

Phase 2 road construction began on Monday June 8th and will last into the fall. Phase 2 is the segment between Eagle and the STH 83 roundabout.

Traffic Updates – Week of 7/6/2026

- The segment of STH 59 between STH 83 and CTH X is complete and will remain fully open to traffic.
- The work on the WSOR Railroad crossing, just west of North Prairie, has been completed. The crossing panels on STH 59 have been replaced.
- The segment between Eagle and STH 83 remains “Road Closed to Thru Traffic”. **Local access will be maintained for residents and businesses in the closed area.**
- Daily localized traffic flagging and operations will continue as needed in North Prairie. All curb & gutter, sidewalk and driveway replacements are complete. The current work is adjusting and repairing manholes along STH 59.

Construction Updates – Week of 7/6/2026

- Manhole repairs and adjustments, along with new traffic signal work at CTH E is ongoing North Prairie under localized traffic control and flagging operations to maintain through traffic. After the holiday weekend, contractors will begin yard restoration in North Prairie & Eagle by removing silt fence, grading & placing topsoil, then installing sod or seed with erosion mat.
- Areas of guardrail are being replaced in Eagle and just east of North Prairie. Slope grading is required at those locations and is ongoing.
- Several turn lanes to side roads between Eagle and North Prairie are being expanded.

***The milling/paving train operations will resume on Monday 7/6/2026 at STH 83. The contractor plans on milling and paving the phase 2 segment starting at Commercial Drive, just west of the roundabout, and working to the west. The paving train will start a few days after the milling operations. Milling should reach North Prairie on Wednesday, 7/8/26. This operation is slow-moving with large equipment and utilizes many dump trucks. It is anticipated this will be very disruptive to traffic, particularly at the CTH E and STH 59 intersection in North Prairie when the milling train is passing through there. The contractor is also required to mill around manholes and water valves in the village, making it more time consuming and disruptive to traffic.**

The project strongly suggests drivers use alternate routes when the contractor is milling or paving through North Prairie.

For the residents and businesses along STH 59 in North Prairie, the contractor will ramp from the milled surface up the curb, ensuring driveways are accessible after the milling operation. The depth of the milling is 3” only, which means driveways would be traversable if needed before the gravel ramps are installed. It is also recommended that vehicles are out of the driveways prior to the mill or paving passing through. Both units work at a slow walking pace, so if a vehicle does need to get out, or in, right when the contractor is blocking the property, you may need to wait until they pass. This is usually around 15 minutes. The first lift of new asphalt will be 3”, bringing the surface up to the existing grade. The final lift of asphalt

will bring the surface to 2” higher than existing grade, matching the recently raised curb and driveway areas.

Please refer to the [WI 511.gov project website](#) for additional information, and feel free to reach out with any questions. We will send out updates in advance of any major changes during construction. Anyone can sign up to receive these updates by emailing sth59pi@graef-usa.com.

Thank you for your patience and understanding!