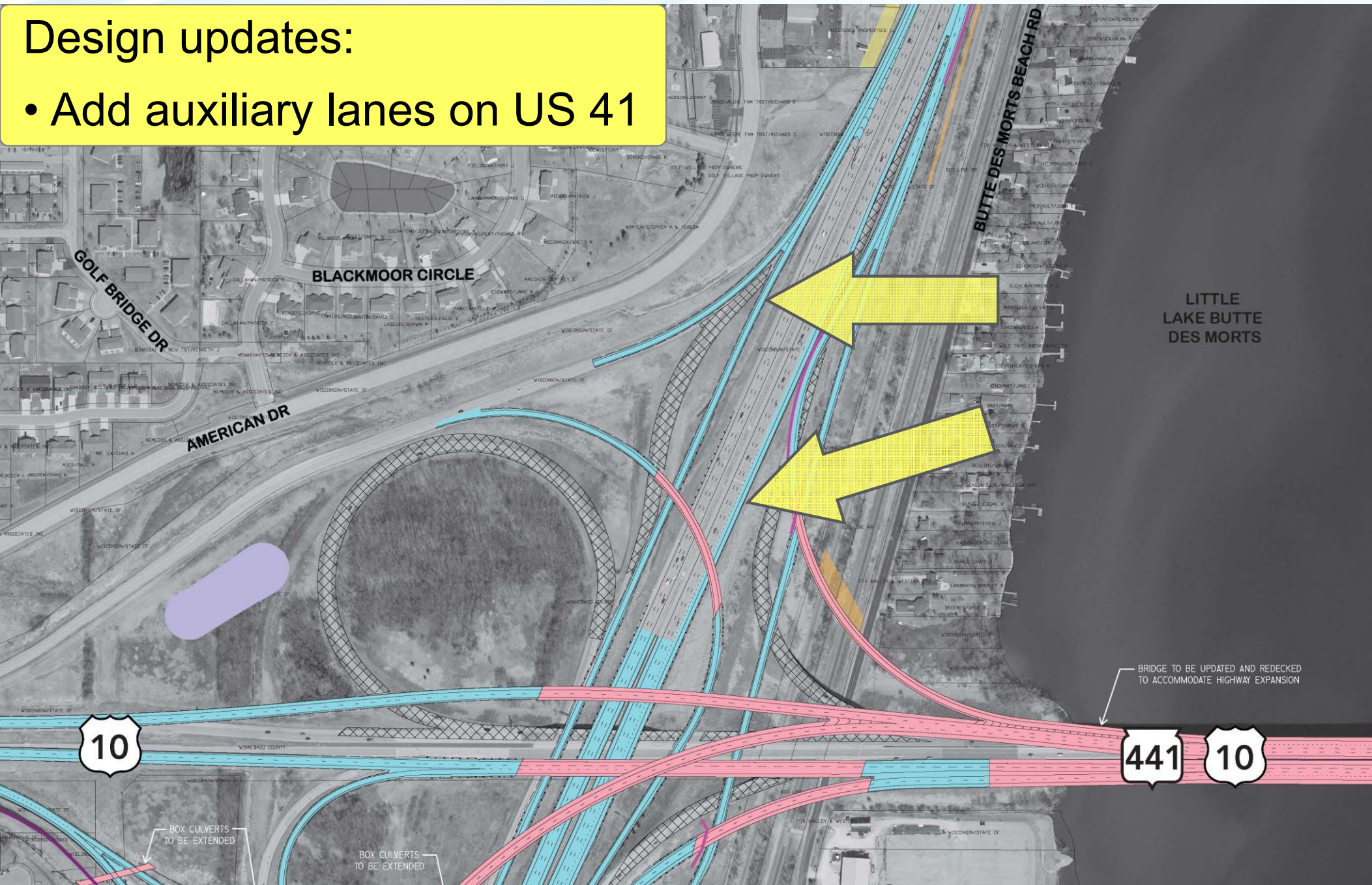
- Freeway split for US 10 WB and WIS 441 SB



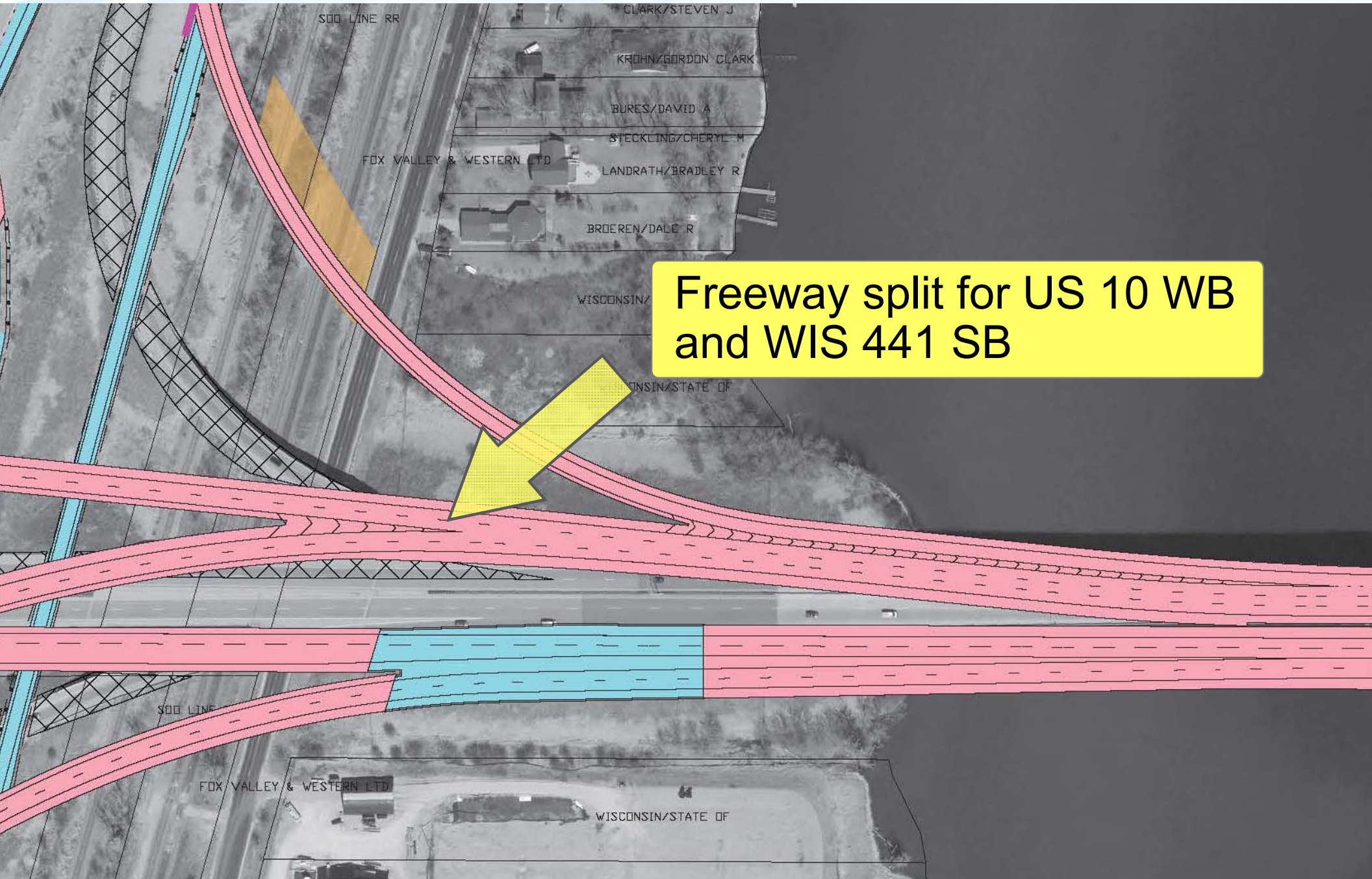
US 41/WIS 441 interchange (north)

Design updates:

- Add auxiliary lanes on US 41



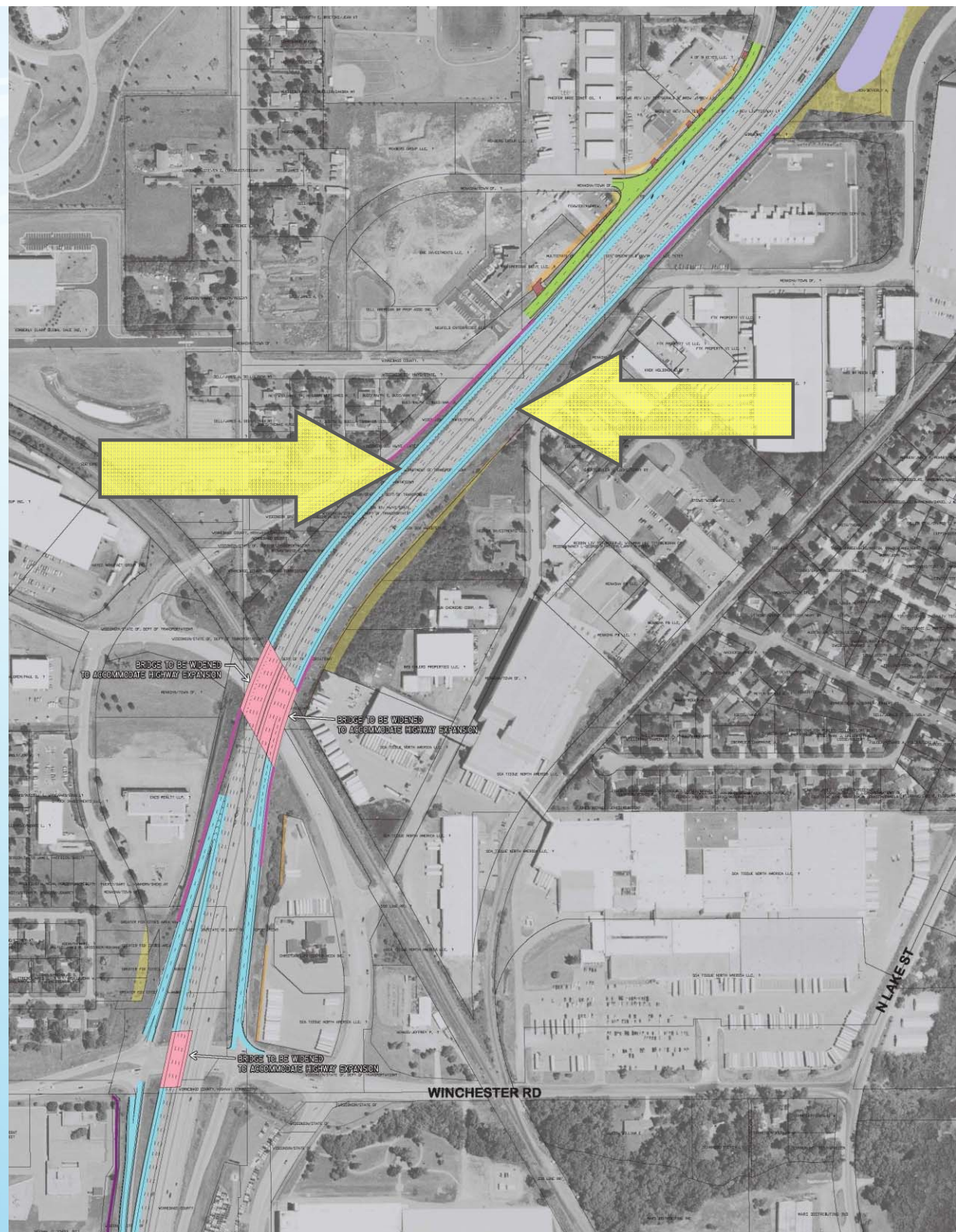
US 41/WIS 441 interchange



US 41/WIS 441 interchange (south)

