

WIS 42

Local Official Meeting

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Manitowoc, WI

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WIS 42

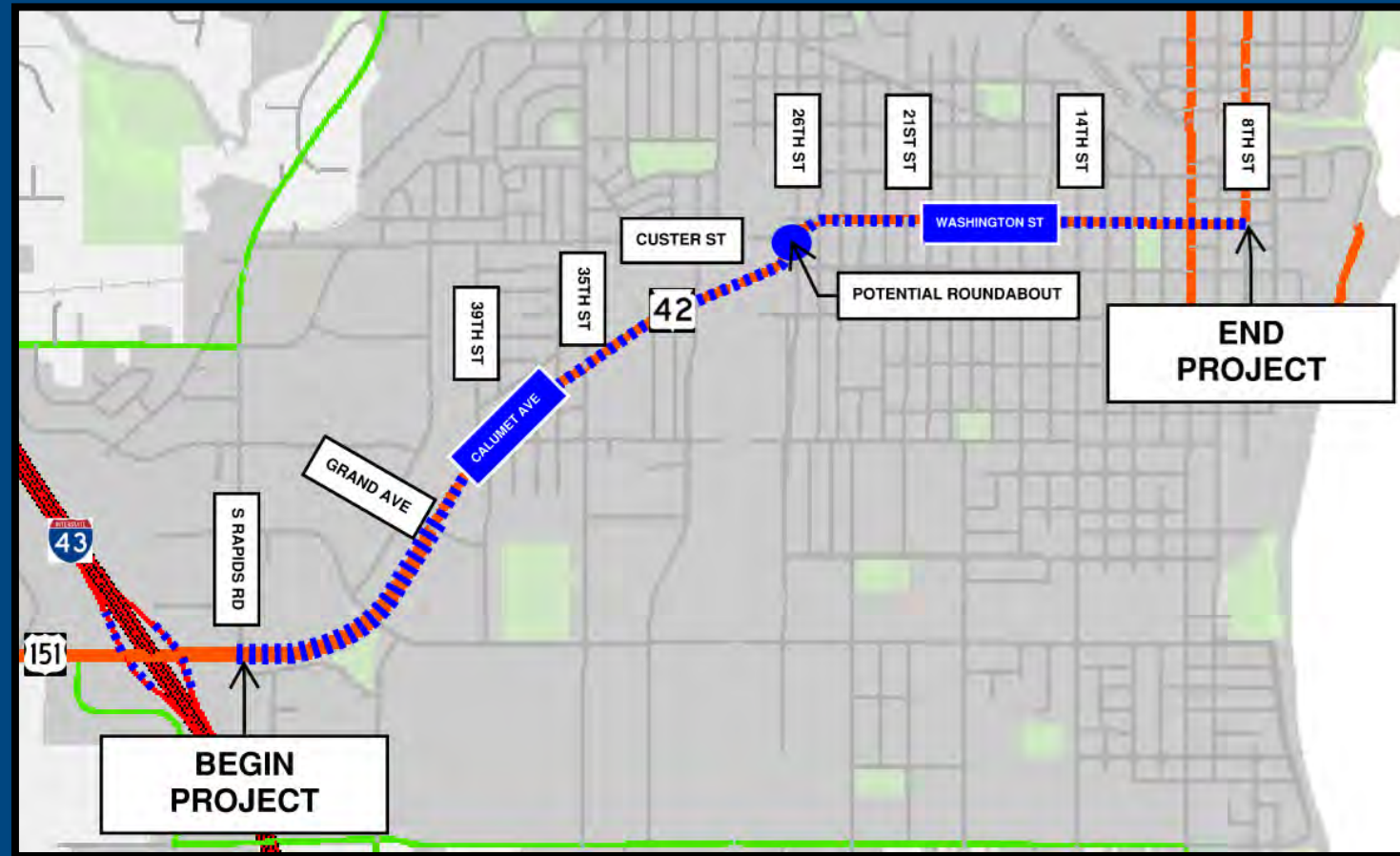
- Overview
 - Proposed Project Scope/Need
 - Proposed Improvements
 - Right-of-Way Process
 - Preliminary Traffic Control
 - Schedule
 - Resources
 - Project Contacts



