



TRI-COUNTY EXPANSION



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

WIS 441 Tri-County Project

**Racine Rd (County P) and 12th Street
Access Meeting #2**

June 3, 2014

Introductions

- WIS 441 Tri-County Project team
 - Brian Roper, Project Chief
 - Chad DeGrave, Design Supervisor
 - Scott Ebel, Design Project Manager
 - Tammy Rabe, Construction Supervisor
 - Mark Kantola, Communication Manager

Presentation outline

- Project improvements and schedule overview
- Recap of alternatives presented on 4/26/14
- Feedback since previous meeting
- New alternative

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 schedule

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

Note: Timelines are subject to change

County P/Racine Rd interchange

Mainline design speed = 70 mph

Forecasted Mainline Volumes = 88,000 / 70,400 AADT

(Existing Mainline Volumes = 60,500 / 48,100 AADT)

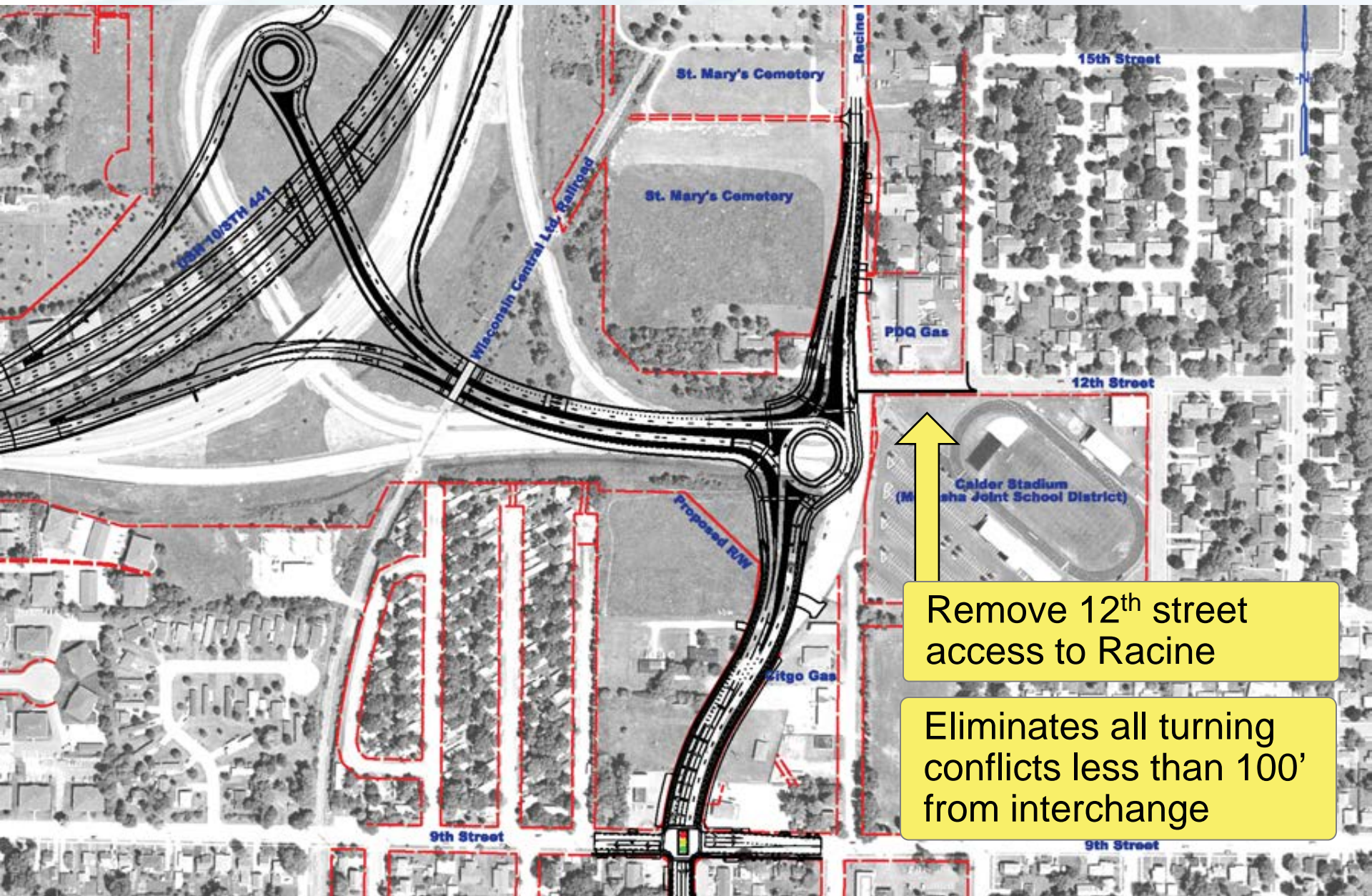
Railroad Crossing

Highest crash rate within
WIS 441 Project Corridor.
(1.23 per million users)

Forecasted Ramp Volume = 23,100 AADT
(Existing Ramp Volume = 19,600 AADT)



