

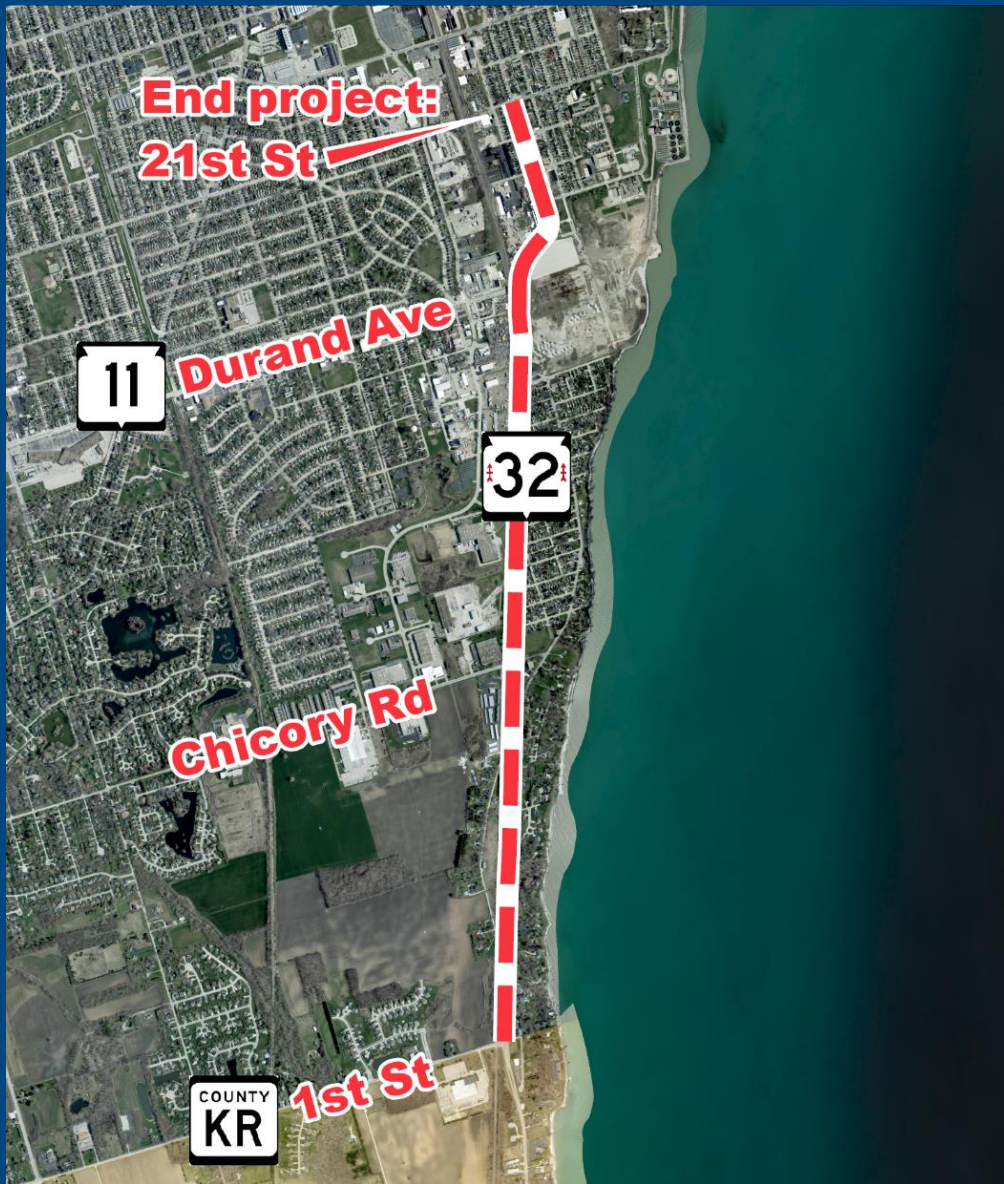
WIS 32 Project Limits Kenosha County: Alford Park Drive to County KR (1st St)

The **recommended alternative** includes:

- Resurfacing the roadway
- Updating traffic signal equipment
- Reducing travel lanes to one in each direction with a two-way left turn lane
- Adding on-road bicycle accommodations
- Adding sidewalk on the east side from Carthage to County A
- Adding sidewalk on the west side from 15th Place to County A



WIS 32 Project Limits Racine County: County KR (1st St.) to 21st St.



