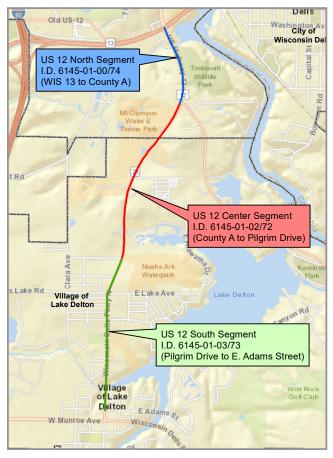
US 12 Wisconsin Dells Parkway WIS 13 to E. Adams Street Public Involve Public Involvement Meeting



December 2021

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vited! Invitation The Wisconsin Department of Transportation has begun the study of a planned roadway improvement project for the the Wisconsin Dells Parkway (US 12) from WIS 13 to E. Adams Street. Please join us for a public involvement meeting to gain information regarding the scope and schedule of the project on Tuesday, December 14, 2021 in the Delton Room at the Frank Fischer Senior Center located at 20 Wisconsin Dells Pkwy S, Wisconsin Dells, WI 53965. The meeting will be conducted in an open-house format. Individuals will be available to answer your questions between 4:30-6:30 PM with a formal presentation at 5:00 PM. This is the first of three meetings planned for the project.



Purpose & Need

The purpose of the proposed improvements along the Wisconsin Dells Parkway is to address safety concerns; accommodate current and future traffic demand; improve traffic operations and mobility on the roadway; manage access; preserve the local business/tourism environment; and improve bicycle and pedestrian travel.

The Wisconsin Dells Parkway is a unique urban arterial through two communities that are nationally recognized as a family vacation destination. The roadway serves a variety of users and is nearing the end of its serviceable pavement life. The roadway has deteriorated pavement, suffers significant congestion during the summer vacation season, accommodates multi-modal traffic in a limited manner, and is experiencing a crash rate that is at least twice the statewide average.

Project Background

Safety is a significant concern along the corridor. There were 314 crashes, 162 of which were rear-end collisions, in the five-year (2016-2020) study period. The Highway Safety Improvement Program (HSIP) is a Federalaid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The WisDOT has successfully secured HSIP funding to address the concerns along the Wisconsin Dells Parkway between County A and Adams Street. The proposed five-lane roadway will include a center Two-Way-Left-Turn-Lane (TWLTL) to allow leftturning vehicles a place of refuge (out of the through travel lane) lane that will result in less rear end collisions.

Study Components

Key elements of the project include:

- Pavement replacement rehabilitation of the existing roadway from WIS 13 to County A.
- Reconstruction of the roadway as a 5-lane facility with a Two-Way-Left-Turn-Lane (TWLTL) from County A to E. Adams Street.
- Signal improvements (monotubes and flashing yellow arrows) and left-turn lane modifications constructed at County A and at Lake Avenue.
- A new traffic signal may be added on US 12 approximately 800 feet north of Pilgrim Drive if the Village of Lake Delton constructs a new • roadway connecting Clara Avenue to US 12.
- Pedestrian signals updated with Rectangular Rapid Flashing Beacons (RRFB's) and pedestrian refuge islands constructed.
- A shared use path will be constructed between County A to Bonanza Drive on the west side of the roadway. •
- New sidewalk may be added to the west side of US 12 from County A to WIS 13. •
- Evaluation of all access points along the corridor for compliance with current WisDOT access management principals. •
- As part of the roadway improvement project, public utilities are considering going underground and the Village is considering lighting upgrades for the roadway corridor.

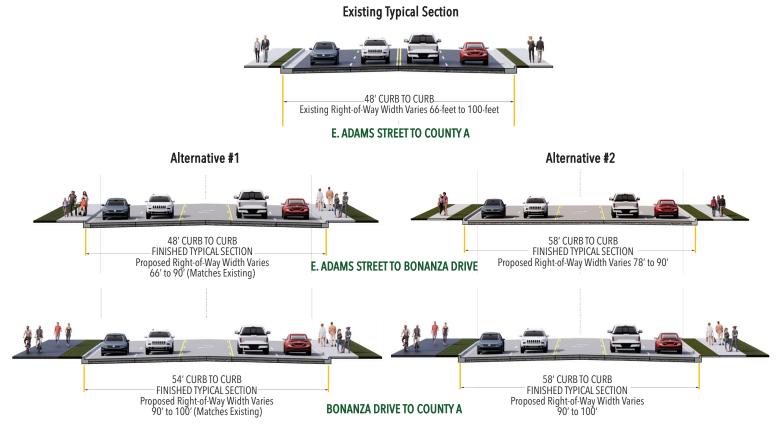
Right-of-way acquisition will be required for some construction activities. Grading easements beyond the existing and proposed right of way may be required for matching into driveways and adjacent properties.

