

WIS 31 (GREEN BAY ROAD) WIS 11 (DURAND AVENUE) TO WIS 20 (WASHINGTON AVENUE)

PUBLIC INVOLVEMENT MEETING #2

PURPOSE OF THE MEETING



The intent of this meeting is to receive public input regarding the reconstruction of WIS 31 (Green Bay Road). Public input is a vital and critical component in shaping this project. Improvements are not anticipated to begin until at least 2025 based on the current schedule, which allows ample time for you to ask questions and assist us with our design process.

The meeting will be an open house format. WisDOT and project representatives will be available to answer questions and review project information and concepts.



PROJECT INFORMATION



WisDOT is proposing to improve 1.5 miles of WIS 31 (Green Bay Road), a high traffic corridor with commercial, institutional and residential land uses. The improvements consist of reconstructing WIS 31 (Green Bay Road) from WIS 11 (Durand Avenue) to WIS 20 (Washington Avenue).

The project proposes to improve the pavement, enhance operations and safety, and incorporate multimodal transportation facilities and enhance accessibility. The need for improvements is based on several factors:

- Pavement has exceeded its useful life and requires frequent repairs.
- Intersection operations are poor and are anticipated to decline.
- Traffic signals, congestion and median openings contribute to crashes.
- Corridor has limited multimodal transportation options.

PROJECT INFORMATION



Pavement Condition

The WIS 31 roadway was originally constructed in 1975, with rehabilitations in 1992 and 2006. The pavement is in very poor condition. The deteriorating overlays are also impeding efficient drainage.



Traffic

WIS 31 currently carries approximately 31,100 to 38,100 vehicles per day. By the year 2045, the traffic is anticipated to grow to approximately 34,000 to 40,000 vehicles per day. The intersection operations are poor – there are long intersection delays and queues – and are anticipated to decline. The traffic signal equipment is outdated, and the signal timing and phasing is inefficient.



Multimodal Transportation

The WIS 31 corridor has limited multimodal transportation options. There are generally no pedestrian facilities, other than a few short sections of sidewalk. No bicycle accommodations are provided along the corridor.

Several Racine RYDE transit lines provide service along or across WIS 31. Bus stops within the corridor lack Americans with Disabilities Act compliant pads and do not connect to sidewalks, requiring bus users to walk on the grass or snow, or in the roadway.



Project Updates and Proposed Design Concept

Since the previous public involvement meeting in February 2020, WisDOT and the project team have been evaluating the specific improvements for WIS 31. These evaluations included benefit-cost analysis to assess the cost-effectiveness of proposed improvements, along with evaluating costs and potential use of sidewalk and bicycle accommodations.

Environmental Coordination



Wetland delineation has been completed. Archaeological and historic surveys have been completed. The Mount Pleasant Lutheran Church and Kimissis tis Theotokou Greek Orthodox Church have been determined to be eligible for the National Register of Historic Places.

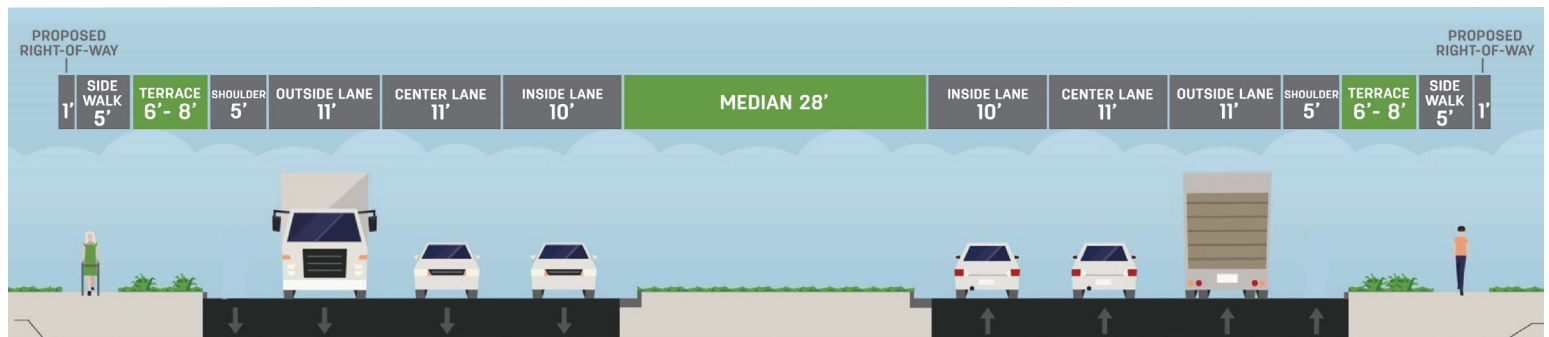
Other environmental studies, including hazardous materials and environmental documentation are ongoing.

EXISTING ROADWAY

The existing WIS 31 roadway has a 28' median and three travel lanes in each direction.



PROPOSED ROADWAY



With the project, WIS 31 would be reconstructed with new pavement, storm sewer, and traffic signals. The roadway would have a 28' median and three travel lanes in each direction. The overall lane widths would be the same as existing, except the 10' lane would be moved from the outside to the inside lane. Shoulders and sidewalk would be added throughout the corridor. The shoulders would accommodate bicyclists.

The sidewalk would be constructed with federal/state funding; no local cost is anticipated. Adjacent property owners would be responsible for clearing snow and ice, as well as maintenance, repair, and replacement of sidewalks.

Additional proposed improvements would include:

- Meandering the roadway alignment from north of Castle Court to south of WIS 20 in order to avoid adverse impacts to two churches which are eligible for the National Register of Historic Places
- Upgrading traffic signals
 - Providing flashing yellow arrows, and signal monotubes with one signal head over each lane
 - Modifying traffic signal phasing at select locations
- Constructing median restrictions at unsignalized intersections
- Extending northbound left turn lanes at 16th Street and at WIS 20
- Lowering the road from Margery Drive to Sunset Boulevard/Byrd Avenue to improve sight lines
- Grading the slope at the northwest corner of Margery Drive to improve sight lines
- Widening WIS 31 through the Wright Avenue intersection to provide positive left turn offsets, which improve sight lines for left-turning motorists

REAL ESTATE



Additional right of way will be required for this project. In general, throughout the corridor, strip right of way (approximately 5-ft to 15-ft) and temporary easement acquisition is anticipated. WisDOT expects to begin real estate acquisition in 2023.

PROJECT UPDATE/NEXT STEPS



A local officials meeting was held on June 14, 2022, to provide project updates to village, city, county, and other affected agencies. The following is the current anticipated schedule for the project:



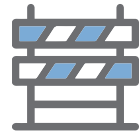
PUBLIC INVOLVEMENT

Additional Public Involvement Meetings anticipated in **2023 and 2024**



REAL ESTATE ACQUISITION

JANUARY 2023 – JULY 2024



CONSTRUCTION

Approximately **2026**, dependent on funding

PUBLIC INPUT/COMMENTS



We encourage you to talk to the project representatives and ask them questions. Attached to this handout is a sheet for your written comments and input regarding the proposed project. Please mail any written comments about the project or leave them in the comment box at the meeting. You can also e-mail your comments to the contacts listed below.


Persons with a concern for, or knowledge of, historical or archaeological resources, drainage problems, or environmental issues such as hazardous waste and underground storage tanks, are encouraged to provide information to the project team. Comments are also welcome regarding potential impacts to the Racine County Bike Trail.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

CONTACT INFORMATION:


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PLEASE VISIT OUR PROJECT WEBSITE AT:



wisconsin.gov/Pages/projects/by-region/se/wis31/default.aspx