

Public Involvement Meeting Project Handout

**WIS 29
County MMM/Clark Drive Intersection
Shawano County**

Project ID: 1058-23-02



August and September 2022

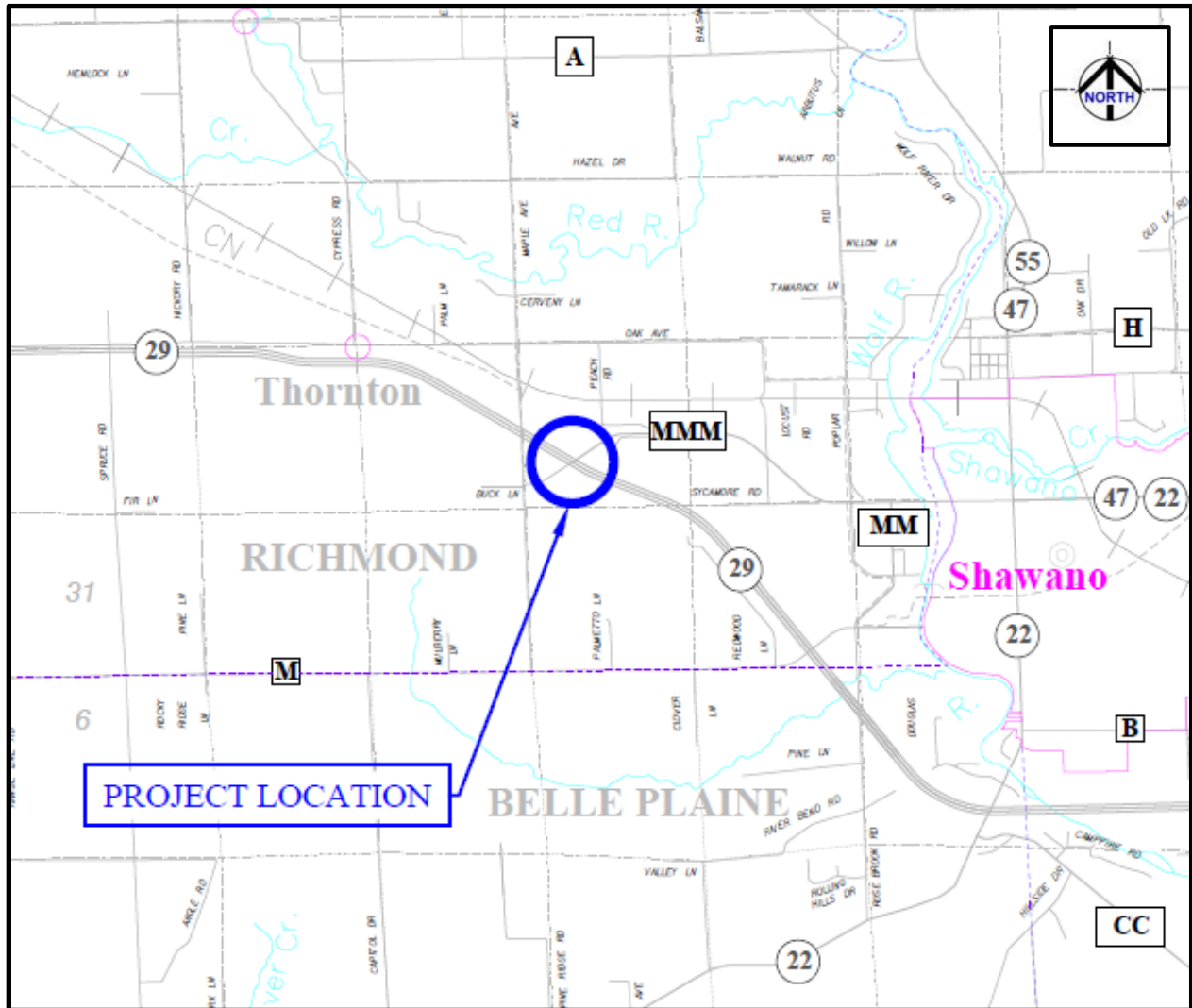
Deaf, hard-of-hearing, deaf-blind and speech-disabled persons should contact the Wisconsin Relay Service for assistance by dialing 711.

