



WIS 81 and Wisconsin Avenue Intersection

Public Involvement Meeting

City of Beloit Water Resources and Engineering Building
2400 Springbrook Court, Beloit, WI 53511

April 14, 2026

Project Staff

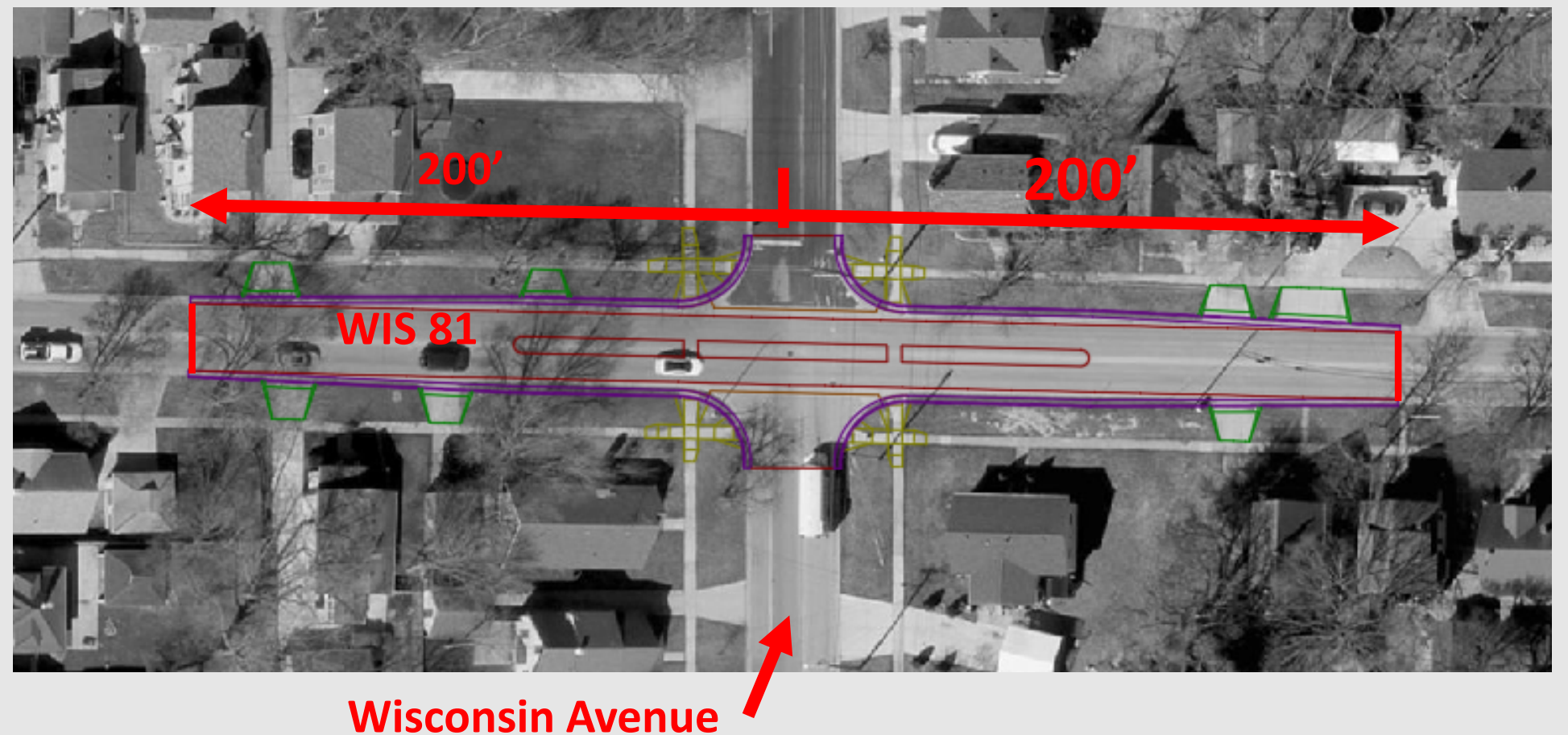
- Jim Simpson, P.E. & P.L.S.
 - Project Supervisor,
- TJ Herbers, P.E.
 - Project Manager
- Joshua Wellnitz, P.E.
 - Project Leader