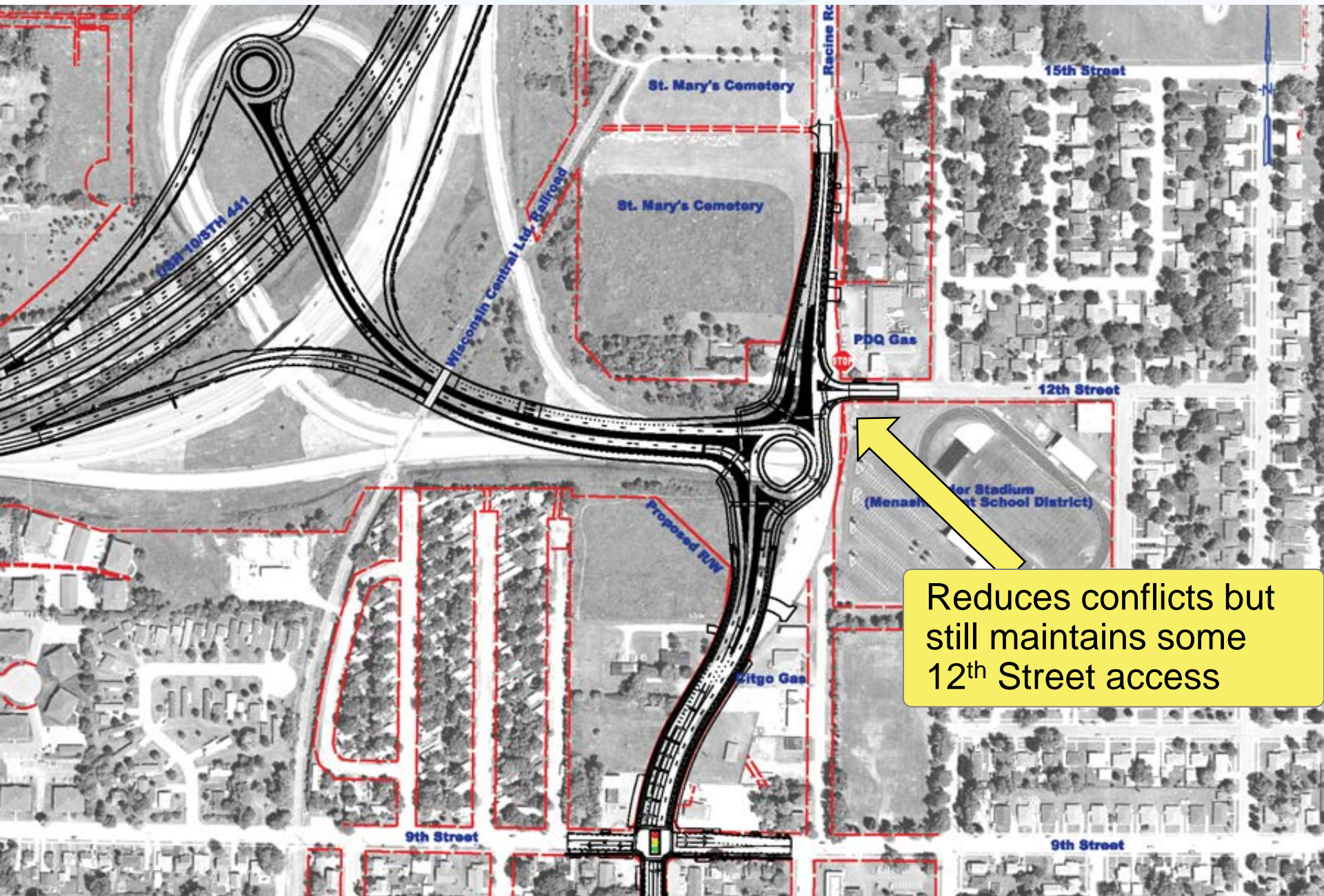
Best Operational Alternative



Remove 12th street
access to Racine