Purpose

The Wisconsin Department of Transportation (WisDOT) is seeking your input on existing safety and operational issues at the WIS 29 and County MMM/Clark Drive intersection in the Shawano County town of Richmond and the proposed improvements to address them.

Project Information

The intersection of WIS 29 and County MMM/Clark Drive is experiencing ongoing crashes.



WIS 29 and County MMM/Clark Drive Project Location

Roadway and traffic characteristics

WIS 29 is a principal arterial roadway connecting Green Bay to Wausau. WIS 29 is a four-lane divided rural highway with a 60-foot median, two 12-foot eastbound and two 12-foot westbound travel lanes and a posted speed limit of 65 miles per hour (mph). WIS 29 has an average daily traffic (ADT) count of 8,500 vehicles per day (2018).

County MMM is a collector roadway connecting WIS 29 to the city of Shawano. County MMM (Business 29) is a two-lane undivided rural highway with 12-foot lanes and 6-foot shoulders, of which 3 feet are paved, and a posted speed limit of 45 mph. County MMM (Business 29) is old WIS 29 and has an estimated ADT of approximately 2,400 (2017).

Clark Drive is a collector roadway providing access south of WIS 29 to Maple Avenue. Clark Drive has the same configuration as CTH MMM (Business 29) with an assumed statutory speed limit of the 55 mph. Clark Drive has an estimated ADT of approximately 330 (2009).

Purpose and need

The **purpose** of the project is to reduce and/or eliminate severe crashes and improve deteriorated pavements within the intersection.

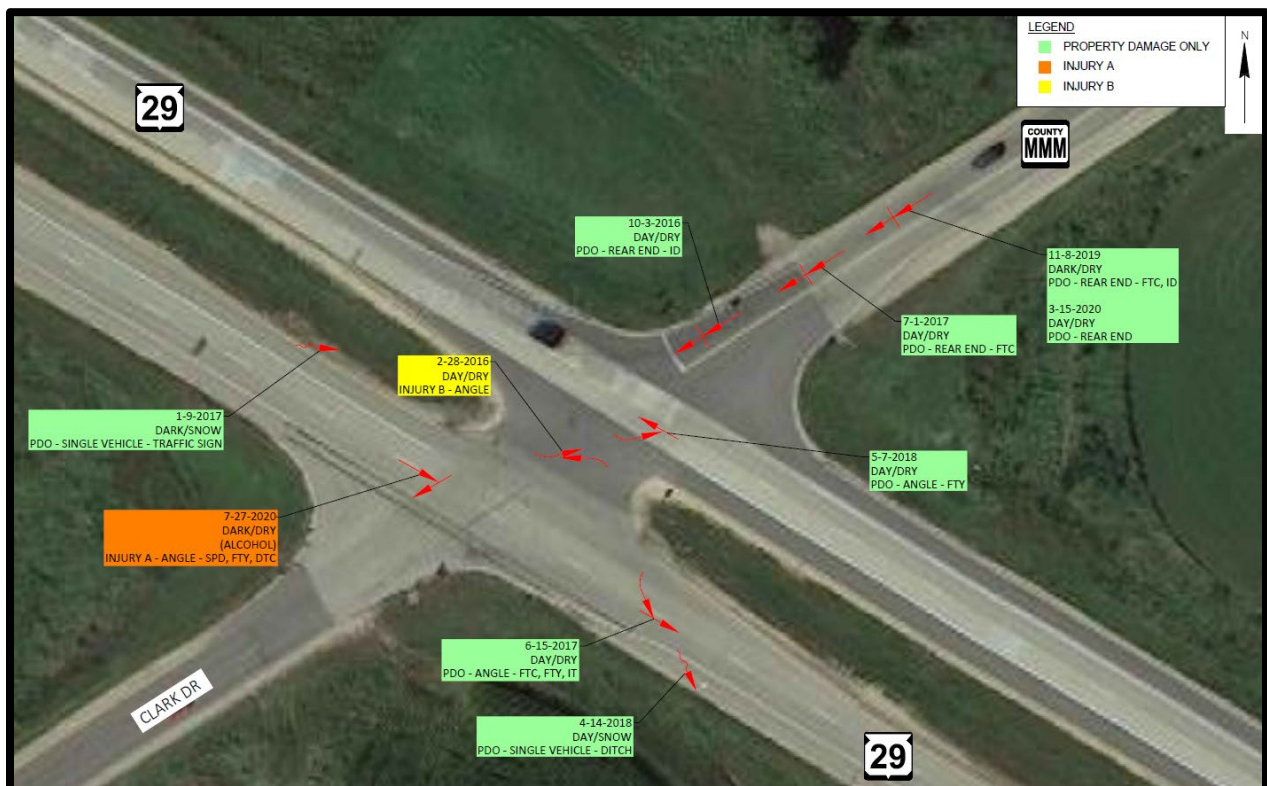
The **need** to improve safety was identified by WisDOT and local emergency officials monitoring crash history at the intersection.