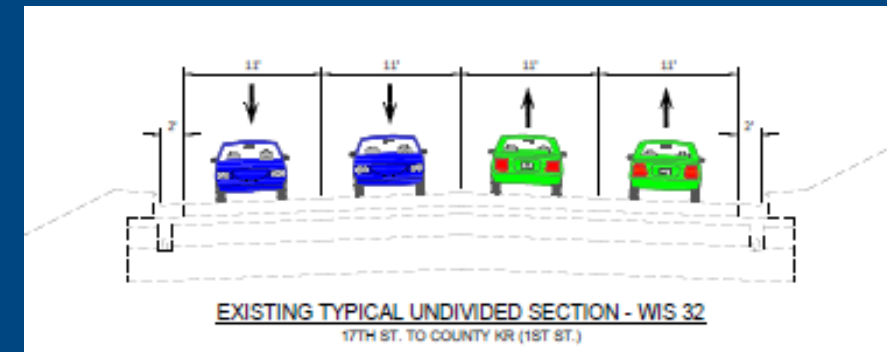
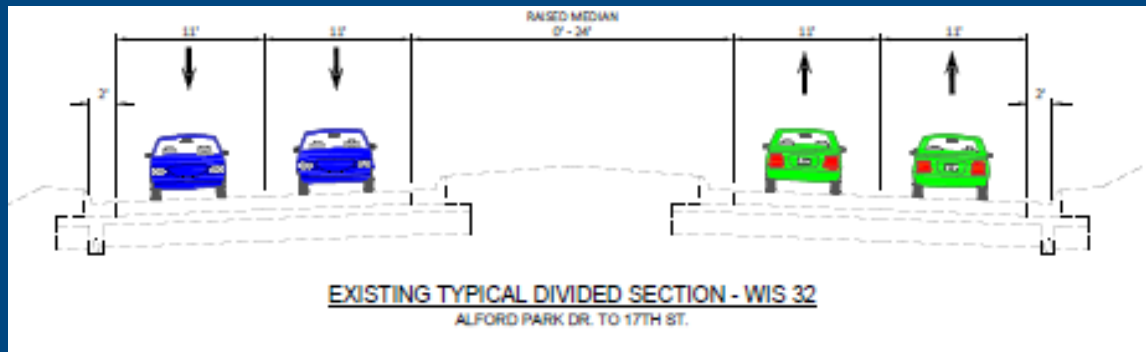
The recommended alternative includes:

- Resurfacing the roadway
- Updating traffic signal equipment
- County KR (1st St.) and WIS 11 (Durand Ave.)
 - Divided roadway to remain
 - Adding on-road bicycle accommodations
- WIS 11 (Durand Ave.) and 21st St.
 - Match existing typical section

Existing Conditions

WIS 32 in Kenosha County (Alford Park Drive to County KR (1st Ave.))

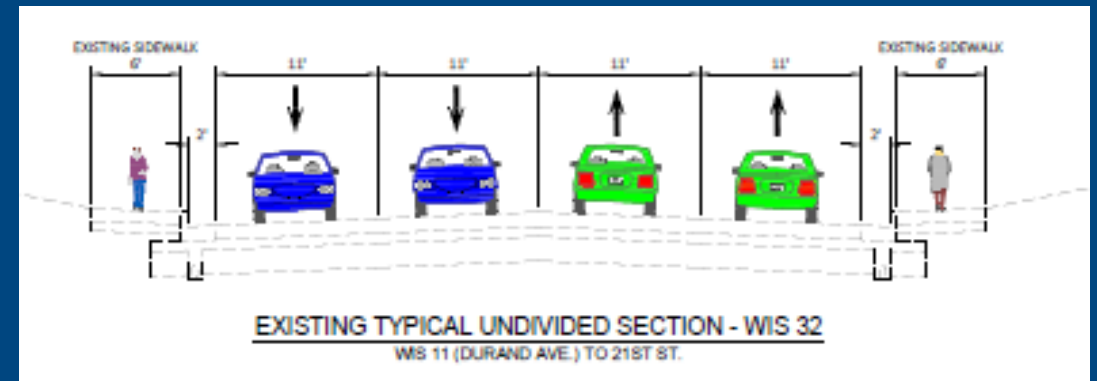
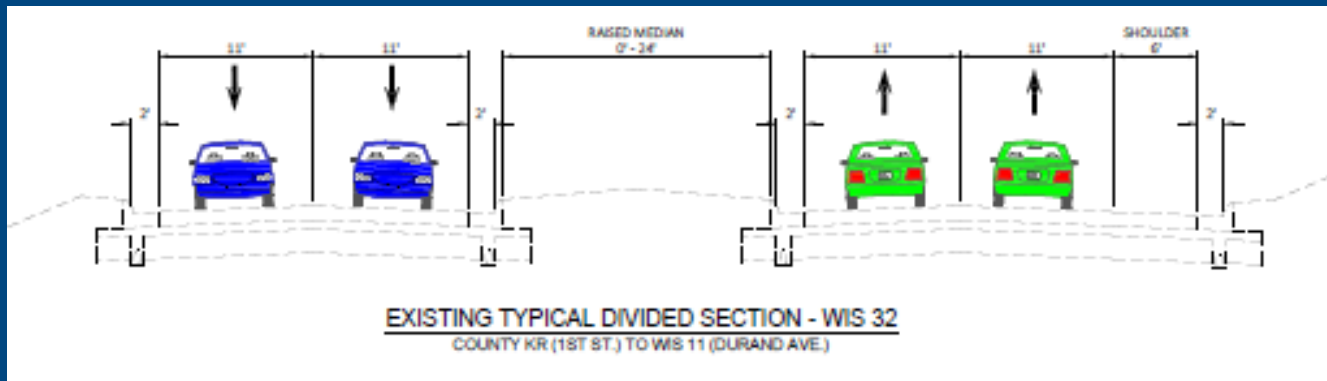
- North/South 4-lane undivided highway (except at the intersections)
- Original Construction (2005/2007)
- Posted speed: 45 mph (small NB section has posted 35 mph until past structure over Pike River)



