



**1st Public Information Meeting
February 5, 2008
Project I.D. 3170-10-00
WIS 50 CORRIDOR STUDY
IH-43 to WIS 67
Walworth County**

The Wisconsin Department of Transportation (WisDOT) welcomes you to the first Public Information Meeting for the WIS 50 Corridor study from IH-43 to WIS 67.

Purpose

Our primary goals today are to introduce the proposed project to the community and to obtain your input. Several representatives from the project study team are on hand to review the project and answer any questions you may have.

Your comments and continued interest in the project are very important to us.

Please use the comment sheets provided to let us know about any concerns or questions you might have. You can fill it out now and leave it in the comment box or drop it in the mail at a later date.

Project Description

The purpose of the WIS 50 Corridor Study is to determine needed future improvements—if any—and the potential for lane expansion throughout the corridor. The Southeastern Wisconsin Regional Planning Commission's (SEWRPC) 2035 Transportation Plan calls for widening WIS 50 to four lanes between I-43 and CTH F (north). From CTH F to WIS 67, SEWRPC recommends corridor preservation.

WIS 50 is currently a two-lane roadway except at the extreme western end near I-43 where it is a four-lane divided highway. WIS 50 is a principal arterial and Corridor 2020 connector route.

Since 2000, there has been substantial retail development on the west end of the project near I-43. This has included Wal-Mart, Lowe's and Kohl's. Residential growth is forecasted to occur at Lake Lawn Resort, former Geneva Lakes Kennel Club and at Johnson Creek. This existing and planned development growth is expected to increase traffic volumes to unacceptable levels of congestion on WIS 50.

Corridor Characteristics

TRAFFIC DATA:

START	END	LENGTH	POSTED SPEED LIMIT	2005 AADT
IH-43	N. Shore Dr	0.5 miles	45 mph	16,600
N. Shore Dr	CTH F (north)	1.0 miles	45 mph	12,600
CTH F (north)	CTH F (south)	0.8 miles	35 mph	12,500
CTH F (south)	Prairie Rd	0.2 miles	35 mph	6,000
Prairie	STH 67	2.2 miles	45 mph	6,000

ACCIDENT DATA (2003-2005):

Total number of accidents: **109**

SEGMENT CRASH RATES (PER 100 MILLION VEHICLE MILES TRAVELED):

Segment	Segment Crash Rate	WI Statewide Average Crash Rate 2003-2005		Percentage of Statewide Average
		Urban	Rural	
I-43 to N. Shore Dr. (Urban)	308	244	----	126%
N. Shore Dr. to CTH F North (Rural)	145	----	118	123%
CTH F North to CTH F South (Urban)	311	244	----	127%
CTH F South to STH 67 (Rural)	152	----	118	129%

ACCIDENT CLASSIFICATION:

Manner of Collision	Number of Accidents
Rear End	44
Sideswipe	9
Angle	33
Head On	3
Deer	1
Other	19

* One Fatality in 2003

Corridor Study Process

First Step: Data Collection

This process began in the spring of 2007 and will continue throughout the project. The type of data includes, but is not limited to existing and future land use, traffic and accident data, environmental constraints such as wetlands, floodplains, etc. All of this information will be used during the alternatives development to determine what types of improvements would be appropriate for WIS 50. If you are aware of any conditions that you consider important please bring them to our attention. We want to ensure that we take everything into account as we conduct the alternatives analysis. This will help us formulate the project purpose and need.

Second Step: Alternatives Development

The next major step is to look at different alternatives for WIS 50, including no-build. We will look at several different cross sections for the road in combination with different horizontal alignments. We will review the existing vertical alignment and make corrections in areas that do not meet current design standards.

Third Step: Review of Alternatives

We will then look at how the alternatives impact existing corridor features and make a recommendation as to which alternative should be selected. If a build alternative is selected, the final recommended alternative will most likely be a combination of several cross sections and alignments so that impacts are kept to a minimum throughout the corridor.

Fourth Step: Functional Plan

If a build alternative is selected, the final step of this process will be to create and present a functional plan showing the proposed alternative and the proposed right of way, which will be able to accommodate our future recommendations. The proposed right of way footprint will be used as a guide for future projects so that the needed right of way is preserved.