From 2012 to 2016, 10 crashes occurred at the intersection.

- Half of the crashes (5) were angle type crashes.
- Four (4) of the angle type crashes resulted in severe injuries.
- The deficient intersection skew may contribute to drivers not clearly seeing WIS 29 traffic and judging available gaps.

Because of the severity of crashes, a preliminary study using this crash information allowed the intersection to qualify for safety improvement funding.

Crashes have continued to occur at the intersection. From 2016 to 2020, 10 additional crashes occurred with four (4) angle type crashes resulting in severe injuries in two (2) of the crashes. Four (4) crashes were rear-end type crashes on County MMM. A crash diagram showing the crashes from 2016 to 2020 is shown below.



Intersection Crash Diagram (2016 to 2020)

The existing intersection also has some geometric deficiencies which may also be contributing to intersection safety:

- The intersection has a sharp skew angle of 63 degrees (75 to 90 degrees is desirable).
- The intersection has short turn lanes ranging from 25 to 350 feet (300 to 550 feet desirable).

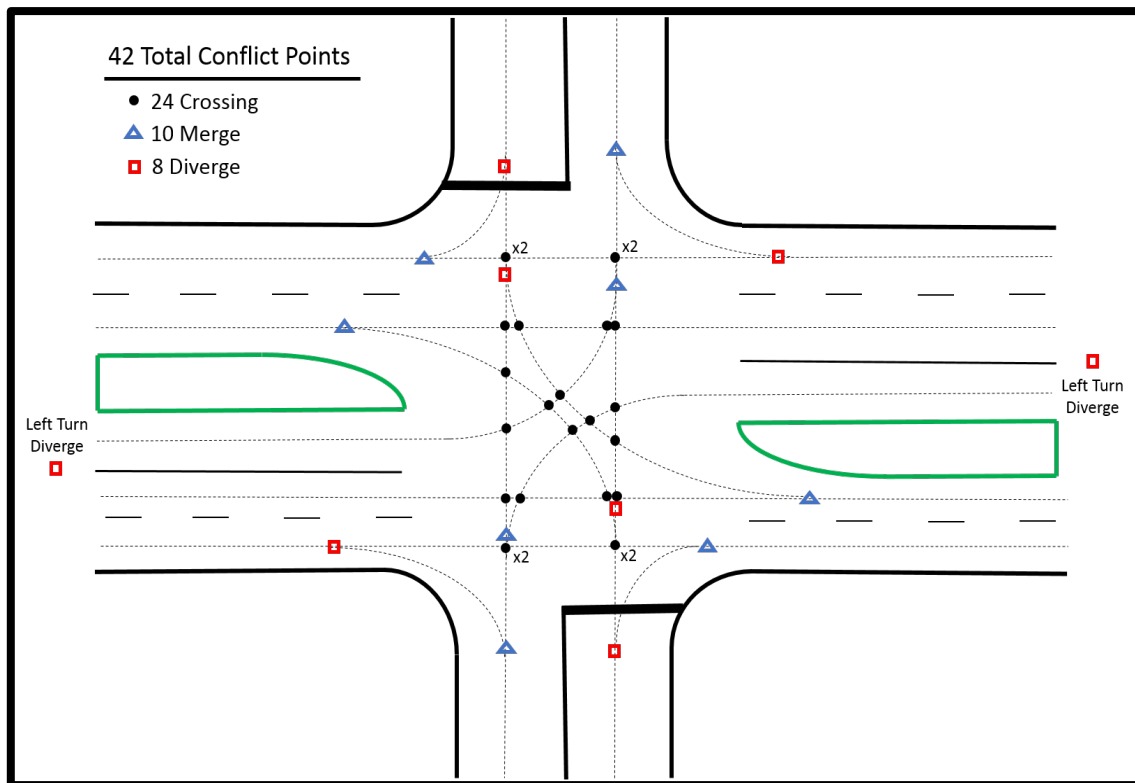
WIS 29 and the County MMM/Clark Drive intersection were constructed in 1999. The existing concrete pavement on WIS 29 is experiencing some cracking and requires maintenance.