Project Limits

WIS 81 and Wisconsin Avenue Intersection

- From 200' West of Wisconsin Avenue to 200' East of Wisconsin Avenue



Roadway Existing Conditions

WIS 81

- Traffic
 - 12,600 – Average Daily Traffic
 - Truck % – 8.1
- Pavement
 - 12-foot travel lanes
 - No shoulder, No Parking
- Safety
 - Safety flags triggered at the intersection by right angle and rear end crashes



Purpose and Need

WIS 81 and Wisconsin Avenue Intersection

- Highway Safety

- From 2017 to 2021

- 1.54 crashes per 1 million vehicles entering the intersection
- 34 total crashes at the intersection contributing to safety flags
- 25 of the 34 crashes were right angle crashes

- Injury Types

- 2 Injury Type A
- 3 Injury Type B
- 2 Injury Type C
- 27 Property Damage Accidents

A – Incapacitating Injury	A
B – Non-incapacitating Injury	B
C – Possible Injury	C



Crash Diagram (2017 – 2021)

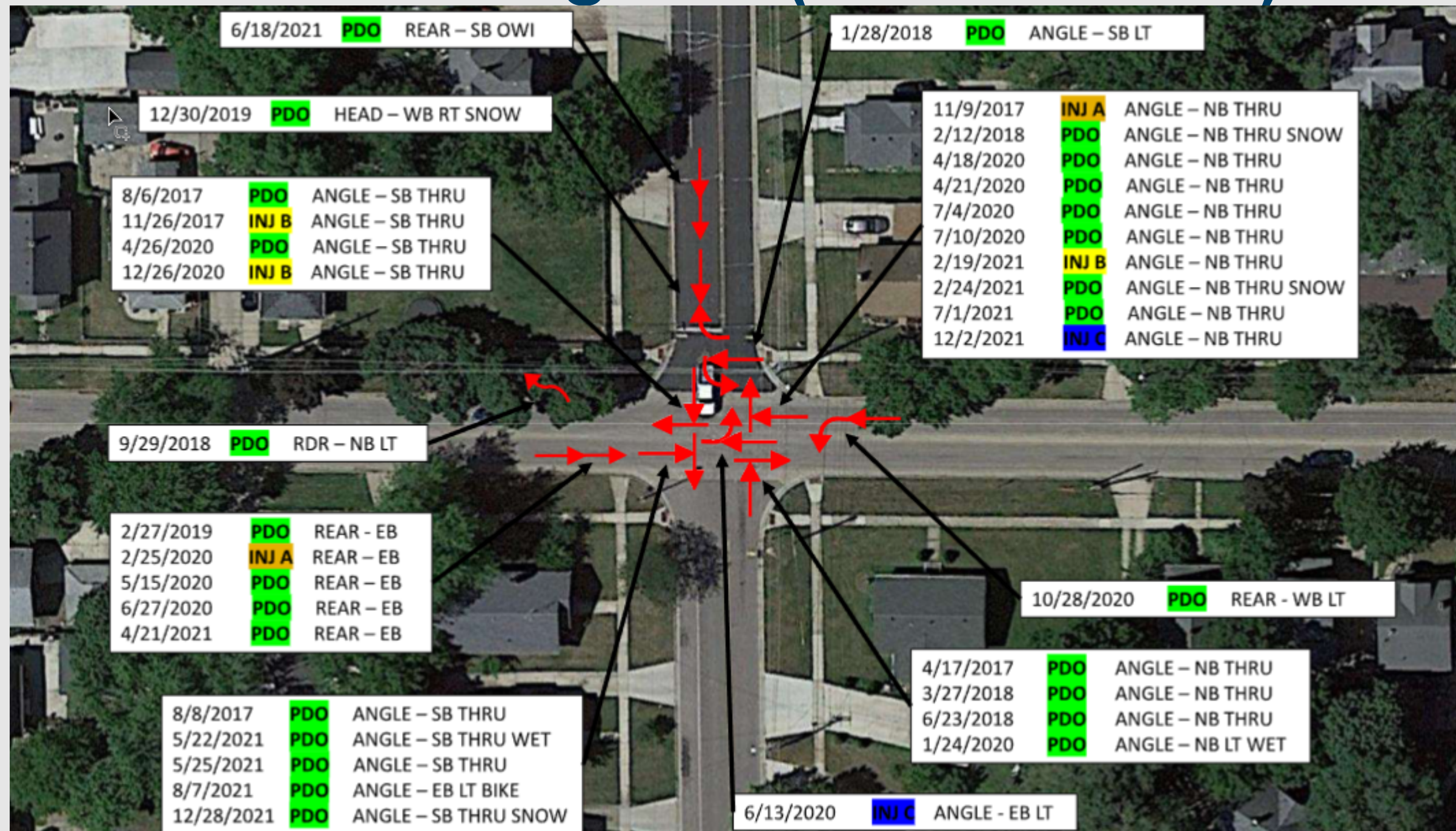


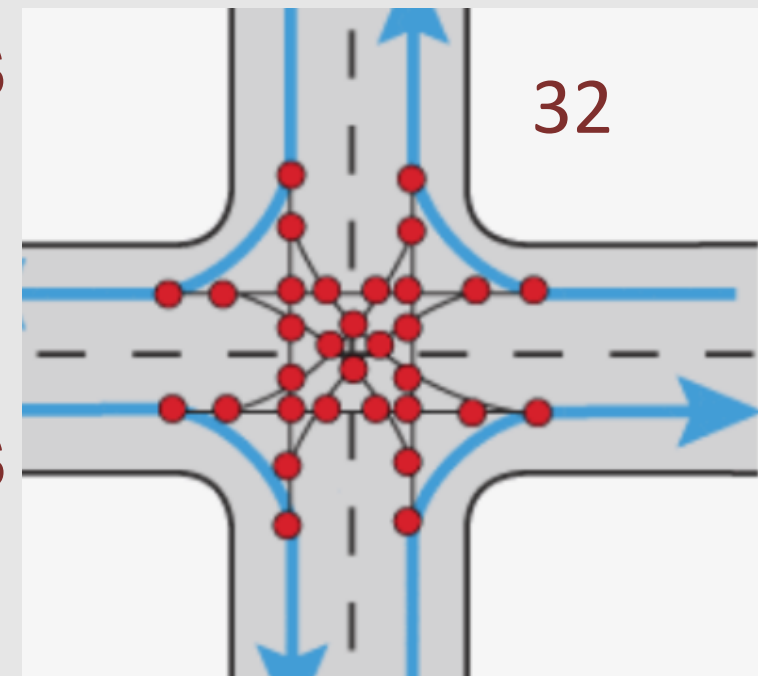
Image shows accidents contributing to safety flags at Wisconsin Avenue Intersection



