

WIS 29 Corridor Preservation Plan Abbotsford to Wausau

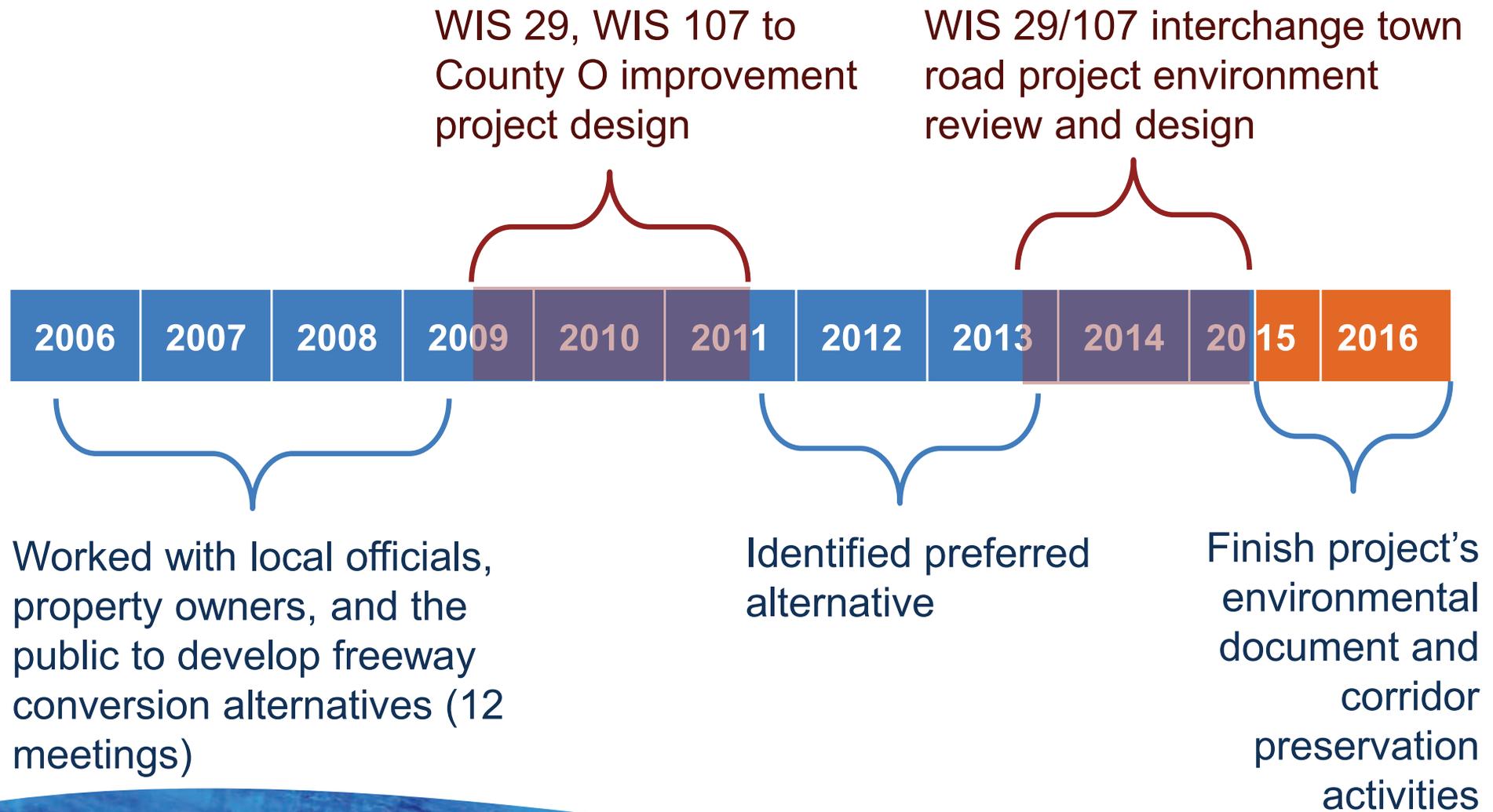
August 26, 2015 Edgar High School



Study Timeline



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▶ Remaining tasks

- Tonight, Public Involvement Meeting
- Late fall 2015 Draft Environmental Document made available for public review
- Winter 2016 Public Hearing for Environmental Document
- Spring 2016 Submit Final Environmental Document
- Summer 2016 Public Hearing to officially map the corridor
- Fall 2016 – Finalization of mapping procedures



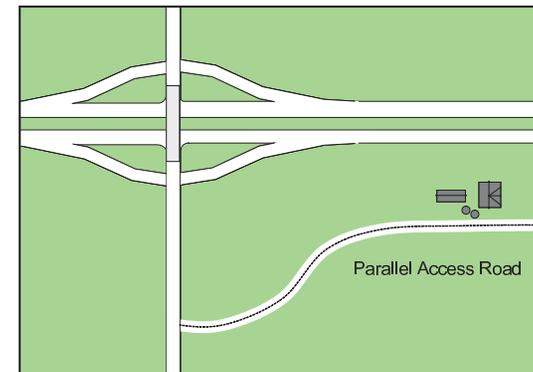
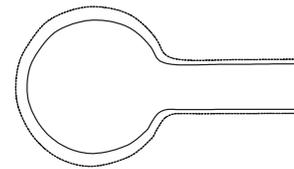
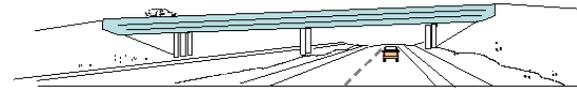
Purpose and Need



Study purpose

Identify transportation system needed to convert WIS 29 to a freeway

- Grade separations
- Cul-de-sacs
- Site access and parallel service roads



Project statement

Develop a facility plan consistent with WIS 29 classification in the Connections 2030 plan. This consistency includes ultimate freeway conversion, which will increase mobility and traveler safety. Freeway conversion consists of:

- Elimination of all at-grade intersections and driveways.
- Installation of grade separations/service interchanges to serve local transportation needs.
- Construction of service roads, where necessary.