Existing Conditions

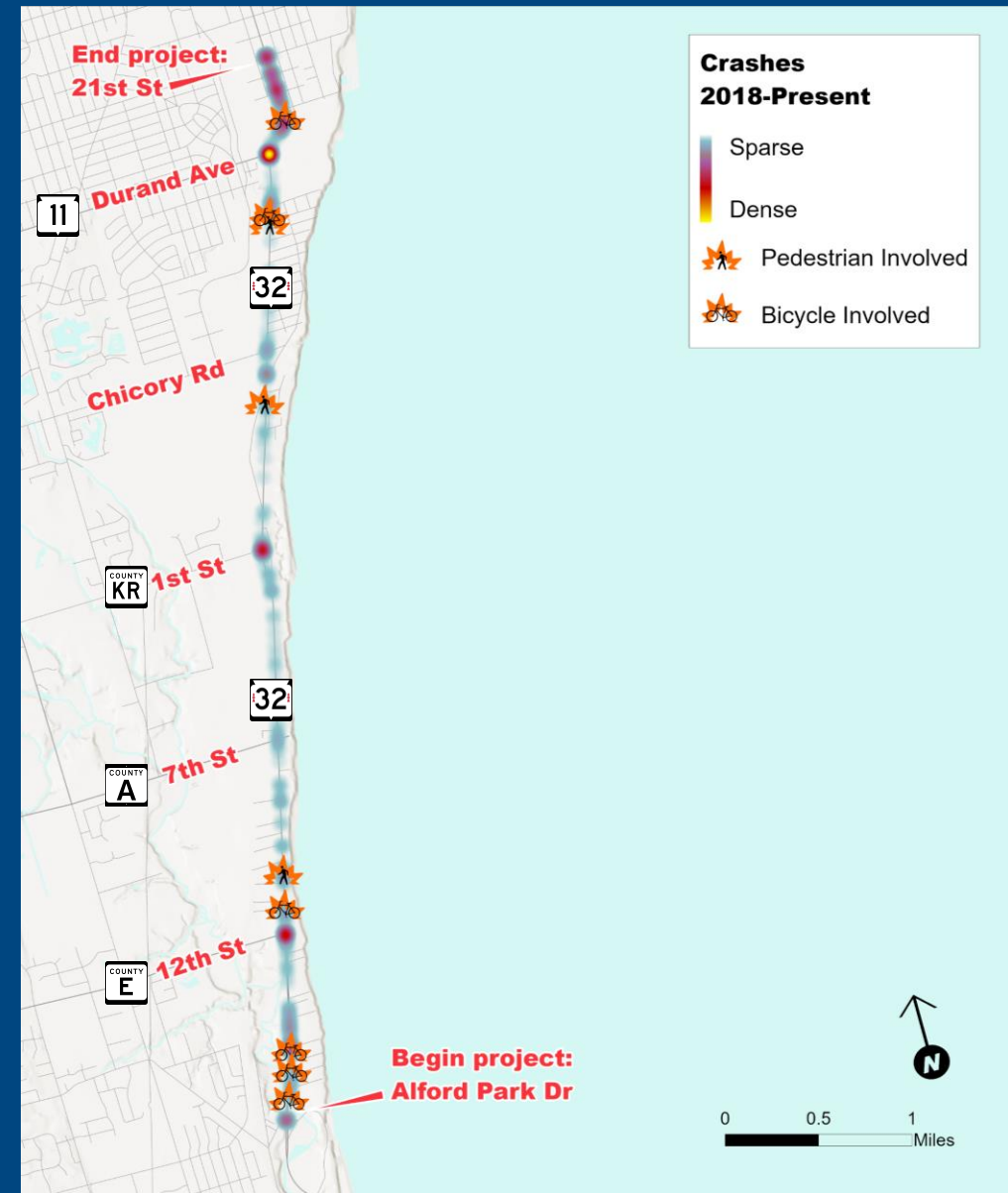
WIS 32 in Racine County (County KR (1st Ave.) to 21st St.)

