

WIS 33
Mulberry Street to Taft Avenue
Village of West Baraboo and City of Baraboo
Project 5090-05-01/30

Wisconsin Department of Transportation
SW Region – Madison Office

Virtual Public Involvement Meeting # 1

July 03, 2020



Project Team

➤ WisDOT Project Team

- Brenda Schoenfeld, SW Region Project Supervisor
- Greg Brecka, SW Region Project Manager

➤ Consultant Design Team – Oneida Engineering Solutions (OES)

- Zach Freeman, Project Manager
- Brett Peterson, Project Engineer

➤ Village of West Baraboo (sanitary sewer and water main)

➤ City of Baraboo (sanitary sewer and water main)



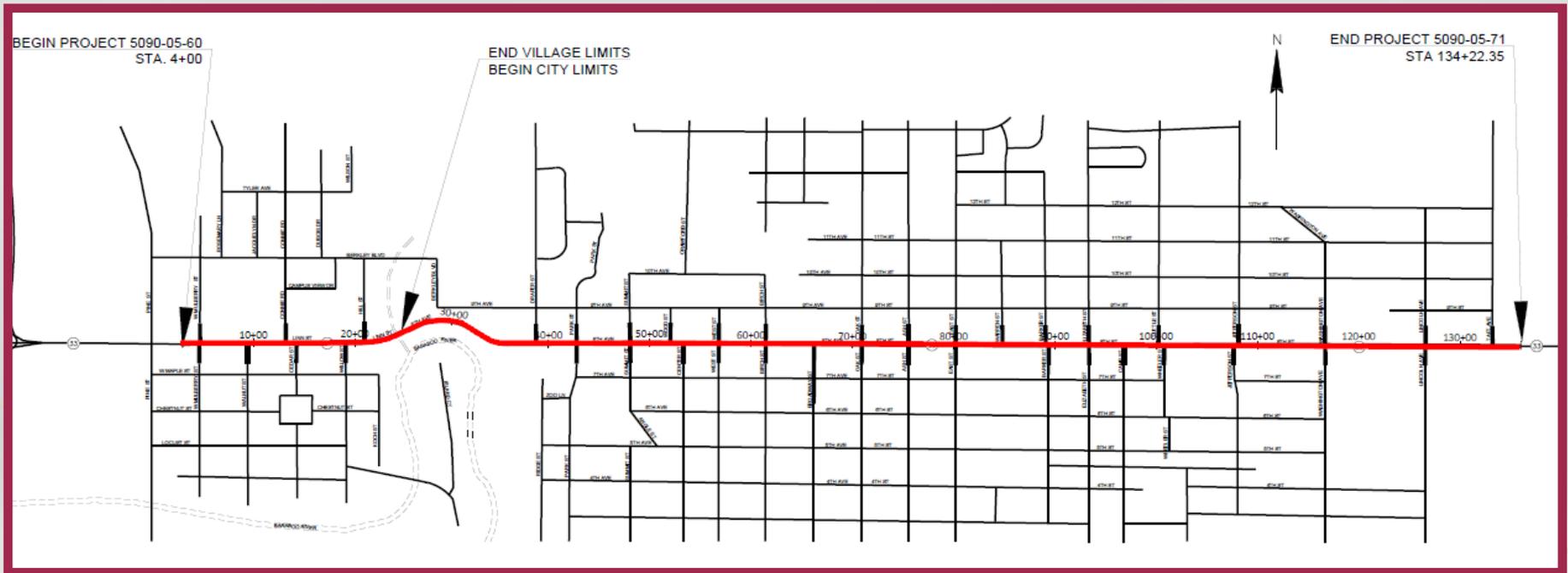
Presentation Agenda

1. Project location, purpose & need, and proposed improvements
2. Intersection alternatives at Draper and Broadway Streets
3. General project information
4. Project schedule
5. Planned detour route
6. Gather input from the public