Project statement

Provide an ultimate facility that meets the transportation needs of the area. These transportation needs include:

- Providing reasonable access to business and industry areas.
- Providing reasonable routes for emergency response.



Project statement

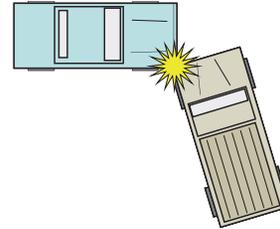
Meeting the objectives will allow:

- WisDOT to implement staged improvements that are consistent with the state's long-range plans for the highway.
- Communities to plan and approve development in light of anticipated future transportation improvements.
- WisDOT to preserve right of way that will ultimately be needed for future improvements, reducing right of way costs and minimizing relocation impacts.

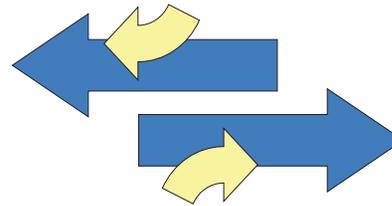


Why plan for freeway conversion?

Safety



Mobility



Planning

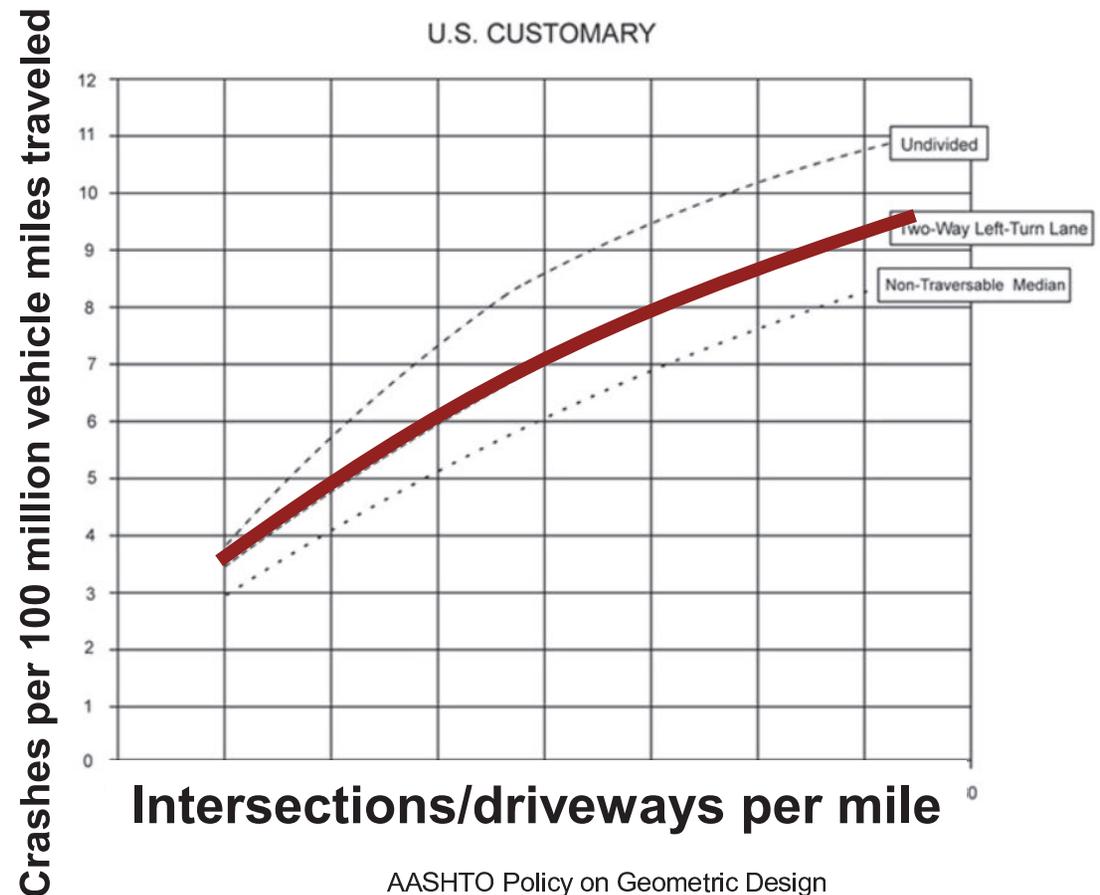


Why plan for freeway conversion?

