

**WIS 28
Horicon - Kewaskum
Ellsworth Street to N. Junction CTH TW
Dodge County**

**RESPONSE TO PUBLIC COMMENTS
Project ID 3270-01-04/74**

In October of 2020, the Wisconsin Department of Transportation sent out project notification letter, a project fact sheet and mail-in comment form as a Virtual Public Involvement process due to public health restrictions on having an in-person meeting with the public. The comments below are paraphrased from the original, to show the information that would have been responded to at an in-person meeting, had one occurred.

Public Comments (in blue) followed by WisDOT response (in red):

Comment #1

I'd like to express a couple comments regarding WISDOT Project 3270-01-74 in Dodge County:

A stretch of State Rd 28 is adjacent to the recently constructed Gold Star Memorial Trail (Phase 1). For resurfacing of 28, I'd express concern for keeping the trail open for people walking and biking during construction. I know the timeline puts construction into 2023 at the earliest, but the trail has seen a huge increase in usage (up 300% at times) since the start of the pandemic. It is a busy corridor for foot and non-motorized traffic. Every effort should be made to ensure safe travel for these vulnerable users, especially at crossings. Often times, construction projects close off traffic for pedestrians or forget they exist altogether. I'd like to ensure that people wanting to walk and bike on the trail have the ability to safely and easily do so.

Additionally, I read that rumble strips will be added to 28. While this is a great safety measure for people driving vehicles, they can impede bicycles in the paved shoulder when placed too far off from the lane's white side line. I'm sure there is some MUTCD standard about how far off the white line the rumble strips should be, but if there is a way to keep the rumble strips as close to the white line as possible, and not in the middle of the paved shoulder, that would give potential bicyclists the maximum width to ride in the shoulder. This is of most concern between the Horicon Marsh Education and Visitors Center and the Horicon city limits. The Gold Star Memorial Trail current does not extend along the ROW of 28 past the Visitors Center. Some users of the trail walk through the Marsh to Horicon, while other more expert bicyclists continue to Horicon on 28.

Response #1

Thank you for your interest and comments with regard to the project on WIS 28 between Horicon and Mayville.

The Gold Star Memorial Trail that parallels STH 28 at this location will remain open at most times during construction, however, there may be times where it could become necessary for a short term closure at some of the road crossings if a feasible detour is not readily available. This type of short-term closure would be communicated ahead of time. WIS 28 "through" traffic will be detoured using WIS 33 and WIS 67.

Shoulder rumble strips will be installed approximately 6" from the lane edge line, which will leave approximately 4' of the 5' paved shoulder available for bicycles. These will be also gapped at sideroads and potentially some driveways.

Comment #2

Please consider adding turn lanes and passing lanes at the Horicon Marsh Education Center and better signage for the entrance. There have been accidents at the entrance and if people miss the entrance, they are making U-turns at the top of the hill or within private driveways.

Response #2

The proposed project is intended to address the substandard pavement. A safety screening analysis was completed for the project and no crash flags were present. Turn lanes and bypass lanes may be considered during a future project.

Comment #3

I am assuming paved improvements to existing driveways are included in the resurfacing. If so, who pays for the improvements and what is the cost. Safety is also my concern.

Response #3

The construction limits for driveways will be located at the edge of the existing paved shoulder. The costs associated with this removal and replacement will be paid for by the Wisconsin Department of Transportation.

Local Officials Comments (in blue) followed by WisDOT response (in red):

- Our hope is that that culverts that we installed under the Gold Star Trail a couple years ago will not have to be replaced resulting in the trail having to be dug up.
 - In general, all of the pipe replacements along this stretch of STH 28 will generally be in-kind replacements and impacts to the Gold Star Memorial trail are not anticipated. These pipe replacements will be performed by Dodge County using a local force account contract and be completed approximately one year ahead of our construction.
- If the trail does need to be crossed and dug out, we would expect patch and replace schedule similar to the road with allowing natural settling before placing final asphalt surface. We would expect a temporary asphalt patch to be installed for safety purposed on the trail.
 - See 1st response
- Additionally, if culverts or any of the trail structures are affected adjacent to the trail, we assume and expect the project would replace at a level as good or better.
 - See 1st response
- Several areas of the trail are below grade of the road and are subject to gravel and sediment washing from the road. If there will be any ground disturbance in these areas we ask for extra attention to erosion control/quick vegetation renewal to prevent extra washing over the trail.
 - Proper EC will be installed if disturbance due to culvert replacement is near these areas.
- Please be aware of the County Snowmobile Trail crossing located about ¼ mile west of Hwy TW – maybe special pavement treatment could be done to enhance visibility of the crossing and better protect pavement from snowmobile traffic.
 - We will coordinate with Michelle B. on this question.

- When the Gold Star Trail was originally proposed, some residents on Marsh Lane Road expressed safety concerns with a left hand turn onto Marsh Lane Road (often having to wait for oncoming traffic and now bike/peds on the trail crossing). There were concerns with it being on a hill with visibility limits and excessive speed concerns. They expressed at that time a desire for a turn lane/bypass lane at that location.
 - This is a maintenance project only meant to improve the pavement surface, improve substandard guardrail and replace pipe culverts in poor condition therefore geometric changes including the addition of turn or bypass lanes cannot be approved for funding unless a significant amount of crashes occur that would generate a crash flag. This intersection was not flagged with safety issues therefore there are no planned geometric improvements being considered.
- Also I ask to be alerted by the contractors at least 1 week prior to their planned work, so we can provide necessary alerts to public and maintenance staff, etc.
 - The contractor will be required to notify all affected locals, including schools, police, fire & ems at least 1 week prior to the planned closure.