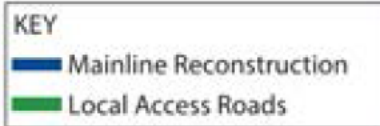


Project location

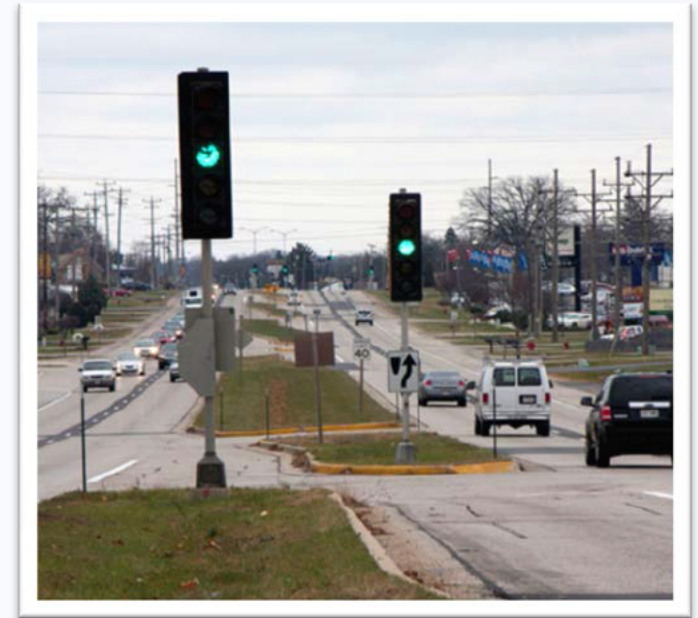
- STH 50 – I94 to 43rd Ave. (Kenosha County, WI)
- 4.4 Miles



Why improve the STH 50 corridor?

SIGNIFICANCE OF THE STH 50 CORRIDOR

- Major east-west route between I-94 and communities along Lake Michigan
 - City of Kenosha
 - Village of Pleasant Prairie
- Destination corridor
 - 60% of traffic traveling to local destination



Why improve the STH 50 corridor?

SIGNIFICANCE OF THE STH 50 CORRIDOR

- Oversized/overweight (OSOW) truck route
- Major commercial corridor
- High traffic volumes on STH 50 and major cross streets
 - STH 31
 - CTH H



Why improve the STH 50 corridor?

CURRENT AND FUTURE TRAFFIC VOLUMES

- STH 50 carries significant daily traffic volumes
- Average annual daily traffic in 2014
 - 30,100 to 36,700
- Projected AADT in 2034
 - 37,600 to 46,800

Why improve the STH 50 corridor?

NEEDS OF STH 50

- Mobility, safety, and capacity needs
- Address access needs
- Maintain an important state and local corridor
- Address aging pavement/bridges



Why improve the STH 50 corridor?

ROADWAY CAPACITY

- Numerous intersections currently experiencing backups during peak periods
 - 2012 – 7 of 22 intersections have movements operating at LOS E or F
 - 2039 – 15 of 22 intersections have movements operating at LOS E or F
- STH 50 mainline projected congestion on significant parts of the corridor
 - 2014 – 11% of corridor in LOS D or worse (11% in LOS E)
 - 2024 – 52% of corridor in LOS D or worse (11% in LOS F)
 - 2034 – 81% of corridor in LOS D or worse (11% in LOS F)

Why improve the STH 50 corridor?

TRAFFIC SAFETY

- STH 50 corridor crash rates (2008 – 2012)

Segment	Crashes Involving Injuries	Crashes Involving Property Damage Only	Total Crashes	STH 50 Average Crash Rates	Statewide Average Crash Rate
117 th Ave to 104 th Ave	40	31	71	214	313
104 th Ave to CTH H	94	74	168	371	
CTH H to 70 th Ave	62	57	119	202	
70 th Ave to 57 th Ave	165	249	414	882	
57 th Ave to 43 rd Ave	47	47	94	217	
Totals	408	458	866	371	

Why improve the STH 50 corridor?