WIS 42

Proposed Project Scope/Need

- I-43 interchange ramps
- 2.9 miles of WIS 42 from Rapids Road to 8th Street
- Deteriorating pavement
- Intersection safety



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Proposed Project Scope/Need

- Intersection safety and/or operational concerns
 - WisDOT intersection investigation process
 - Identify crash history and trends
 - Fund improvements for worst intersections
 - Intersections identified for Improvement:
 - Dewey St, Grand Ave, 39th St, 30th St, 26th St / Custer St
 - Identified Corridor Improvement:
 - 26th Street to 8th Street



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Proposed Improvements

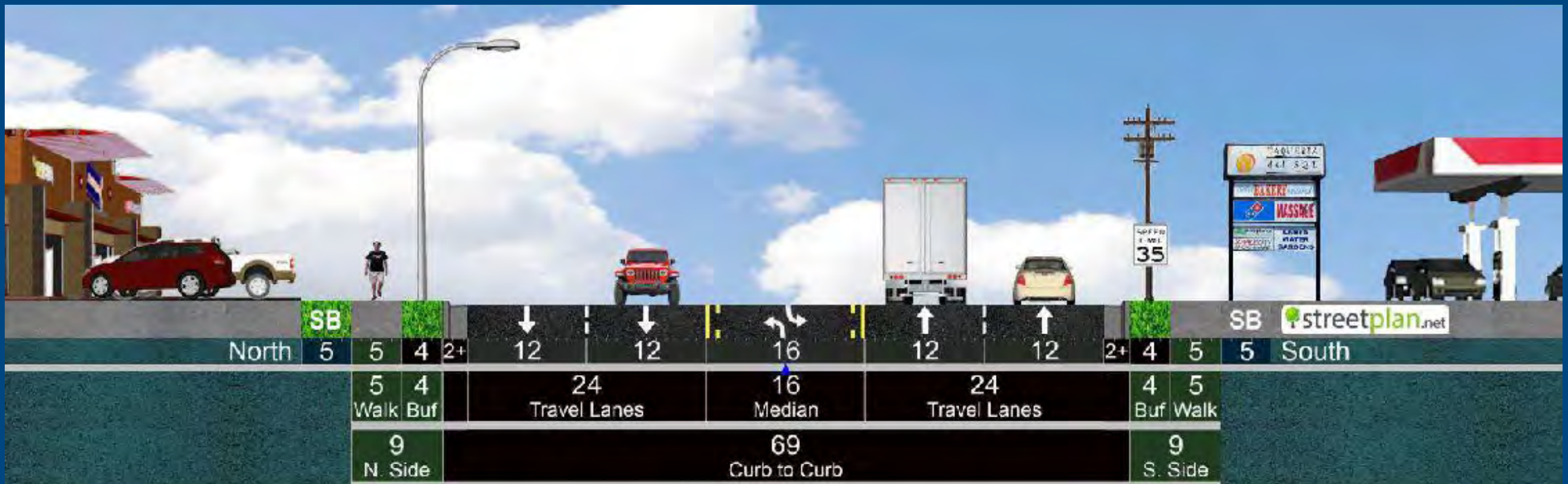
- Replace existing pavement, curb & gutter
- I-43 interchange ramp pavement replacement
- Sidewalk and curb ramp replacements to meet ADA standards
- Replacement of all traffic signals
- Storm sewer replacement
- Bike accommodations
- Sanitary sewer and water main replacement



