



# US 12

## City of Menomonie | Stout Road 6<sup>th</sup> Street to 21<sup>st</sup> Street



# Public Involvement Meeting

Menomonie, Wisconsin

August 2020



# Stout Road | US 12

WisDOT ID 7600-01-05/75

CITY OF MENOMONIE | STOUT ROAD

6TH STREET TO 21ST STREET

## Tyler Rongstad

WisDOT Project Manager  
Professional Engineer



## Public Involvement Meeting

August 2020

## Jeff Smith

KL Engineering Project Manager  
Professional Engineer



## Mike Scarmon

KL Engineering Traffic Engineer  
Professional Engineer

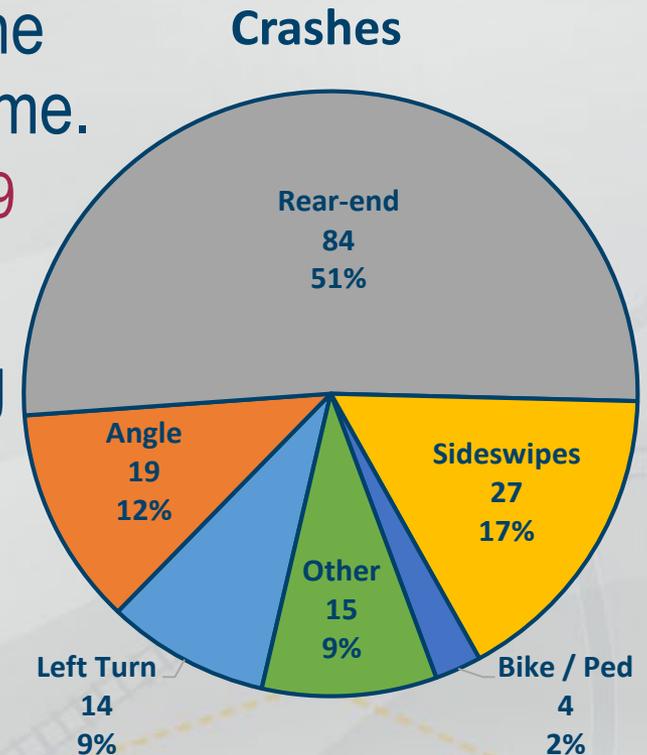


# Project Overview | Location



# Project Overview | History & Need

- Safety concerns have been on both the city's and WisDOT's radar for some time.
  - 163 crashes reported from 2013 to 2019
- Project approved for Highway Safety Improvement Program (HSIP) funding in June 2019.
  - Construction: 90% Federal | 10% State