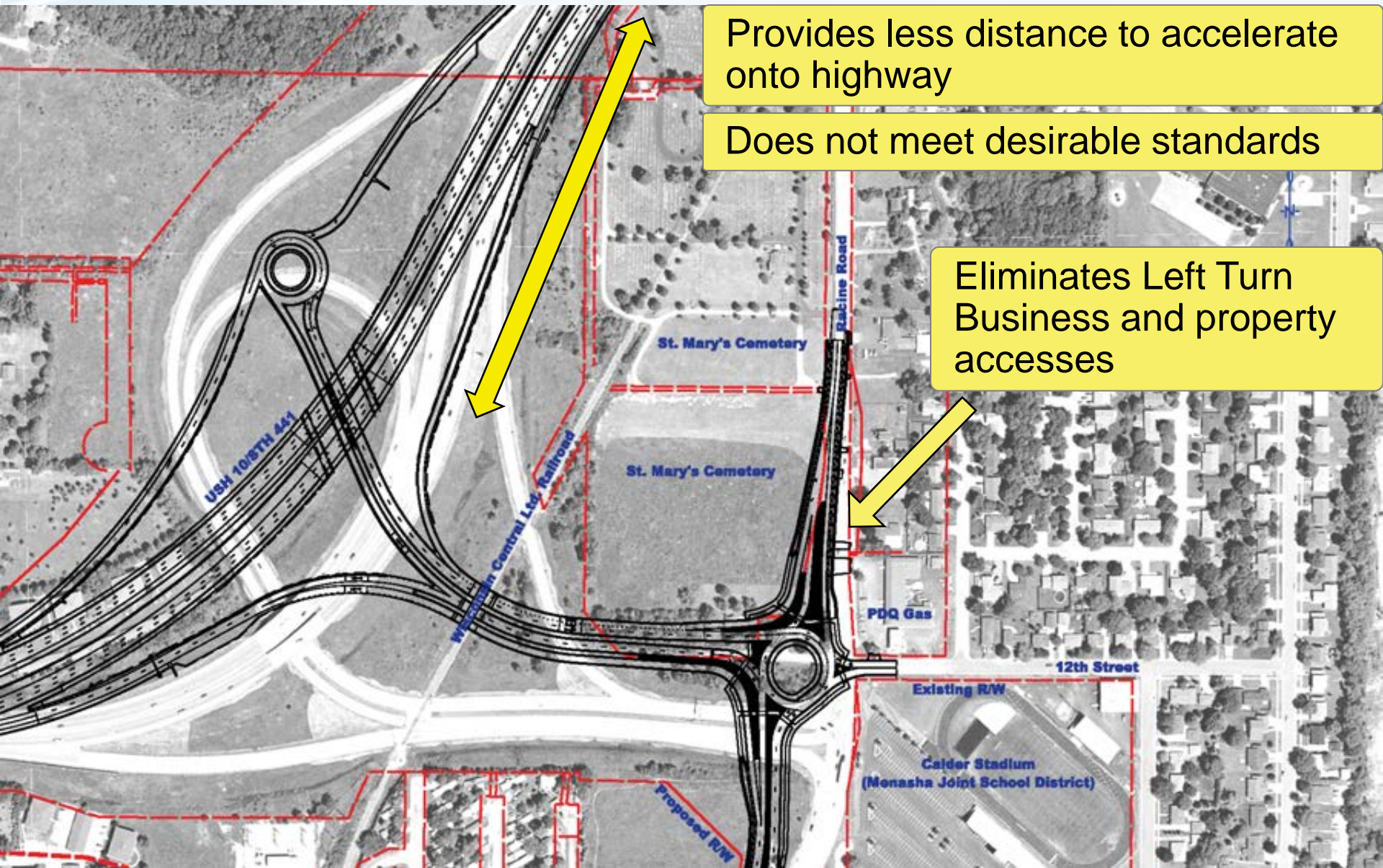
Eliminates all turning
conflicts less than 100'
from interchange