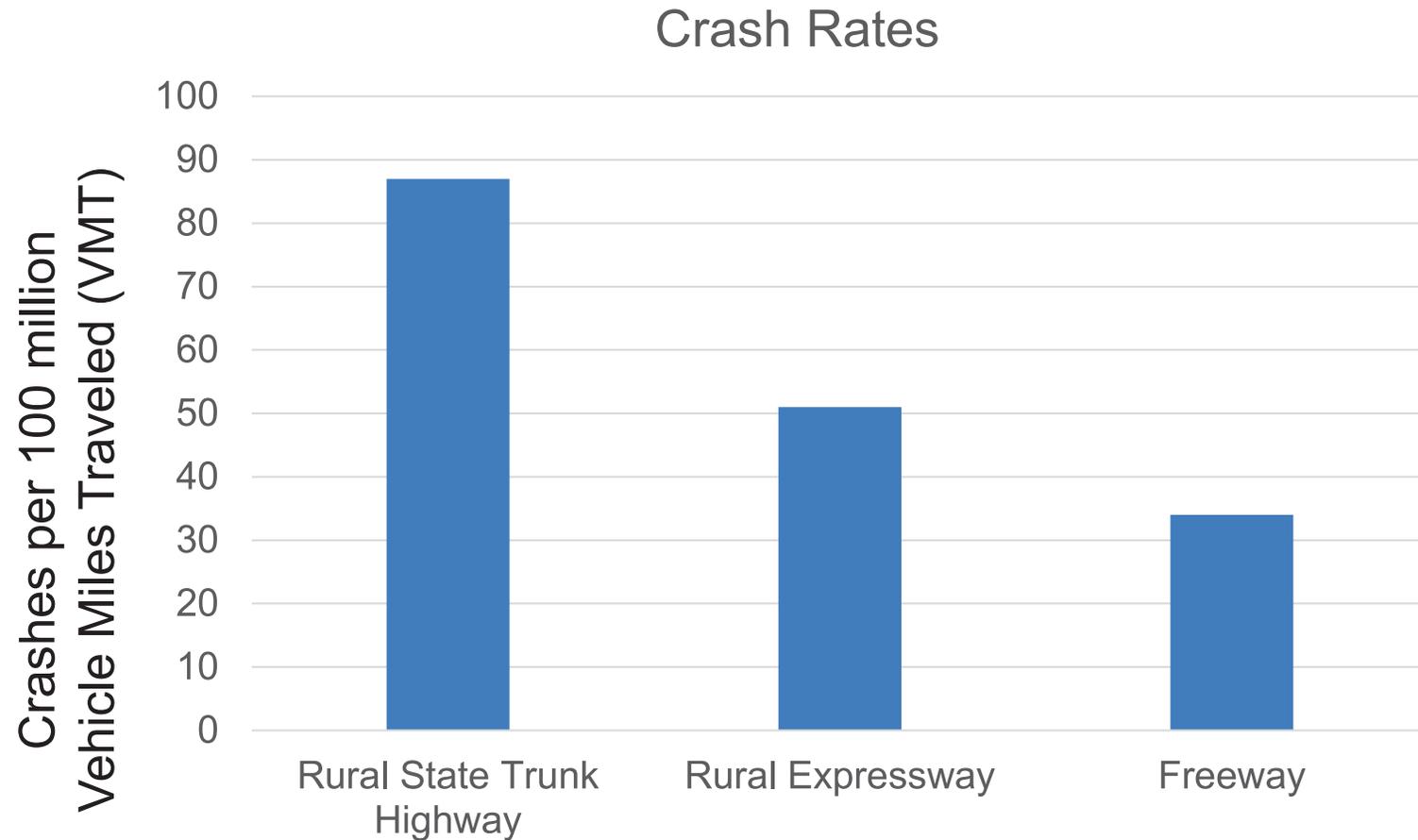
Safety

“Highways with full access control consistently experience only 25 to 50 percent of the crash rates observed on a highway without access control.”

AASHTO Policy on Geometric Design 2011



Why plan for freeway conversion?



2009-2013 Wisconsin Crash Rate

Why plan for freeway conversion?

