

US 14/61 (Main Street), Viroqua Highway Safety Improvement Project

Project ID 1640-01-04/74

Public Involvement Presentation

September 27, 2021

Presentation Agenda

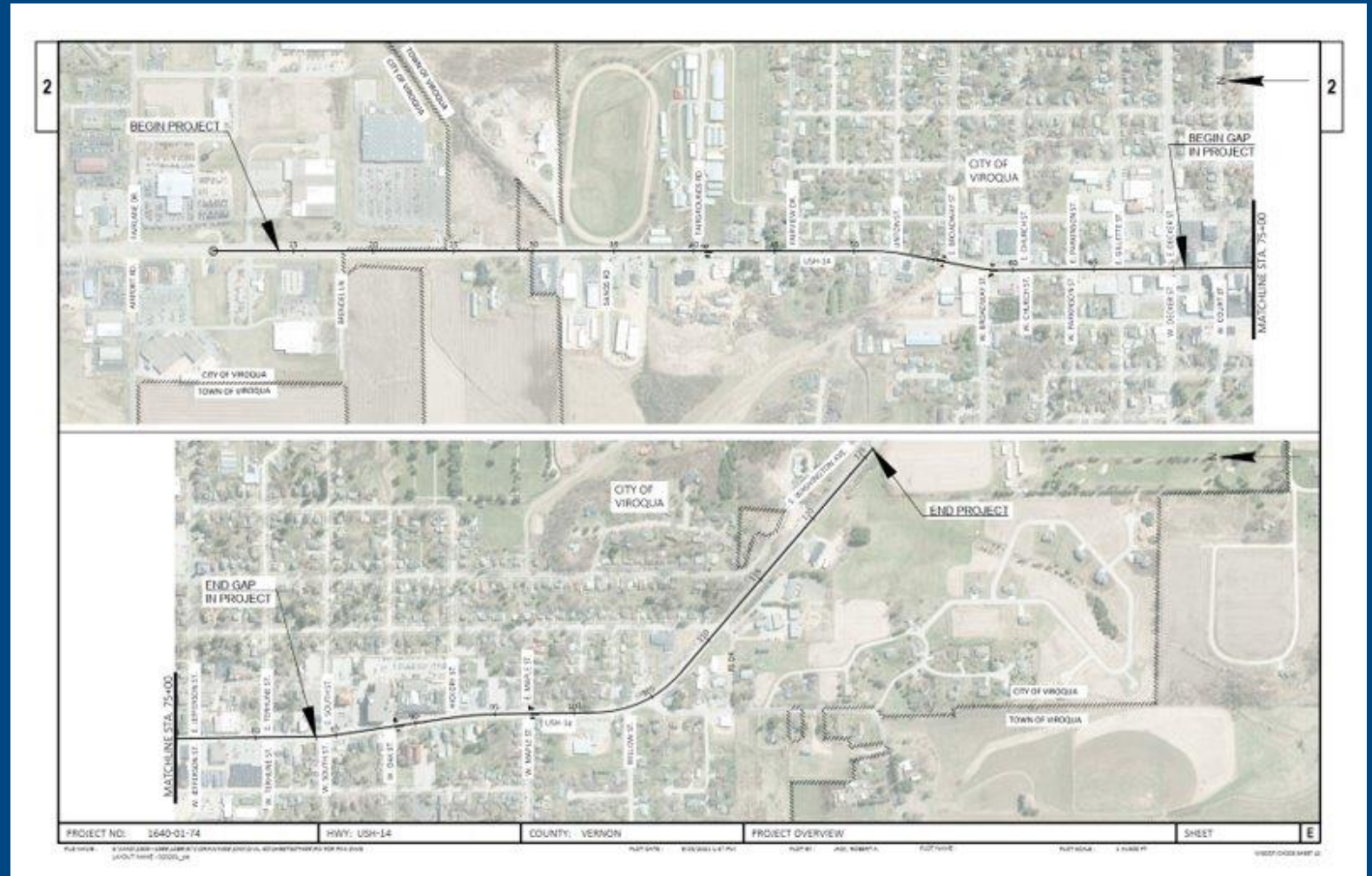
- Project Limits
- Purpose and Need
- Design Overview
- Project Schedule
- Contact Information
- Comments and Questions