Viabile proposed alternatives

The preferred alternative is subject to public input and environmental document approval.

All alternatives would include any necessary concrete pavement repair on WIS 29 since repairs can be effectively completed during lane closures when the intersection is under construction.

All alternatives would reduce the potential for crashes by reducing the number of conflict points. A standard intersection has 42 conflict points as shown below.



Intersection Conflict Points

Alternative A: J-turn Intersection (full access at intersection with modified turning movements)

This alternative would improve intersection safety by allowing drivers to focus on one direction of traffic at a time to make their decision. A J-turn alternative would provide full access at the County MMM/Clark Drive intersection, while redirecting the County MMM/Clark Drive through and left-turn movements to a designated U-turn opening on either side of the intersection.

Reconfiguring the existing intersection would create two additional U-turn openings in the median with turn lanes extending to County MMM/Clark Drive. Islands on the approaches of County MMM/Clark Drive would direct through and left-turning movements into the U-turn turn lane to remove mainline weaving and reduce wrong way maneuvers. The WIS 29 mainline left- and right-turn lanes would be offset to provide improved sight distance at the County MMM/Clark

Drive intersection. This alternative would also address the less than desirable intersection skew by realigning the side road approaches.

Alternative B: Median U-turn Intersection (full access at intersection with modified turning movements)

This alternative would improve intersection safety by allowing drivers to focus on one direction of traffic at a time to make their decision. A median U-turn alternative would provide full access at the County MMM/Clark Drive intersection while redirecting the County MMM/Clark Drive through and left-turn movements and the WIS 29 left-turns to a designated U-turn opening on either side of the intersection.

Reconfiguring the existing intersection would create two U-turn openings in the median with turn lanes extending through the County MMM/Clark Drive intersection. Islands on the approaches of County MMM/Clark Drive would direct through and left-turning movements into the U-turn turn lane and improve sight distance when combined with offset right-turn lanes on WIS 29. This alternative would also address the less than desirable intersection skew by realigning the side road approaches.

Alternative C1: Access Control (right-in/right-out/left-in access)

This alternative would improve intersection safety by restricting some of the turning movements. This alternative would restrict access to right-in/right-out/left-in for movements at County MMM/Clark Drive and would address intersection skew by realigning the side road approaches. Islands on the approaches of County MMM/Clark Drive would direct vehicles away from the slotted left-turn lanes to reduce wrong way maneuvers. The WIS 29 mainline left- and right-turn lanes would be offset to provide improved sight distance at the County MMM/Clark Drive intersection.