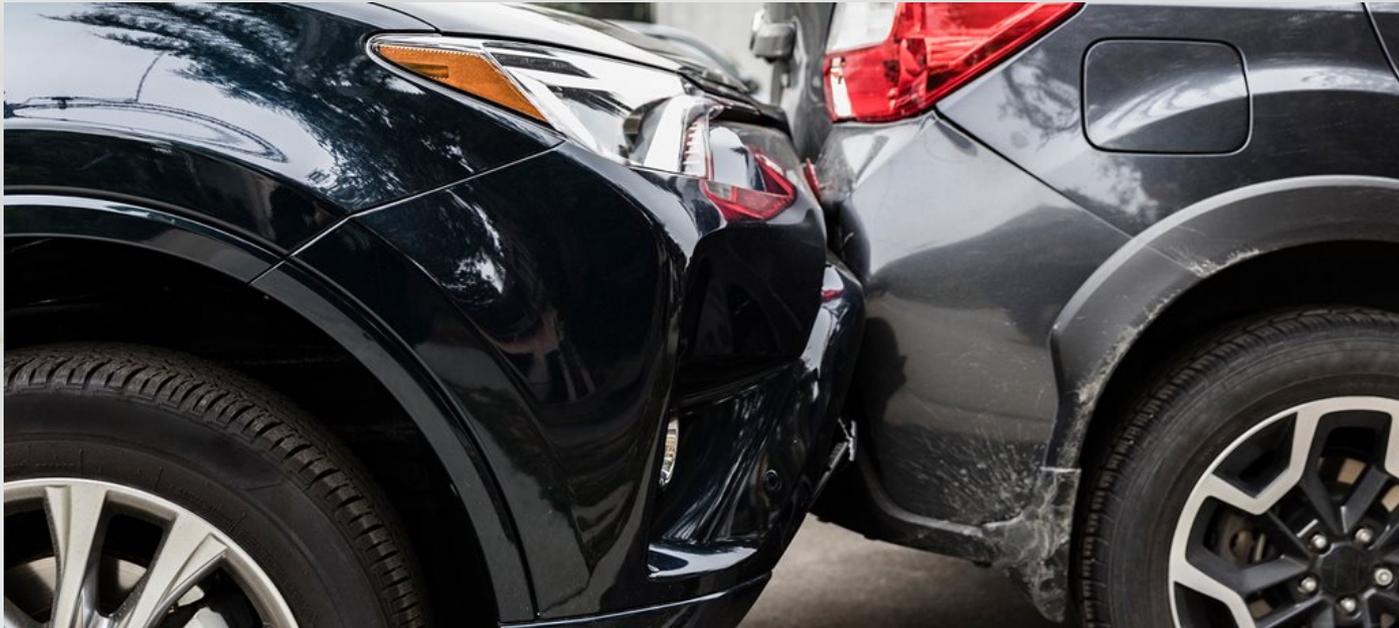
## Project Goal:

**Improve safety for  
motorists & pedestrians**

# Project Purpose & Need

## Safety Issues

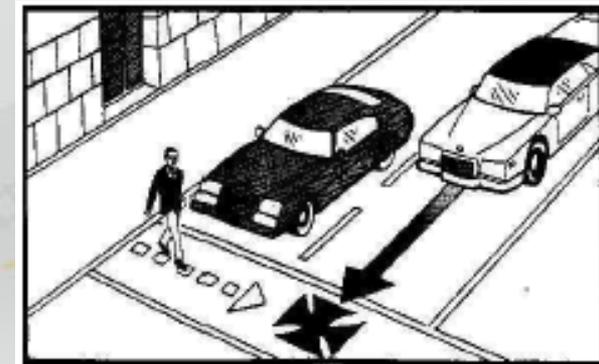
- Difficult & hazardous for side road crossing & turning movements
- High crash rate between turning & through vehicles



# Project Purpose & Need

## Bike & Pedestrian Safety Issues

- Difficult to cross all 4 lanes with heavy traffic
- Few marked crossings & no controlled crossings between 6<sup>th</sup> & 21<sup>st</sup> (1-mile segment)
- No median / center refuge area to allow for split crossing
- Existing layout presents multi-lane threat situation for crossing pedestrians
- No bike lanes or usable shoulder width for bike accommodations
- Some curb ramps are not ADA compliant