Currently Proposed Alternative



Reduces conflicts but
still maintains some
12th Street access

Dismissed Alternatives

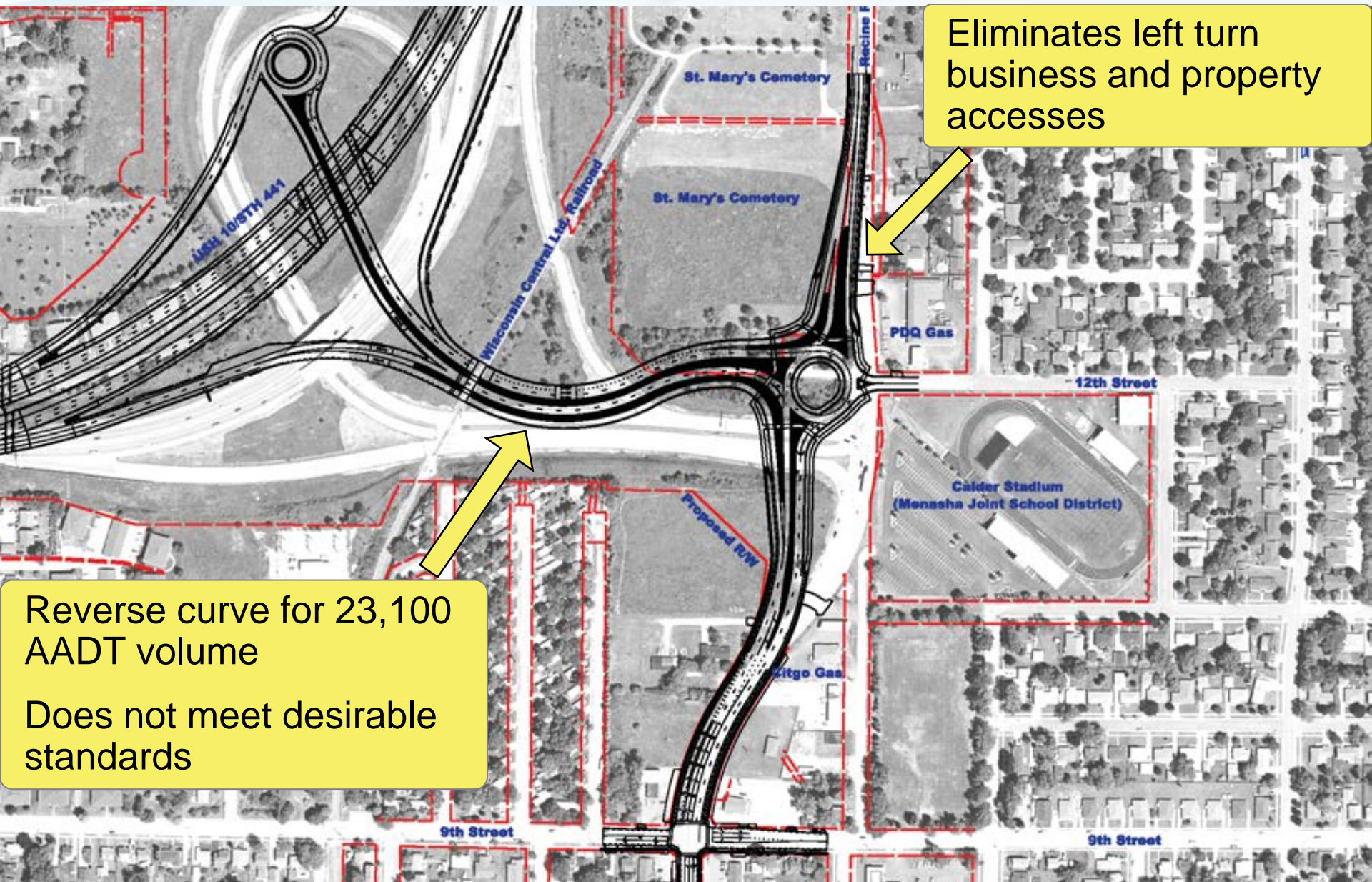


Provides less distance to accelerate onto highway

Does not meet desirable standards

Eliminates Left Turn