Mobility

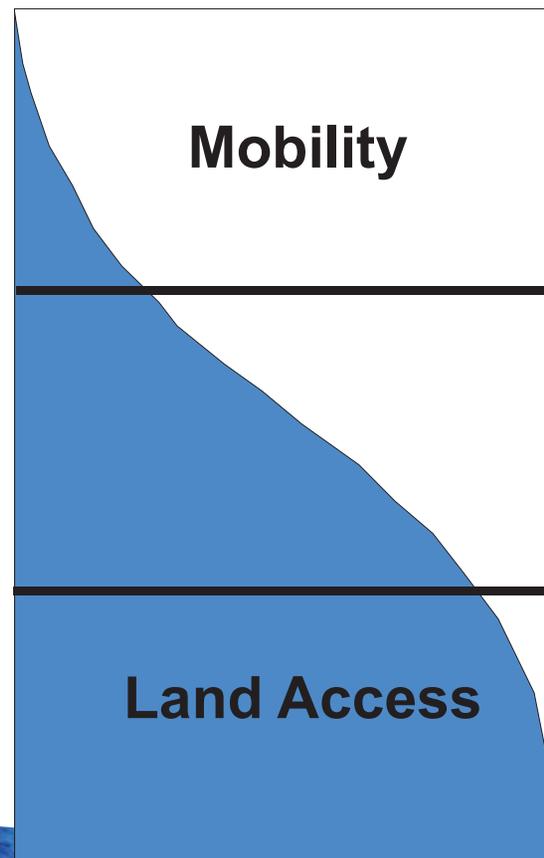
Freeways

Expressways

Arterials

Collectors

Local roads



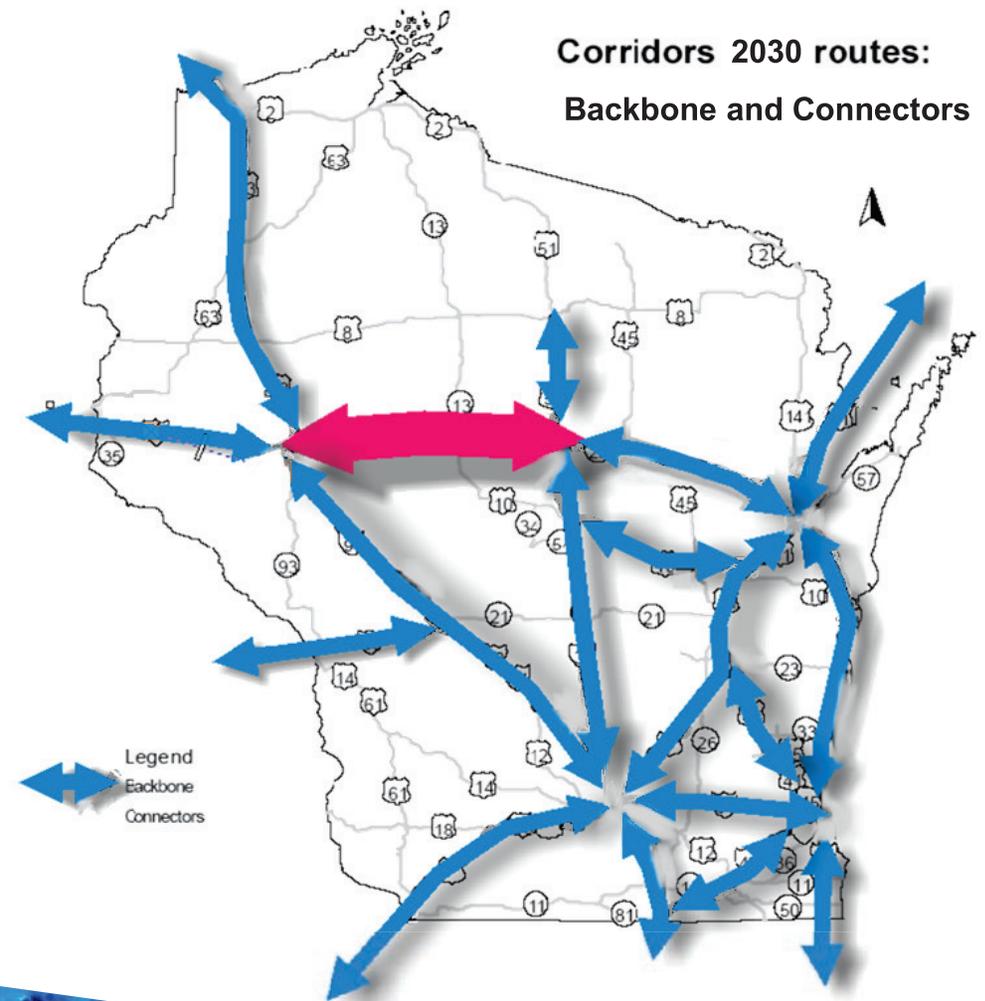
Increase mobility

Why plan for freeway conversion?

Corridors 2030 Backbone Routes

Connect major population and economic centers, and provide economic links to national and international markets

- 3 percent of Wisconsin Roadways
- 34 percent of all auto travel
- 57 percent of all truck travel