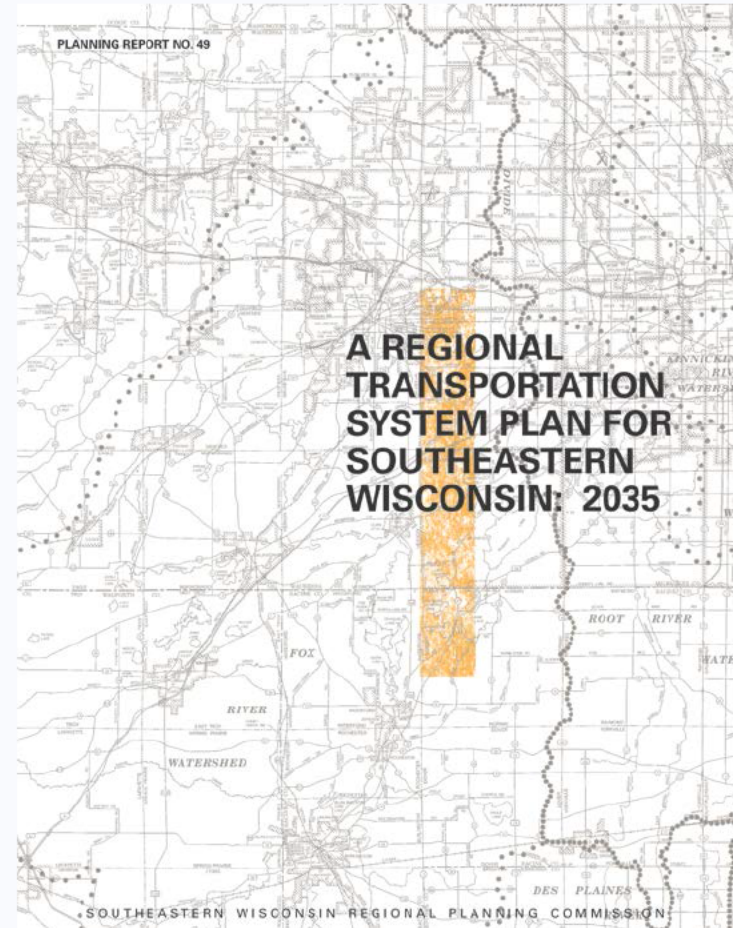
PAVEMENT, MAINLINE DESIGN, AND GEOMETRIC DEFICIENCIES

- Aging pavement structure – originally built in 1960's
- Existing pavement is on 3rd rehabilitation, at end of useful life
- Deteriorating bridges – built in 1970's
- Substandard turn lane storage at intersections
- Substandard interchange acceleration and deceleration lanes
- Substandard vertical curves over railroads and 77th Avenue
- Insufficient mainline lane capacity

Why improve the STH 50 corridor?

SUPPORT REGIONAL PLANNING EFFORTS

- The 2035 Regional Transportation System Plan for Southeastern Wisconsin (SEWRPC Planning Report No. 49, June, 2006) indicates the need for capacity expansion on STH 50
- FHWA requires consistency with regional plan



Why improve the STH 50 corridor?

PUBLIC SUPPORT FOR THE PROJECT

- Substantial stakeholder outreach and coordination
 - 2 PIMs (Public Information Meeting)
 - 4 business meetings
 - 4 Local officials and Project Advisory Committee meetings
 - Issue-specific meetings with municipalities and elected officials
- Public comments were supportive of the project