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Proposed Improvements

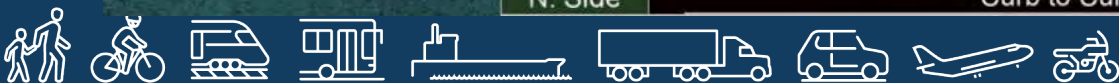
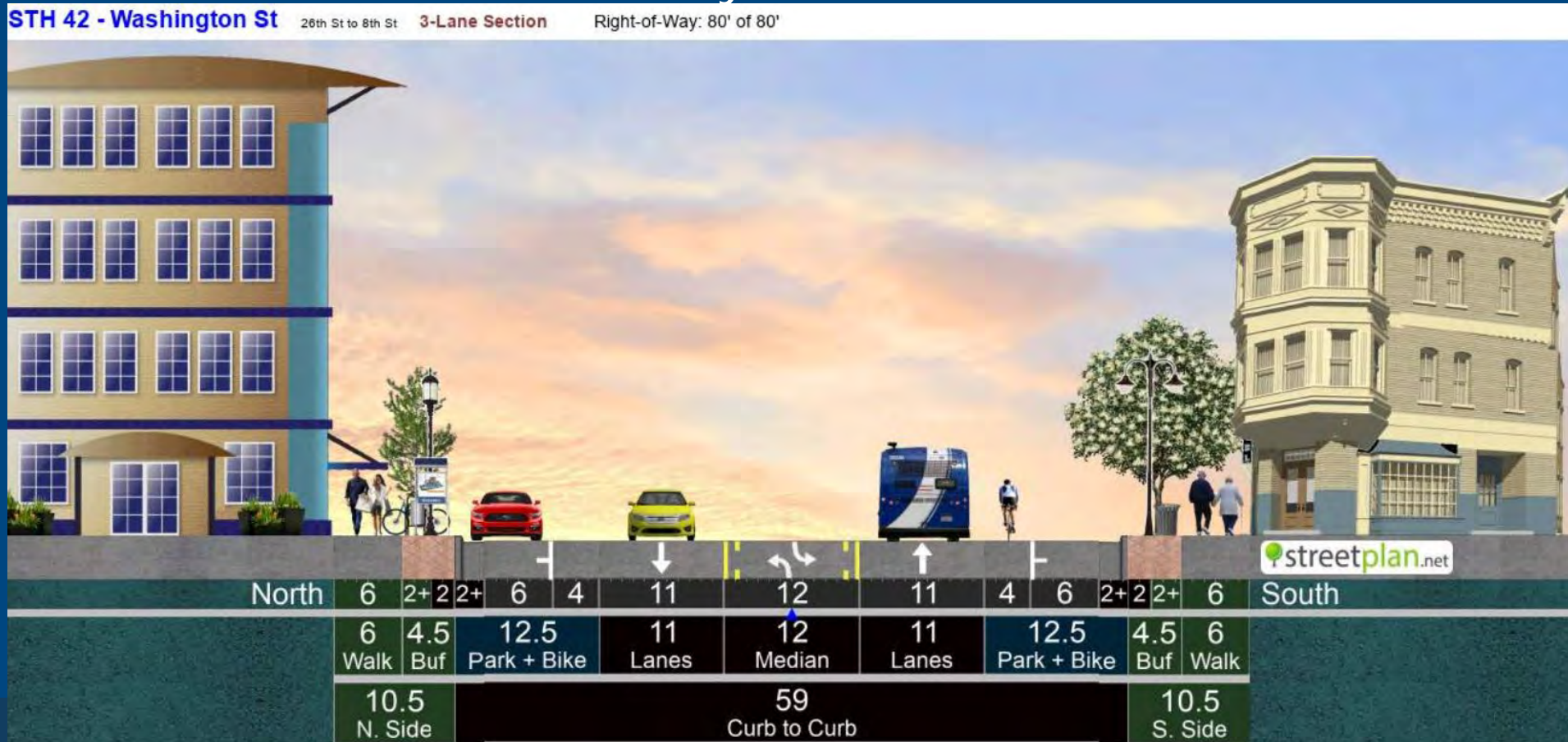
- Typical section from Grand Avenue to 26th Street