Business and property accesses

Dismissed Alternatives



Eliminates left turn
business and property
accesses

Reverse curve for 23,100
AADT volume

Does not meet desirable
standards

15th Street Access Alternative

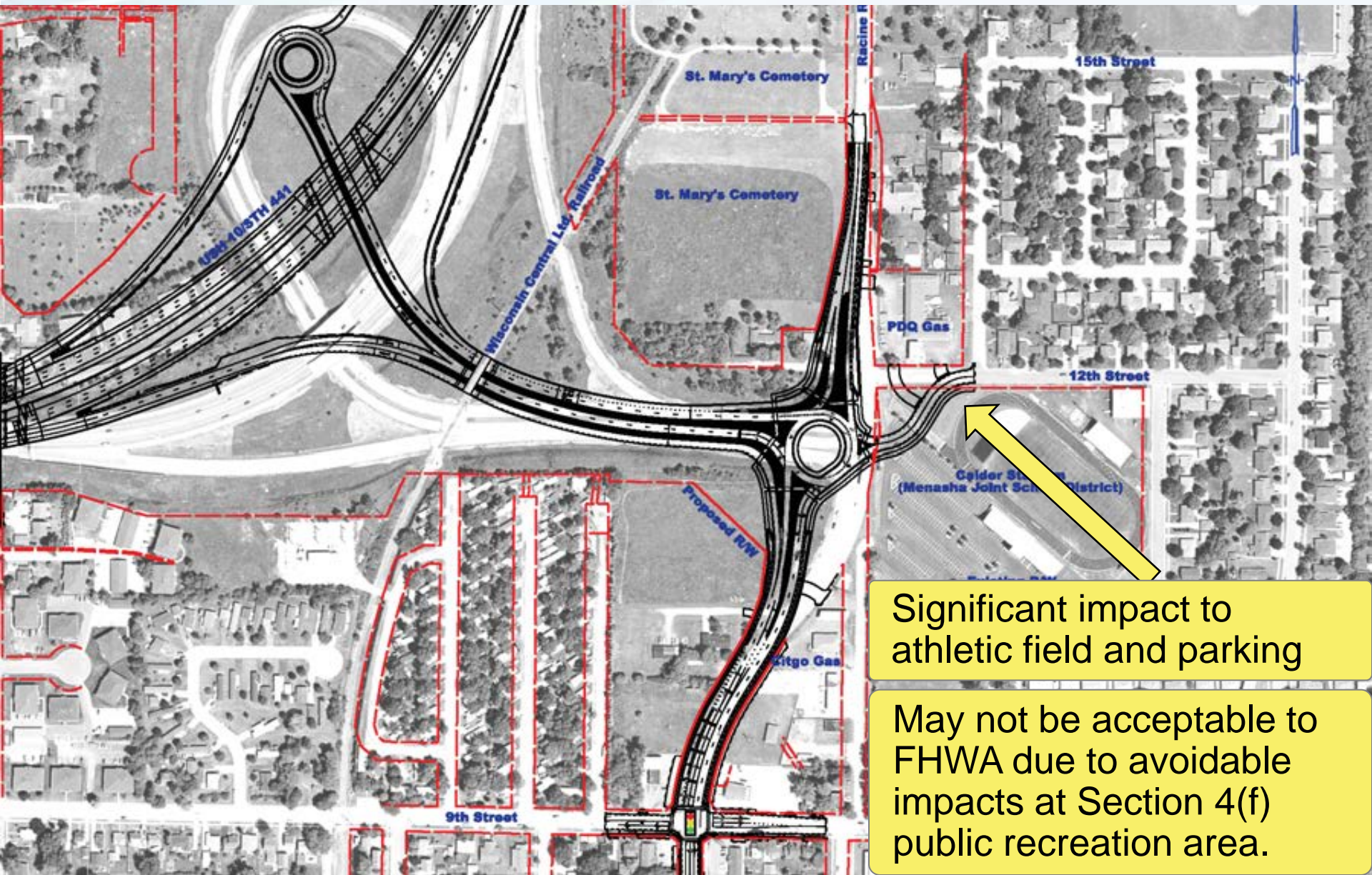


Access to Racine via
15th Street