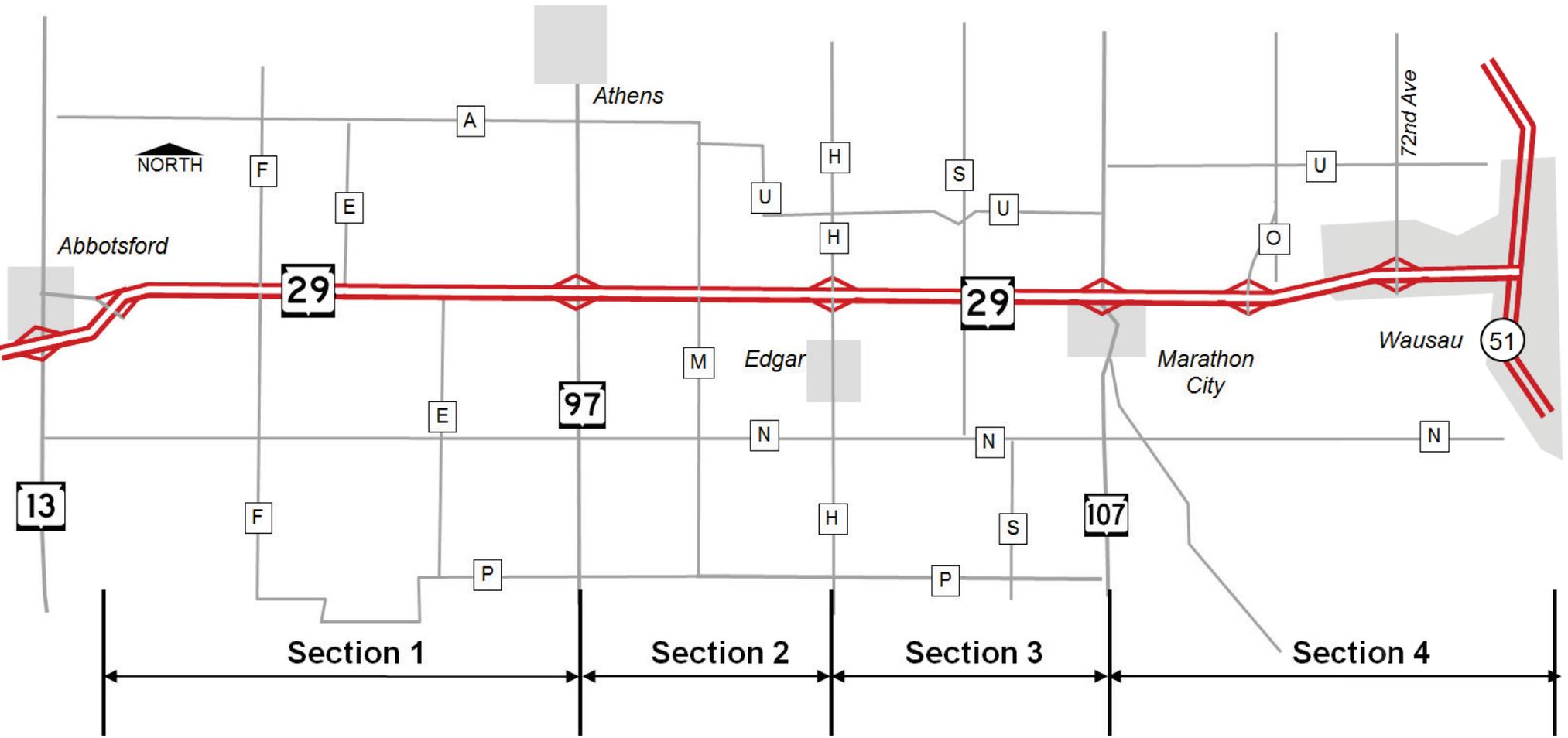


Alternative Development

Based on local government, regulatory agency, property owner, and public input



Study sections



Based on local input, numerous section alternatives evaluated

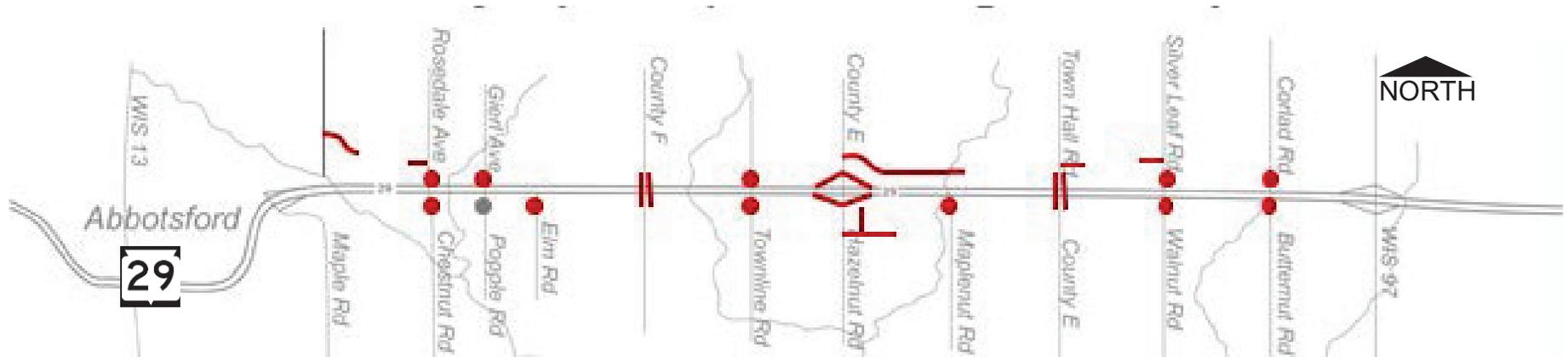
SECTION ALTERNATIVES			
Section	Limits	Preferred Alternative	Dismissed Alternatives
1	WIS 13 to WIS 97	County E (north) Interchange Alternative	<ol style="list-style-type: none"> 1. No-Map Alternative 2. County F Interchange 3. County E (south) Interchange
2 and 3	WIS 97 to WIS 107	County M and County S Grade Separation Alternative	<ol style="list-style-type: none"> 1. No-Map Alternative 2. County M Grade Separation/County S Interchange Alternative
4	WIS 107 to US 51	120th Avenue Diamond Interchange with County O Connection D Similar to the plan's 120 Av Interchange Alternative (Completed under Project ID 1053-04-12)	<ol style="list-style-type: none"> 1. No Interchange Alternative 2. 128th Avenue Interchange Alternative 3. County O Interchange Alternative



Based on local input, numerous service road alternatives evaluated

SITE SPECIFIC CONCEPTS			
Section	Limits	Preferred Alternative	Dismissed Alternatives
1	WIS 13 to WIS 97	County E Relocation Concept 6	<ol style="list-style-type: none"> 1. County E Relocation Concept 1 2. County E Relocation Concept 2 3. County E Relocation Concept 3 4. County E Relocation Concept 4 5. County E Relocation Concept 5
2 and 3	County H to WIS 107	West Section Concept W-2	<ol style="list-style-type: none"> 1. West Section Concept W-1 2. West Section Concept W-3
2 and 3	County H to WIS 107	East Section Concept E-6	<ol style="list-style-type: none"> 1. East Section Concept E-1 2. East Section Concept E-2 3. East Section Concept E-3 4. East Section Concept E-4 5. East Section Concept E-5 6. East Section Concept E-7 7. East Section Concept E-8 8. East Section Concept E-9 9. East Section Concept E-10 10. East Section Concept E-11
4	WIS 107 to US 51	Concept 2 (Connection from 144 th Avenue to 136 th Avenue)	Concept 1 (Connection from WIS 107 to 136 th Avenue)