Your Part in the Process

It is important to understand that we need your help on this project. We need the input of the people who live nearby and use WIS 50 on a daily basis. A web site will be setup by the DOT to provide updates on the project progress and will also provide you another way to contact us. The public information meetings have been scheduled at critical times during the project. Before we move onto the next step in the process we want to show you what we have done and hear what you think. Together we can all make this project a success.

Project Schedule

Begin Data Collection and Development of Purpose and Need	April, 2007
Begin Developing Alternatives	September, 2007
Public Information Meeting #1	February, 2008
Complete Traffic Analysis & Report	April, 2008
Public Information Meeting #2	August, 2008
Selection of Preferred Alternative (If Appropriate)	December, 2008
Begin Preliminary Design of Preferred Alternative	January, 2009
Complete Technical Engineering Reports	March, 2009
Public Information Meeting #3	October, 2009
Complete Environmental Document	December, 2009
Complete Functional Plan	February 2010
Study Completed	Early 2010

Contacts

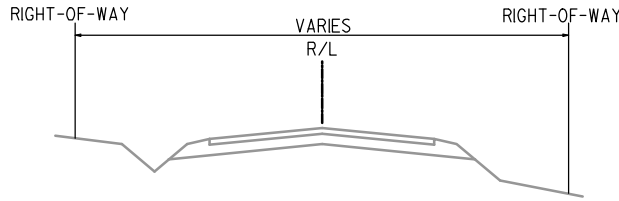
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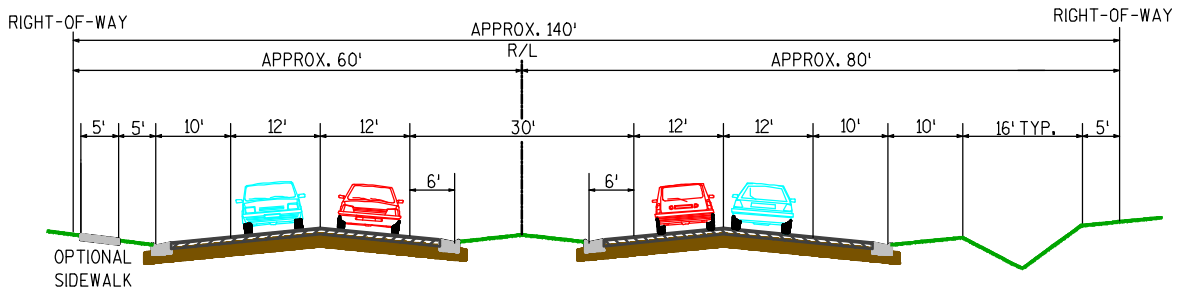
Segment One

North Shore Drive to CTH F (North)

Proposed Urban Section Alternative



EXISTING SECTION



PROPOSED SECTION

Segment 1

North Shore Drive to CTH F (North)

4 Lane Urban Section

Impact Matrix

Alternative*	Additional Right-of-Way Needed			Building Impacts**		Wetlands (Acres)	Comments
	Residential (Acres)	Commercial (Acres)	Total (Acres)	Residential	Commercial		
North	3.7	0.7	4.4	0	0	0	Impacts Lake Lawn Resort Airfield on north side of WIS 50
Center	1.4	3.0	4.4	0	0	0	Impacts Lake Lawn Resort Airfield & Lake Lawn Resort
South	0.0	4.7	4.7	0	1	0	Impacts Lake Lawn Resort on south side of WIS 50

*Alternative Definition

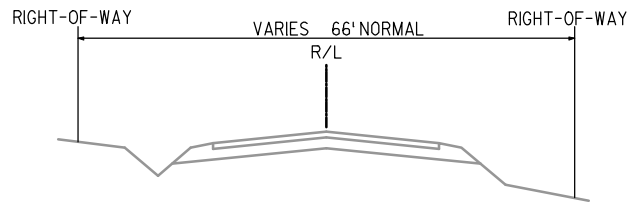
North: Hold south right-of-way line and widen to the North