- North/South 4-lane divided highway
- Original Construction (2007)
- Posted speed of 30 mph-45 mph



Corridor Safety

- The corridor saw **nearly 300 crashes in the last five years**. For most of the corridor, the crash rate for motor vehicles is about average for similar roads statewide.
- **Eleven crashes involved bicyclists and pedestrians.** Bike and pedestrian crashes occur throughout the corridor and frequently lead to serious injuries. WIS 32 lacks adequate protections for non-motorized travelers.
- 111 people were injured in those 300 crashes, and **five people died** because of their injuries.
- Three of those fatalities were cyclists and pedestrians, a **disproportionately high number**.
- Over a longer period, **conditions are getting worse for bicyclists and pedestrians**. There have been 20 crashes and six pedestrian and cyclist fatalities on WIS 32 since 2010. More than half have taken place in the last five years alone.



Alternative Typical Sections: Two-way left-turn lane with on-road bicycle facilities

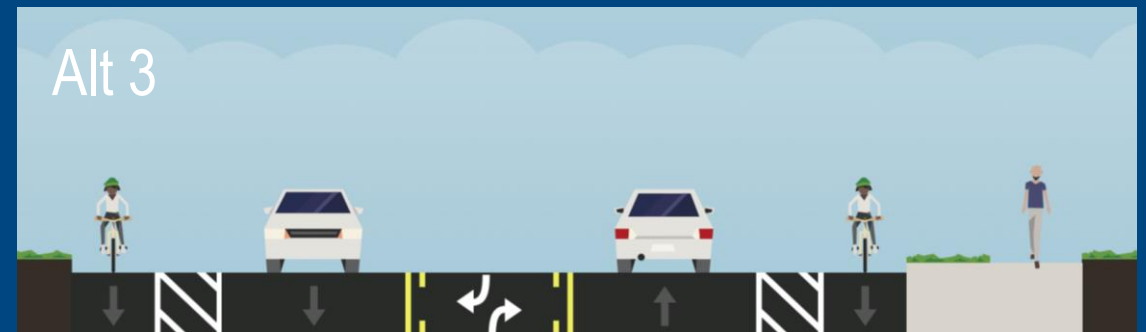
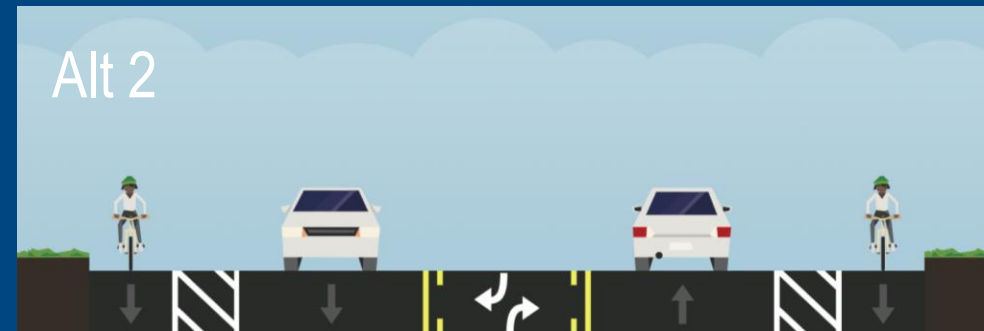
WisDOT studied the corridor in 2021 and evaluated several options:

Alt 1 - Replacing the road as it is currently configured

Alt 2 - Reducing four travel lanes to two with a center left turn lane

Alt 3 - Reducing four travel lanes to two with a center left turn lane and a sidewalk on the east side

All of these would adequately handle traffic on the highway; only Alternative 3 can also adequately protect pedestrians.