Alternatives

South & Central Segments (E. Adams Street to County A)

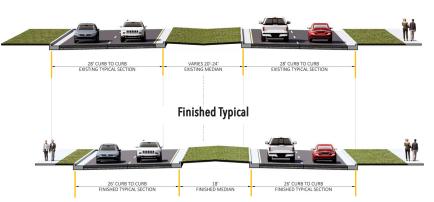
Alternatives currently being considered look to address the purpose and need of the project while minimizing impacts to the adjacent property owners.

The existing roadway between E. Adams Street & County A is an undivided 4-lane roadway consisting of 2-11 foot drive lanes in each direction. There is a 3 foot terrace (distance between the back of curb and the sidewalk) to allow for snow storage, signage, utility poles, and/or traffic signals. The team is considering two alternatives for the southern and center segments. Alternative 1 is accommodated within the existing 66 foot right-of-way and includes a 6 foot sidewalk area with no terrace. Signs, utility poles, and traffic signals would need to be placed in the sidewalk. Alternative 2 requires approximately 6 feet of additional right-of-way, increases the drive lanes to 11 feet, and includes a 4 foot terrace area.



NORTHERN SEGMENT (County A to WIS 13)

The north segment is proposed as a pavement replacement project and will remain a four-lane divided roadway. A sidewalk is proposed on the west side of the roadway. This will be accommodated by shifting the existing southbound lanes two-feet to the east, the northbound lanes will remain in the existing location.



Existing Typical

See page 4 for more details.

Access Management

Access Management is the proactive management of vehicular access points to land parcels adjacent to roadways. Good access management promotes safe and efficient use of the transportation network. Access Management invovles a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. There are 110 driveways along the 2.5 mile project corridor. Proposed driveway closures will be shown on the exhibits displayed at the December 14th meeting.

US 12 proposed improvements include changes to access. We will improve safety and efficiency along the highway by reducing conflict points. Key access management techniques that will be used to achieve this goal along the US 12 corridor include:

- **Median Treatments**: a two-way left-turn lane (TWLTL) is one of the most effective means to regulate access and reduce crashes.
- **Driveway Spacing**: Fewer driveways spaced further apart allows for more orderly merging of traffic and presents fewer challenges to drivers.

Access Management Benefits

Some of the significant benefits of access management include:

- Preserving operational safety, capacity and efficiency;
- Protecting public investment from a possible need to expand the roadway;
- Minimizing maintenance costs;
- Promoting sustainable development.

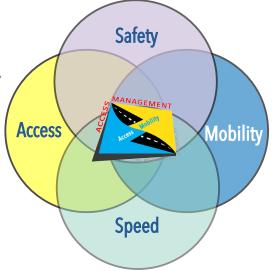
Safety

National studies consistently show access managed arterials are typically 40-50% safer. Access management improves safety by separating and limiting access points and reducing the number of conflict points. Each conflict point is a predictor of a potential crash.

Project Timelines

The construction of the corridor is planned to occur over a two year time frame. Construction will be limited to the spring months prior to Memorial Day and the fall season after Labor Day of each year. WIS 13 to Pilgrim Drive is planned for construction in 2025 and Pilgrim Drive to E. Adams Street is planned for construction in 2026.

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Final Design & Right-of-Way Acquisition																					
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WISDOT Attn: Derek Potter Southwest Region Office 2101 Wright street Madison, WI 53704

> RECIPIENT ADDRESS

US 12 Wisconsin Dells Parkway Public Involvement Meeting

12 You're Invited!

WisDOT is holding a Public Involvement Meeting to discuss the US 12 Wisconsin Dells Parkway project. They will share information about the proposed improvements and will seek your input.

- When: Tuesday, December 14th 4:30 - 6:30 PM Presentation at 5:00 PM
- Where: Frank Fischer Senior Center, Delton Room 20 Wisconsin Dells Pkwy S Wisconsin Dells, WI 53965



Project Website

wisconsindot.gov/Pages/projects/byregion/sw/us12-dellspkwy/default.aspx

Project Contact Information

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Southwest Region Office 2101 Wright Street Madison, WI 53704



In addition to the formal public involvement meeting, WisDOT will be available for 1-on-1 meetings with property owners to discuss individual concerns. 1-hour meeting windows are available from 9:00 am -3:00 pm on Tuesday, December 14th & 9:00 am -1:00 pm on Wednesday, December 15th. Please contact Mary Beth Pettit directly to schedule a time to discuss your individual concerns.