Center: Hold existing centerline and widen to both sides of the road

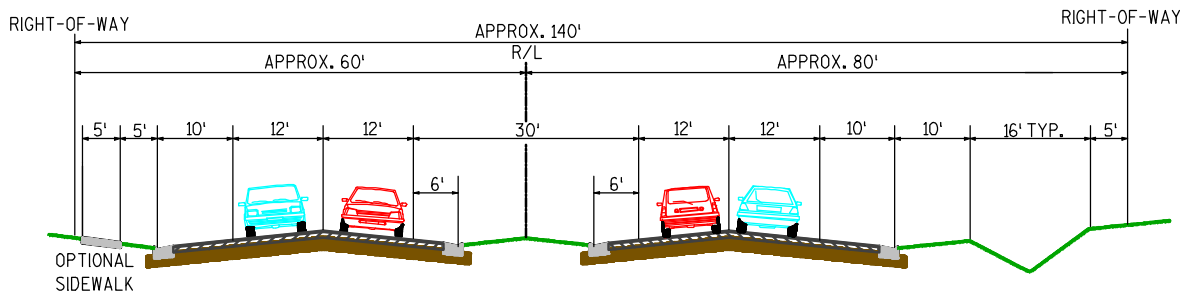
South: Hold North right-of-way line and widen to the South

** Number of buildings impacted

Segment Two CTH F (North) to CTH F (South) Proposed Urban Section Alternative



EXISTING SECTION



PROPOSED SECTION

Segment 2 CTH F (North) to CTH F (South) 4 Lane Urban Section Impact Matrix

Alternative*	Additional Right-of-Way Needed			Building Impacts**		Wetlands (Acres)	Comments
	Residential (Acres)	Commercial (Acres)	Total (Acres)	Residential	Commercial		
North	0.0	7.1	7.1	0	20	0.00	Impacts on marina facilities
Center	0.0	7.8	7.8	0	13	0.05	
South	0.0	6.0	6.0	0	0	0.18	Park Land area included in commercial area

*Alternative Definition

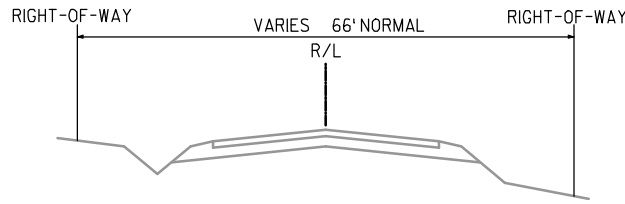
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Center: Hold existing centerline and widen to both sides of the road

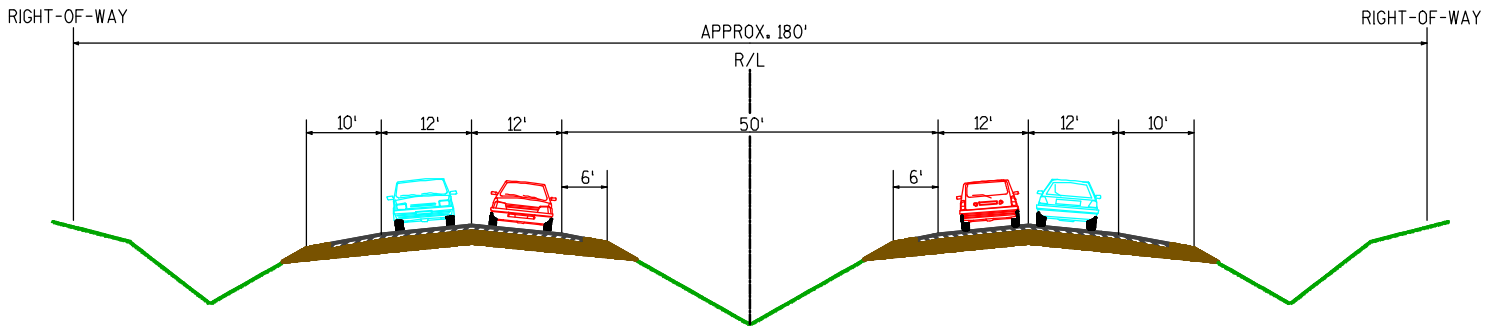
South: Hold North right-of-way line and widen to the South