Multi-lane Threat

# Project Purpose & Need

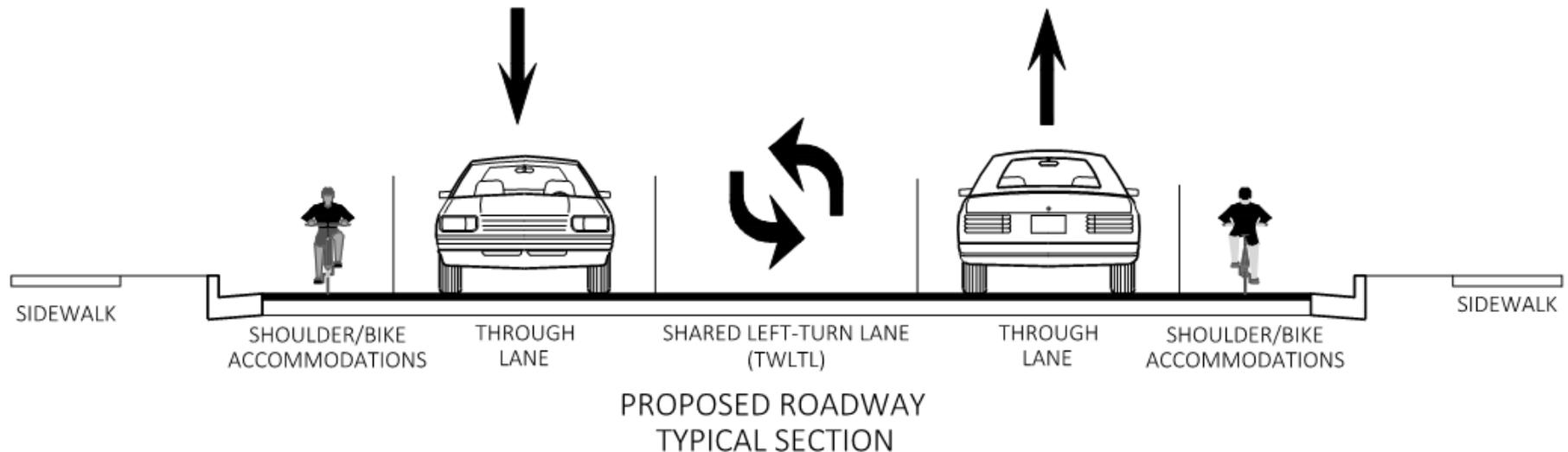
## Pavement Surface

- Existing pavement surface in poor condition
- Need to extend usable life of pavement until a reconstruction and expansion project is programmed



# Project Overview | Proposed Improvements

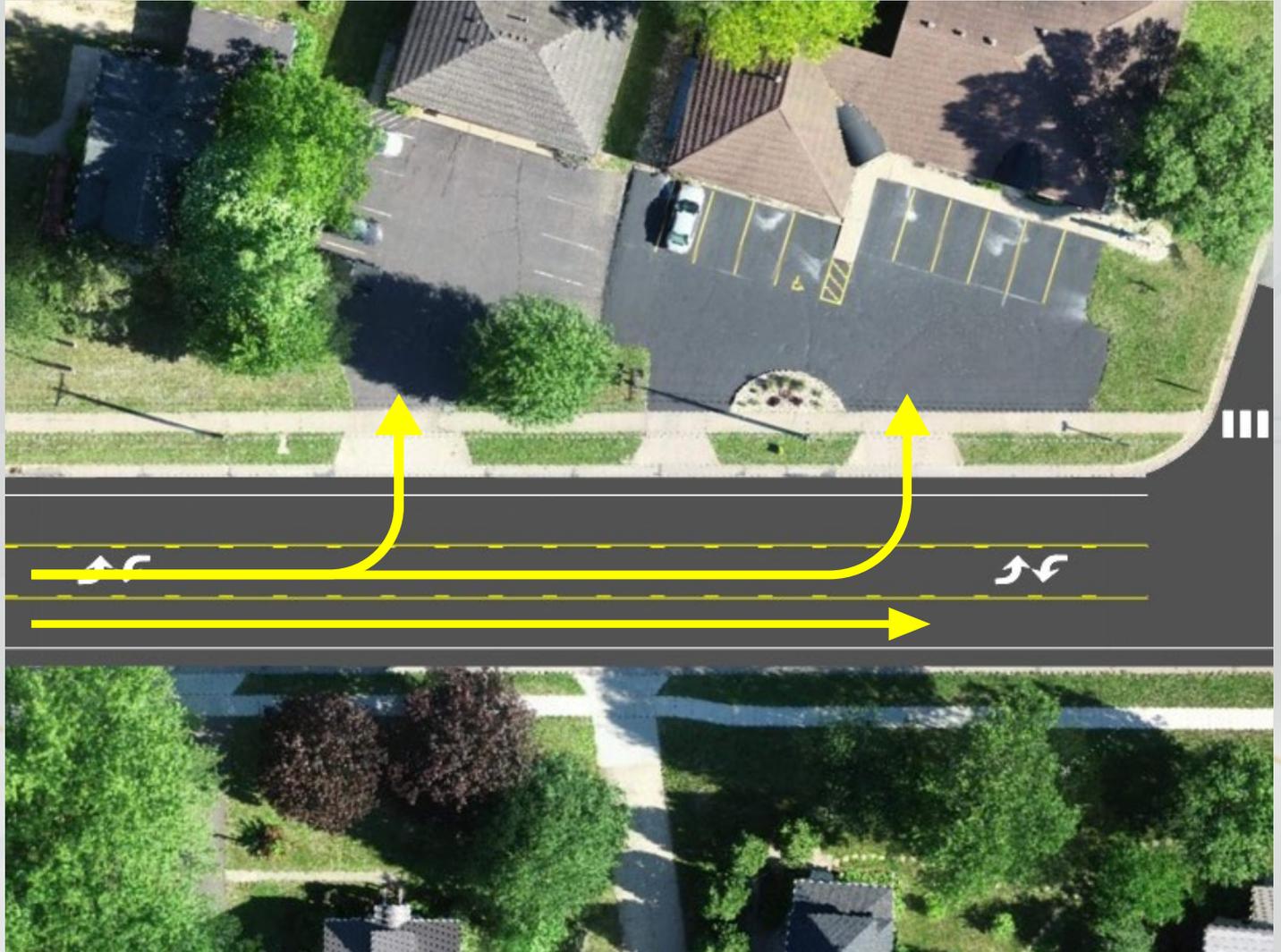
- Implement a **lane reassignment** by converting the 4-lane undivided cross section to a 3-lane with 2 through lanes and a center two-way, left-turn lane (TWLTL)
  - Studies show that Lane Reassignments (commonly referred to as “road diets”) generally deliver a 29% reduction in all crashes