Project Limits

US 14/61 (Main Street), Viroqua

- Begins 450 feet north of Brendel Lane to South Washington Avenue
- Gap between Decker Street and South Street



Purpose and Need

Highway Safety Improvement Project

- The purpose of the project is to address crashes along the corridor:
 - 116 reported crashes from 2014-18 (five-year sample used for safety project application)
 - 38 were rear-end crashes
- The proposed design converts the corridor to a three-lane section with a dedicated two-way left-turn lane (TWLTL)



Purpose and Need

Two Way Left Turn Lane (TWLTL)

A TWLTL is a lane placed in the median to allow traffic to make left turns off of a roadway. The lane serves as a separation for opposing lanes of traffic and removes left-turning vehicles from the through lane.

- Reduces rear-end, left-turn and sideswipe crashes
- Effectively moves traffic by removing left-turning vehicles from through lane
- Provides better access to side roads and driveways
- Provides fewer travel lanes for pedestrians to cross
- Allows easier and safer emergency vehicle movement, particularly during peak-hour periods



Purpose and Need

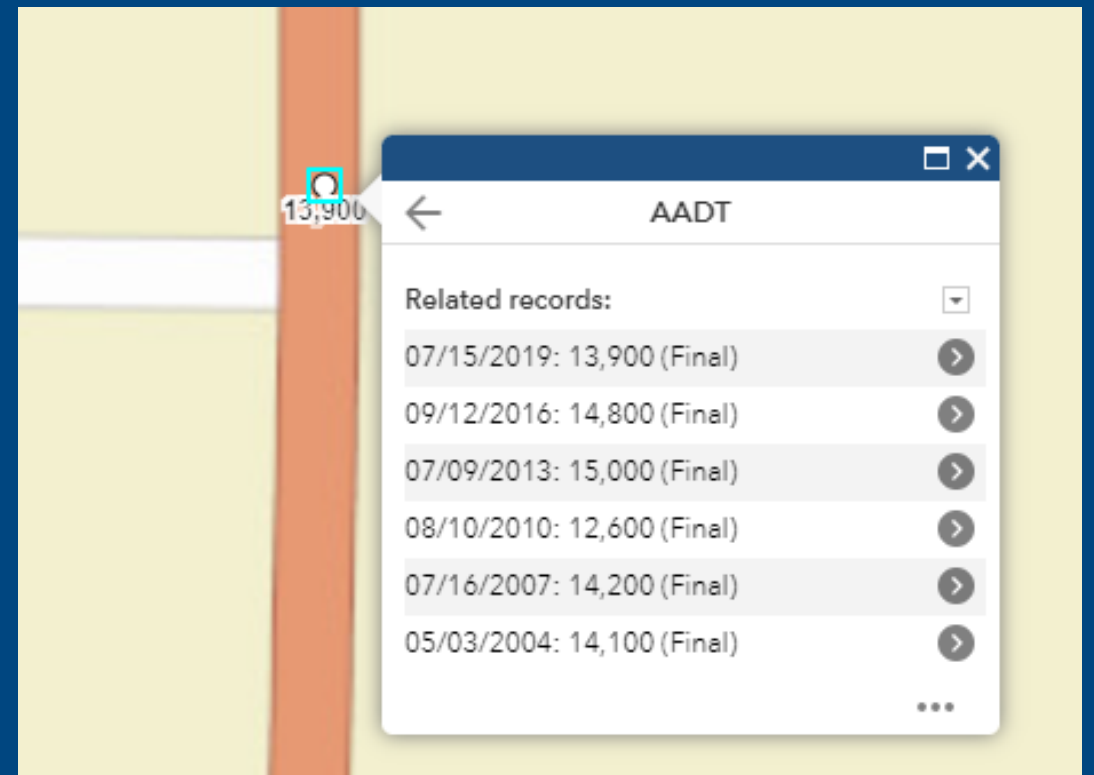
Two Way Left Turn Lane (TWLTL)