Additional real estate
and construction cost

No access to 12th street

Calder Stadium Impact Alternative



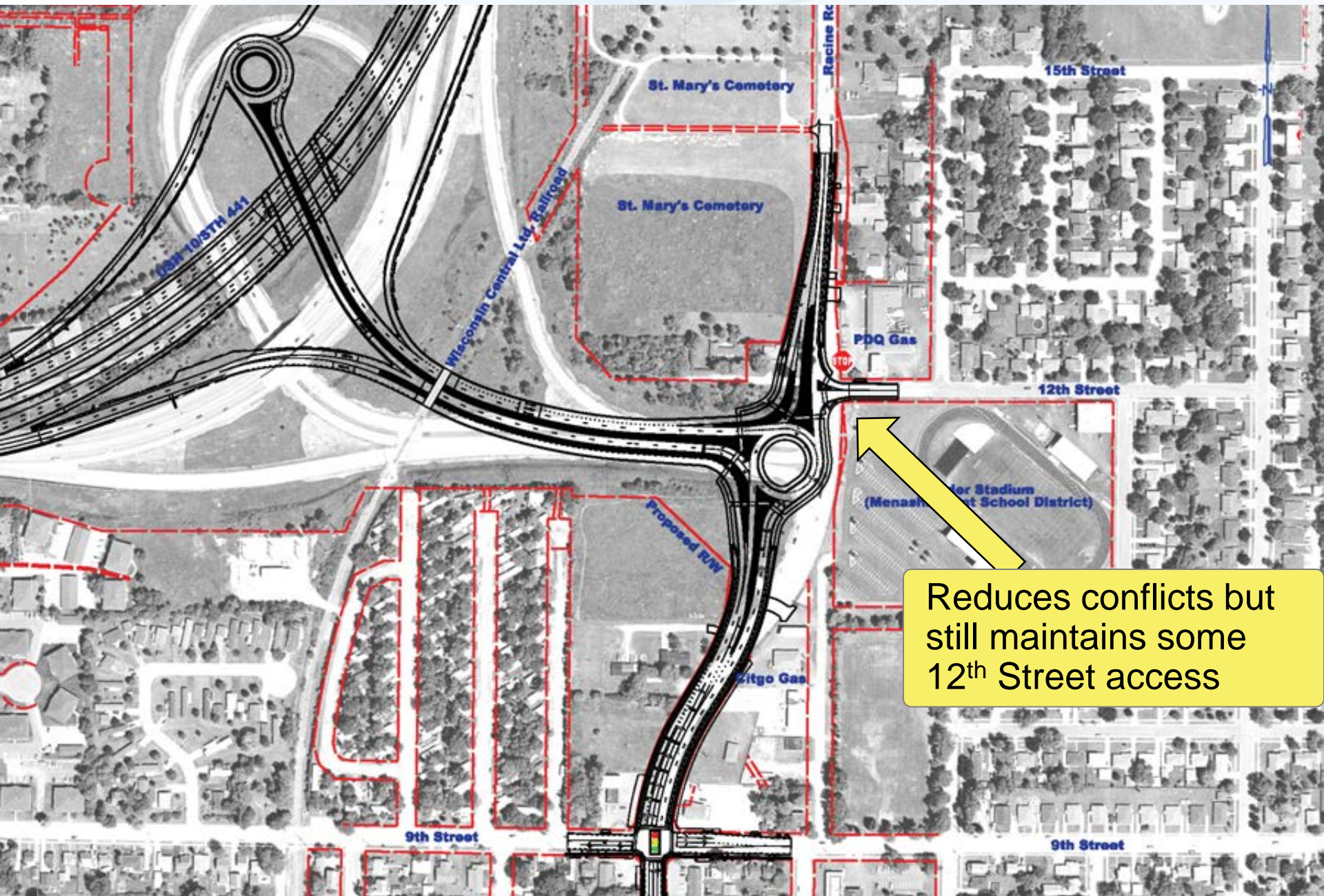
Significant impact to athletic field and parking

May not be acceptable to FHWA due to avoidable impacts at Section 4(f) public recreation area.