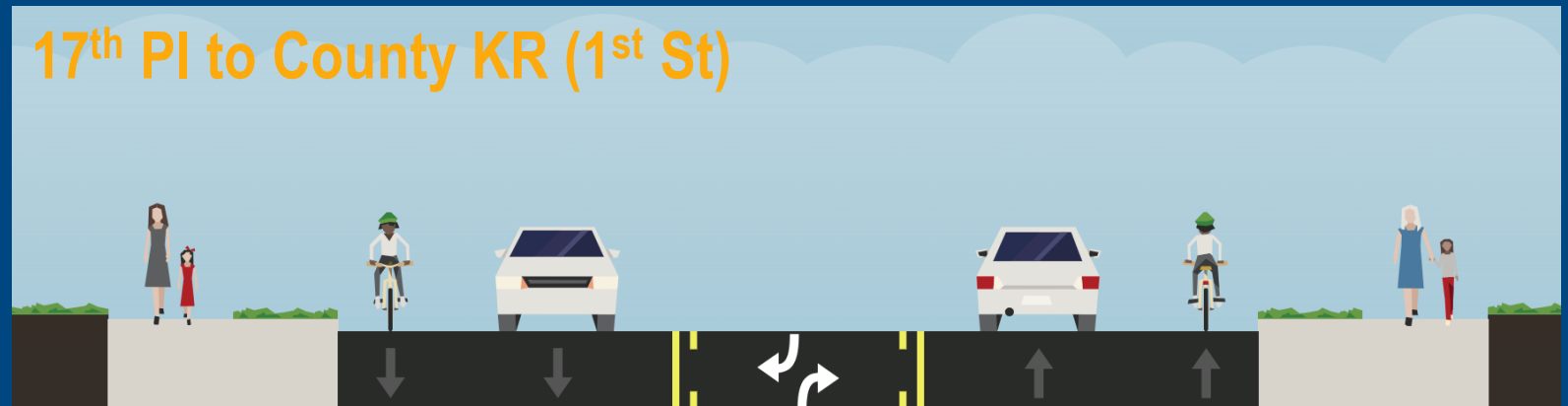
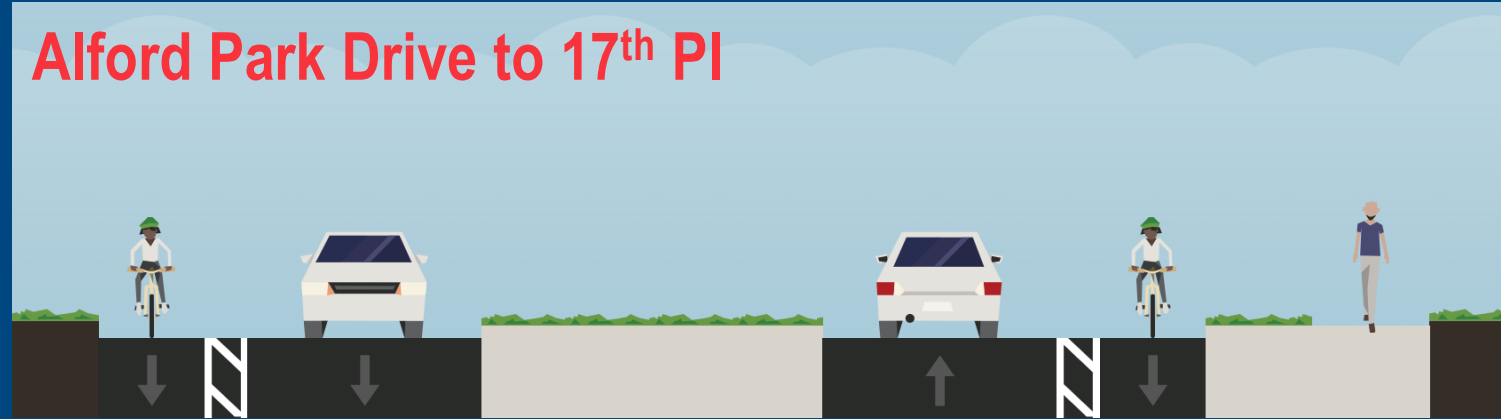
Recommended Alternative

- Mill off 3 ½-inches of existing HMA, base patch and joint repair as needed.
- Replace all pavement marking and add new signing.
- Restripe the corridor as a 2-lane roadway with a two-way left-turn lane in the middle.
- Add bicycle lanes
 - Alford Park to WIS 11: Bike lanes on both sides
 - WIS 11 to 21st Street: No new bike lanes
- Add sidewalks for pedestrian safety
 - Alford Park to 15th Place: Sidewalk on east side
 - 15th Place to County A: Sidewalk on both sides
 - County A to 21st Street: No new sidewalk
- Note: With the Recommended Alternative, WisDOT received approval to reduce the speed limit from 45 mph to 40 mph



Recommended Typical Sections: Two-way left-turn lane with on-road bicycle lanes

Kenosha County | Alford Park Drive to County KR (1st St.)



West sidewalk
15th Pl to County A (7th St.)

East sidewalk
17th St. to County A (7th St.)