Alternatives Investigated

Excluded Alternatives

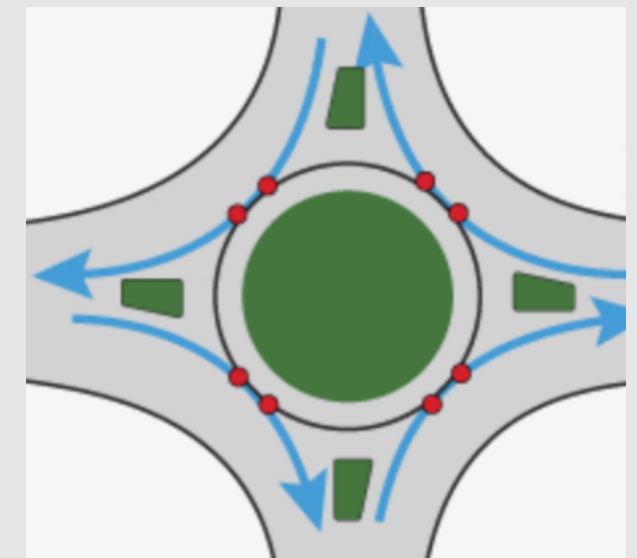
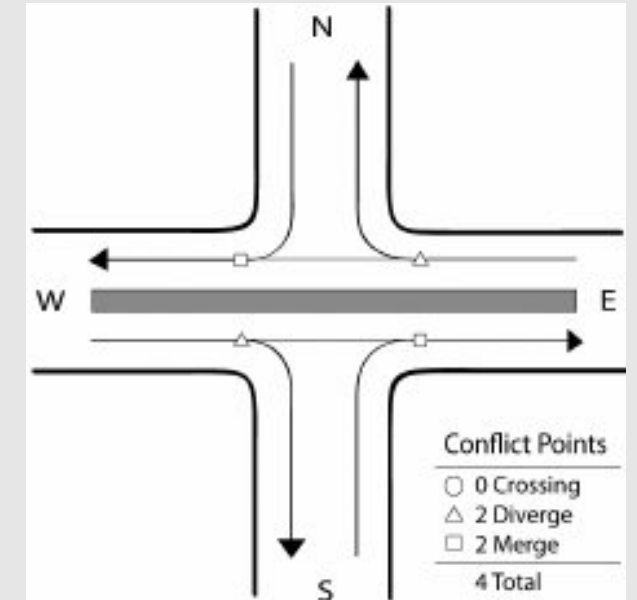
- Alternative 3: Minor Road Stop Control – Exists Today
- Alternative 4: All-Way Stop Control
 - Meets warrants but will not be considered as a long-term solution
 - Does not reduce number of vehicle path intersection points
- Alternative 5: Traffic Signal
 - Does not meet warrants
 - Does not reduce number of vehicle path intersection points
- Alternative 6: Right-in/ Right-out/ Left-in
 - Significant impact to adjacent properties similar to a compact roundabout but also restricts vehicle turning movements



Alternatives Investigated

Selected Alternatives

- Alternative 1: Right-in/ Right-out
 - Reduces number of vehicle path intersection points
 - Low impact to adjacent properties
 - Low project cost
 - Restricts access
- Alternative 2: Roundabout
 - Reduces number of vehicle path intersection points
 - Reduces vehicle speeds/ while maintaining current access
 - High impact to adjacent properties
 - High project cost