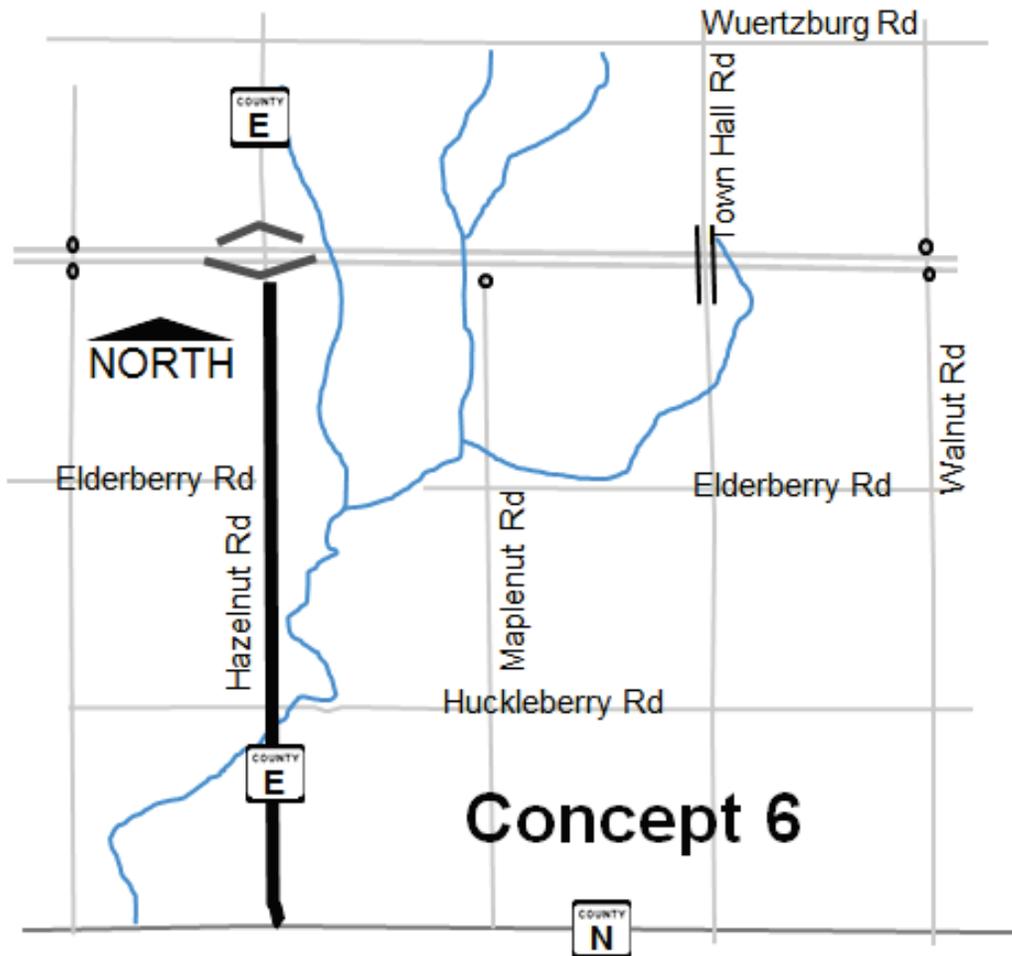
Preferred Alternative Section 1



County E (north) Alternative

- Provides direct access to the community of Milan.
- Causes the least indirection for area residents.
- Only has moderate impacts and serves roadways with reasonable traffic volume levels.
- Not anticipated to have any wetland impacts.