Preparing for the Future

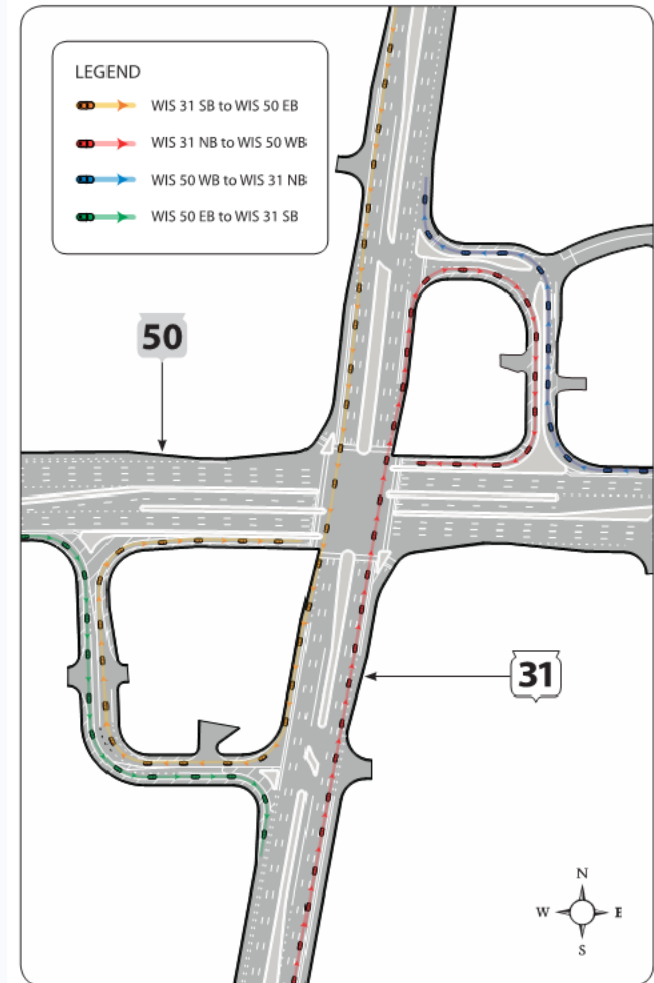
CORRIDOR DESIGN ELEMENTS -MAINLINE

- Widen road from four to six lanes
 - 116th to 57th avenues (3.6 miles)
- Reconstruct four-lane road
 - 57th to 43rd avenues (0.8 miles)
- Implement access management
 - Driveway and median modifications
- Improve access road connections
- Add sidewalk and bicycle accommodations throughout