Feedback

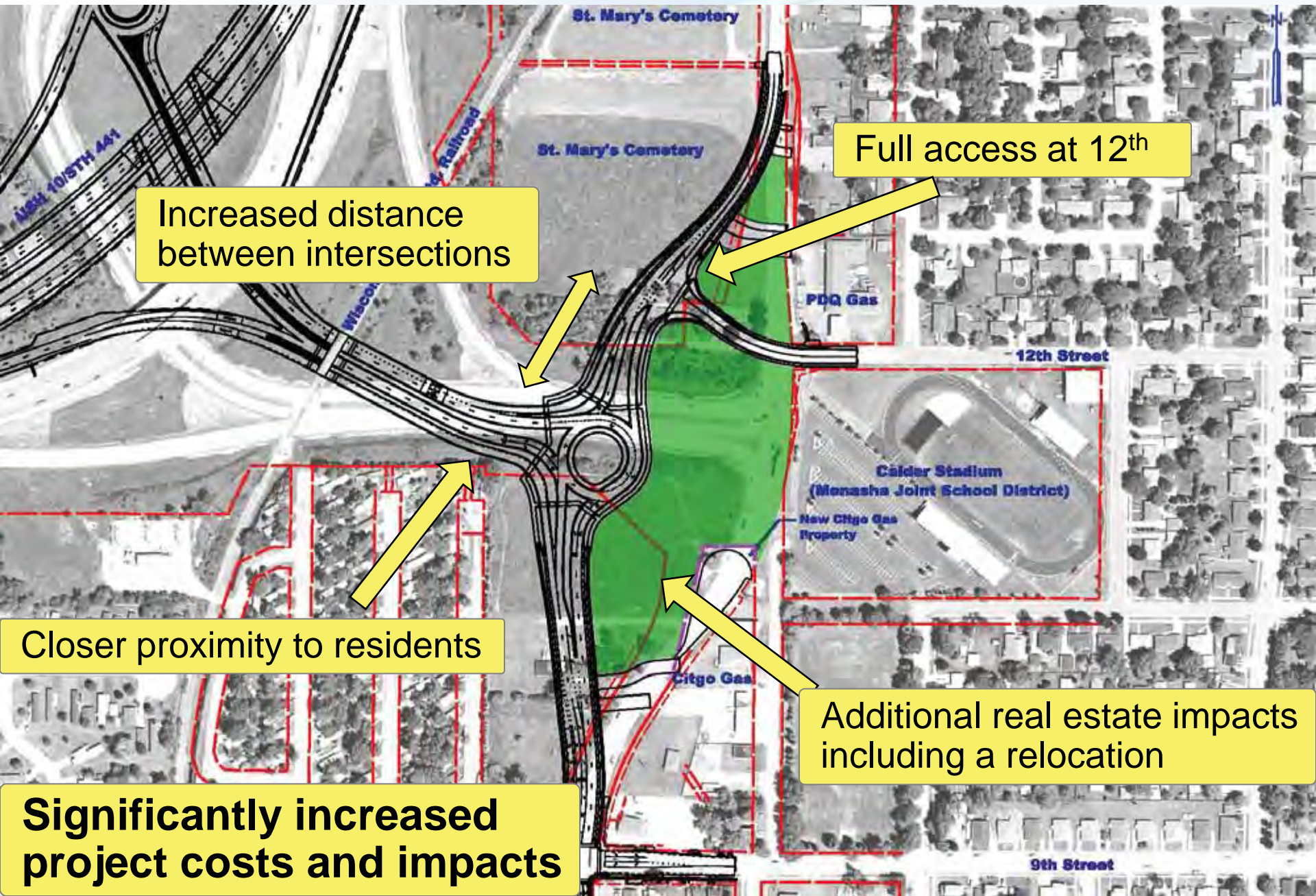
- Desire for left turn onto Racine (County P)
- Concern about increased traffic to school and neighborhood with 15th Street alternatives
- Request for an alternative shifting roundabout to accommodate full access at 12th Street