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Proposed Improvements

- Conversion of the 4-lane roadway from 26th Street to 8th Street



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Proposed Improvements

- Intersection Proposed Improvements
 - Dewey Street: Offset Left-Turn Lanes
 - Grand Avenue: Offset Left-Turn Lanes
 - 39th Street: Left-In, Right-Out Only
 - 30th Street: Offset Left-Turn Lanes
 - 26th Street / Custer Street: Roundabout



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Deficiencies at Dewey Street

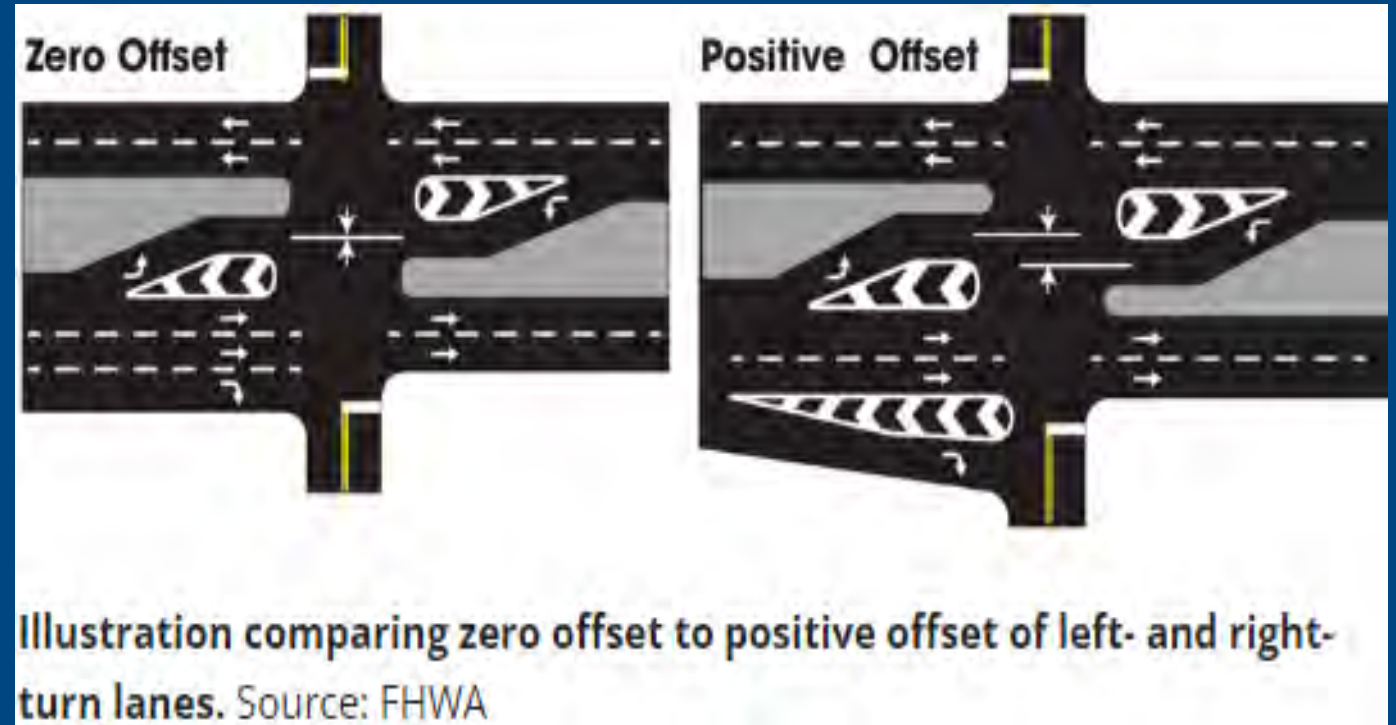
- Crash History (2016-2020)
 - 57 total crashes, 10 injury crashes
 - 27 right angle crashes
 - 16 rear end crashes
 - Insufficient left-turn lane sight lines along Dewey Street
 - Opposing left turning vehicles block view
 - Missing signal head per lane and reflective backplates
 - May be cause of some rear end crashes