# Project Overview | Proposed Improvements

## Benefits:

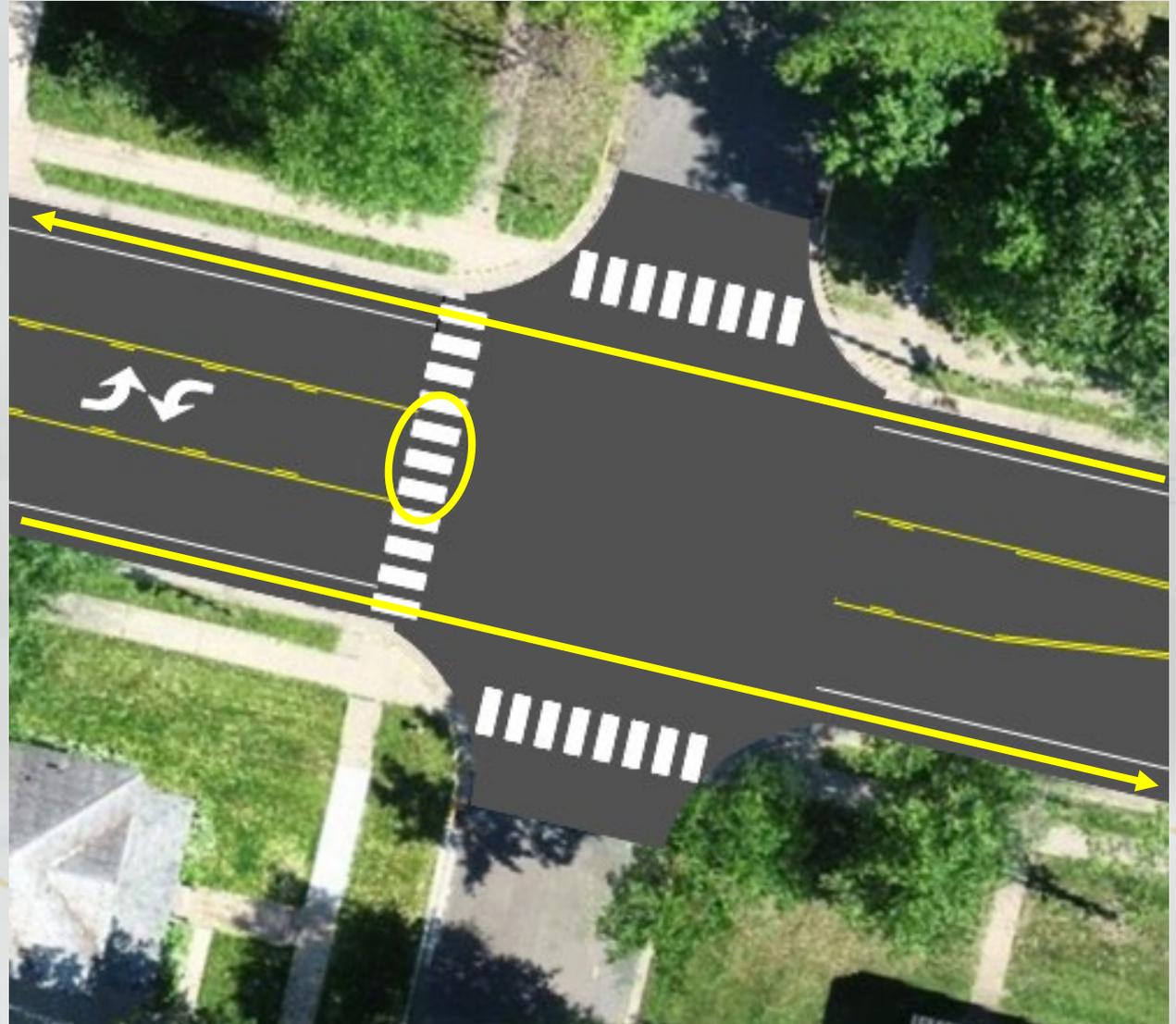
- Removes left turns from through traffic



