US 63
County B to Green Valley Road
Green Valley Road to Greenwood Avenue
Poplar Street to US 53

Public Involvement Meeting
March 20, 2018
Project team

- WisDOT Northwest Region
  - Beth Cunningham, P.E. – Project Manager

- EMCS, Inc.
  - Stephanie Christensen, P.E. – Consultant Designer
  - Erik Oleson, P.E. – Consultant Designer
Meeting objectives

- Project location
- Project purpose and need
- Proposed improvements
- Real estate needs
- Construction staging
- Current project schedule
- Discussion
Project location
Purpose and need

- US 63 importance
  - Arterial route for truck and passenger vehicles
  - Designated long truck route
  - Supports access to economic development and tourism in northwestern WI

- WisDOT’s objective is to ensure the safe and efficient operations of the state’s highway system while supporting local access
Purpose and need

- **Primary needs**
  - Deteriorating pavement – cracking and rutting
    - Last pavement resurfacing in 1998/2004
  - Guardrails, signing, and pavement marking do not meet current standards
- **Project goals**
  - Rehabilitate the pavement to maintain ride quality and to ensure the full service life of the pavement is met
  - Address other improvements, where feasible
Purpose and need

- Secondary needs identified along US 63
  - Address other roadside improvements to maintain safety and efficient traffic flow, where feasible
- County B to Green Valley Road
  - 2011 to 2015 crash rates
    - 21 crashes with 3 run-off-the-road crashes
  - Evaluate countermeasures to minimize future crashes
Purpose and need

- Dur-a-bilt Road to Yellow River causeway
  - Poor roadside drainage with shallow ditches
  - Some properties have wide or multiple driveways which can cause confusion between turning and through traffic
  - There is a lack of dedicated turn lanes in the commercial area leading to ineffective management of traffic
  - 2012-2016 crash rates
    - 4 crashes at Beaver Brook & 6 crashes at Economart entrance
    - Crash rates are considered normal but are anticipated to grow as traffic volumes grow
Purpose and need

- Poplar Street to US 53
  - Three culverts are in need of repair
  - Paved shoulders near County A and County H do not adequately accommodate turning vehicles
  - Existing access conditions near intersections can create conflicts between through and turning traffic
US 63 proposed improvements

- Improvements recommended to keep traffic moving safely and efficiently
- County B to Green Valley Road
  - Resurface US 63 pavement
  - Pave 5-foot shoulders (existing 3-foot)
  - Install centerline and shoulder rumble strips to minimize the potential for crashes
  - Install new signing and pavement marking
US 63 proposed improvements

- Green Valley Road to Greenwood Avenue
  - Resurface US 63 pavement
  - Widen paved shoulders, where feasible
  - Install new guardrail over the Yellow River causeway
  - Install new signing and pavement marking
  - Modify US 63 to improve traffic flow and better accommodate turning movements in the commercial area near Beaver Brook Avenue
US 63 proposed improvements

- Commercial area near Beaver Brook Avenue
  - Complete minor roadway widening and installation of pavement marking to convert the four-lane section to a three-lane section
  - Construct new ditches to help define access points and improve roadside drainage
- Intersection control changes (signals, 4-way stop, etc.) are not warranted at Beaver Brook Avenue
US 63 proposed improvements

- Poplar Street to US 53
  - Resurface US 63 pavement and 5-foot shoulders
  - Pave full width shoulders near County A and County H to accommodate turning traffic
  - Extend three culverts
  - Install new signing and pavement marking
  - Install centerline rumble strips
  - Coordinate with property owners to consider access changes to ensure safe operating conditions
Real estate needs

- Permanent fee and temporary limited easements
  - Dur-a-bilt Road to Yellow River causeway
    - Drainage improvements and access modifications
  - All other improvements will be within existing right of way

- Acquisition process
  - WisDOT will acquire real estate
  - Individual property owner meetings will be held
  - Begin real estate acquisitions in summer 2018
Proposed construction staging

- Maintaining safety and mobility are important during construction
- Proposed traffic impacts
  - Single lane closures with flagging conditions
  - Shoulder closures where required
  - Local and emergency access will be maintained
  - Contract will include peak working restrictions (noon Friday to Monday AM) and holiday/event working restrictions
Local officials meetings – August 2017 and March 2018
Public involvement meeting – March 2018
Final environmental documents – Spring 2018
Preliminary plans – Spring 2018
Final right of way plat (Spooner) – Spring/summer 2018
Right of way acquisition – Summer 2018 to Spring 2019
Final plans – February 2019
Construction – 2020 (2019 if funding becomes available)
Other US 63 projects

- County B to Green Valley Road – 2018
  - Guardrail and culvert improvements
- WIS 70 to Poplar Street – 2021
  - Reconstruction of pavement, sidewalks, and utilities
  - Recent changes:
    - Extend improvements south to Greenwood Avenue and include the WIS 70 intersection
    - Extend improvements to approximately 500-feet north of Poplar Street including access modifications
Questions?

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wisconsindot.gov/Pages/projects/by-region/nw/us63spooner/default.aspx