Currently Proposed Alternative



Reduces conflicts but
still maintains some
12th Street access

RAB Shifted Alternative



Increased distance
between intersections

Full access at 12th

Closer proximity to residents

Additional real estate impacts
including a relocation

Significantly increased
project costs and impacts

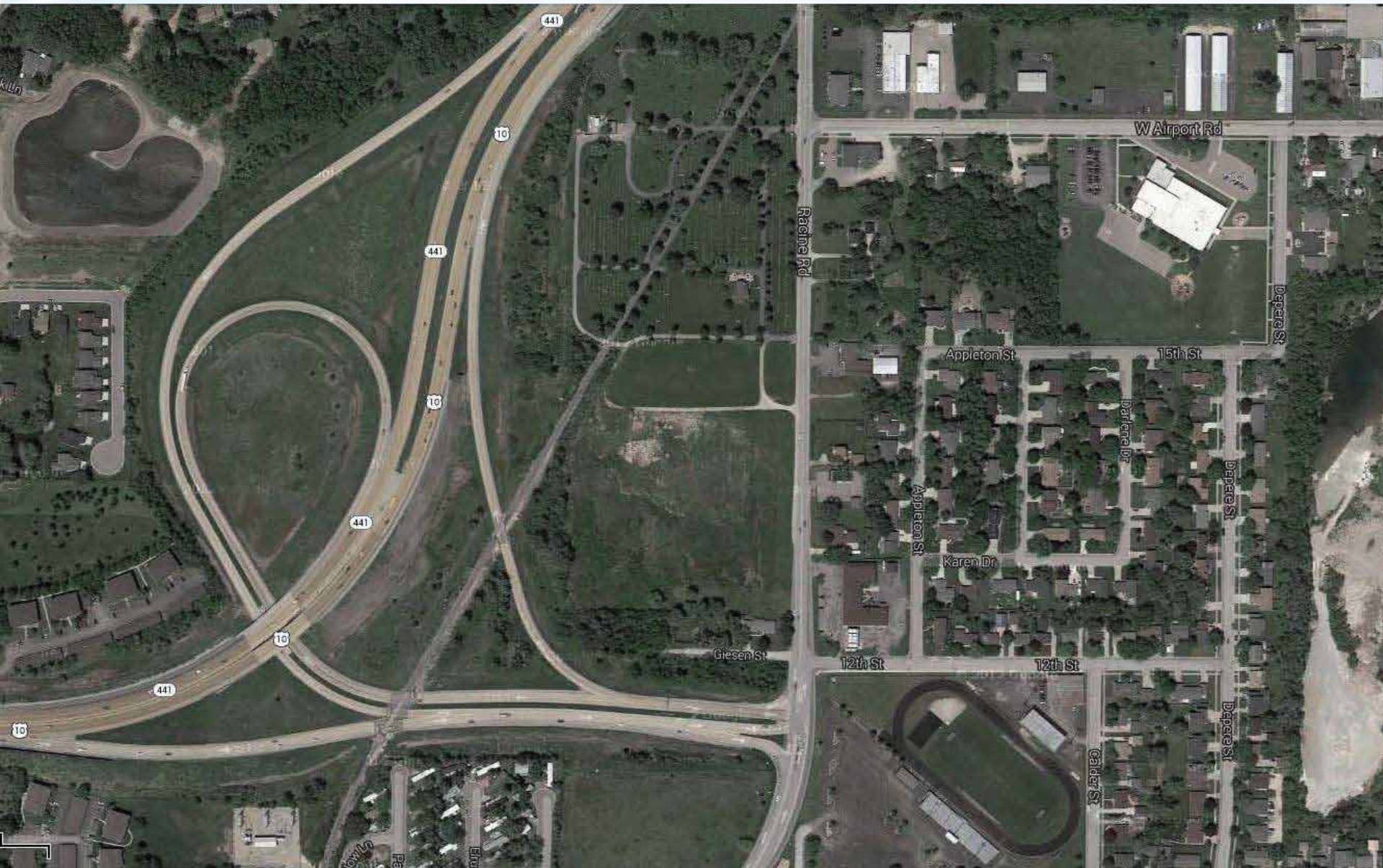
Next Steps

- Community and Municipality Feedback
- If move forward with new alternative
 - Refine conceptual design and capture all impacts
 - Determine cost share or scope reduction opportunities
 - Environmental document re-evaluation process

WIS 441 Tri-County Project

Background Slides

Racine Interchange Area



Peak Hour Traffic Volumes (2038)