Design Overview

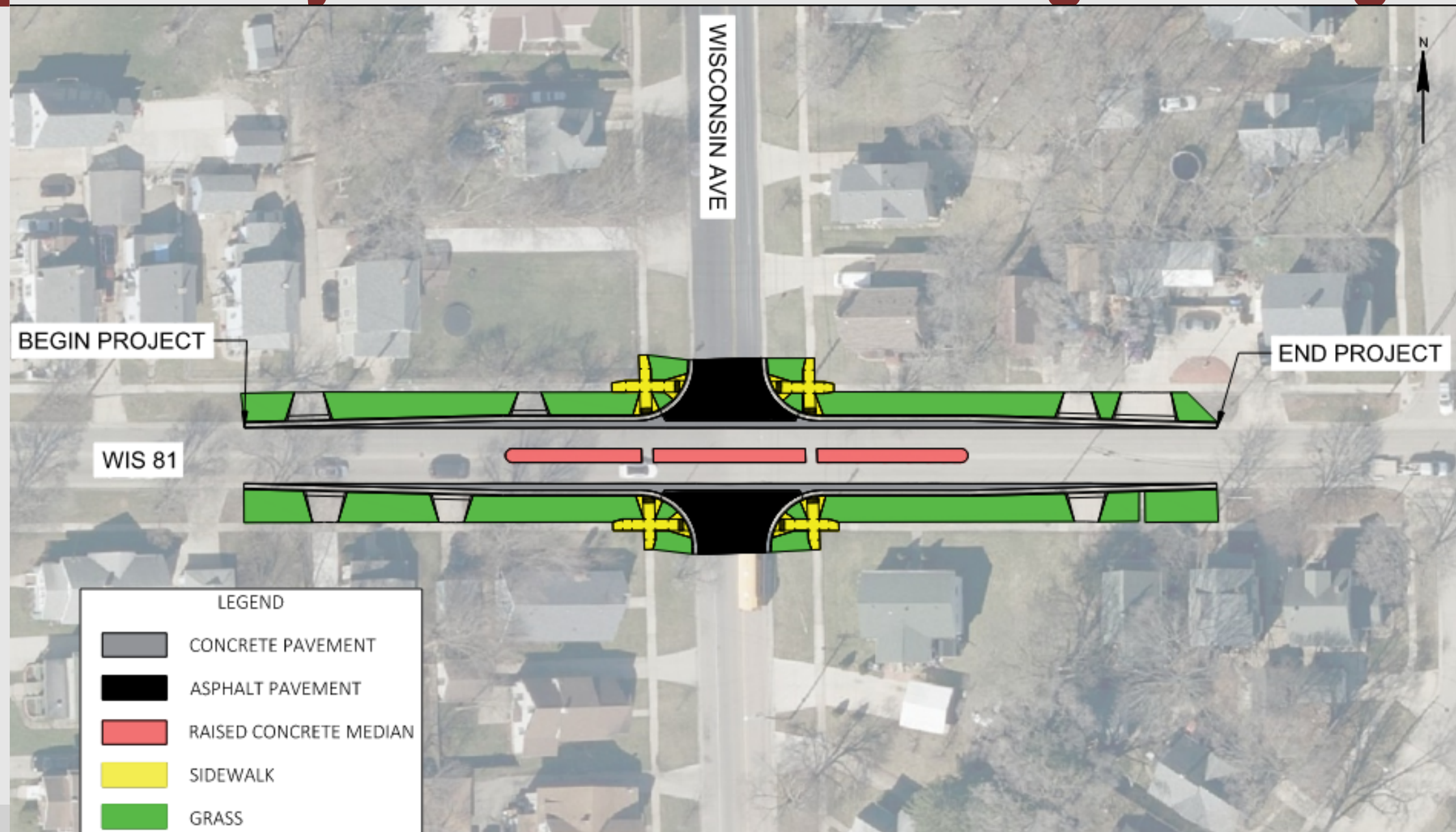
Proposed Details – WIS 81

- Alternative 1 - Right-in/ Right-out
 - Construct a 6' raised concrete median on WIS 81
 - Extend WIS 81 lanes 3' to maintain existing 12' lanes
 - 9-Inch concrete pavement
 - 12-Inches base aggregate
 - Curb and gutter within project limits replaced and aligned to match lane extensions
 - Wisconsin Avenue pavement replaced to curb radius points
 - 5-Inches HMA Pavement
 - 16-Inches base aggregate dense
 - Temporary property acquisition required



Design Overview

Proposed Layout Alternative 1 – Right-in/ Right-out



Design Overview

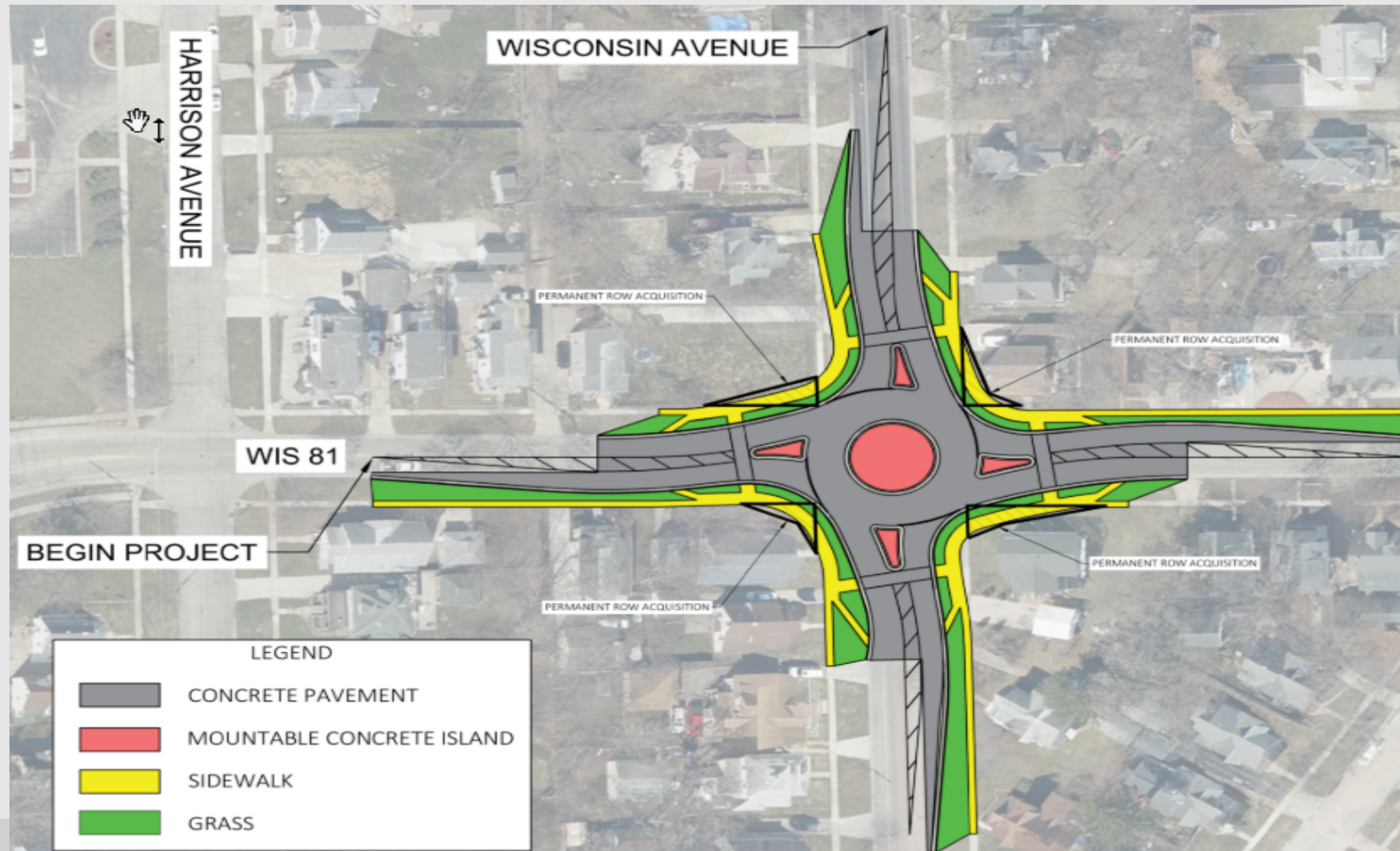
Proposed Details – WIS 81

- Alternative 2 – Roundabout
 - Construct a compact round at WIS 81 and Wisconsin Avenue
 - Splitter islands and central island would all be constructed to be mountable
 - Pavement depth would match existing pavement depth of WIS 81
 - Temporary and permanent property acquisition required
 - Project limits would be extended an additional 100' for each leg of the intersection