# Project Overview | Proposed Improvements

## Benefits:

- Provides center refuge for pedestrians crossing road
- Removes “multi-lane threat” condition for pedestrians
- Allows for inclusion of bike accommodations between 9<sup>th</sup> St. & 21<sup>st</sup> St.



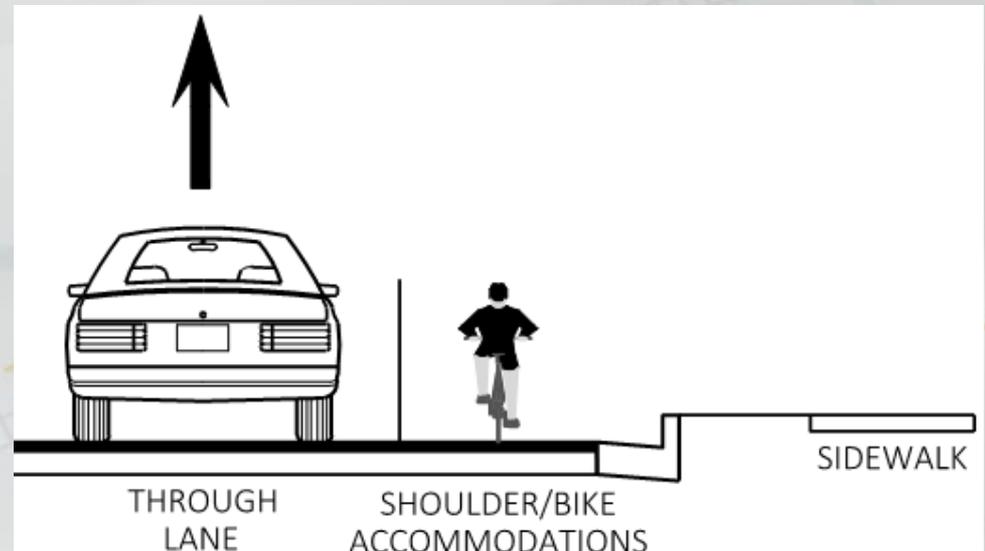
# Proposed Improvements

- **Safety Improvements**
  - **Bike Lane Improvements**



## On-Street Bike Accommodations

- Width available within existing curb line from 9<sup>th</sup> St. to 21<sup>st</sup> St.
- 6-foot lane (includes gutter pan)
- Dedicated area for bikes reduces conflicts with vehicles & encourages additional users