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Positive Offset Left-Turn Lanes

- Benefits of positive offset left-turn lanes
 - Improves visibility for left turns
 - Reduction in fatal and injury crashes
 - Promotes efficient traffic flow



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Proposed Improvements at Dewey Street



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Deficiencies at Grand Avenue

- 31 total crashes, 14 injury crashes
 - 15 right angle crashes
 - 12 rear end crashes
- Insufficient left-turn lane sight lines on all approaches
 - Opposing left turning vehicles block view
- Missing signal head per lane and reflective backplates
 - May be cause of some rear end crashes



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Proposed Improvements at Grand Avenue



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Deficiencies at 39th Street

- 11 total crashes, 2 injury crashes
 - 7 right angle crashes
 - 5 of these crashes were far side right angle crashes
- Curve along WIS 42 may restrict sight lines from side road
 - Opposing left turning vehicles may also block view



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Restricted Crossing Intersection at 39th Street

- Benefits of restricted crossing intersections
 - Reduces crash severity – particularly far side right angle crashes
 - Simplifies driving task – only required to look at one direction of traffic at a time
 - Provides additional space for longer vehicles to store in median
 - Easily retrofitted – often without much additional right-of-way
 - Low cost compared to other alternatives



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Proposed Improvements at 39th Street



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Deficiencies at 30th Street

- Crash History (2016-2020)
 - 26 total crashes, 11 injury crashes
 - 13 rear end crashes
 - 6 right angle crashes
 - Insufficient left-turn lane sight lines along WIS 42
 - Opposing left turning vehicles block view
 - Missing signal head per lane and reflective backplates
 - May be cause of some rear end crashes



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Proposed Improvements at 30th Street



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Deficiencies at 26th Street / Custer Street

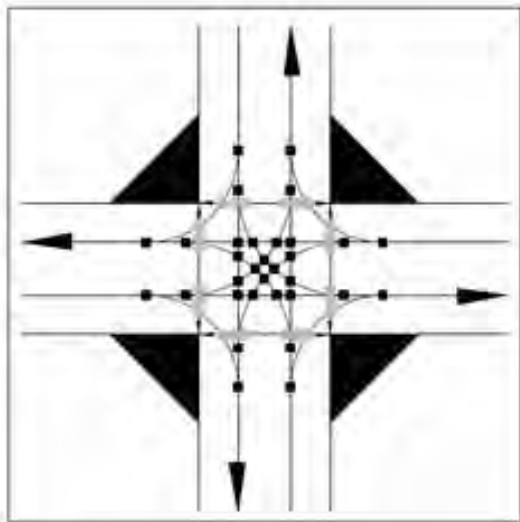
- Crash History (2016-2020)
 - 28 total crashes, 5 injury crashes
 - 9 rear end crashes
 - 13 out of control / run-off-the-road crashes
 - Sweeping curve along WIS 42 and closely spaced intersections
 - Drivers having difficulty navigating the intersections



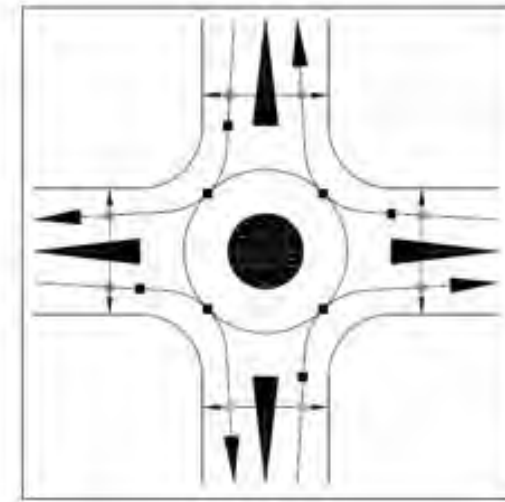
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Roundabout – 26th Street / Custer Street