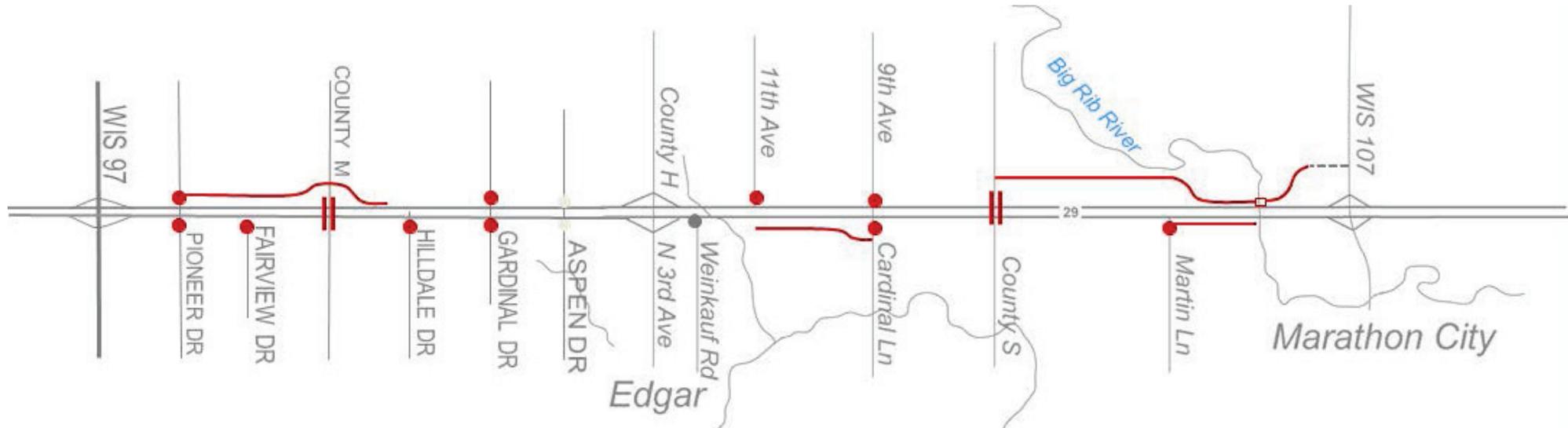
County E routing



Concept 6

- Least environmentally damaging practicable alternative by the USACE.
- Endorsed by the County Highway Committee and the town of Frankfort

Preferred Alternative Section 2 and 3



County M and S Grade Separation Alternative

- Consistent with WisDOT's policy on rural interchange spacing.
- Requires fewer relocations.
- Requires less direct right of way acquisition than other alternatives.
- Minimizes indirection for business/industry, particularly those directly west of the Big Rib River.

