

Minutes

WIS 15 Corridor Access Management Study Kickoff Meeting  
WisDOT Field Office (Aerotech Drive, Appleton, WI 54911)  
April 4, 2017

Present

Tom Marquardt.....	Town of Grand Chute
Dave Johnson .....	Outagamie County
Dean Steingraber .....	Outagamie County Highway Commissioner
Dave Tebo .....	Town of Greenville
Dean Schiller.....	Town of Greenville
James A. Cotter .....	Town of Greenville
Patrick Connor .....	Newmark Grubb Pfefferle
Jill Michaelson.....	WisDOT, NE Region
Bryan Lipke .....	WisDOT, NE Region
Dave Nielsen.....	WisDOT, NE Region
Scott Nelson.....	WisDOT, NE Region
Jerry Shadewald .....	HNTB
Walt Raith.....	ECWRPC
Dave Moesch .....	ECWRPC

The meeting was called to order by Mr. Lipke at 1:00 P.M. and he gave a brief explanation of the objectives of the study and the areas of concern to find a balance between access and mobility along the corridor. Mr. Lipke noted that East Central is co-leading the study with the Department and HNTB is assisting with engineering.

Mr. Raith stated that ECWRPC is the Metropolitan Planning Organization for the Fox Cities and after the passage of the latest transportation bill, the FAST Act, East Central is required to develop a Congestion Management Plan and develop performance measures. As part of that plan, staff monitors corridors and travel times throughout the Fox Cities, and WIS 15 is one of those corridors. Mr. Raith proceeded with a presentation and progress of the study so far. The project included utilizing video camera traffic counts that has been used to evaluate existing intersection operations along this stretch of highway from roughly I-41 to Lily of the Valley Road. Staff used that count data to calibrate the travel demand model to prepare traffic forecasts for the highway corridor and intersections. Also noted, staff used GPS data trackers to determine the travel speed along the corridor. The travel time from Julius Drive to I-41 averages about 5 minutes of driving.

The traffic forecasts for the year 2045 included an extension of the CTH CB north to CTH JJ. That extension would serve development to the north of WIS 15 and it was assumed it would reduce traffic volumes on Mayflower Drive from CTH JJ to WIS 15. Mr. Raith also discussed displays on highway operations as measured by level of service. As the traffic volumes increase, the level of service and travel speeds decrease.

WIS 15 has two distinct segments due to differences in geometrics and number of access points. The section from County CB to I41 is a good example of access spacing, with roads spaced about ½ mile apart and no private access to WIS 15. The access to the development is served by backage roads. The section of the

corridor from Julius Drive to CTH CB is developed and has numerous commercial and residential access points. Mr. Raith pointed to crash diagrams for the corridor. It was noted that since the roundabout was installed at CTH CB the severity of crashes went from injury to property damage crashes. Mr. Nelson noted that the intersection of WIS 76 and WIS 15 is also being monitored for safety issues.

There was some discussion on how to improve the WIS 15 corridor, with a diverging diamond interchange as a possibility at I41, however that may not be possible due to the loop ramp to southbound I41. Short-term improvements are being discussed at WisDOT but no major expansion project and subsequent interchange improvement is programmed at this time.

WisDOT and the local municipalities will have to continue to work together to maintain traffic operations along the corridor. WisDOT and the Town of Greenville have a signed resolution that restricts access to current locations and uses. The Town of Greenville has requested a new public street that will connect WIS 15 to Moonshadow Drive, the new access will be restricted to right-in, right out with a raised median.

The discussion continued with the possible future extension of CTH CB north to CTH JJ. It was suggested that a continuation of this extension further north of CTH JJ should be studied to provide long-term access to future area development. This facility should be built as a high-level, limited access facility. The Town of Grand Chute has the section of WIS 15 to Mayflower Road officially mapped at present.

It is anticipated that as the WIS 15 bypass of Hortonville is completed the traffic volumes will increase. Many areas along the corridor are developed and side roads will most likely not contribute to the increase that will come from the mainline WIS 15 traffic. A short-term improvement will add traffic signals at the Lily of the Valley and WIS 15 intersection. Also, a frontage road is mapped north of WIS 15 from Julius to Lily of the Valley. The Town of Greenville is experiencing development pressure along WIS 76 south of WIS 15 and three new public road accesses have been requested. There was also some discussion on whether or not there will be multi-modal accommodations along WIS 15 and connections to existing trail systems.

Mr. Steingraber stated that County staff will familiarize themselves with the past CTH CB extension work and continue along with that planning process.

There was an informal discussion around the various display boards and the meeting was adjourned at 2:30 p.m.