- Benefits of a single lane roundabout
 - Fewer crashes and less severe crashes



Standard two-lane conflict points



Single-lane roundabout conflict points

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Proposed Improvements at 26th Street / Custer Street



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Right-of-way Process

- Temporary Limited Easements (TLE)
 - For intersection improvement areas to allow workspace for driveway replacements and/or new intersection work
- Permanent (Fee)
 - For intersection improvement areas to accommodate new intersection geometry
- Right of way needs for the project have not yet been determined



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Preliminary Traffic Control

- WIS 42 traffic control
 - Staging and/or closures for traffic control have not been evaluated at this time
- Detour work will be needed for intersection improvement areas



WIS 42 Schedule

- Additional public outreach will be conducted in 2026
- Real estate acquisition will begin in 2026.
- Business outreach during development of traffic control plans
- Design is on-going and will continue through the summer of 2028.
- Construction is tentatively scheduled for 2029/2030

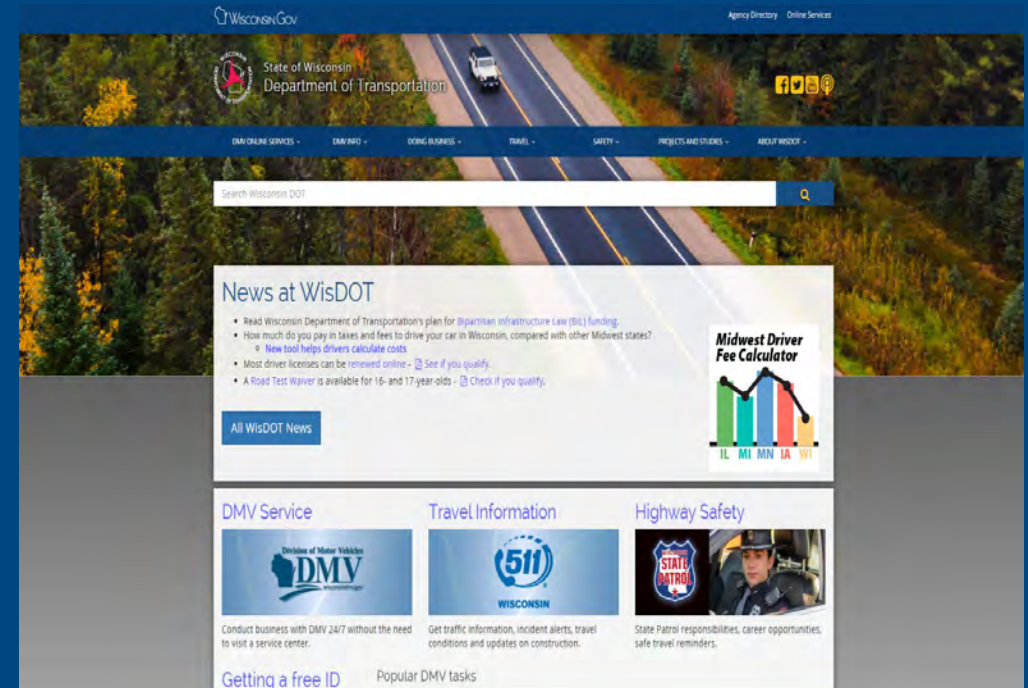


WIS 42 Resources

- Track the project during design on the WisDOT Northeast Region website:

<https://wisconsindot.gov/Pages/projects/by-region/default.aspx>

Then navigate to Northeast Region



Business Coordination

We're In This Together!

- Visit wisconsindot.gov/together
 - Tips, tools and resources
 - New business coordination guide
- Project team is here to help
 - What information would help you...
 - Inform customers about the project?
 - Coordinate with suppliers?
 - Communicate with employees?



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Project Contacts

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