# Proposed Improvements

- **Safety Improvements**
  - **5<sup>th</sup> Avenue Intersection Closure**

## Benefits:

- Removes additional conflict points from US 12 / Stout Road
- Allows for longer dedicated left turn to 9<sup>th</sup> Street



# Proposed Improvements

- **Safety Improvements**

- **Pedestrian Improvements**

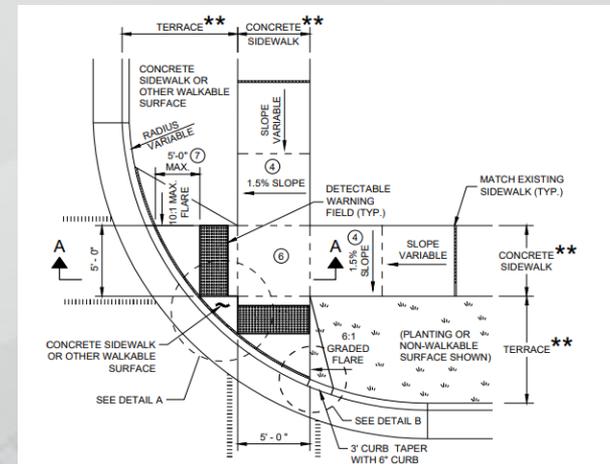
- Crosswalk Enhancements**

- Two locations have been identified for adding new crossings:
      - West crossing located near 14<sup>th</sup> St. & 15<sup>th</sup> St.
      - East crossing near 18<sup>th</sup> St. & 19<sup>th</sup> St.
    - Includes installation of Rapid Rectangular Flashing Beacon (RRFB) warning devices
    - May include constructing an island for refuge in the roadway



# Proposed Improvements

- **Curb Ramp Improvements**
  - Bring up to current ADA standards
    - Flatten slopes
    - Improve clearances
    - Correct widths
    - Install warning fields
  - Some small areas of R/W or temporary easements may be required



# Proposed Improvements

## • Lane Changes & Traffic Flow

### ■ Traffic Flow Will Change Along This Corridor

- Currently US 12 has 2 lanes for each direction (total of 4 lanes)
- Project reduces to 1 lane in each direction on US 12 plus a center lane for left turns in either direction (total of 3 lanes)
- Improvement → Left turns removed from US 12 traffic flow
- Improvement → Pedestrians and side street movements have fewer lanes to cross

### ■ Side Street Movements

- Gaps to enter US 12 traffic from side streets will be reduced during peak travel times
- Driver delay will increase moderately
- Increased use of parallel routes to US 12 is likely



# Proposed Improvements

- Lane Changes & Traffic Flow

- Traffic Simulations “Before” and “After”

- Simulations showing how traffic flow will change
    - Models will highlight trade-offs between US 12 lanes and storage for left turns



# Project Schedule

- ✓ June 2020: Field Survey / Project Review
- ✓ July 2020: Initial Layout
- ✓ Aug. 2020: Public Involvement Meeting
- Oct. 2020: Preliminary Plans (60%)
- Dec. 2020: R/W Plat
- June 2021: Pre-Final Plans (Pre-PS&E)
- Aug. 2021: Final Plans (PS&E)
- Dec. 2021: Project Letting
- 2022: Construction



# Construction

US 12 (Stout Road and Crescent Street) to remain open to traffic during construction

- Avoid AM / PM peak hours when possible
- Constructed with short-term lane closures using flagging operations
- Some short-term side road closures possible
- Short-term sidewalk closures/detours possible
- 6-8 weeks of construction anticipated

# Thank you for watching!

Your comments on this proposed project are much appreciated!



Go to the following project page for more information,  
including a comment form:

<https://wisconsindot.gov/Pages/projects/by-region/nw/us12stout/default.aspx>