- Studies indicate a 19 to 47 percent reduction in overall crashes when a three-lane section is installed on a previously four-lane undivided roadway (Federal Highway Administration)



TWLTL Traffic Management

- The existing four-lane undivided roadway has average daily traffic volumes between 10,700 and 13,900 vehicles per day
- Three-lane roadways (with a TWLTL) have shown to effectively manage traffic volumes up to 19,000 vehicles per day

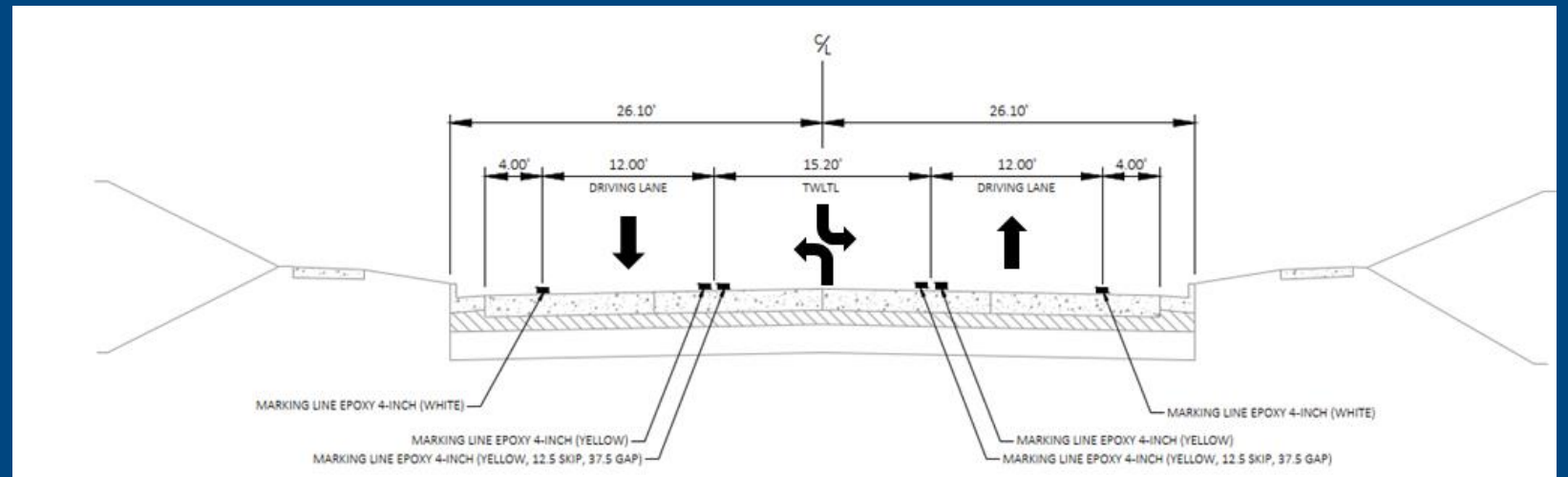
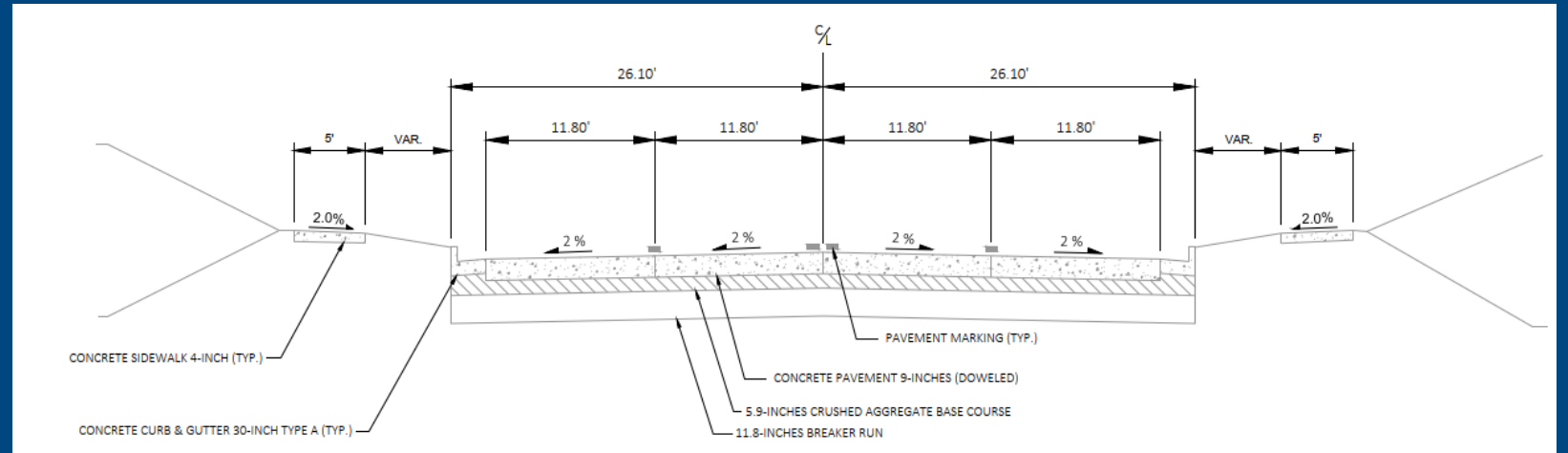