Preparing for the Future

CORRIDOR DESIGN ELEMENTS - INTERSECTION

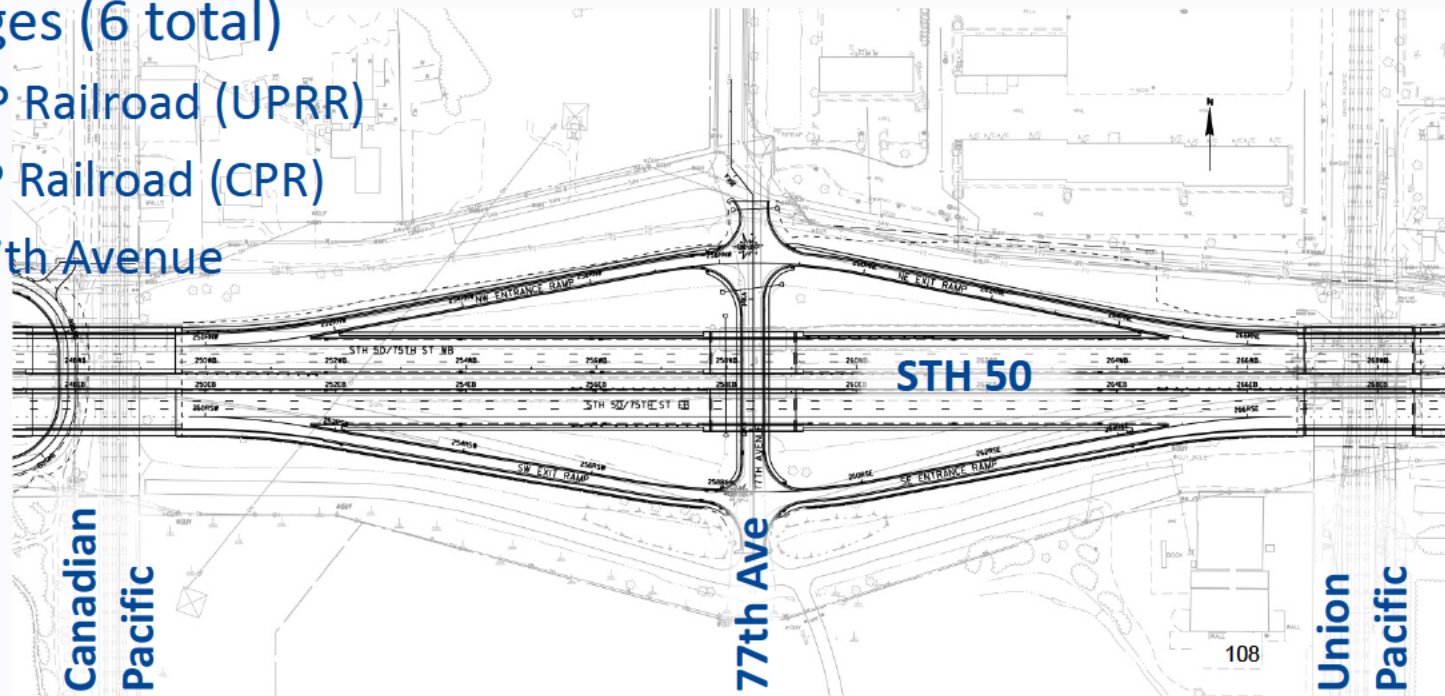
- Increase capacity at intersections
 - Add and extend turn lanes
- Upgrade existing signals at 104th, 94th, 88th, 70th, STH 31, 60th, and 52nd Ave.
- New signal at 109th Ave.
- Improve side roads
 - Extend reconstruction limits as needed to meet current design standards
- New Jughandle design at STH 50/31 intersection



Preparing for the Future

CORRIDOR DESIGN ELEMENTS – INTERCHANGE (77TH Ave.)

- Add acceleration and deceleration for ramps
- Adjust profile to improve vertical clearance over 77th Avenue and railroads
- Replace bridges (6 total)
 - Two over UP Railroad (UPRR)
 - Two over CP Railroad (CPR)
 - Two over 77th Avenue



Preparing for the Future

PLANNING FOR THE FUTURE

- Estimated right-of-way needs – 21 acres
- Six commercial and one residential property will be acquired
- No archaeological or historical resources are present in the project area
- No threatened or endangered species
- No air quality impacts

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Chapter 9


ENUMERATED MAJOR HIGHWAY PROJECTS WITH MINIMAL OR NO CONSTRUCTION EXPENDITURES

- **Major Projects Expenditure Schedule**
- **Project List and Comments**
- **Letters Recommending Termination of Beloit Bypass Study**

MAJOR PROJECTS EXPENDITURE SCHEDULE

				Fiscal Year								
Region	Hwy	Project Name	Enum	2015	2016	2017	2018	2019	2020	2021	2022	2023
NE	10/441	CTH CB - Oneida St.	2011									
NC	10	Marshfield - Stevens Point	1989									
SW	12	Lake Delton - Sauk City	1997									
SW	14	Viroqua - Westby	2003									
NE	15	STH 76 - New London	2011									
SW	18	Prairie du Chien - STH 60	2003									
SW	18/151	Verona Rd.	2011									
NE	23	STH 67 - USH 41	1999									
SW	26	Janesville - Watertown	2001									
SE	38	Oakwood Rd. - CTH K	2011									
SW	39/90	US 12 - Illinois SL	2011									
NE	41	Brown/Winnebago County	2003									
SW	53	La Crosse Corridor	1997									