Alternative C2: Access Control (right-in/right-out/left-in access) with Clark Drive Closure

This alternative is the same as Alternative C1 except it would remove access to the south leg of the intersection by constructing a cul-de-sac on Clark Drive.

Preliminary valuation of alternatives

		ALTERNATIVES				
		No Build Alternative	Build Alternative A	Build Alternative B	Build Alternative C1	Build Alternative C2
		Do nothing	J-Turn Intersection	Median U-Turn Intersection	Access Control	Access Control with Clark Drive Closure
FACTORS OF EVALUATION	Total Conflict Points	42	24	18	18	8
	Crossing Conflicts (Typically Results in Severe Crashes)	24	4	0	4	2
	Probability of Reducing Severe Angle Crashes (High is Most Favorable)	Low	High	High	High	High
	Probability of Reducing Confusion for Motorists Using the Median (High is Most Favorable)	Low	Moderate	Moderate	High	High
	Requires Local Traffic Diversion (Low is Most Favorable)	Low	Low	Low	Moderate	High
	Environmental Impacts (Minimal is Most Favorable)	None	Large (Wetland Impact +/-1 acre)	Minimal	Large (Wetland Impact +/-1 acre)	Minimal
	Utility Impacts (None is Most Favorable)	None	None	None	None	None
	New Right of Way (None is Most Favorable)	None	None	None	None	None
	Approximate Construction Cost (Based on Current Level of Design)	\$0	\$2.5 M	\$1.5 M	\$1.9 M	\$1.3 M

Proposed traffic impacts

Construction is currently scheduled to begin in spring 2025 but could occur in the fall of 2024. Construction is anticipated to take three to four months to complete.

During construction, crews will manage traffic using single-lane closures. Motorists can expect some delays to occur, but delays will be managed through limiting contractor operations at critical times. Flagging and periodic closures may need to occur on the side roads during construction of the intersection improvements.

Access to the adjacent farmlands will be maintained during construction.

Real estate

All work is anticipated to occur within the existing right of way.

Project update/next steps

Local officials meeting #1	March 2022
Alternative concepts	May 2022
Local officials meeting #2	August 2022
Public involvement	August and September 2022
Local officials meeting #3 / public involvement	Fall 2022
Environmental document	Winter 2022
Preliminary plans of selected alternative	Spring 2023
Final plans	Spring 2024
Construction currently scheduled	2025 (early 2024)

Public input/comments

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

There are several ways to submit your input by **Sept. 16, 2022**:

1. Fill out the comment form attached to this handout and mail it to WisDOT.
2. Complete the comment form on the project website - <https://wisconsindot.gov/Pages/projects/by-region/nc/wis29countymmm/default.aspx> – and mail it to WisDOT.
3. Email comments or questions to the contacts listed below.

Deaf, hard-of-hearing, deaf-blind and speech-disabled persons should contact the Wisconsin Relay Service by dialing 711.

For more information, please contact:

Andrew Casper, P.E.
Project Manager
Wisconsin Department of Transportation
North Central Region
1681 2nd Ave. S.
Wisconsin Rapids, WI 54495
(715) 365-5713
andrew.casper@dot.wi.gov

Public Involvement Comment Form

Project ID 1058-23-02
County MMM/Clark Drive Intersection
WIS 29
Shawano County

Please mail by **Sept. 16, 2022** to the address on the back of this sheet. Comments can also be emailed to andrew.casper@dot.wi.gov. Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

Name: _____

Address: _____

Phone Number (optional): _____

Email Address (optional): _____

Please Print Comments (attach additional sheets if necessary)

The information in this document including names, addresses, phone numbers, email addresses and signatures is not confidential and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin statutes.

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Place
Stamp
Here

Attn.: Andrew Casper, P.E.
WisDOT North Central Region
1681 2nd Ave. S.
Wisconsin Rapids, WI 54495

To mail, fold here and tape.