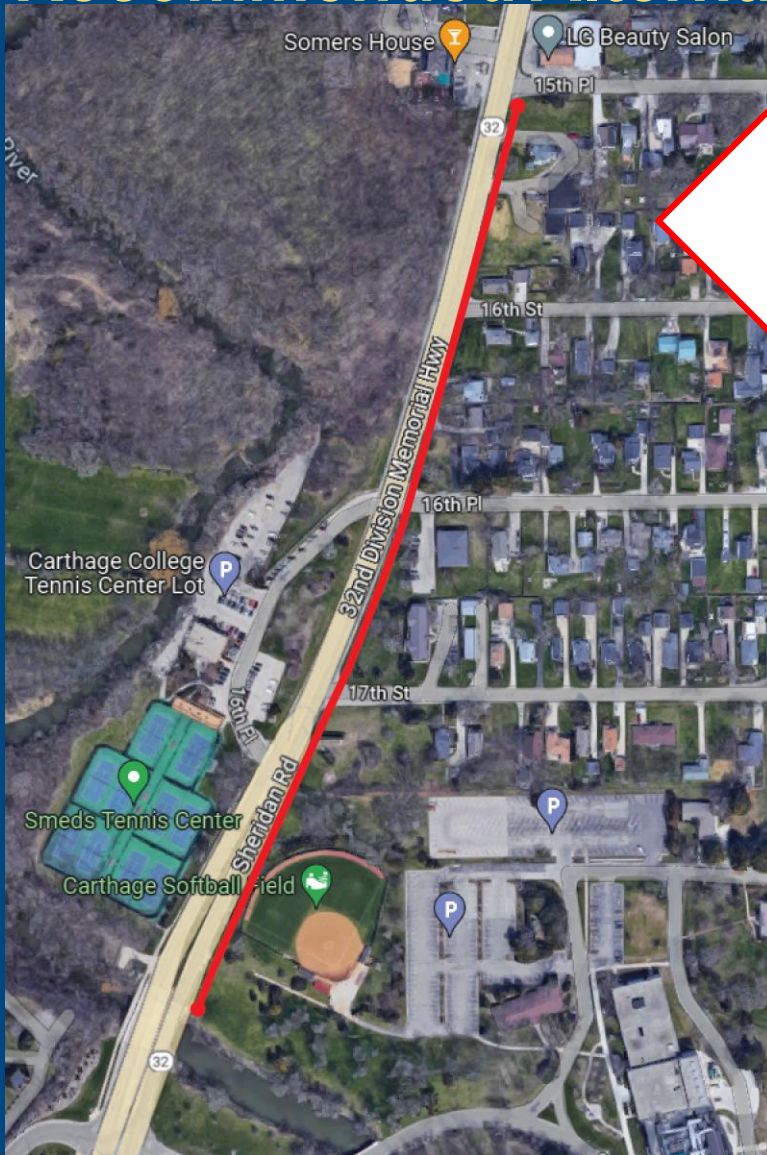


Recommended Typical Sections: Divided roadway with one travel lane and buffered bicycle lane

Racine County | County KR (1st St.) to 21st Street



Recommended Alternative: Pedestrian and Bike Accommodations



Proposed: Construct sidewalk on the east side of STH 32 from Carthage College north to 15th Place



Proposed: Construct sidewalk on both sides of STH 32 from 15th Place north to CTHA



Recommended Alternative: Pedestrian and Bike Accommodations

Any ramps that are non-compliant with ADA standards will be reconstructed to comply.



SW quadrant of WIS 32/22nd St.



NW quadrant of WIS 32/23rd St.