Design updates:

- Add auxiliary lanes on US 41 to County II interchange

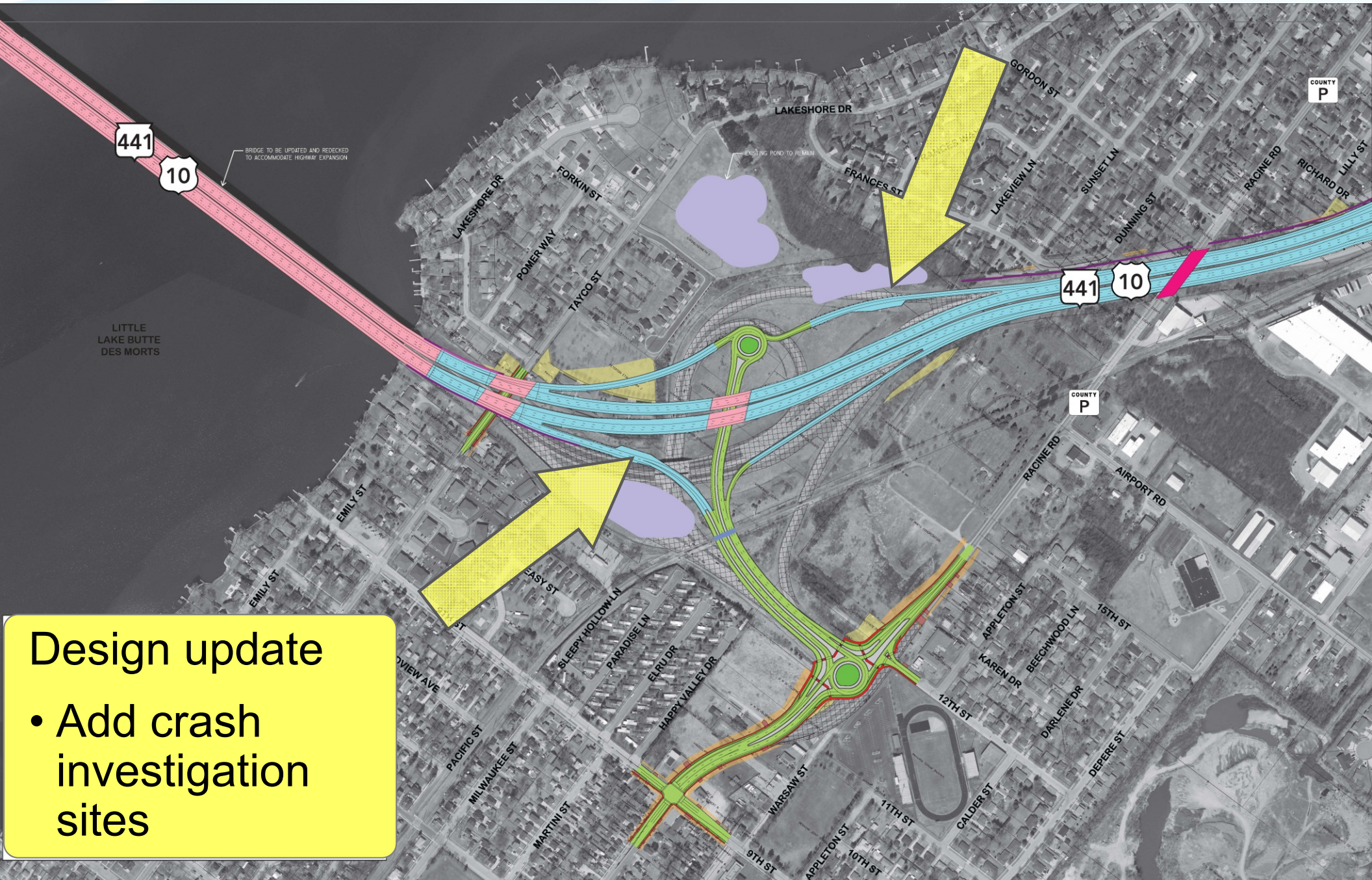


Little Lake Butte des Morts structures

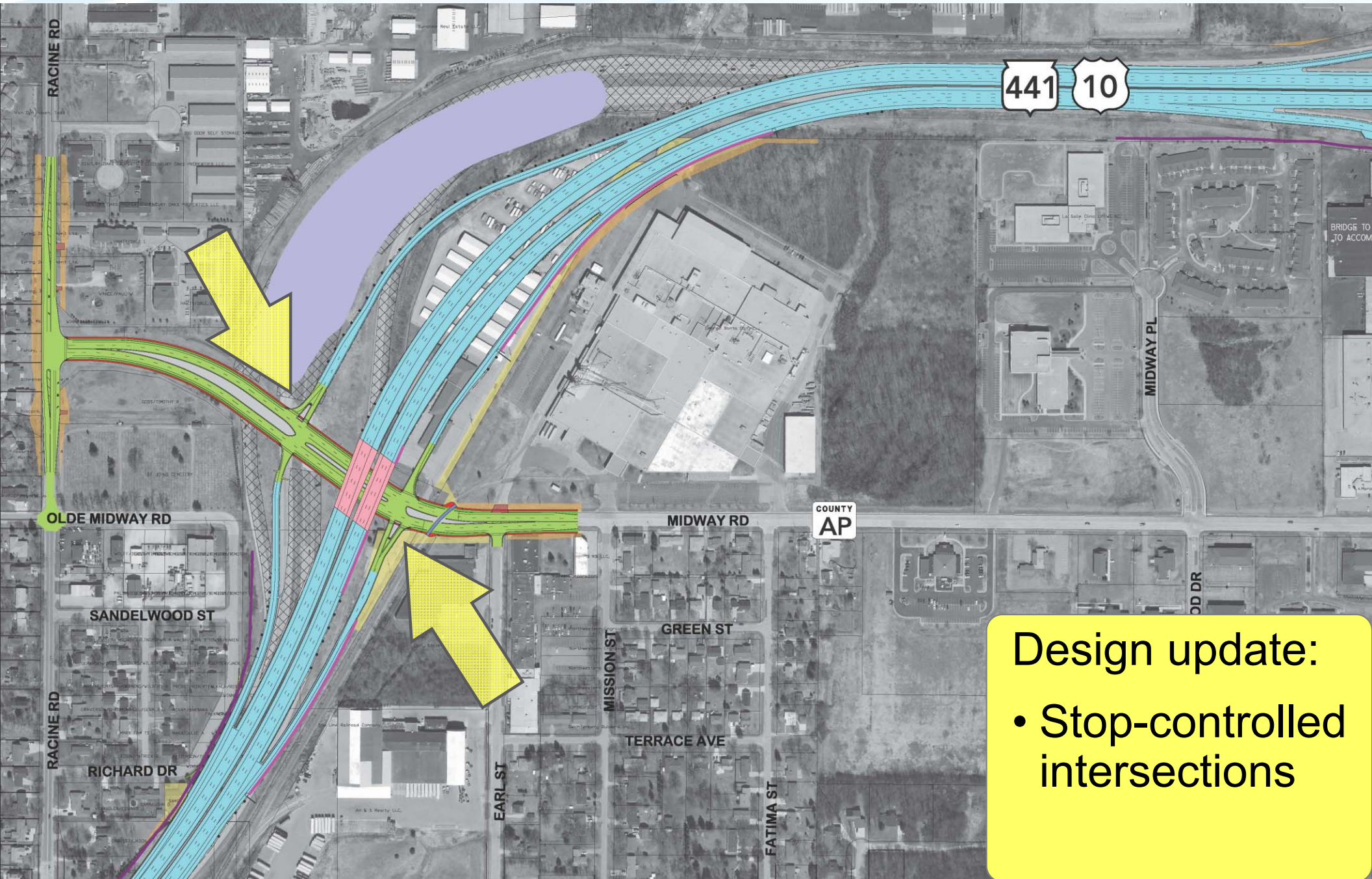


- New concrete structure closely matches existing
- Spans will vary from existing, more cost effective
- Stain existing and new structures to match
- Structures will have overhead bridge deck lighting