** Number of buildings impacted

Segment Three CTH F (South) to Theatre Road Proposed Rural Section Alternative



EXISTING SECTION



PROPOSED SECTION

Segment 3 CTH F (South) to Theatre Road 4 Lane Rural Section Impact Matrix

Alternative*	Additional Right-of-Way Needed			Building Impacts**		Wetlands (Acres)	Comments
	Residential (Acres)	Commercial (Acres)	Total (Acres)	Residential	Commercial		
North	6.2	8.1	14.3	9	5	0	Agricultural land included in residential area
Center	6.0	7.9	13.9	7	2	0	Agricultural land included in residential area
South	6.6	8.8	15.4	9	4	0	Agricultural land included in residential area

*Alternative Definition

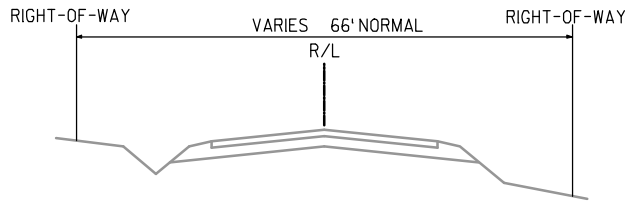
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Center: Hold existing centerline and widen to both sides of the road

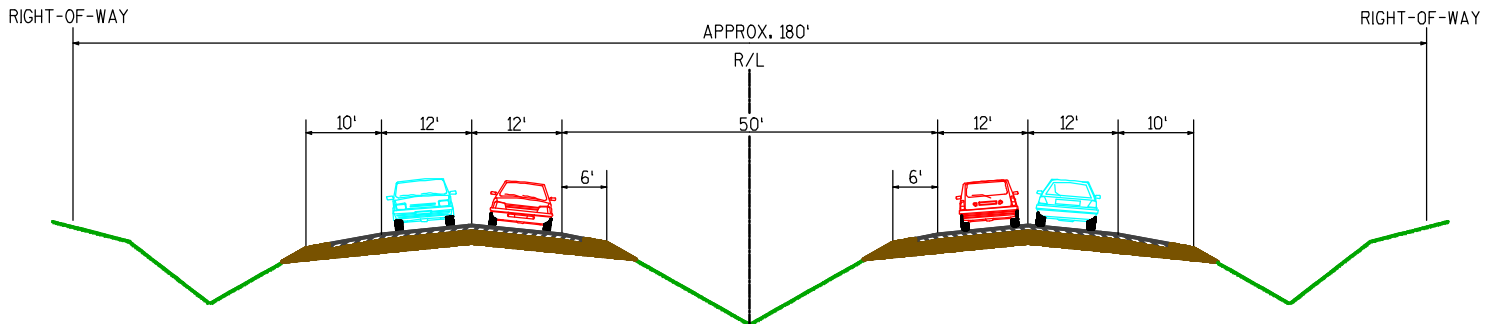
South: Hold North right-of-way line and widen to the South

** Number of buildings impacted

Segment Four Theatre Road to WIS 67 Proposed Rural Section Alternative



EXISTING SECTION



PROPOSED SECTION

Segment 4 Theatre Road to WIS 67 4 Lane Rural Section Impact Matrix

Alternative*	Additional Right-of-Way Needed			Buildings Impacted**		Wetlands (Acres)	Comments
	Residential (Acres)	Commercial (Acres)	Total (Acres)	Residential	Commercial		
North	10.0	3.0	13.0	12	0	0.50	Agricultural land included in residential area
Center	9.1	4.0	13.1	13	0	0.50	Agricultural land included in residential area
South	8.7	4.7	13.4	12	2	0.50	Agricultural land included in residential area

*Alternative Definition

North: Hold south right-of-way line and widen to the North

Center: Hold existing centerline and widen to both sides of the road

South: Hold North right-of-way line and widen to the South

** Number of buildings impacted

*** WIS 67 & WIS 50 Intersection to be reconstructed and expanded in 2008