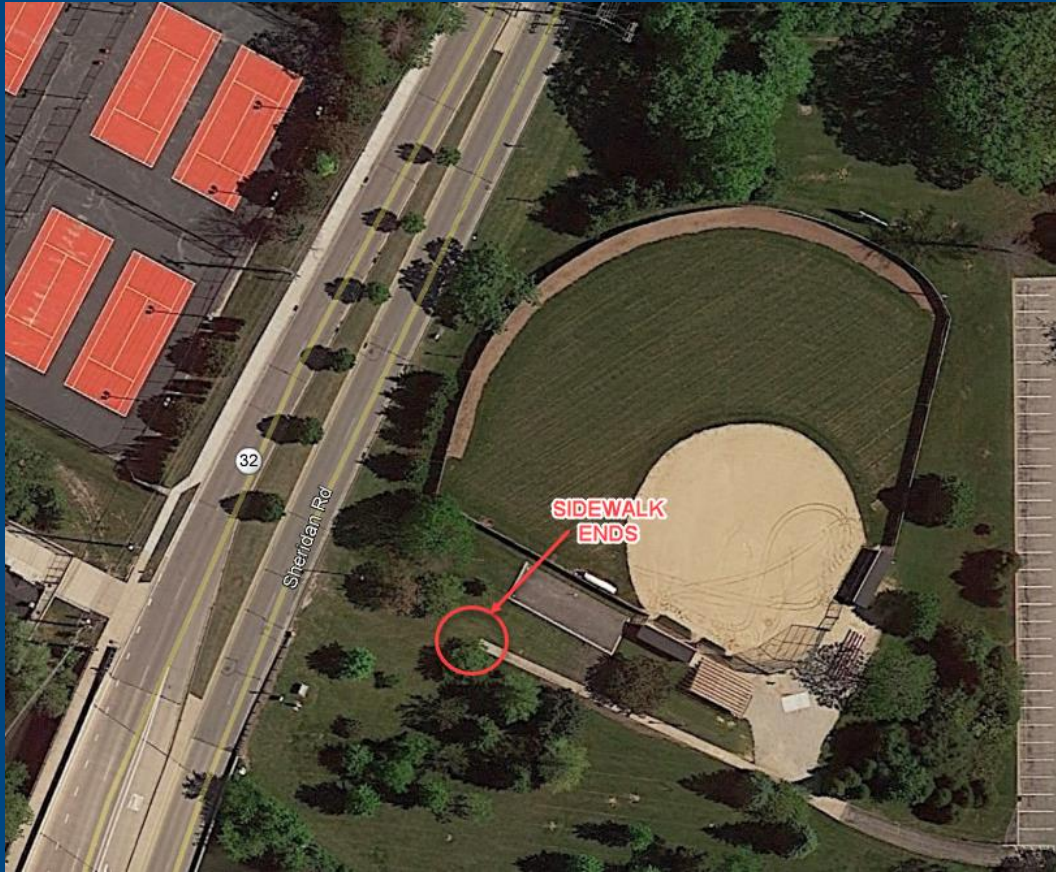
Recommended Alternative: Pedestrian and Bike Accommodations



Intersection of WIS 32/24th St. : Curb ramps do not line up.



Recommended Alternative: Pedestrian and Bike Accommodations



Existing: sidewalk ends short of WIS 32



Proposed: Complete connection of sidewalk and add pedestrian crossing at WIS 32 to get access to west side and Smeds Tennis Center



Recommended Alternative: Signal Upgrades

WIS 32/County E

Install monotubes, replace cabinet and controller, add fiber interconnect.

WIS 32/Chicory Rd

Install monotubes, replace cabinet and controller, add fiber interconnect.

WIS 32/County KR

Install monotubes, replace cabinet and controller, add fiber interconnect.

WIS 32/WIS 11

Replace cabinet and controller, necessary heads and bases for right turn and pedestrians.



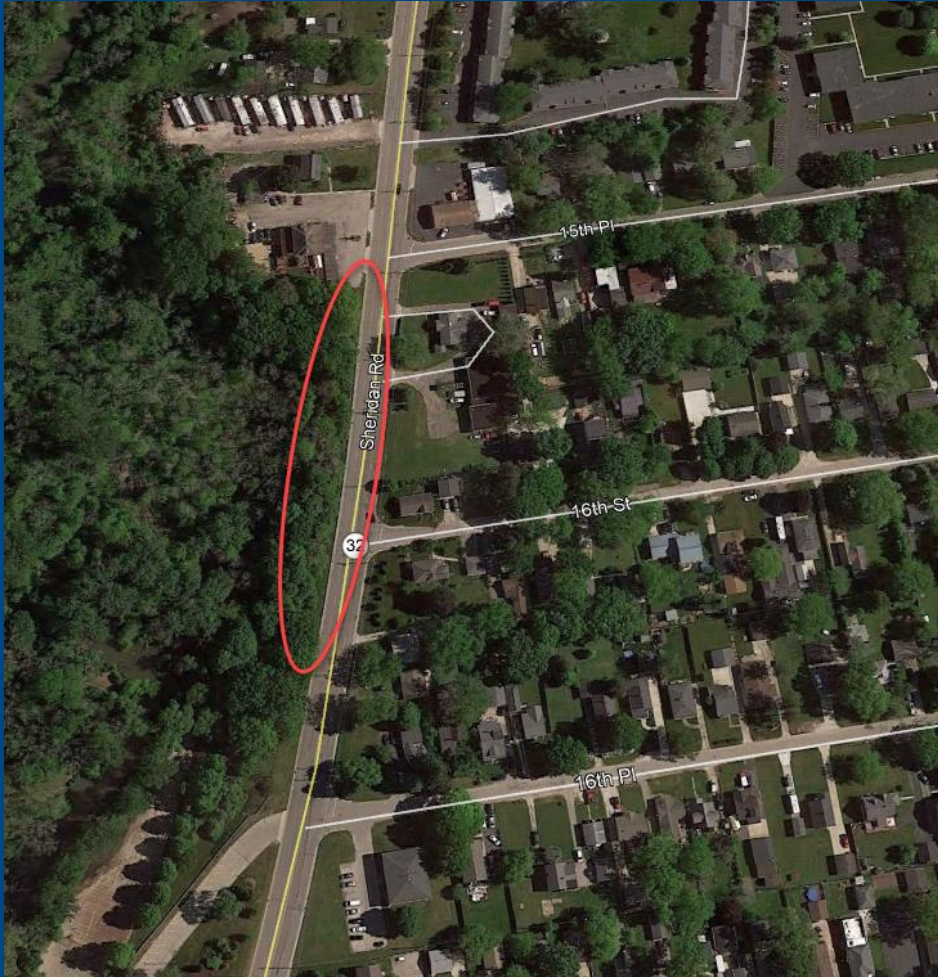
Lighting on all WisDOT signals will be updated to LED