Design Overview

Proposed Layout Alternative 2 – Compact Roundabout



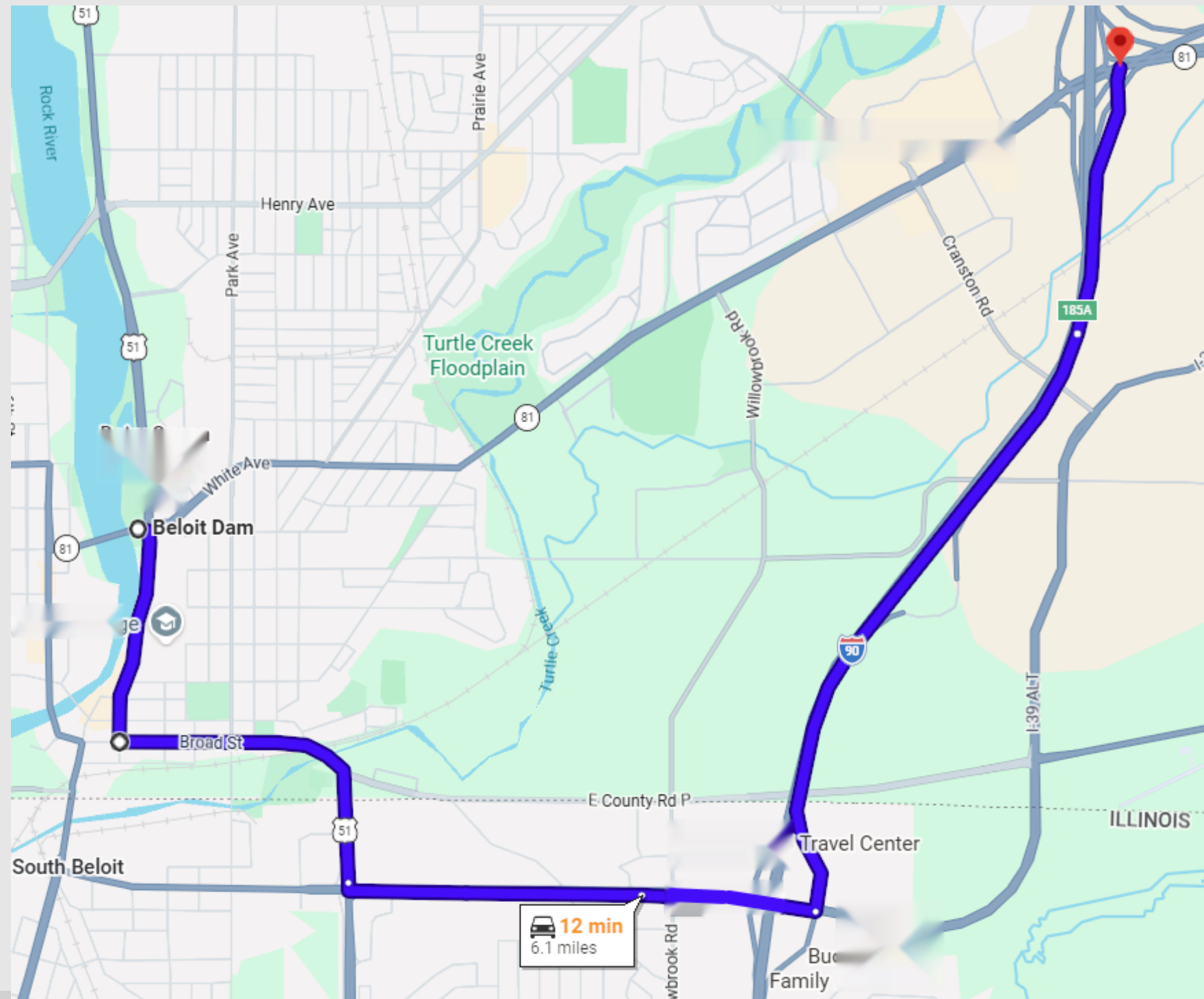
Construction Traffic Impacts

Detour

- Posted detour on WIS 81 for through traffic during construction
- Local access to properties within the closure limits (7 properties on WIS 81) will be maintained to the greatest extent possible
 - If a driveway closure is needed for construction owners will be given advanced notice



Proposed Detour Route



Additional Project Details

Real Estate & Schedule

- Real Estate
 - Real estate acquisition is planned for the intersection improvement
 - Landowners impacted will be contacted with further details in the future
- Schedule
 - Real estate acquisition start – November 2026
 - Design complete – August 2028
 - Project bidding complete – January 2029
 - Construction – Spring and/or Summer 2029
 - Project completion – Summer of 2029





Thank You For Your Time!

Questions, Comments, or Concerns?

Contact TJ Herbers, Project Manager

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