WIS 29/107 Preferred Town Road Alternative

Construction scheduled - 2017

Corridor to be officially mapped

County Materials

13th Ln

WIS 107

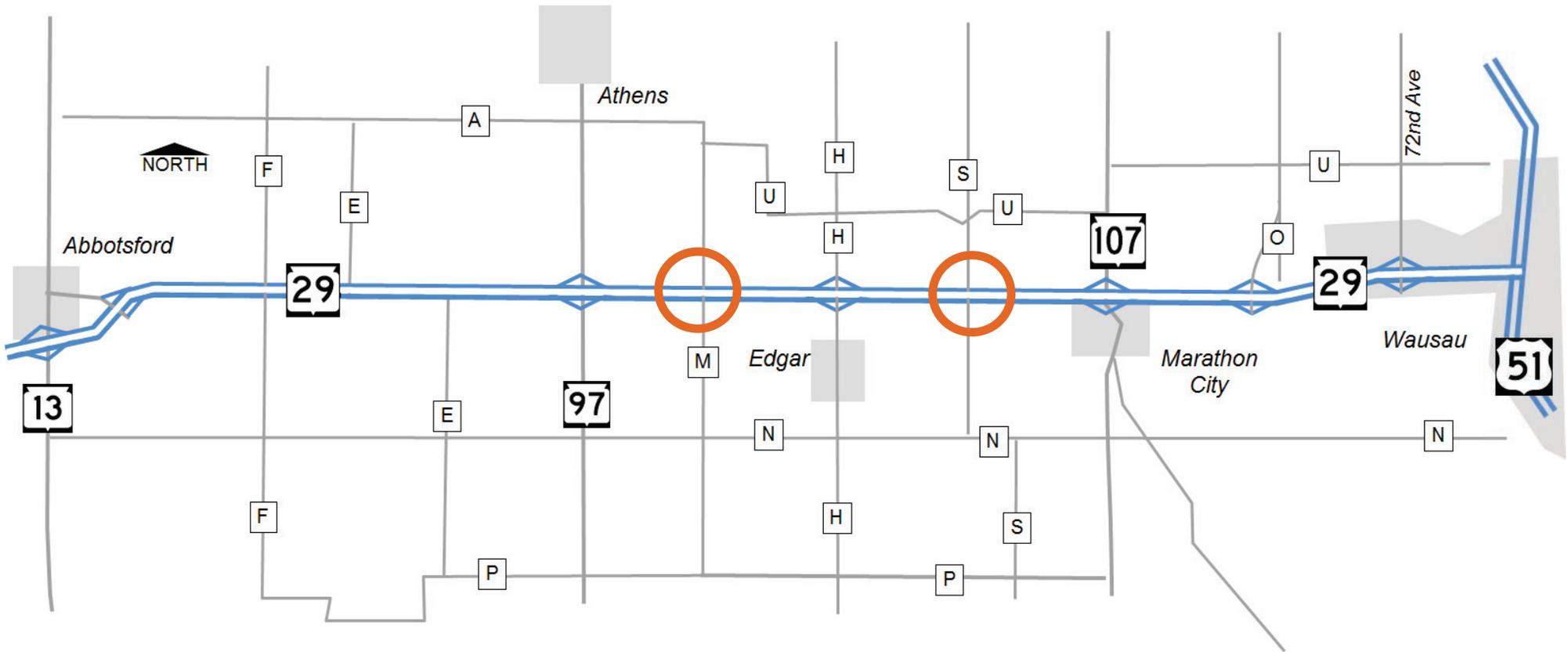
Marathon City

Construction of bridge to be evaluated at time of freeway conversion

Concept E-6

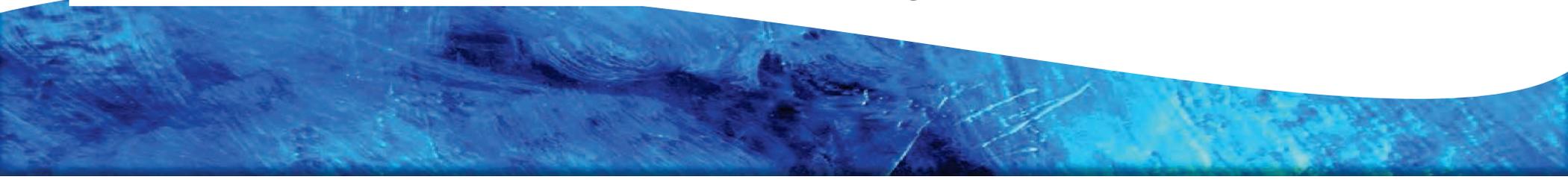
- Least environmentally damaging practicable alternative by the USACE.
- Requires the fewest relocations.
- Fewest wetland impacts.
- Least amount of indirection
- Least amount of new right of way.

County M and S intersections



County M and S intersections

The department is not officially mapping these as interchanges because:

- The spacing between the existing WIS 97, County H, and WIS 107 interchanges is less than six miles, which provides reasonable access to WIS 29 for area residents and businesses.
 - The existing population centers along Sections 2 and 3 of WIS 29 (Athens, Edgar, and Marathon City) are already served by interchanges. No population centers exist near the County M and County S intersections.
 - The planned future grade separations at County S and County M will provide places for area residents and businesses to cross WIS 29 between the existing interchanges.
 - The addition of the planned future service roads will improve the continuity of the local road system between the existing interchanges and planned grade separations.
 - County M and County S do not have the traffic volumes needed to invest in a rural interchange; their traffic volumes are about three quarters or less of what is typically considered for the construction of an interchange.
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County M and S intersections

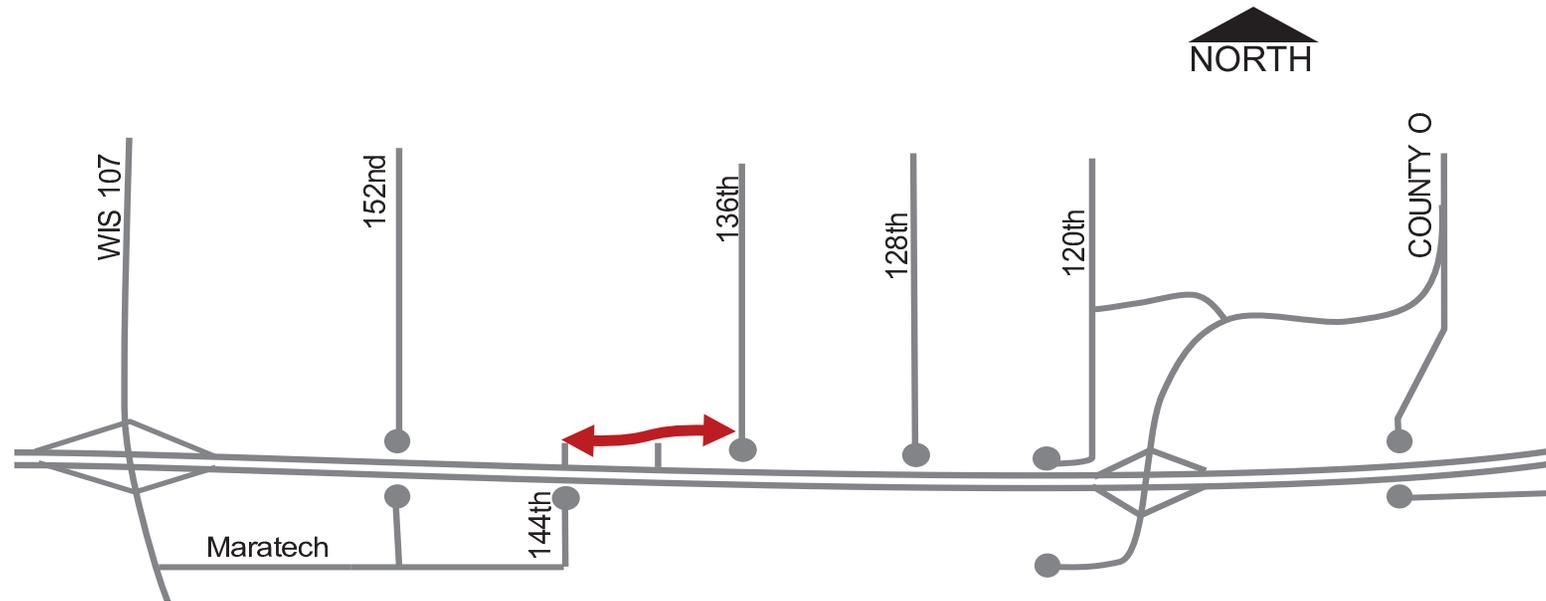
With WisDOT not officially mapping interchanges at these intersections, the local communities have the following options:

- ▶ Marathon County may officially map interchanges at these locations.
- ▶ The adjacent towns may also officially map them by adopting village powers as described in Wisconsin State Statutes 60.22.

WisDOT is willing to provide the County and towns resource information for official mapping.



Preferred Alternative Section 4



144th to 136th Avenue access road

- Removes two direct access points to/from WIS 29
- All other access have been removed by previous projects.

Next steps

- ▶ Complete Environmental Assessment in fall 2015
- ▶ Environmental Assessment available for public comment and review in late fall 2015 or early 2016



Contacts and resources

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