Example monotube signal

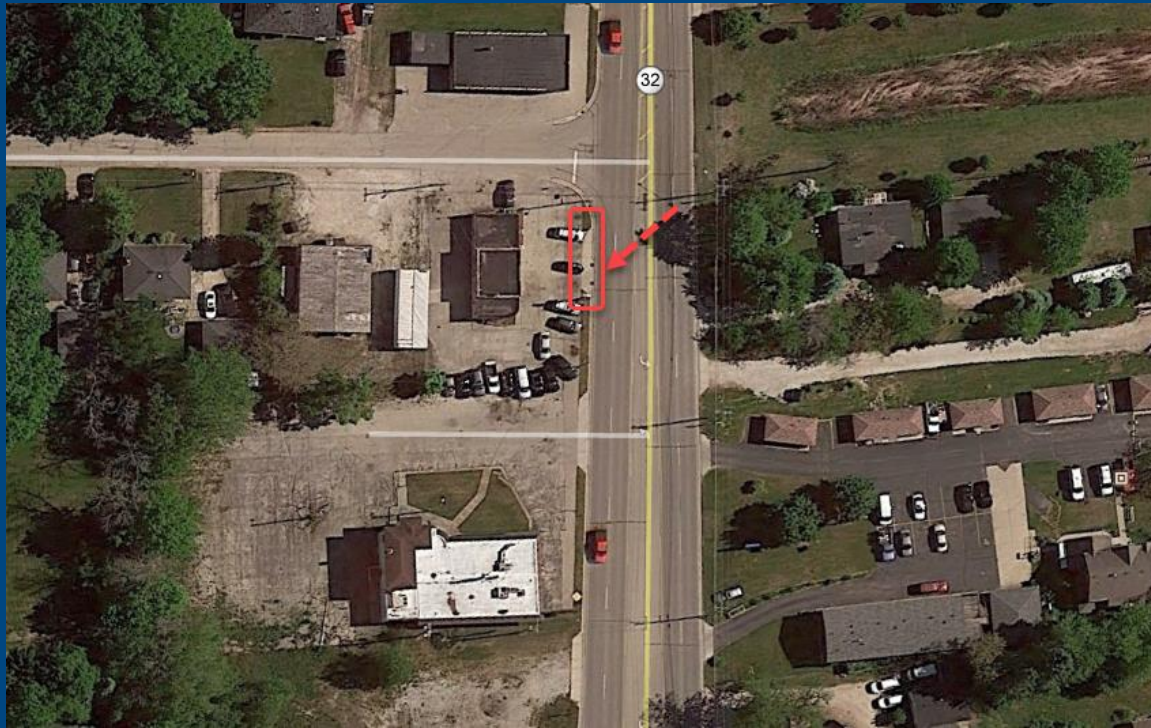
Recommended Alternative: Beam Guard

The beam guard between 16th Pl. and 15th Pl. will be replaced. It has been struck repeatedly; posts are broken.



Recommended Alternative: Access Management

Three driveways are recommended for closure.



Kenosha: Driveway located in the SW quadrant of the intersection of WIS 32/11th Pl.



Recommended Alternative: Access Management

Three driveways are recommended for closure.



Racine: Driveway located in the SW quadrant of the intersection of WIS 32/21st St. (Community Garden)



Recommended Alternative: Access Management

Three driveways are recommended for closure.



Kenosha: One driveway located in the NW quadrant of the intersection of WIS 32/15th Place (Somers House)



Full Project Schedule

- LOM 2 – August 3, 2023
- PIM 2 – August 16, 2023
- Environmental Document – December 2023
- Final Plat – September 2024
- Utility Plans – May 2025
- Final Plans – October 2026
- Construction – 2028 (Potential 2027 construction pending funding availability)