Data as of September 1, 2014

 Planned Expenditures

Enumerated Major Highway Projects with Minimal or No Construction Expenditures

	Project	Cost Data From August 2014 TPC Report	
		Construction Cost-to-Date (millions)	Comments
1	Beloit Bypass (STH 81/213)	\$0.0	Recommend the project be removed from the list of enumerated Major Projects.
2	STH 38 (CTH K to Oakwood Rd.)	\$0.0	Recommend the project be removed from the list of enumerated Major Projects.
3	USH 53 La Crosse Corridor	\$4.5	A recommendation to redefine the project may be made at the TPC meeting.
4	STH 15 STH 76- New London	\$0.0	Project is proceeding. Real estate purchases underway. Project construction to begin in SFY-2017.
5	STH 23 STH 67 - USH 41	\$0.5	Project is proceeding. Construction begins this year (SFY-2015).
6	USH 10 USH 10/STH 441	\$0.0	Project is proceeding. Construction begins this year (SFY-2015).



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Beloit Bypass
Winnebago County

January 8, 2009

Mr. Joe Olson
Director, Southwest Region
Wisconsin Department of Transportation
3550 Mormon Coulee Road
La Crosse, WI 54601

Dear Mr. Olson:

The **Beloit Bypass** has been under study since 1994 to look at alternatives to alleviate the congestion of truck traffic in the downtown area of Beloit. The project study area is 9 miles long, extending from the intersection of Wisconsin Route 213 and Nye School Road northwest of Beloit, to the interchange of Rockton Road and I-90 southeast of South Beloit (2.8 miles of the corridor is in Wisconsin, with 6.2 miles in Illinois).

Due to a lack of public support, IDOT proposes to discontinue the study of the Beloit Bypass. The decision to cancel the study is based on the following:

- The Notice of Intent was published in the Federal Register on October 26, 1995. Public comments received between 1996 and 1999 were largely negative. With no construction funding from Illinois, the job became inactive.
- The Beloit Bypass is not included in SLATS' long range planning document.
- In an effort to bring the study to conclusion, another public meeting was held on July 31, 2007 at South Beloit High School. Public sentiment was again almost unanimously negative.
- Several attendees at the 2007 public meeting expressed the opinion that truck traffic had actually decreased over the past 10 years. As a result, Wisconsin agreed to conduct truck traffic counts for further evaluation. The results of the new data confirmed that there were not significant increases in truck traffic along the corridor.
- Due to the length of time that this project has been inactive, the entire NEPA process would have to be re-initiated. Wetland delineations, noise studies, traffic data, and design criteria are no longer valid, and would have to be re-done. Section 2 of the EIS (Alternatives) would change drastically due to the various alternatives that have been introduced over the years. The additional cost to complete the EIS is estimated at \$700,000.

Mr. Joe Olson
Wisconsin Department of Transportation
Page 2

- Should the study be re-initiated and completed, it would likely recommend a "no build" alternative. Such a finding could adversely affect any future projects within the corridor.

We are asking for your concurrence in our plan to notify the FHWA that we will be cancelling this study, as well as your concurrence on the following cost share proposal:

In October of 1994, Illinois and Wisconsin entered into a Bi-State Agreement for the Phase I Engineering Study for the Beloit Bypass. This agreement specified that "Wisconsin, upon billing by Illinois, agrees to make progressive payments for the balance, estimated at \$400,000". Illinois has paid \$1.71 million for the study to date, and based on our estimate that an additional \$700,000 would be required to complete the study, we would consider the Beloit Bypass study to be 70% complete. Given the circumstances of a cancelled study, we respectfully request that Wisconsin's share in the study for 70% of \$400,000, or \$280,000.

Please indicate your concurrence on these two issues through written response. We believe it is the most logical way to conclude this study, which has languished for over a decade with minimal public support. If you have any questions, do not hesitate to call me at 815/284-5301.

Sincerely,



George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer