



**US 53  
US 63 at Trego  
Washburn County**

**Design Charrette  
Follow-up Meeting  
May 19, 2016**



## Summary of Recent Comments Received

- Town of Trego
  - Formal Resolution stating that the Town “would like to see a new plan drafted” – October 19, 2019
- Environmental Agencies
  - WDNR, NPS, USFWS
- Utilities
- Area Residents
  - Local Officials/Stakeholder Meeting, PIM, and Design Charrette



## Summary of Recent Comments Received

➤ December 8, 2015 Design Charrette (comments on proposed alternative from previous study)

1. ATV/Snowmobile Trail/Crossing (8 stickers)
2. Town divided into three parts (6 stickers)
3. Roundabouts (4 stickers)
4. West Frontage Road is too curvy (2 stickers)
5. Loss of visibility to businesses (1 sticker)
6. Pedestrian crossing of US 63 at NPS property (1 sticker)
7. Pedestrian crossing of US 53 is too far and long (0 stickers)
8. Loss of parking at businesses (0 stickers)
9. Maintaining (i.e. snow plowing) (0 stickers)
10. Trail at US 53 is at-grade and unsafe (0 stickers)



# Alternatives Review and Analysis

## ➤ Modifications to Original Interchange Concept

1. ATV/Snowmobile Trail/Crossing (8 stickers)
2. Town divided into three parts (6 stickers)

8. Loss of parking at businesses (0 stickers)



## Modifications to Original Interchange Concept

# Previous Study Proposed Design





## Modifications to Original Interchange Concept

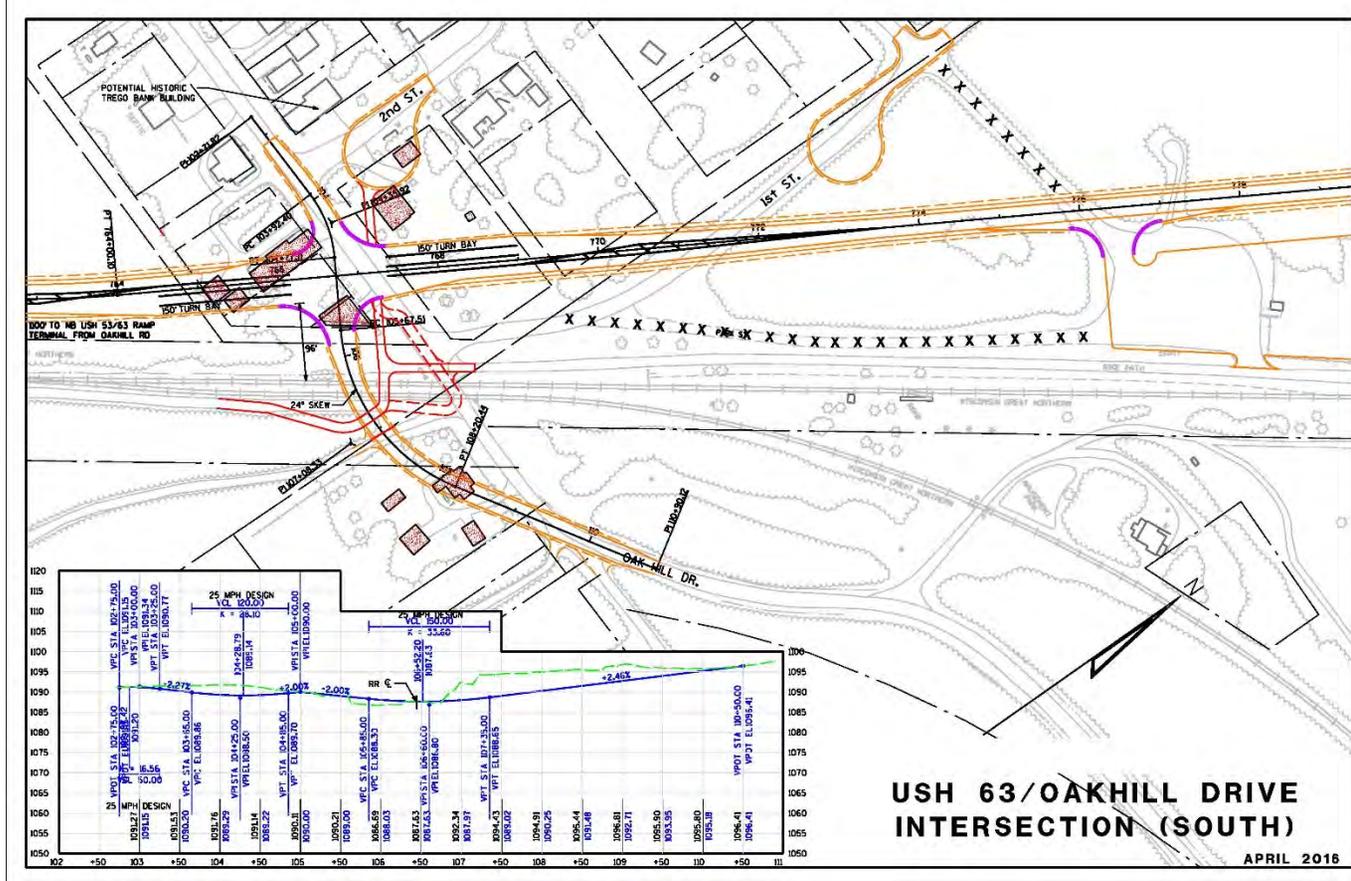
# Previous Study Proposed Design

- Provides direct access from interchange to local businesses along existing east Service Road
- Improved intersection safety
- Avoids directing traffic onto residential portion of Oak Hill Drive



## Modifications to Original Interchange Concept

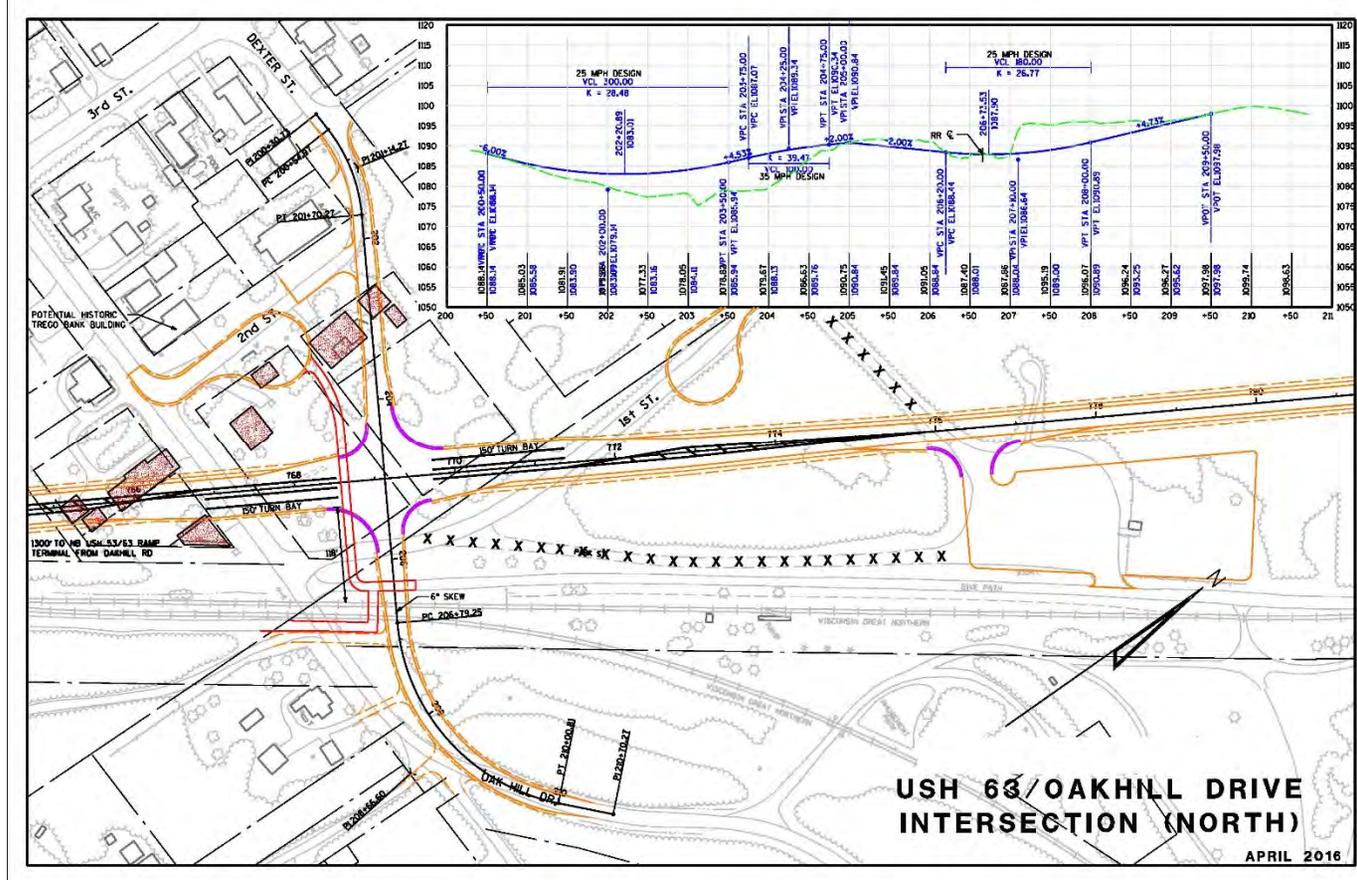
# New Concept Alternatives (US 63/Oak Hill Dr. - South)





## Modifications to Original Interchange Concept

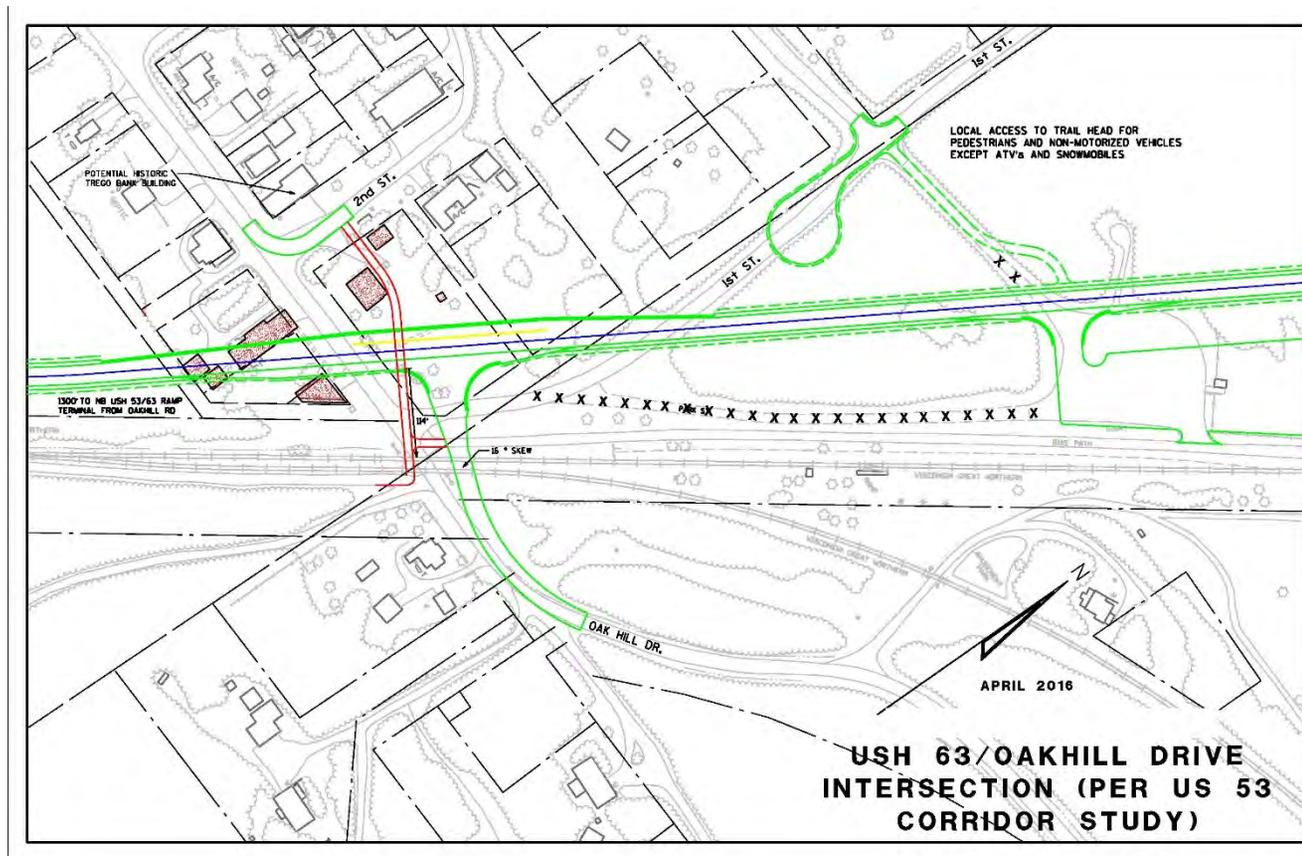
# New Concept Alternatives (US 63/Oak Hill Dr. - North)





## Modifications to Original Interchange Concept

# New Concept Alternatives (US 63/Oak Hill Dr.)





# Alternatives Review and Analysis

## ➤ Modifications to Original Interchange Concept

3. Roundabouts (4 stickers)
4. West Frontage Road is too curvy (2 stickers)



Modifications to Original Interchange Concept

# Previous Study Proposed Design





## Modifications to Original Interchange Concept

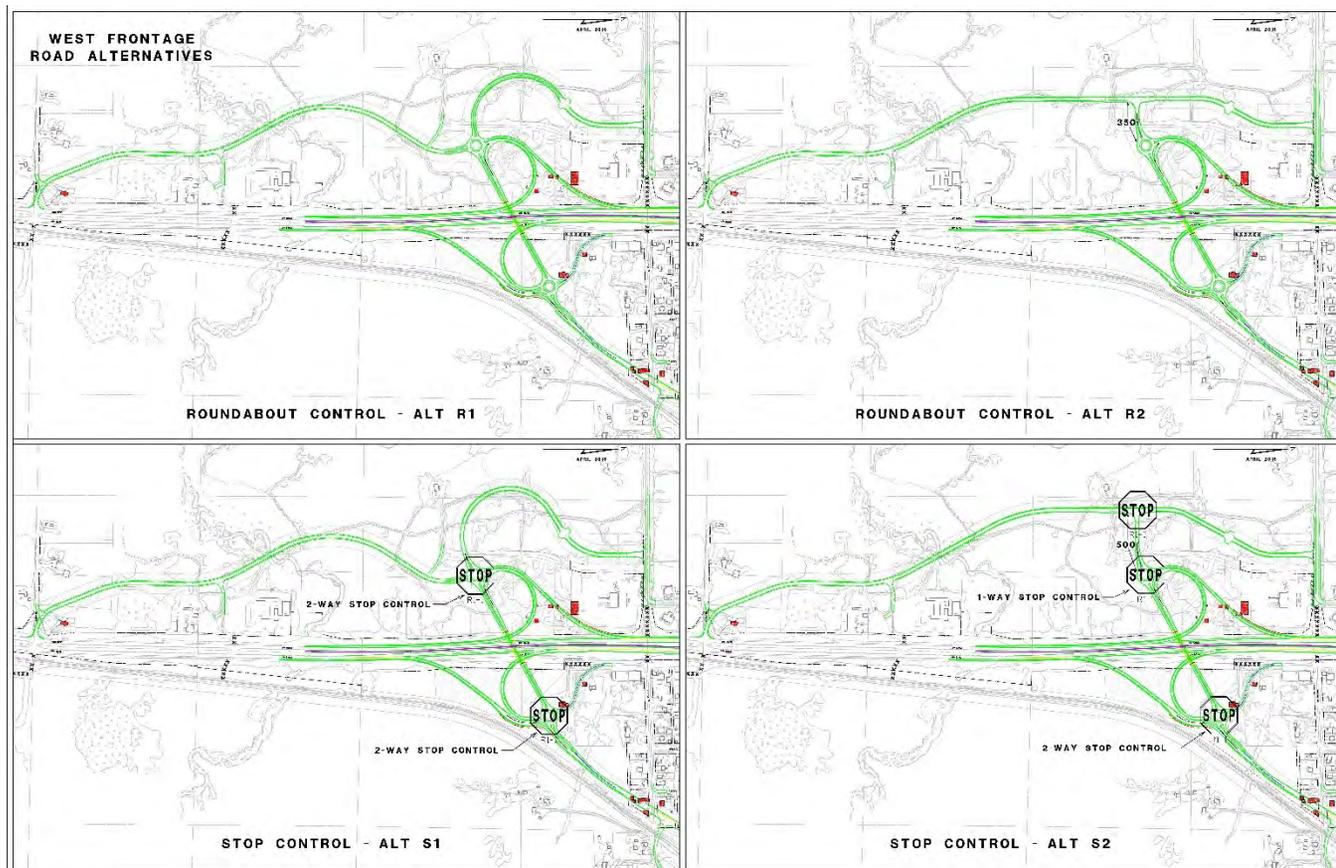
# Previous Study Proposed Design

- Eliminates additional 90 degree turn along County E
- Eliminates additional at-grade intersection
- Provides profile to minimize extreme grade changes while closely following the existing terrain



Modifications to Original Interchange Concept

# New Concept Alternatives (West Frontage Rd.)

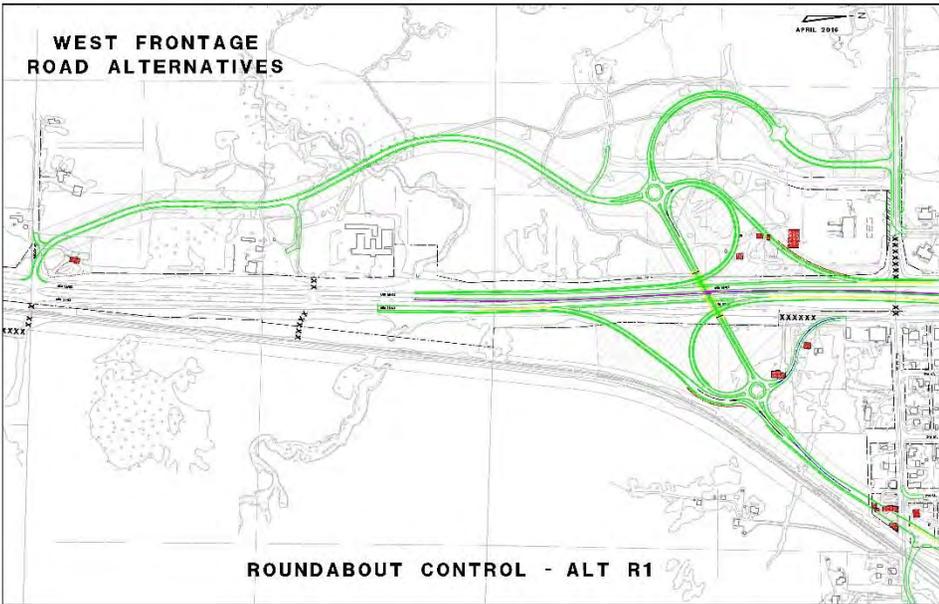


US 53/US 63 TREGO

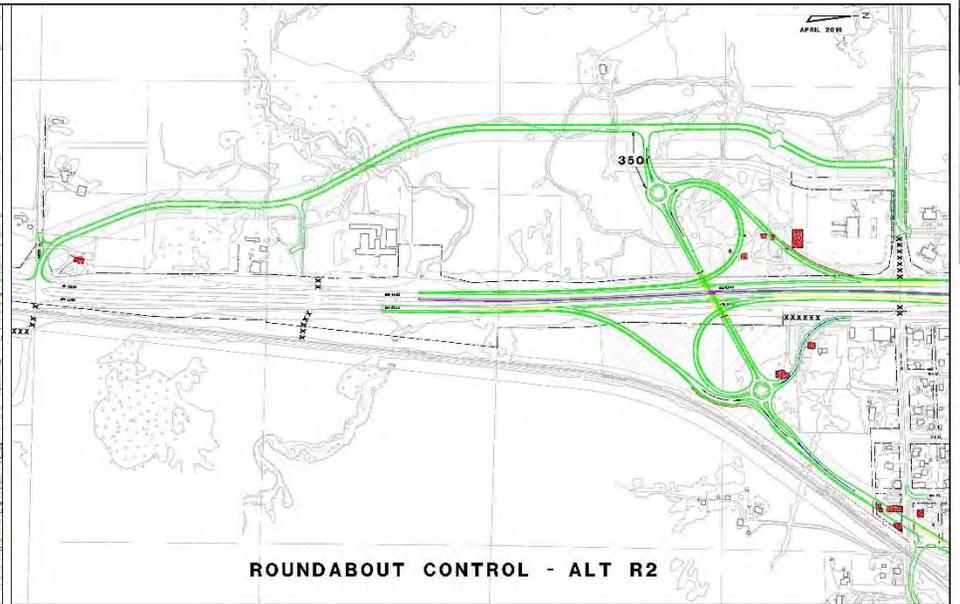


**WEST FRONTAGE  
ROAD ALTERNATIVES**

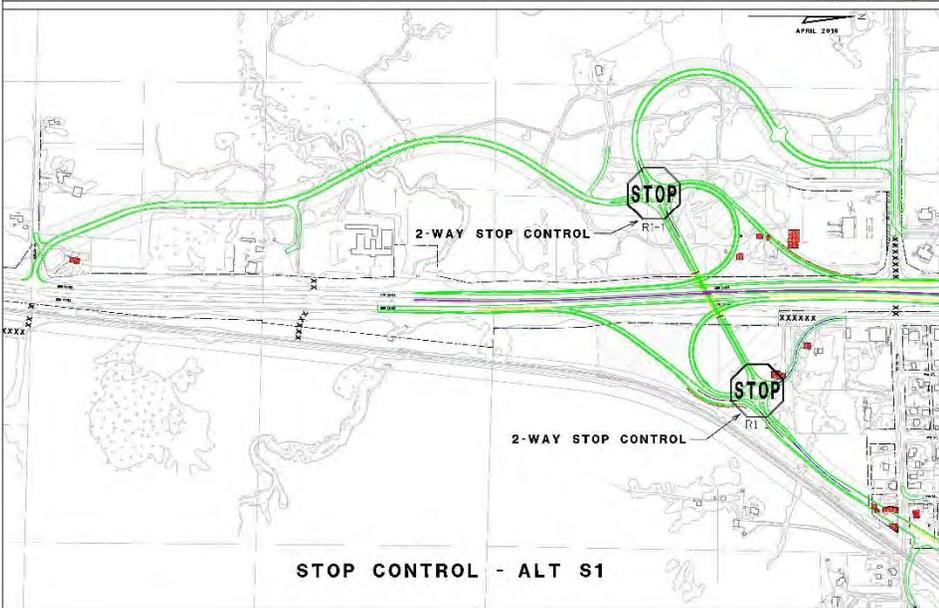
APRIL 2016



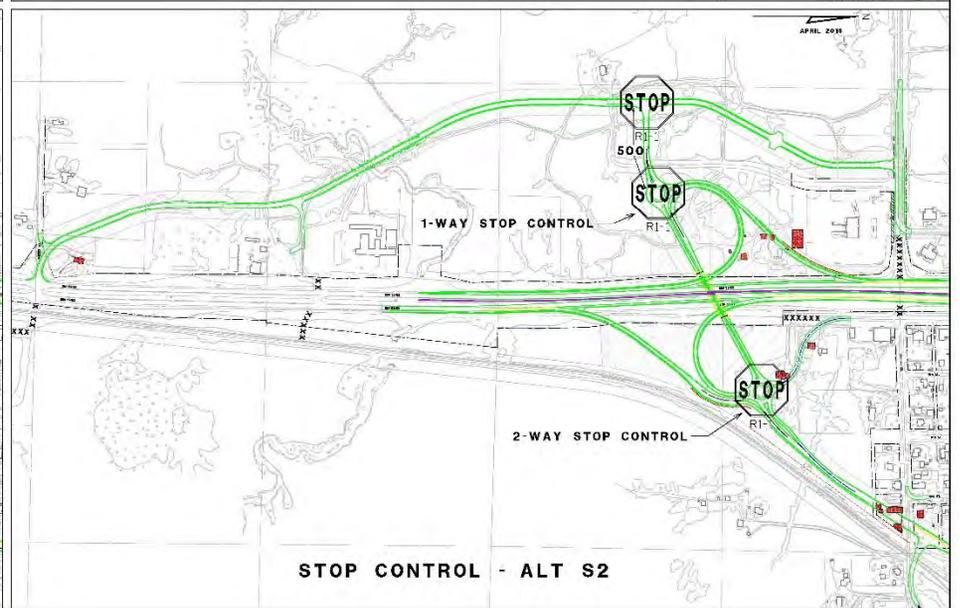
**ROUNDAABOUT CONTROL - ALT R1**



**ROUNDAABOUT CONTROL - ALT R2**



**STOP CONTROL - ALT S1**



**STOP CONTROL - ALT S2**



# Alternatives Review and Analysis

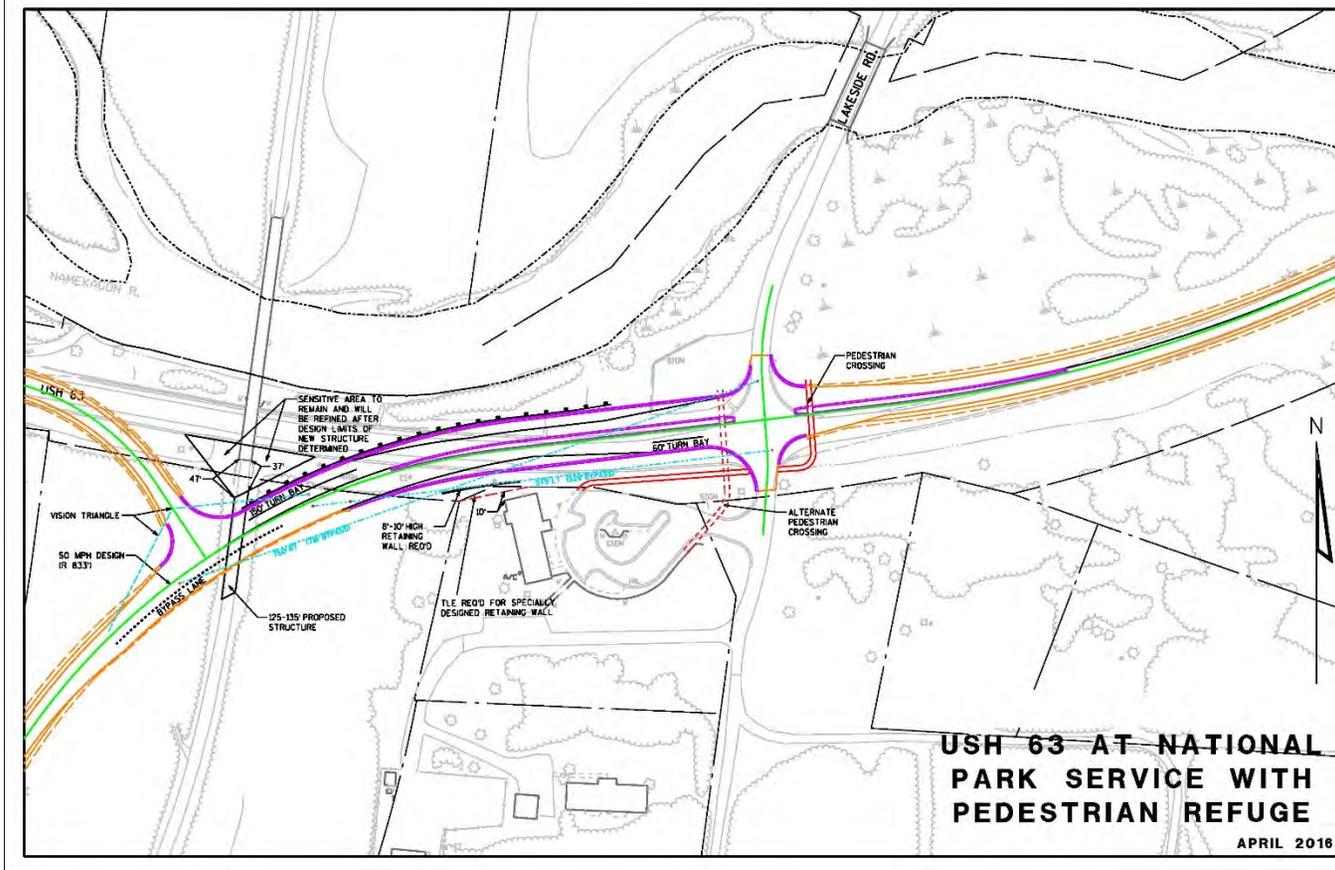
## ➤ Modifications to Original Interchange Concept

6. Pedestrian crossing of US 63 at NPS property (1 sticker)



Modifications to Original Interchange Concept

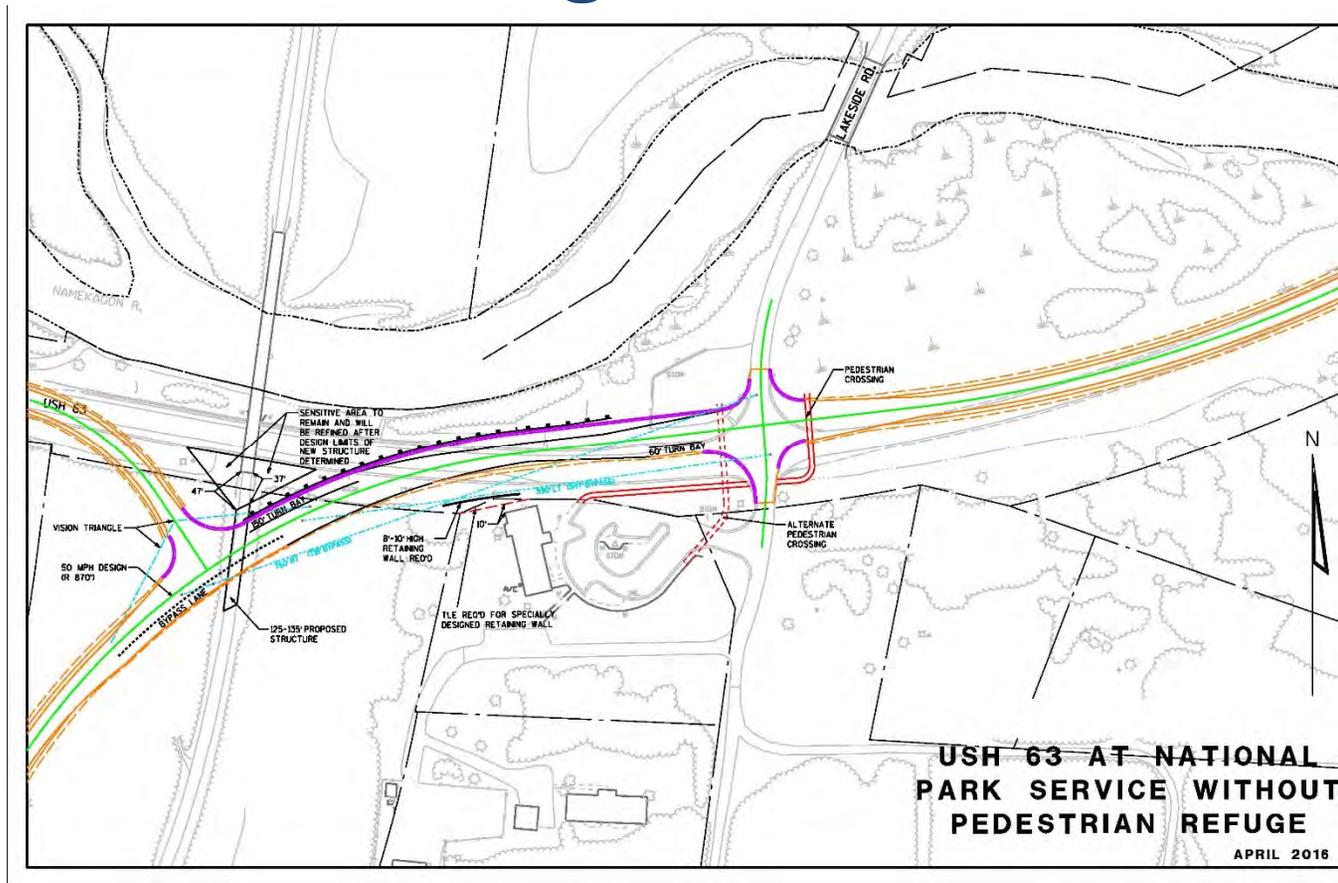
# Pedestrian Crossing at NPS With Refuge





Modifications to Original Interchange Concept

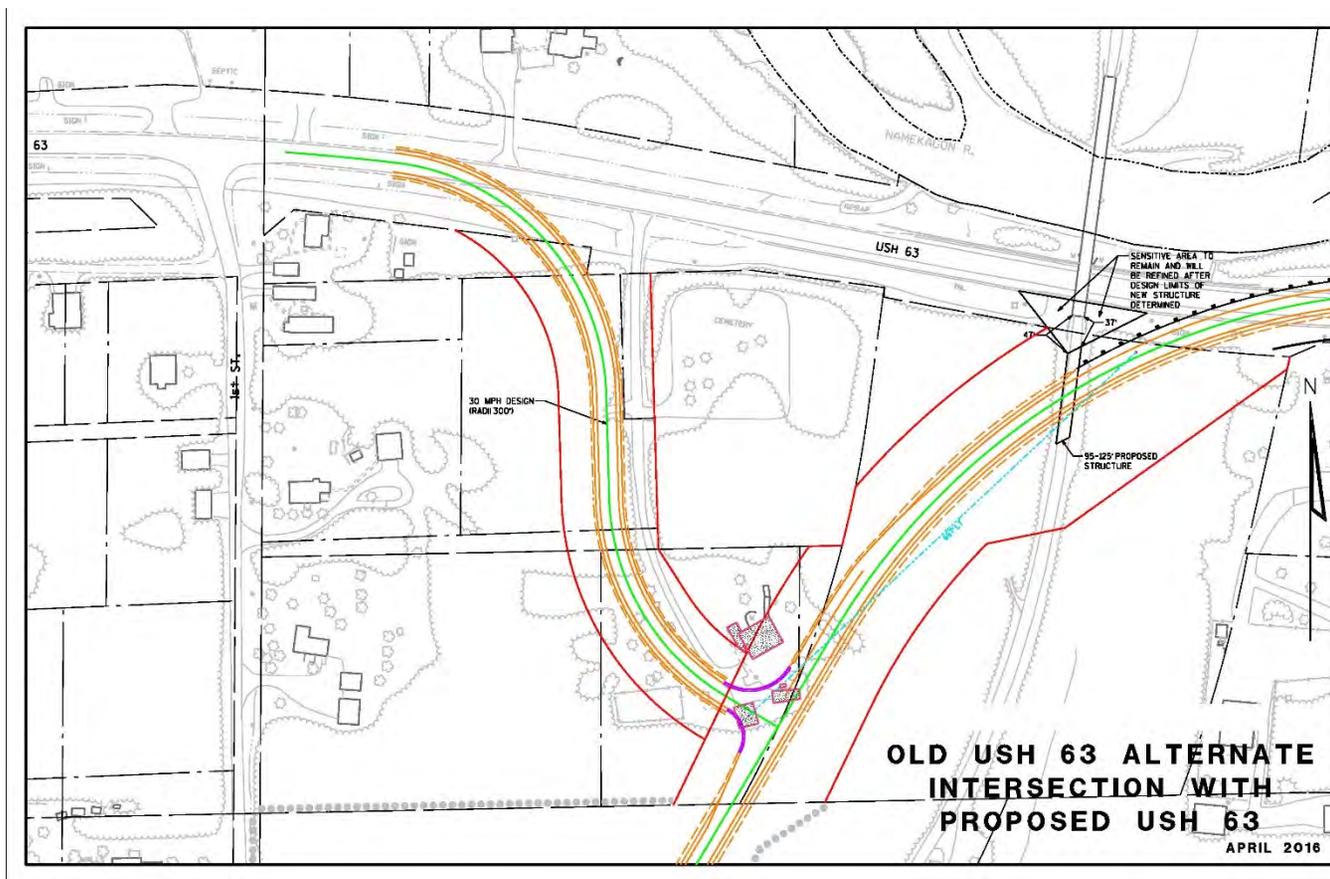
# Pedestrian Crossing at NPS without Refuge





## Modifications to Original Interchange Concept

# Other Considerations along US 63





# Alternatives Review and Analysis

## ➤ Modifications to Original Interchange Concept

1. ATV/Snowmobile Trail/Crossing (8 stickers)
2. Town divided into three parts (6 stickers)

7. Pedestrian crossing of US 53 is too far and long (0 stickers)





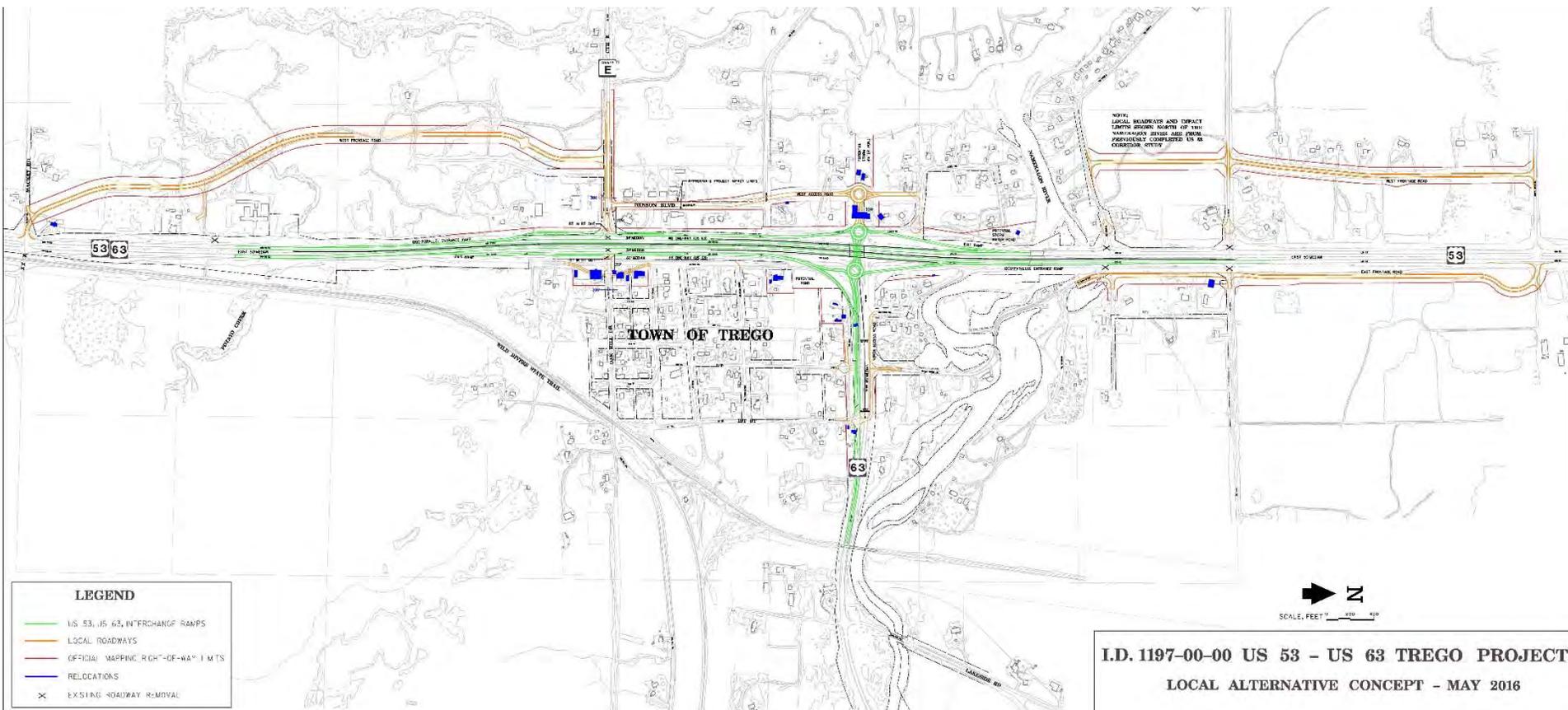
# Alternatives Review and Analysis

## ➤ Modifications to Original Interchange Concept

- 5. Loss of visibility to businesses (1 sticker)
  - Development and review of Local Interchange Concept
  
- 9. Maintaining (i.e. snow plowing) (0 stickers)
  - Further discussions with Washburn County



# Local Interchange Concept





# Local Interchange Concept

## Geometric Considerations

- Horizontal Alignment/Typical Sections
  - Use of median barrier and retaining walls to reduce corridor width
  - 150' minimum distance for urban area used to locate East Frontage Road connection at Oak Hill Drive
  - 85' minimum distance spacing between US 63 and access road to Wagon Bridge Road and Log Cabin Drive
  - 300' spacing between southbound ramp terminal and intersection with West Access Road results in need for roundabout control
  - West Frontage Road south of County E and West and East Frontage Roads north of Namekagon River required due to existing at-grade intersections being too close to proposed interchange ramps



# Local Interchange Concept

## Geometric Considerations

- Vertical Alignment
  - Desirable stopping sight distance values most likely can't be met for all 4 interchange ramps
  - Profile of US 63 under US 53 is very close to normal water elevation of Namekagon River posing drainage challenges



# Local Interchange Concept

## Other Considerations

- Environmental
  - Storm water quality with use of large amount of barrier along US 53
- Constructability
  - Maintaining US 63 traffic during construction
  - Temporary drainage and water quality during construction
- Maintenance
  - More lane miles to maintain



# Local Interchange Concept

Generally addresses the following local concerns:

2. Town divided into three parts (6 stickers)
4. West Frontage Road is too curvy (2 stickers)
5. Loss of visibility to businesses (1 sticker)
6. Pedestrian crossing of US 63 at NPS property (1 sticker)
8. Loss of parking at businesses (0 stickers)

Alternative Matrix  
I.D. 1197-00-00  
US 53 - US 63 Trigo Project  
Washburn County  
(May 2016)

Criteria	R/W ACQUISITION BY LAND USE TYPE				RELOCATIONS		ENVIRONMENTAL CONCERNS				ESTIMATED CONSTRUCTION COST (5 million)
	Upland/Woodland/ Open Space (acres)	Agricultural (acres)	Wetland (acres)	Total (acres)	Residential Homes ** (each)	Commercial Businesses ** (each)	Estimated Wetland Impacts (acres)	Noise Impacts (# receptors impacted)	Concern	Mitigation	
Alternative 4 from US 53 - Corridor Preservation Study (2014)*	51.2	0.0	0.5	52.1	7	1	0.6	1	1. Potato Creek (new stream crossing) 2. Namekagon River - Wild and Scenic River - Section 4(f)(6)(f) Resource 3. Namekagon River - Wild and Scenic River - Section 4(f)(6)(f) Resource 4. National Park Service Property - Section 4(f)(6)(f) Resource 5. DNR Wild Rivers State Trail	1. New crossing of Potato Creek required to accommodate frontage road; minimize impacts to adjacent wetlands and Potato Creek itself with maximum slopes; relocate any impacted mussels within waterway. 2. Work in the Namekagon River for the removal of the deficient Lakeside Road structure; relocate any impacted mussels within waterway. No Section 4(f)(6)(f) land conversion required. Removal of the Lakeside Road bridge will aid in enhancing usership around the NPS visitor center and the river while restoring the river to a natural condition with removal of the bridge. 3. Treat project area stormwater prior to discharge with rural ditches and select stormwater management areas to minimize impacts to the Namekagon River. No Section 4(f)(6)(f) land conversion required. 4. No direct work on National Park Service Property; avoid direct impact with a retaining wall; coordinate access during construction; include project considerations for pedestrian crossing near visitor center. No Section 4(f)(6)(f) land conversion required. 5. Maintain trail during reconstruction of the existing bridge over US 63; reconstruct the existing trailhead parking lot due to the realignment of US 63.	15.2
Local Interchange Alternative (May 2016)	56.6	0	0.9	57.5	8	7	0.7	***	1. Potato Creek (new stream crossing) 2. Namekagon River - Wild and Scenic River - Section 4(f)(6)(f) Resource 3. Namekagon River - Wild and Scenic River - Section 4(f)(6)(f) Resource 4. Namekagon River - Wild and Scenic River - Section 4(f)(6)(f) Resource	1. New crossing of Potato Creek required to accommodate frontage road; minimize impacts to adjacent wetlands and Potato Creek itself with maximum slopes; relocate any impacted mussels within waterway. 2. Work in the Namekagon River for the removal of the deficient Lakeside Road structure and construction of new NB US 53 structure; relocate any impacted mussels within waterway. Removal of the Lakeside Road bridge will aid in enhancing usership around the NPS visitor center and the river while restoring the river to a natural condition with removal of the bridge. 3. Treat project stormwater prior to discharge; the proposed freeway section with barriers along US 53 will require a more extensive storm sewer system which concentrates sediment in the stormwater discharge. Real estate acquisition required for stormwater ponds to ensure adequate stormwater treatment prior to discharge to the Namekagon River. 4. Work in the Namekagon River for construction of new NB US 53 structure. While no Section 4(f)(6)(f) land conversion will occur, work within the river will require extensive federal permitting and coordination through NPS to construct a new footprint within the river.	25.2

\* Information in matrix for this alternative takes into consideration modifications to original EA Alternative (i.e. West Frontage Road not extending south of Mackey Road, no east or west access roads north of Namekagon River, etc.).

\*\* The estimated number of relocations are Preliminary and subject to change.

\*\*\* Full noise evaluation will be required; potential impacts due to grade raise at interchange and proximity of receptors.

Alternative Matrix (West Frontage Road Only)  
I.D. 1197-00-00  
US 53 - US 63 Trigo Project  
Washburn County  
(May 2016)

Criteria	R/W ACQUISITION BY LAND USE TYPE				RELOCATIONS		ENVIRONMENTAL CONCERNS				ESTIMATED CONSTRUCTION COST (5 million)
	Upland/Woodland/ Open Space (acres)	Agricultural (acres)	Wetland (acres)	Total (acres)	Residential Homes ** (each)	Commercial Businesses ** (each)	Estimated Wetland Impacts (acres)	Noise Impacts (# receptors impacted)	Concern	Mitigation	
West Frontage Road (per Alternative 4 Interchange concept from Wild River Sports Access to Southbound Ramp Terminal)	12.6	0	0.9	13.5	1	0	0.6	0	1. Potato Creek (new stream crossing)	1. New crossing of Potato Creek required to accommodate frontage road; minimize impacts to adjacent wetlands and Potato Creek itself with maximum slopes; relocate any impacted mussels within waterway.	1.5
West Frontage Road (per Local Interchange concept from Wild River Sports Access to County E)	17.2	0	0.9	18.1	1	0	0.6	0	1. Potato Creek (new stream crossing)	1. New crossing of Potato Creek required to accommodate frontage road; minimize impacts to adjacent wetlands and Potato Creek itself with maximum slopes; relocate any impacted mussels within waterway.	1.6