County P/Racine Rd interchange



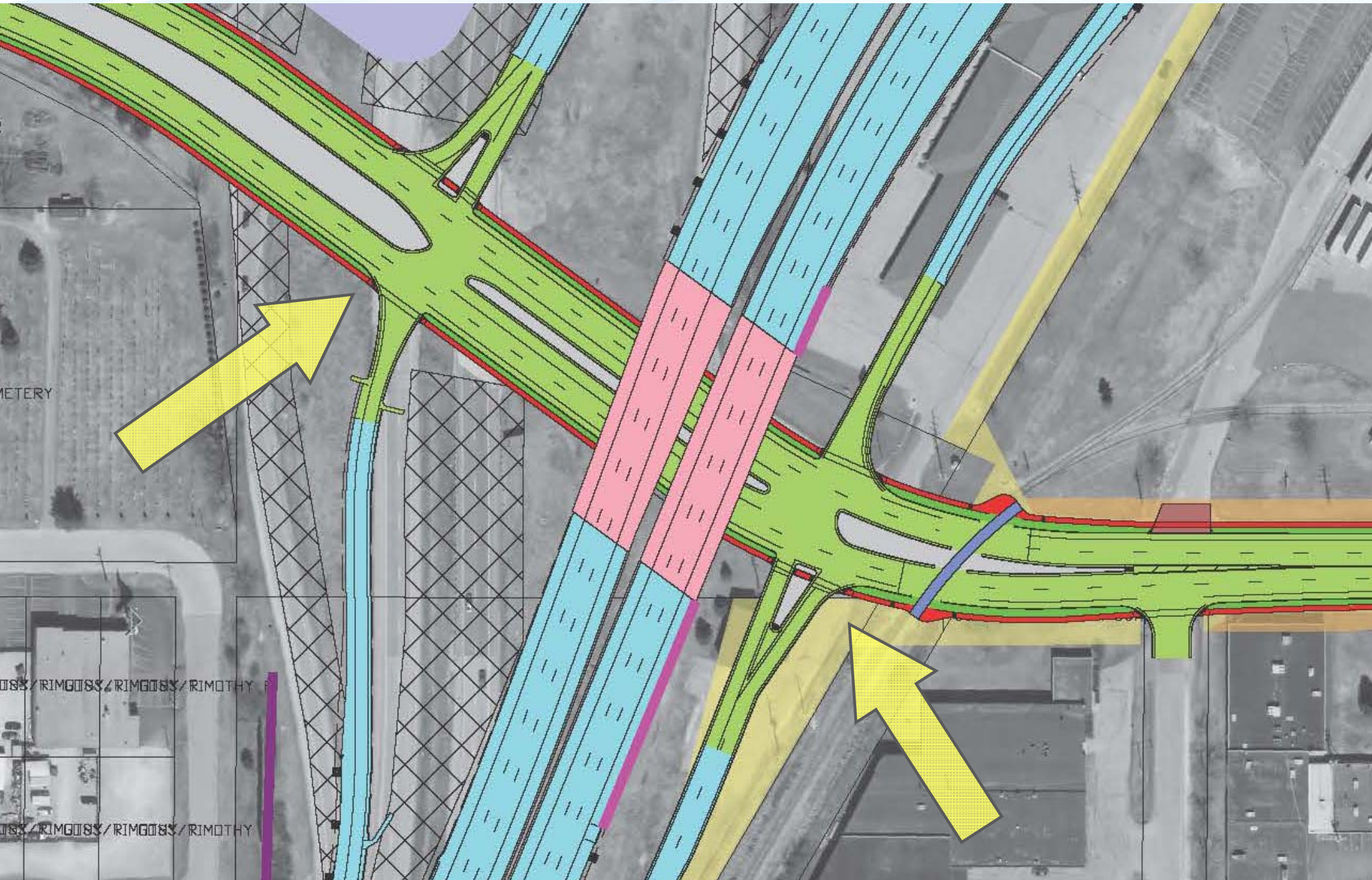
County AP/Midway Rd interchange



Design update:

- Stop-controlled intersections

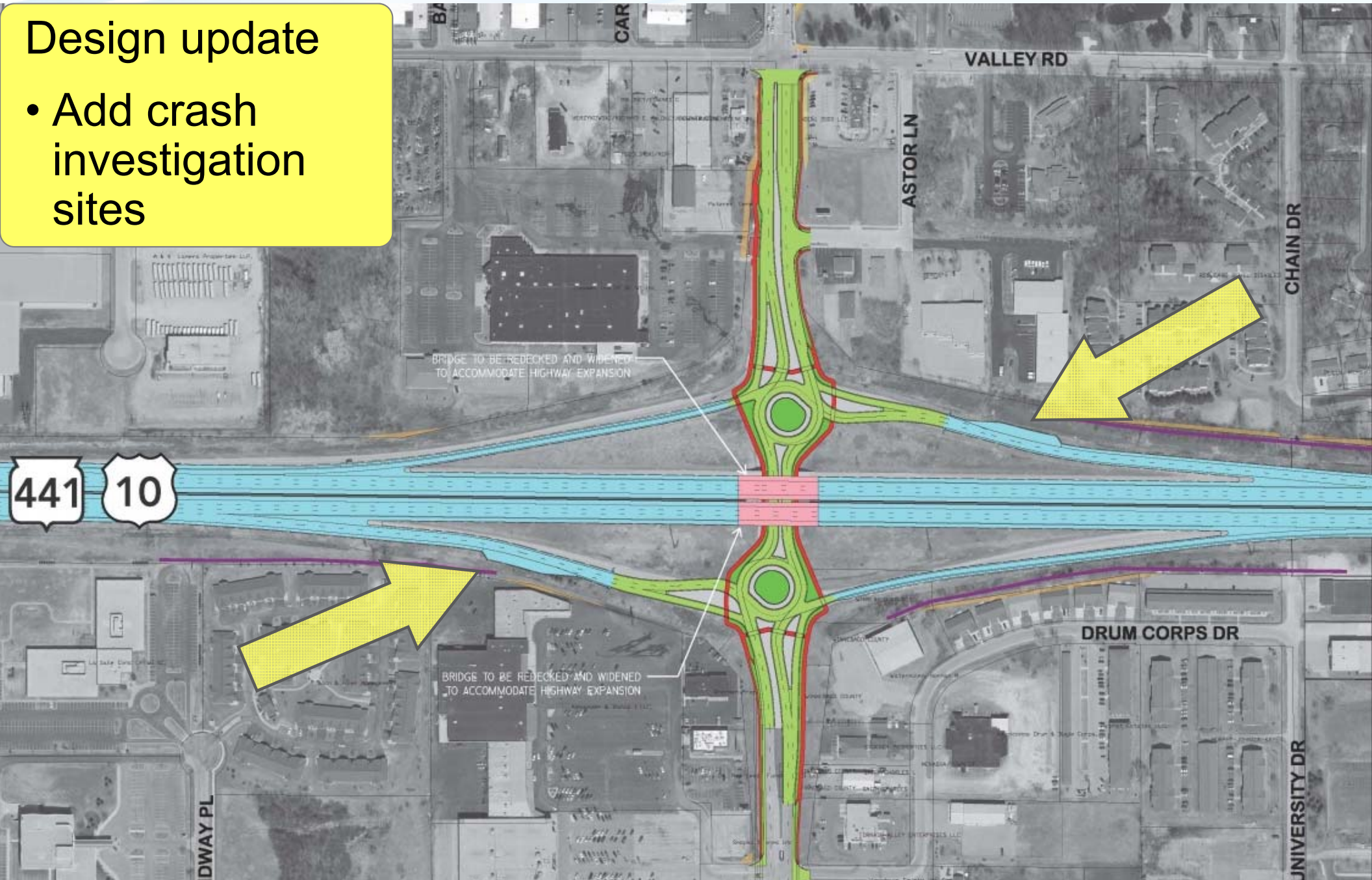
County AP/Midway Rd interchange



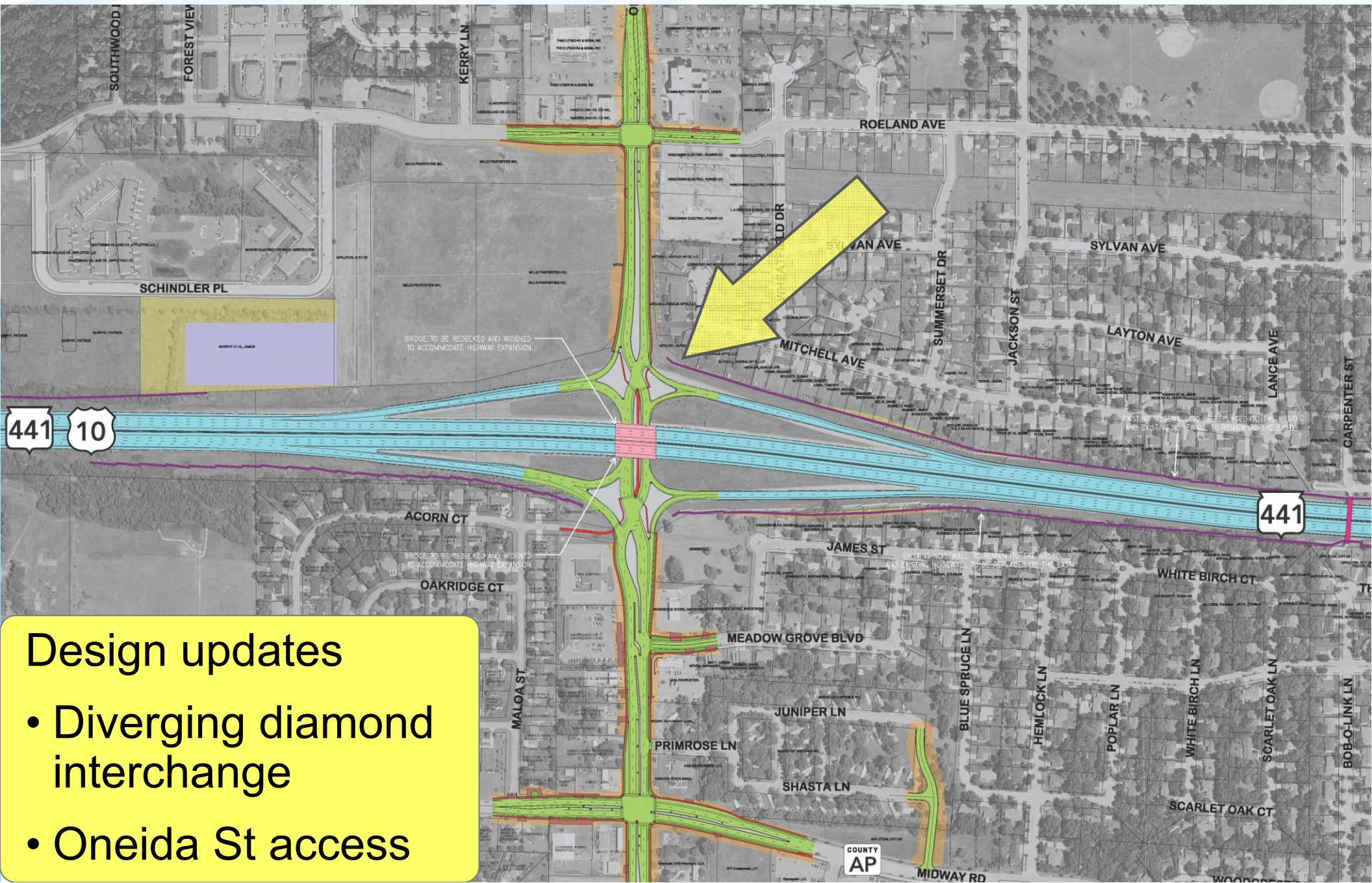
WIS 47/Appleton Rd interchange

Design update

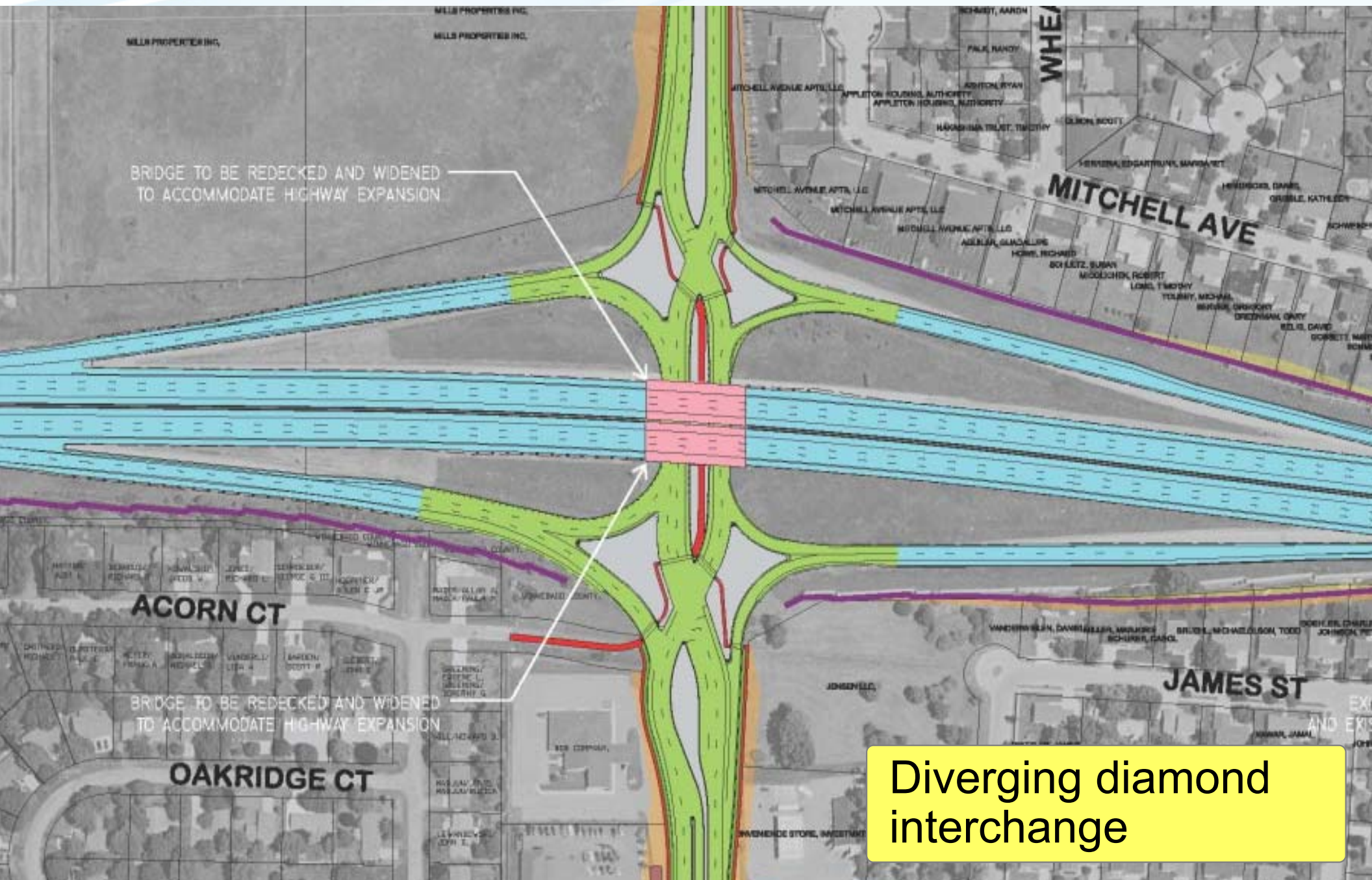
- Add crash investigation sites



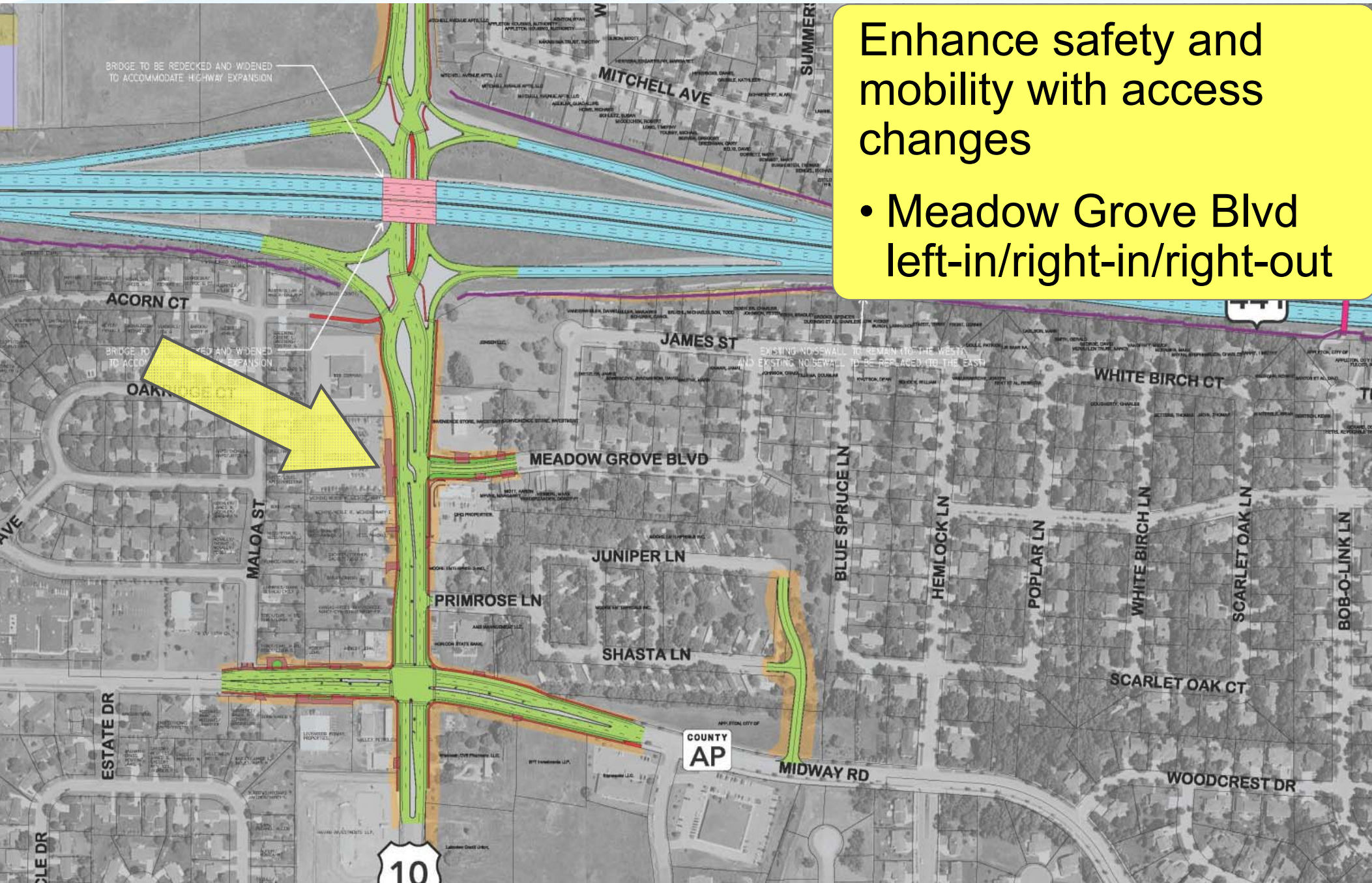
US 10/Oneida St interchange



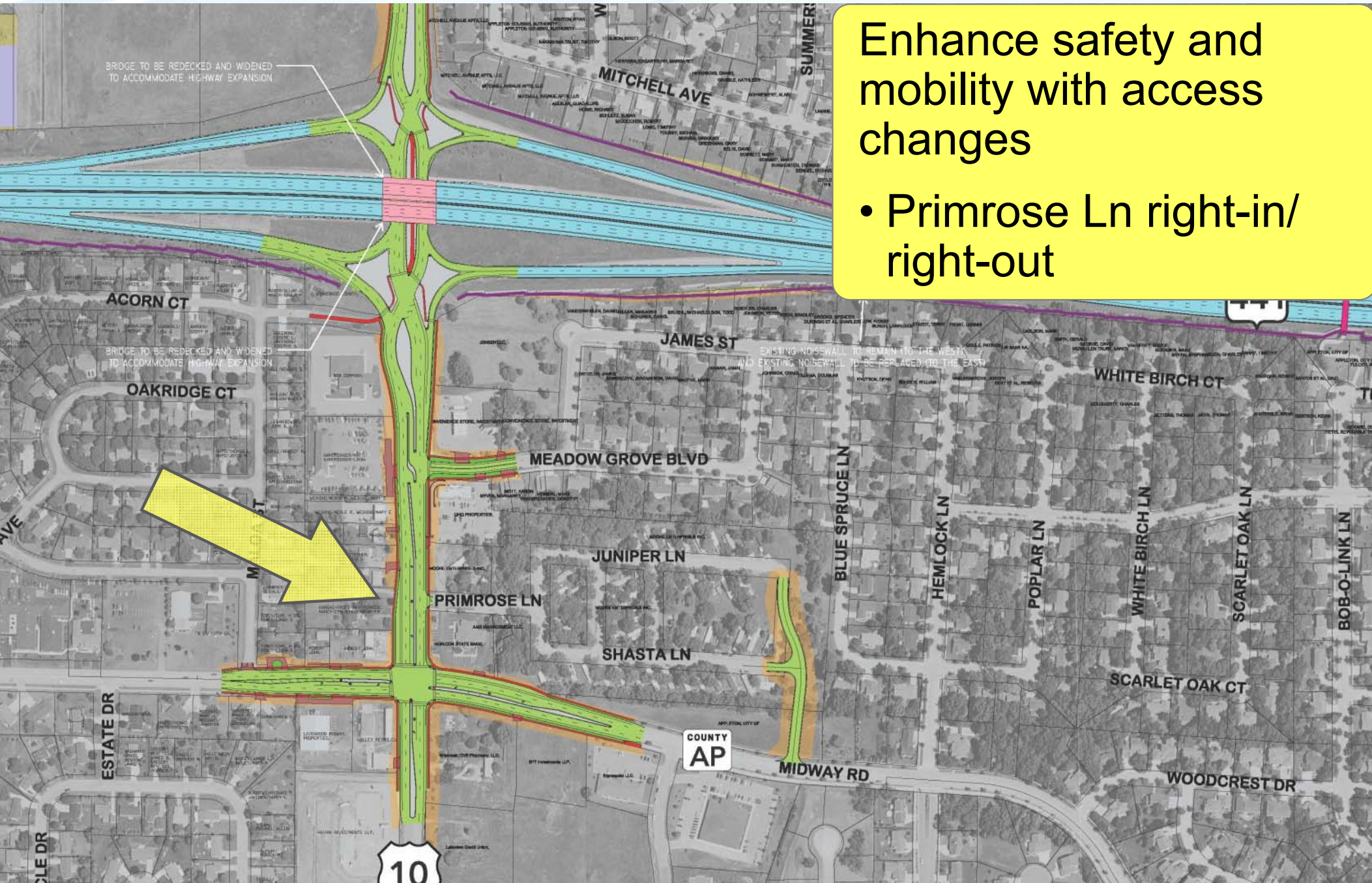
US 10/Oneida St interchange



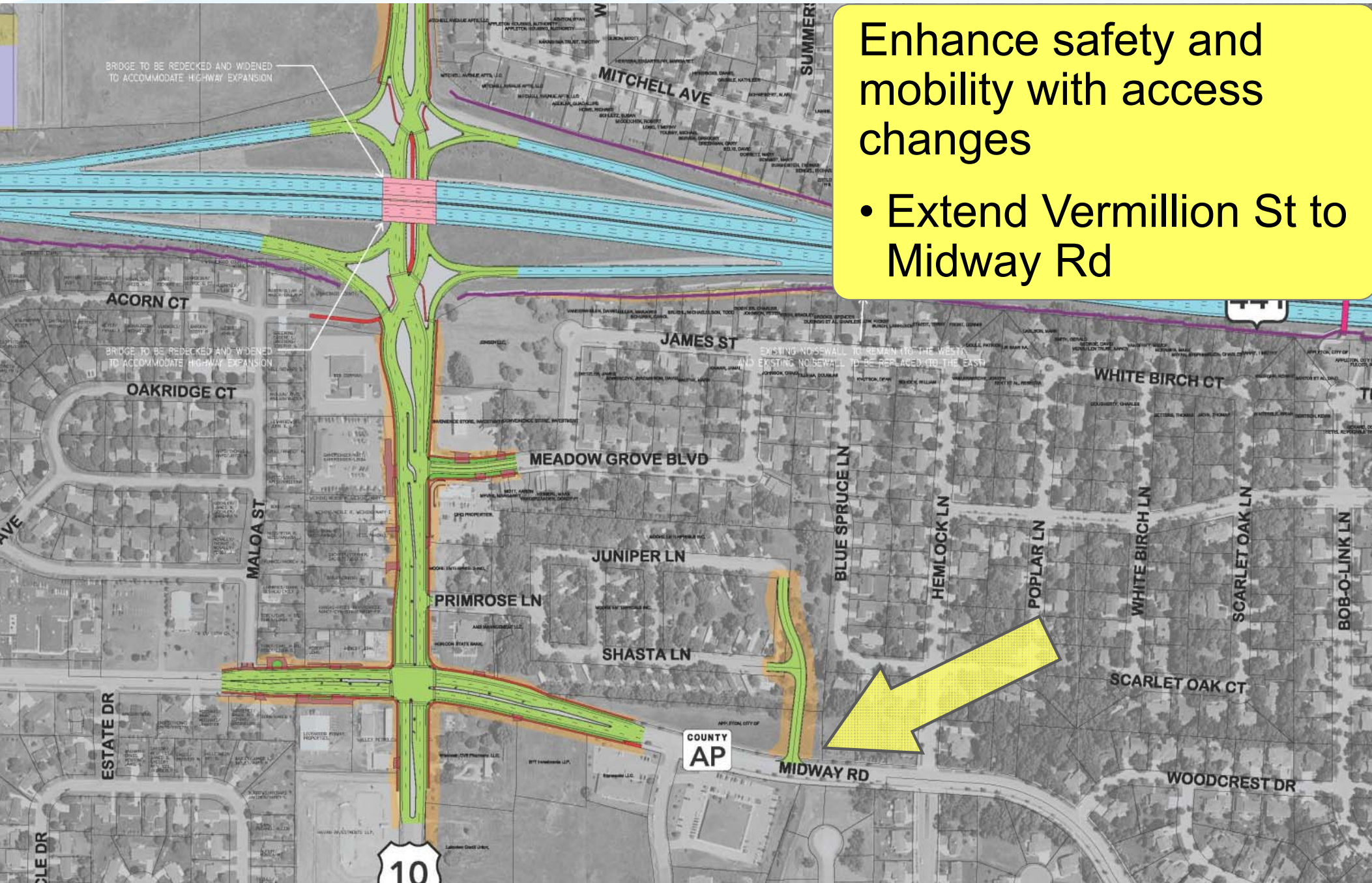
US 10/Oneida St interchange (access)



US 10/Oneida St interchange (access)



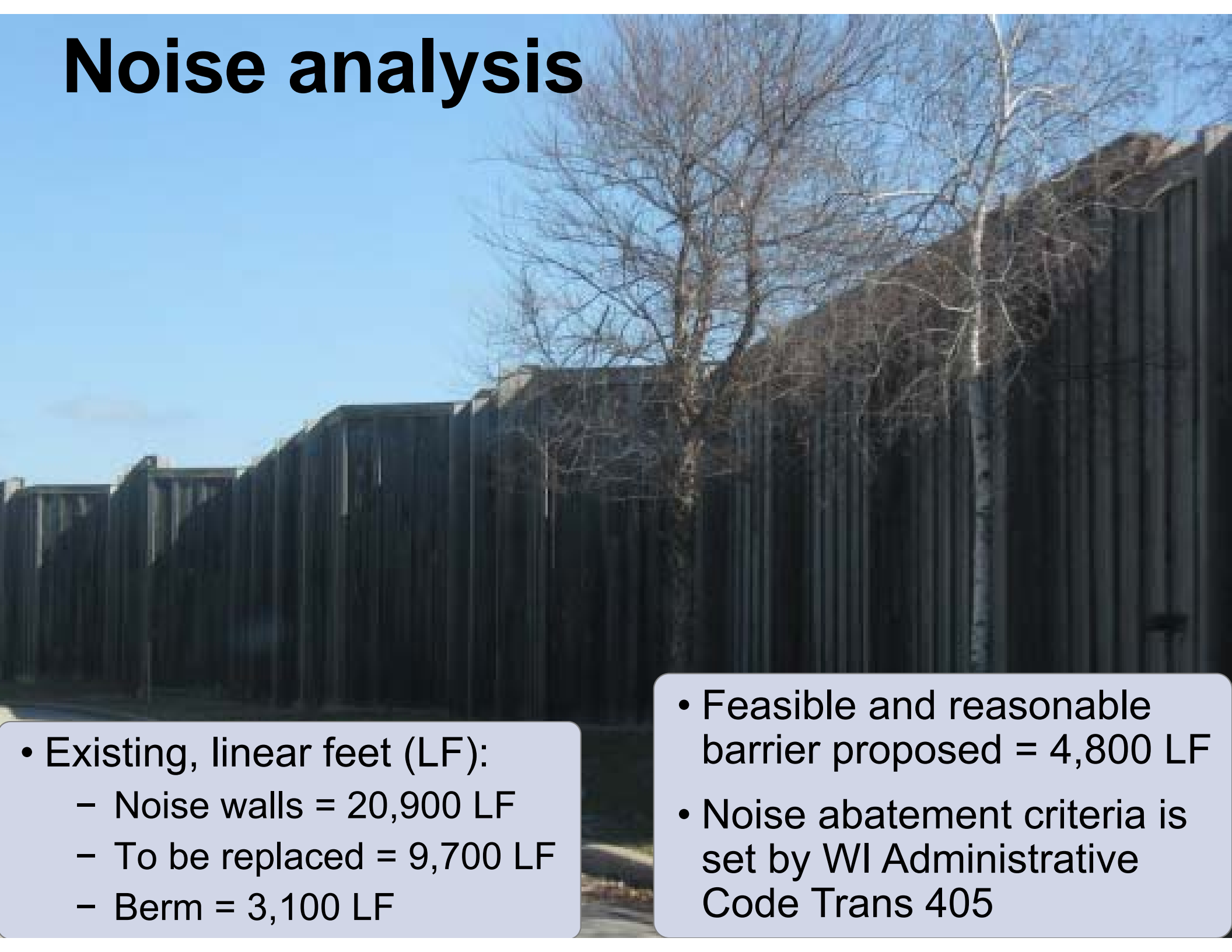
US 10/Oneida St interchange (access)



Noise analysis

- Re-model entire Tri-County Expressway with updated design and projected design-year traffic volumes
- June 2013 - Perform noise level measurements throughout the corridor (validate model)
- Determine properties potentially eligible for feasible and reasonable noise mitigation measures

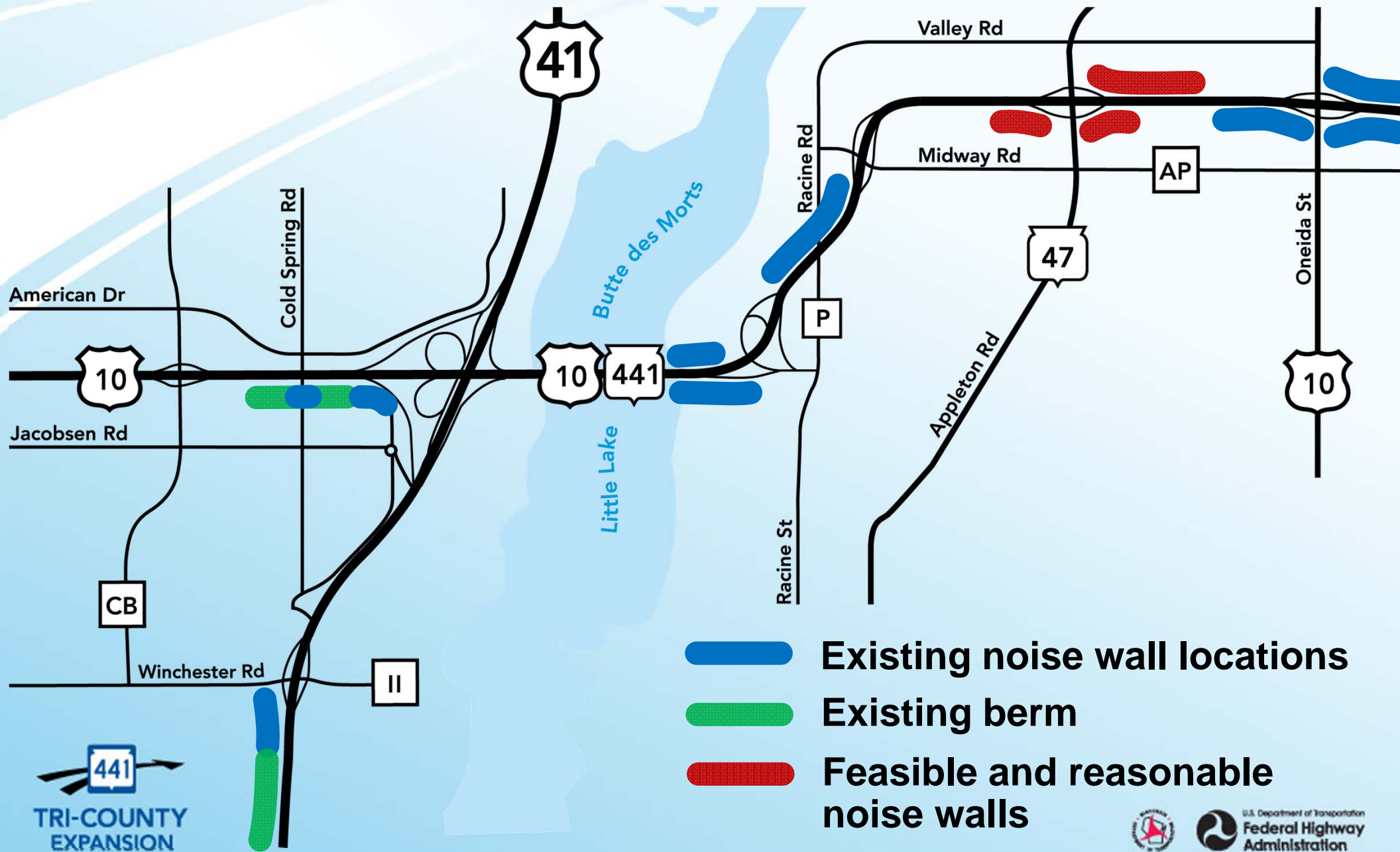
Noise analysis



- 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 WI Administrative Code Trans 405

Noise analysis results



Project schedule

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

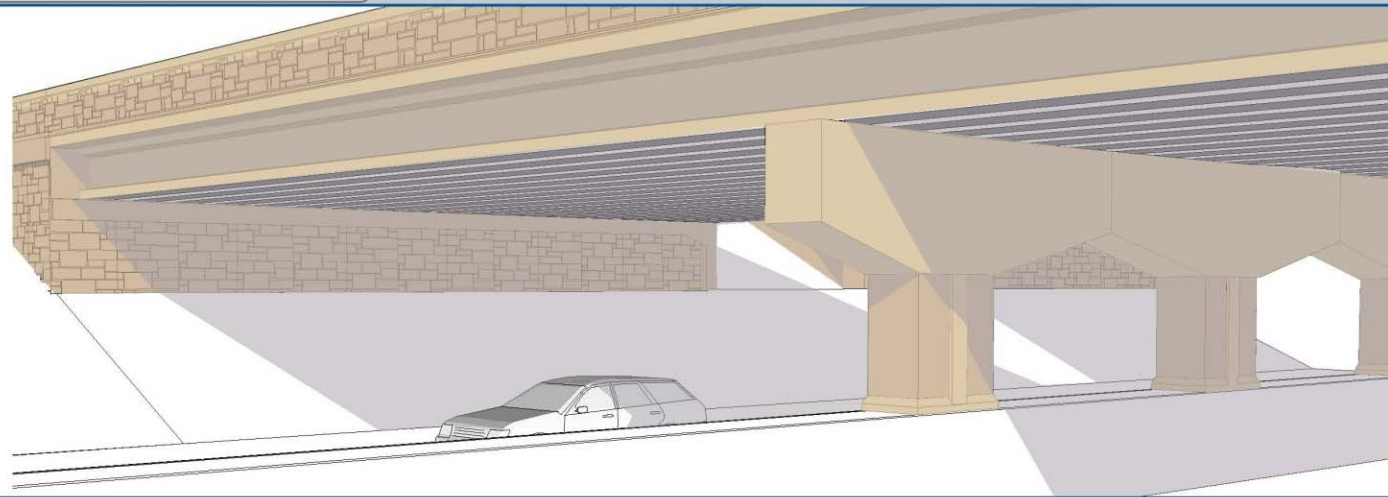
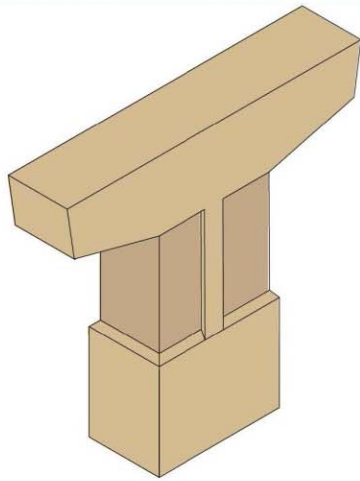
Note: Yellow indicates schedule update
Timelines are subject to change

WIS 441 CSS process

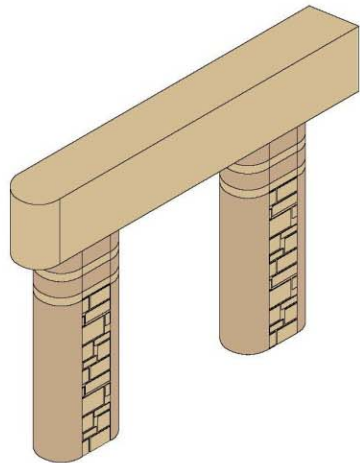
- Assess project area, identify characteristics, develop concepts (**completed**)
- Stone concepts - Community leaders provide preference (**completed**)
- Color concepts - Community leaders provide comment and preference (**Completed**)
- Focused workshops with community stakeholders (**summer/fall 2013**)

CSS recommendations

Junction 10/441 & 41 structures



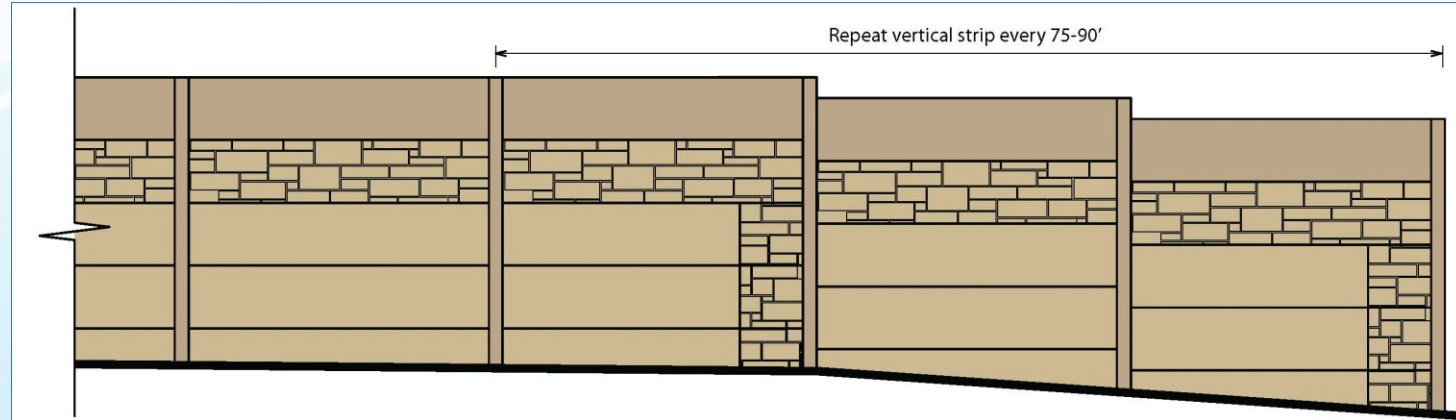
Structures east of LLBDM



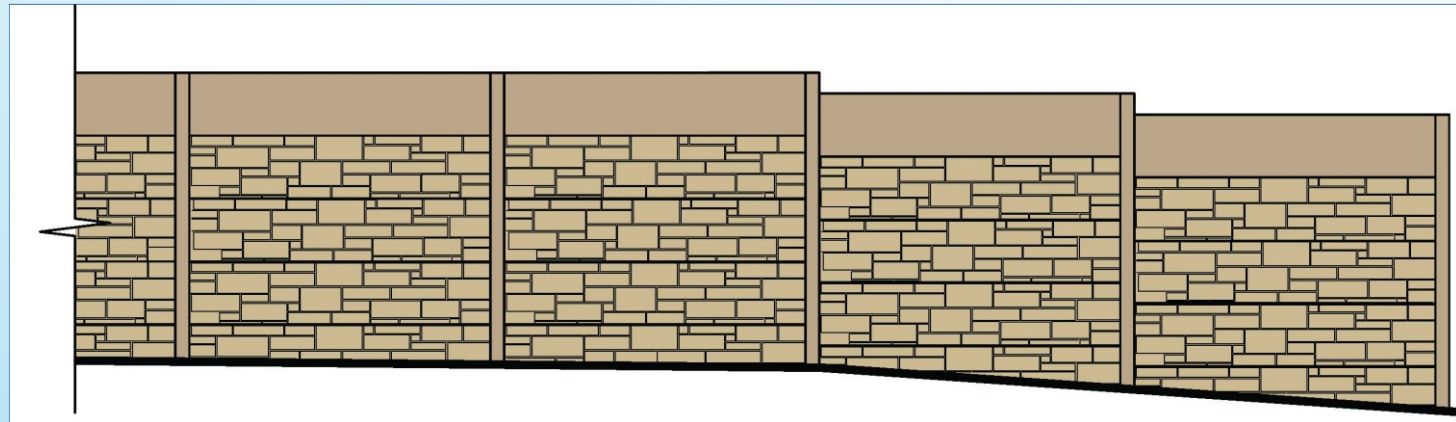
Neighborhood noise barrier concepts

CSS process

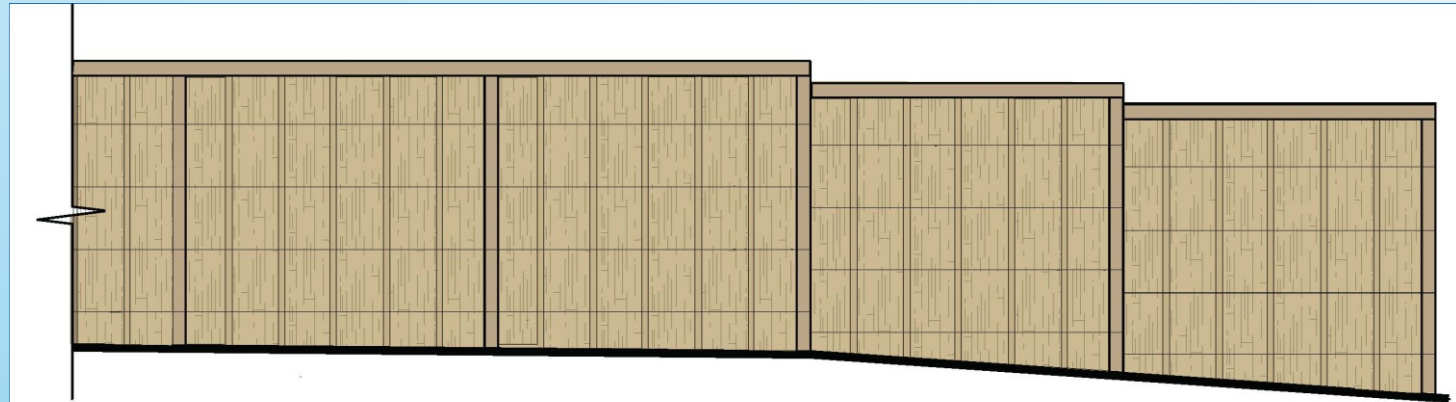
Ashlar Stone
Concept A



Ashlar Stone
Concept B

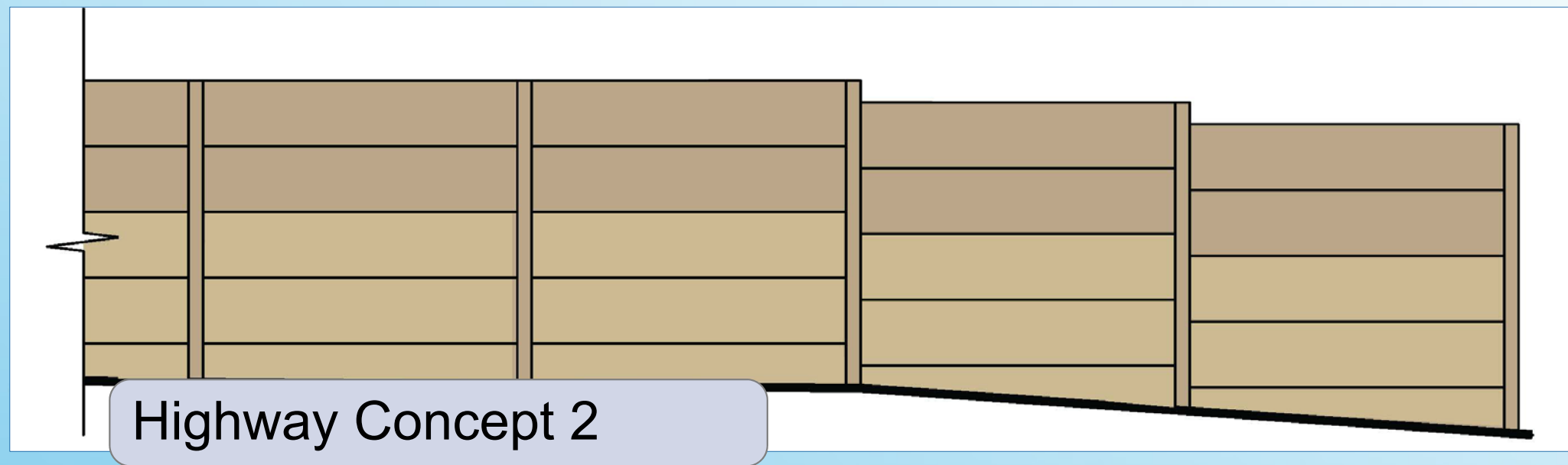
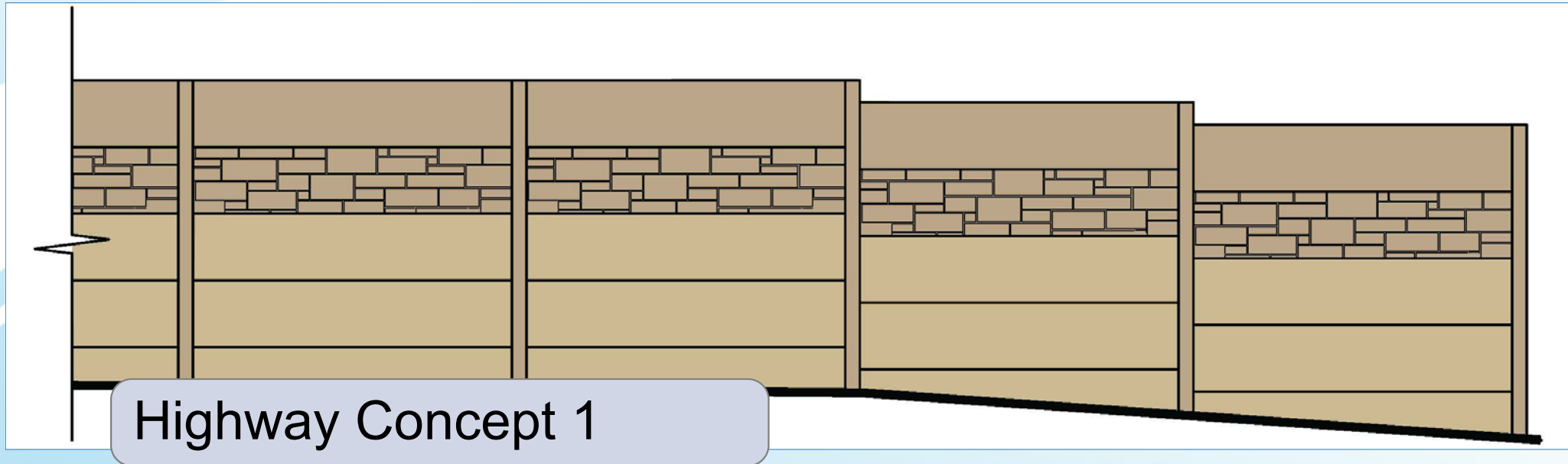