Highest volumes just south of Fairgrounds Road

Design Overview

Typical Cross Section

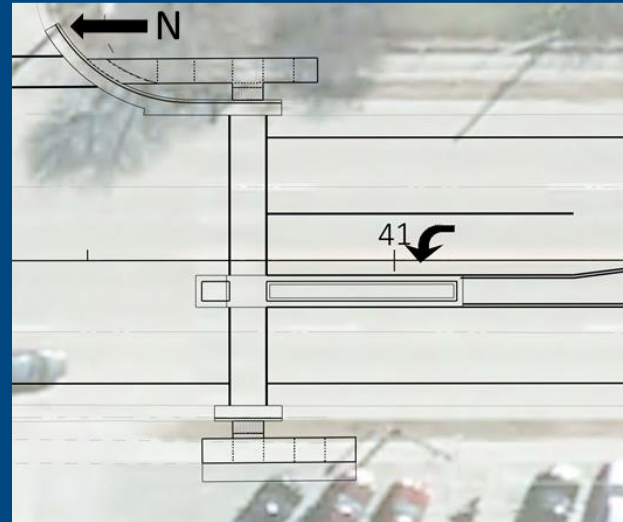
- Existing roadway pictured above, proposed pavement marking modifications pictured below



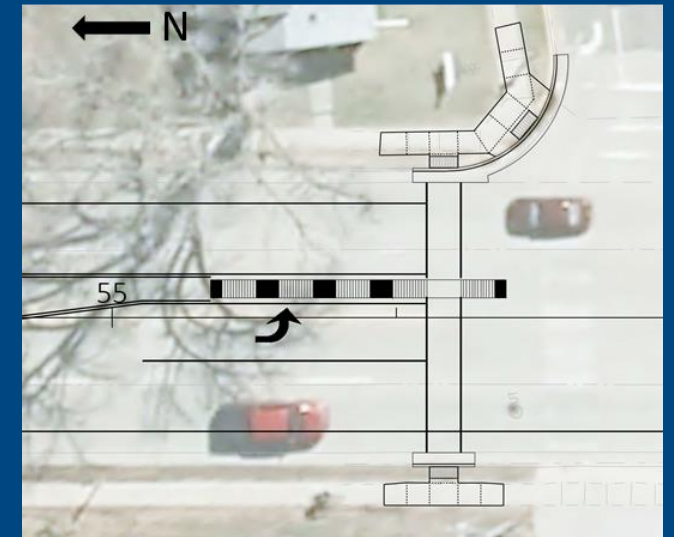
Design Overview

Pedestrian Accommodations

- Upgrade curb ramps to meet Americans with Disabilities Act (ADA) standards at select locations
- Install raised median at Fairgrounds Rd. intersection
- Install corrugated medians at E. Broadway, W. Broadway, Oak and Maple Street intersections



