



WELCOME!



PUBLIC INVOLVEMENT MEETING #3

Meeting Purpose

This third public meeting offers an opportunity to discuss construction staging, impacts and real estate acquisition.

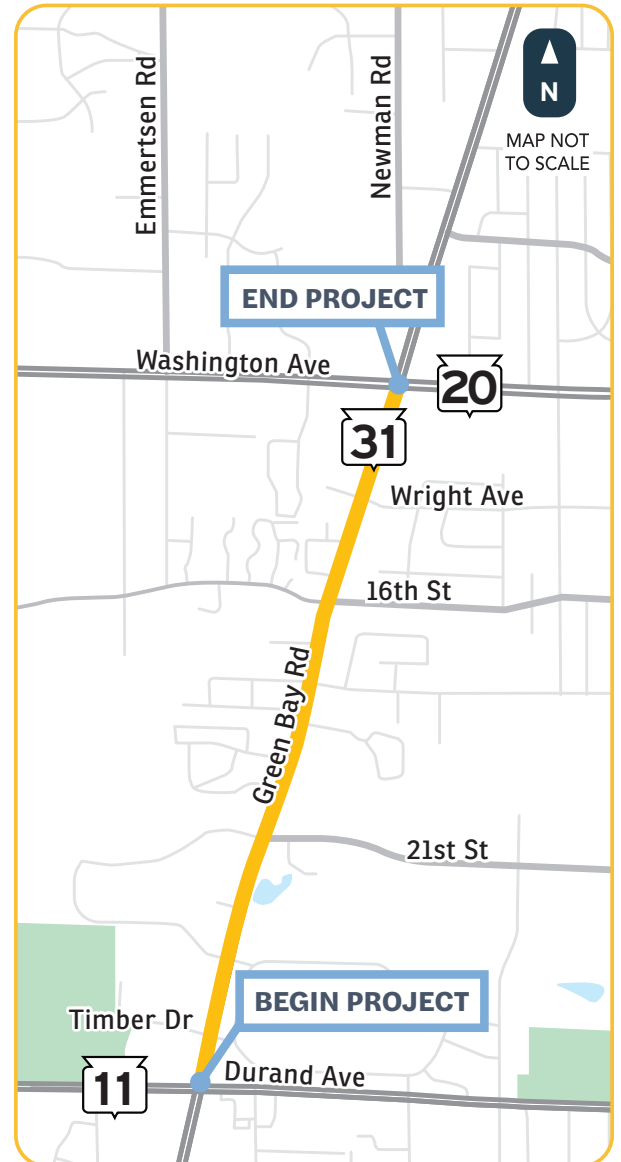
The meeting will be an open-house format. WisDOT and project representatives will be available to answer questions and review project information.

Project Overview

WisDOT plans to improve 1.5 miles of WIS 31 (Green Bay Road), between WIS 11 (Durand Avenue) and WIS 20 (Washington Avenue).

With the project, WIS 31 will be reconstructed to replace pavement, enhancing operations and safety. Shoulders and sidewalk will also be added to the roadway throughout, incorporating multimodal transportation facilities and enhancing accessibility. The need for improvements is based on:

- 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



The project team is currently working on final design plans and construction is scheduled to begin in late 2025 or early 2026. Utility relocation work will begin prior to the reconstruction of WIS 31.

The project includes modifications to access, driveways, and parking lots. Strip acquisitions of right of way will be required along the corridor. No homes or business will be relocated or displaced as part of this project.

Project Background



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 handles a daily traffic volume ranging from 31,100 to 38,100 vehicles. By 2045, traffic is expected to increase 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 The traffic signal equipment is outdated, and the signal timing and phasing is inefficient.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.



ANALYSIS DONE

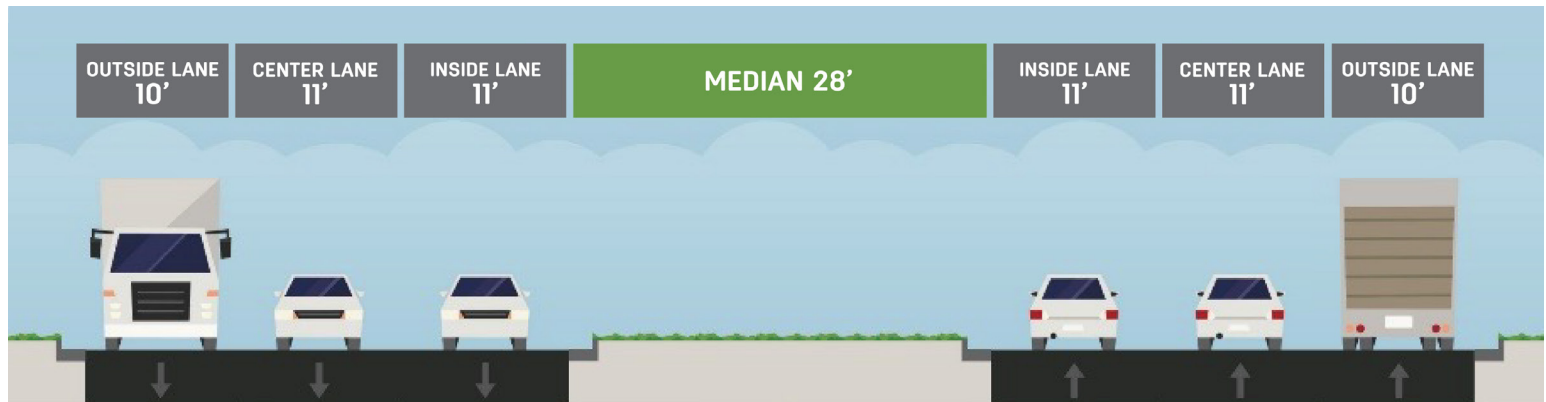
since Public Involvement Meeting 2, September 2022

- Reviewed bike accommodation options
- Completed the environmental document
- Modification to sidewalk design
- Updates to proposed right of way documentation for acquisition (plat)
- Began final design
- Began coordination for utility adjustments
- Began property appraisals and acquisition process
- Evaluated construction staging and temporary access

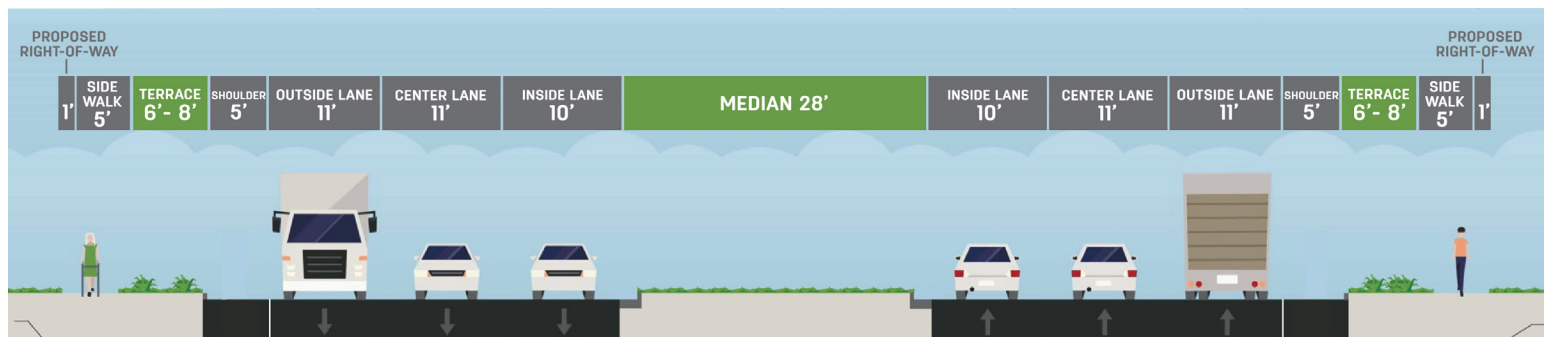


Existing Roadway

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.

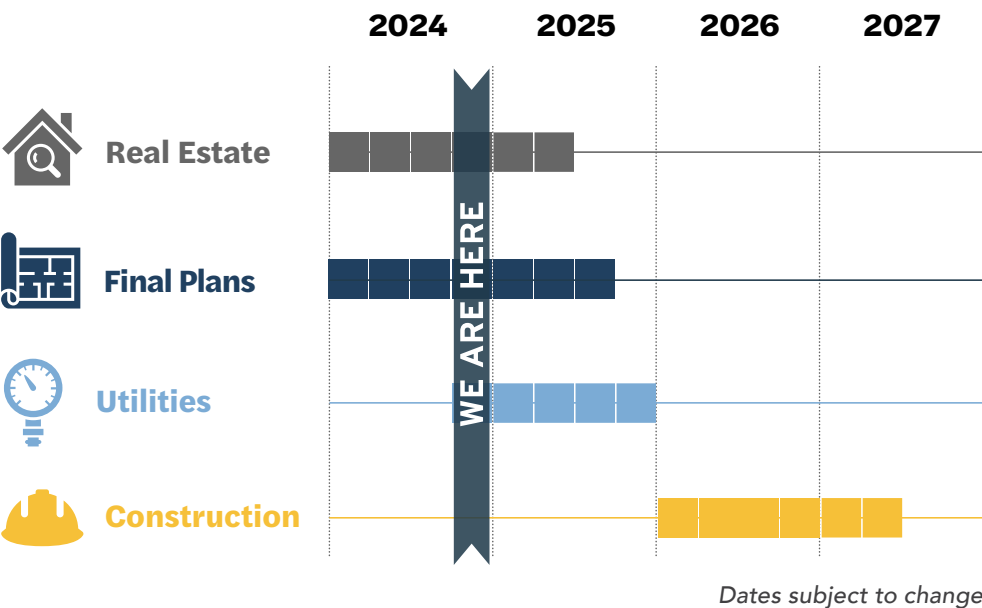
The sidewalk would be constructed with federal/state funding; no local cost is anticipated. Adjacent property owners would be responsible for clearing snow and ice, as well as maintenance, repair, and replacement of sidewalks.

Additional improvements include:

- Shifting 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 improve sight lines

Schedule

The following is the current anticipated schedule for the project:



Dates subject to change.

Contact Information:

Public Involvement Team

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Real Estate



Additional right of way will be required for this project. No homes or business will be relocated or displaced as part of this project. WisDOT began real estate acquisition in 2024 and has completed 16 of the 59 necessary parcel acquisitions as of early December 2024.

WisDOT real estate agents will continue working with impacted property owners. If you have questions about acquisition, please contact **Dean Veling**.

Dean A. Veling | Real Estate

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PLEASE VISIT OUR PROJECT WEBSITE AT:



<https://tinyurl.com/wis31>