Wood
Concept C

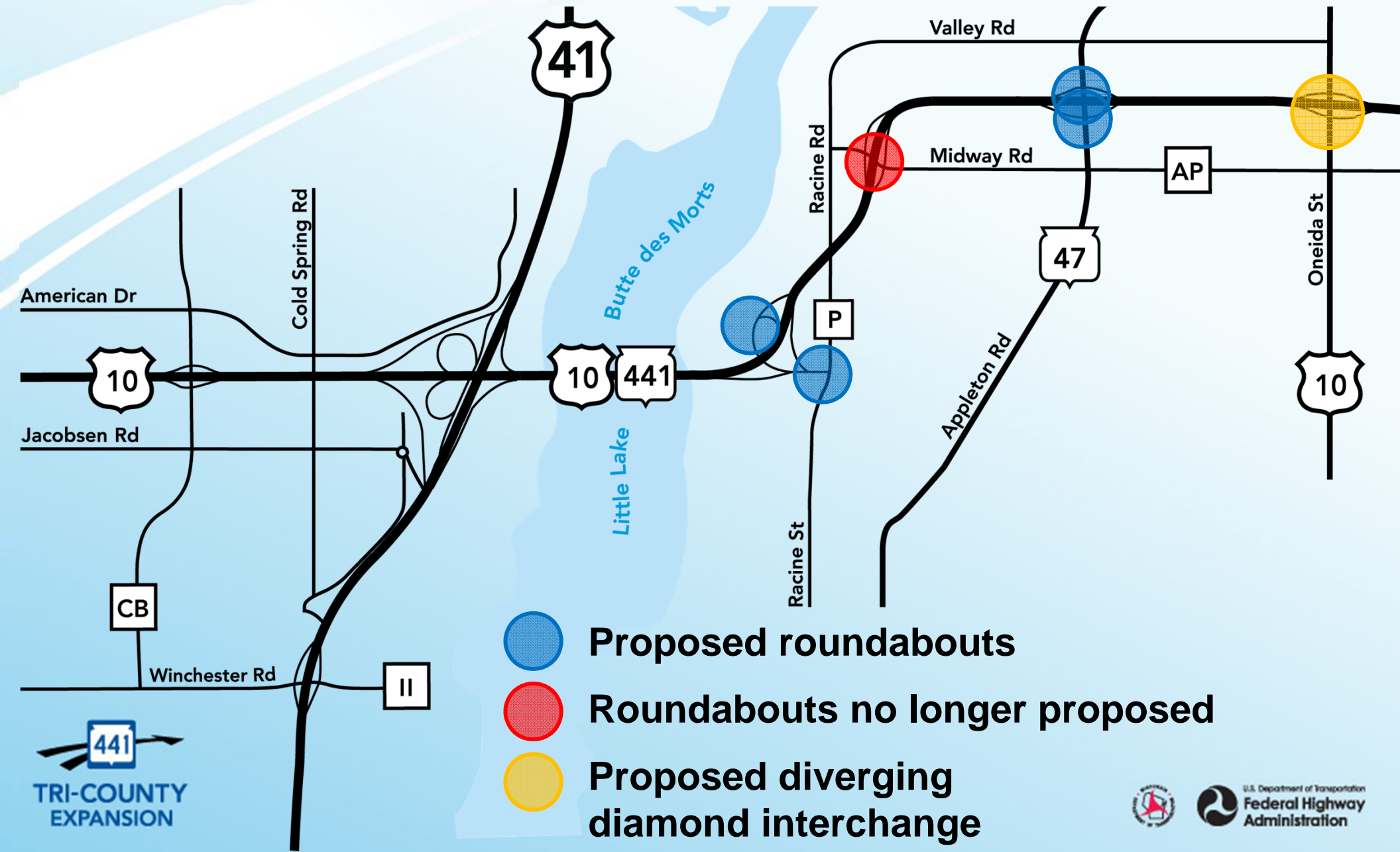


Highway noise barrier concepts

CSS process



Roundabouts & diverging diamond interchange



Roundabouts



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

Source: Insurance Institute for Highway Safety

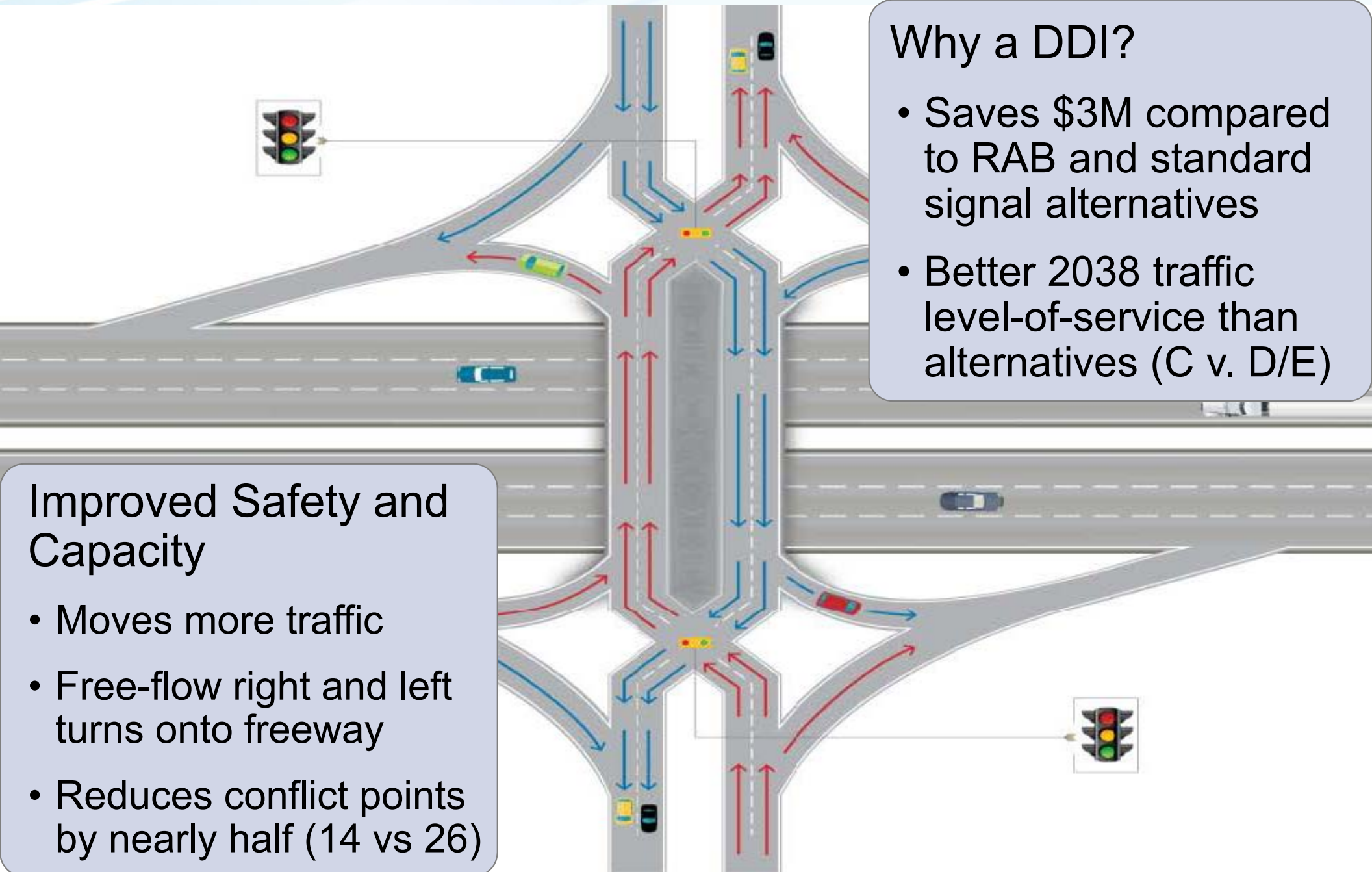
- 90 percent fewer fatal crashes
- 76 percent fewer crashes with injury
- 30-40 percent reduction in pedestrian crashes

Roundabout outreach

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



Diverging diamond interchange



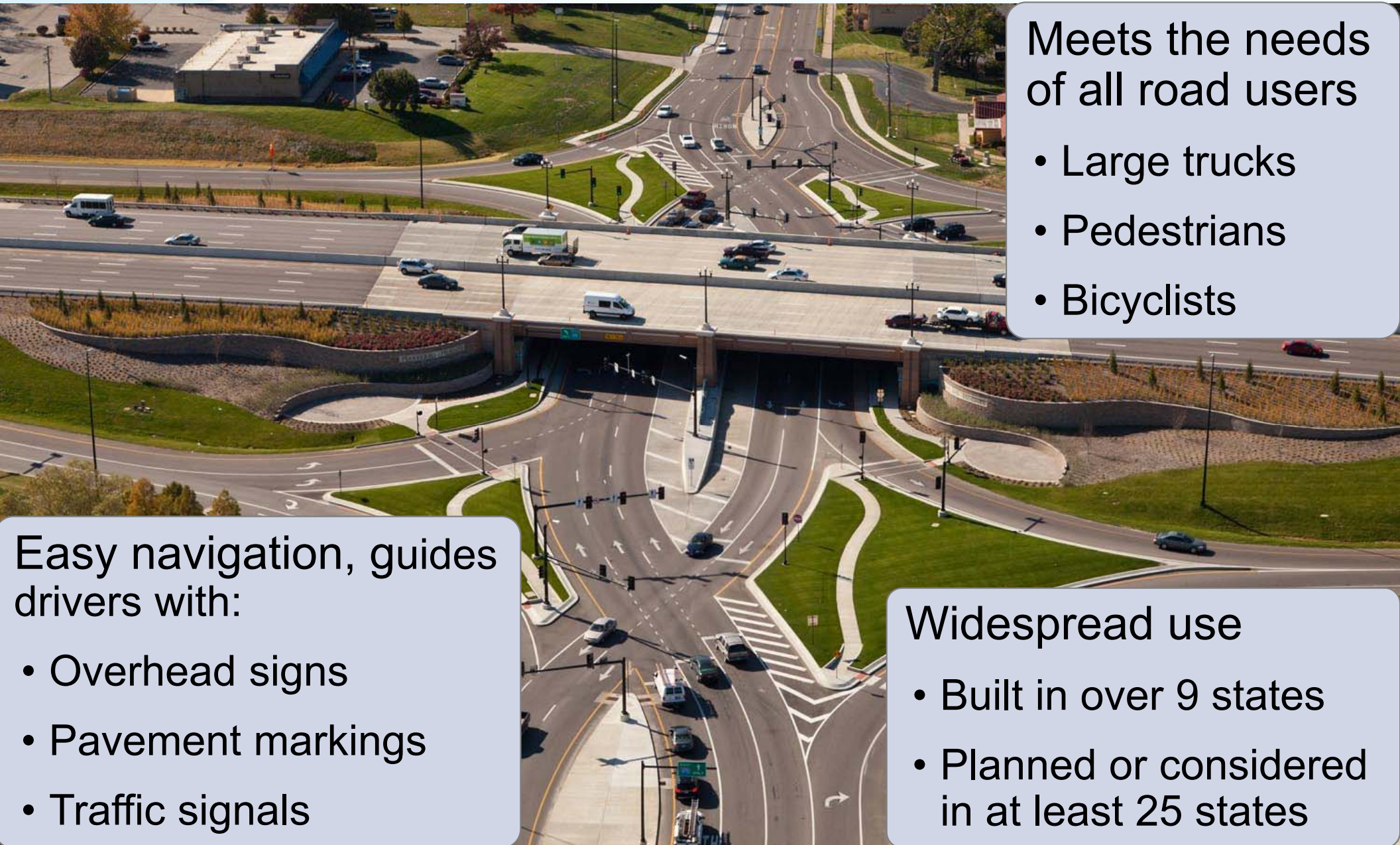
Why a DDI?

- 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 - design coordination



- Interchange CSS meetings with municipalities
 - Late summer / early fall 2013
- Neighborhood noise wall meetings
 - Fall 2013
- Municipality coordination meetings

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 - transportation management plans



Coordinate with taskforces, stakeholders along corridor

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

Next steps - public outreach



- Establish trust and credibility within the community
- Be the first and best source for project information
- 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 - outreach

CONNECTING
WISCONSIN



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 to about 1/2 mile east of Oneida Street (approximately 6 miles).



[Download Map](#)

The project is needed to address safety and improve transportation routes. Currently, the crash data shows a high number of crashes on the existing four-lane freeway. The project will provide a six-lane freeway with improved interchanges and access to local roads.

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

Communicating with you

- Comment forms
 - Submit tonight or via mail
 - Submit comments by July 9, 2013
- Join project email list
 - Provide email address on sign-in sheets
 - Send email to project staff

[illegible]

2013 Safety activities

- Drunk driving smartphone app
- Distracted driving
- Work zone safety
- Click it or Ticket
 - May 20 to June 2
- Speeding
 - Aerial enforcement
- OWI task forces
 - Special enforcement: Aug 16 to Sept 2
- New intersection designs
- Road audits
- Cable barriers
- Passing lanes
- Rumble strips

WIS 441 Tri-County Project