Raised Median Example



Corrugated Median Example

Design Overview

Rapid Flashing Beacons

Install pedestrian signals (rectangular rapid flashing beacons) at:

- Fairgrounds Road
- E. Broadway
- W. Broadway
- Oak Street
- Maple Street

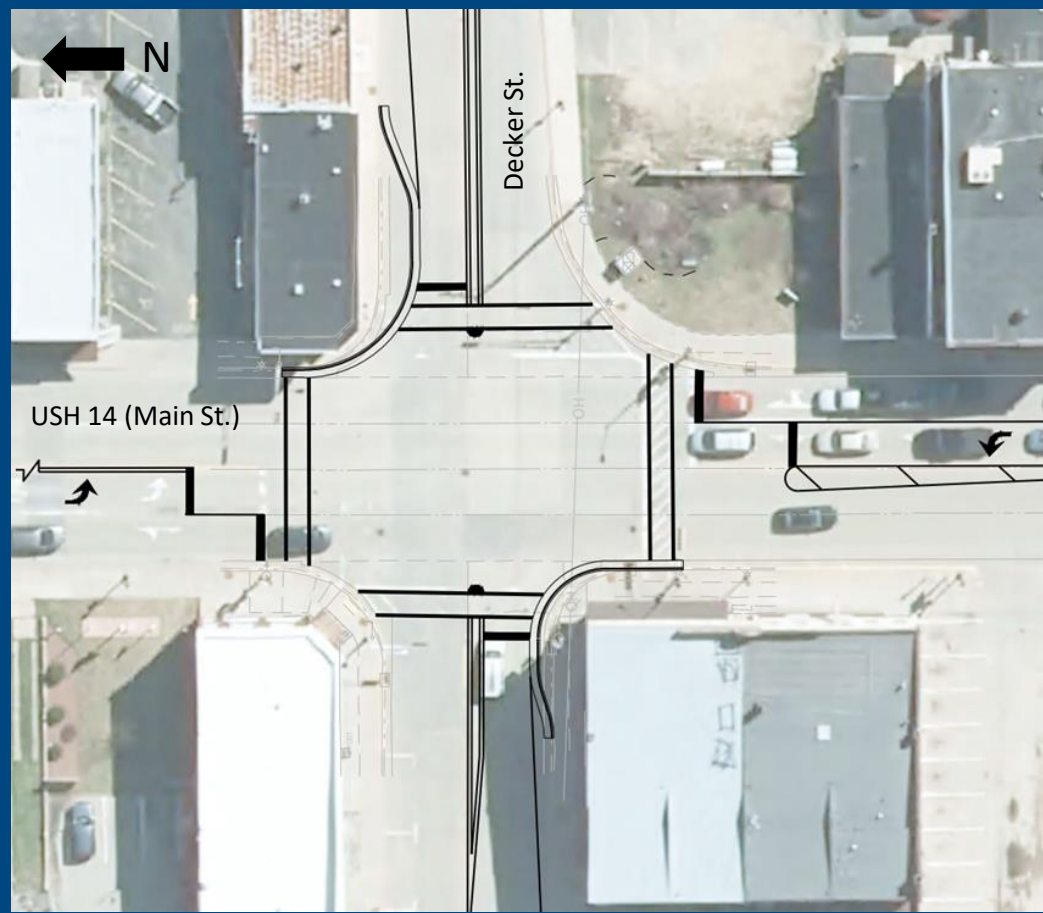


Example: Rectangular Rapid Flashing Beacon

Design Overview

Decker Street Modifications

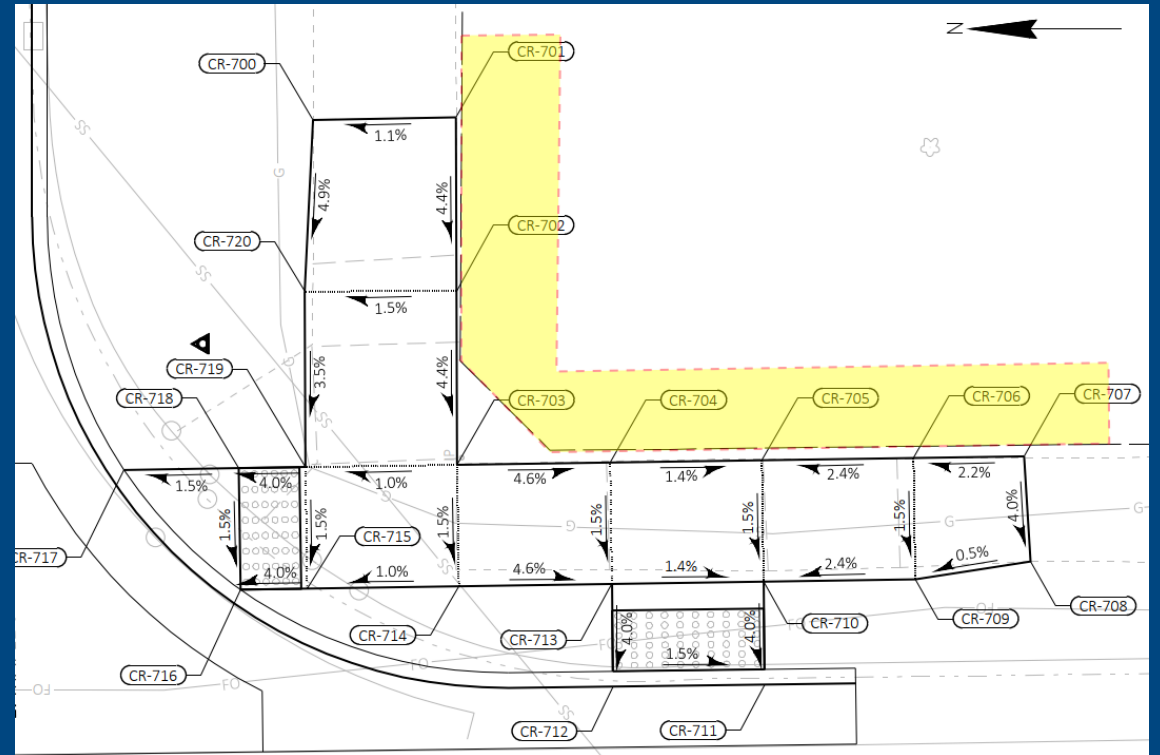
- Curb and gutter “bump-outs” will be installed in the northeast & southwest quadrants to improve pedestrian visibility and truck turning movements
- Decker Street approaches will be reduced to one-lane at the intersection and signal timing modified



Design Overview

Real Estate Impacts

- Temporary Limited Easements (TLE's) will be required at curb ramp replacement locations
- Easements would be for the duration of the project only and be needed for regrading/restoring slopes adjacent to new sidewalk and curb ramps



2023 Construction

Traffic Impacts

- USH 14 will remain open to traffic during construction
- Access to local businesses and sideroads will be maintained
- Work will be completed under single-lane closures and/or flagging operations



Schedule

- Environmental Report – October 2021
- 60 Percent Plan Submittal – November 2021
- Design Study Report Approved – November 2021
- Right of Way Exhibits – November 2021
- Real Estate Acquisition – January 2022 (Begin)
- Final Plans – February 2023
- Construction – Summer 2023



Contacts

We welcome your input

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