Project Location

The project along WIS 33 starts at Mulberry Street and ends at County Highway T (Taft Avenue)



Project Purpose and Need

- The purpose of this project is to replace the deteriorated pavement and improve safety and operations along this corridor
- Project Need
 - The existing pavement is deteriorated and in need of replacement
 - WIS 33 was constructed with concrete in 1974 (Village) and 1988 (City). Asphalt overlay in 1994 (City)
 - Higher than average number of rear-end accidents created by left turning vehicles being hit from behind
 - Safety and operation needs at Draper and Broadway Intersections

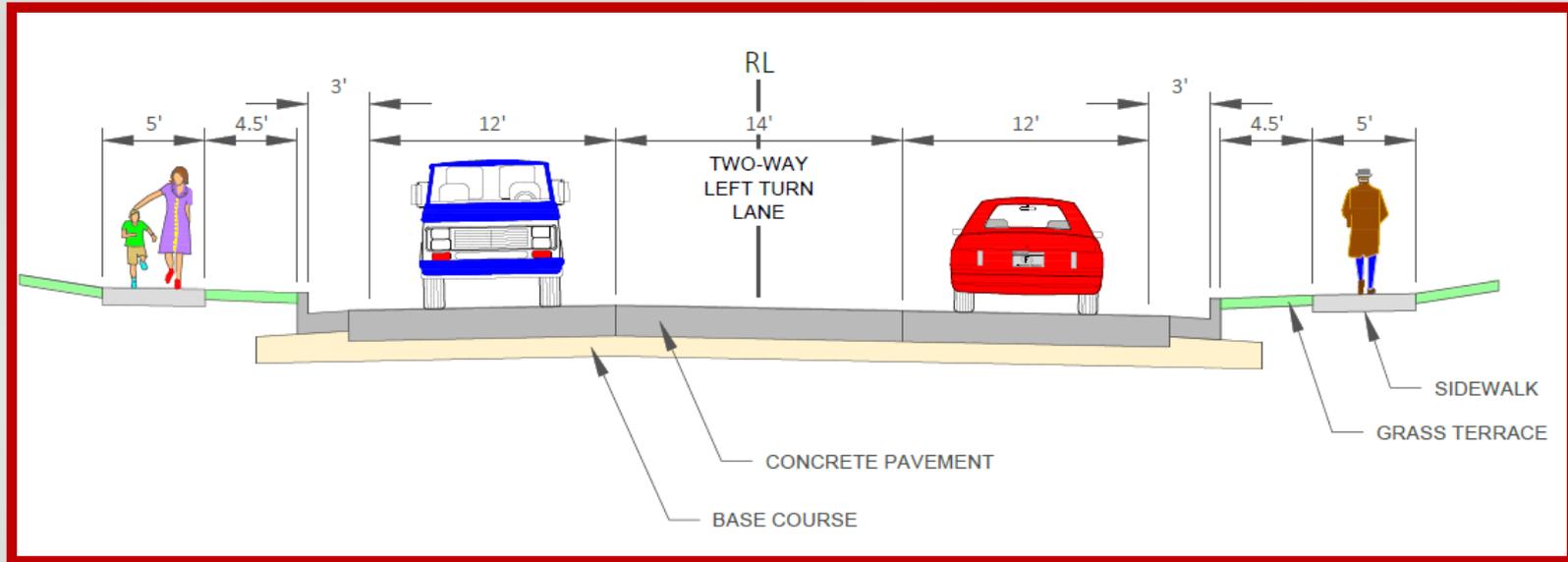


Traffic

- 8,000 – 14,000 vehicles per day in 2017
- 10,500 – 16,000 vehicles per day projected for the design year of 2045.
- WIS 33 Corridor Preservation Study in 2017 evaluated traffic volumes and crashes along this corridor.
 - Recommended a two way left turn lane be constructed to minimize the high number of rear-end crashes
 - Determined that one through lane in each direction is adequate to handle the projected volumes



Village of West Baraboo proposed improvements

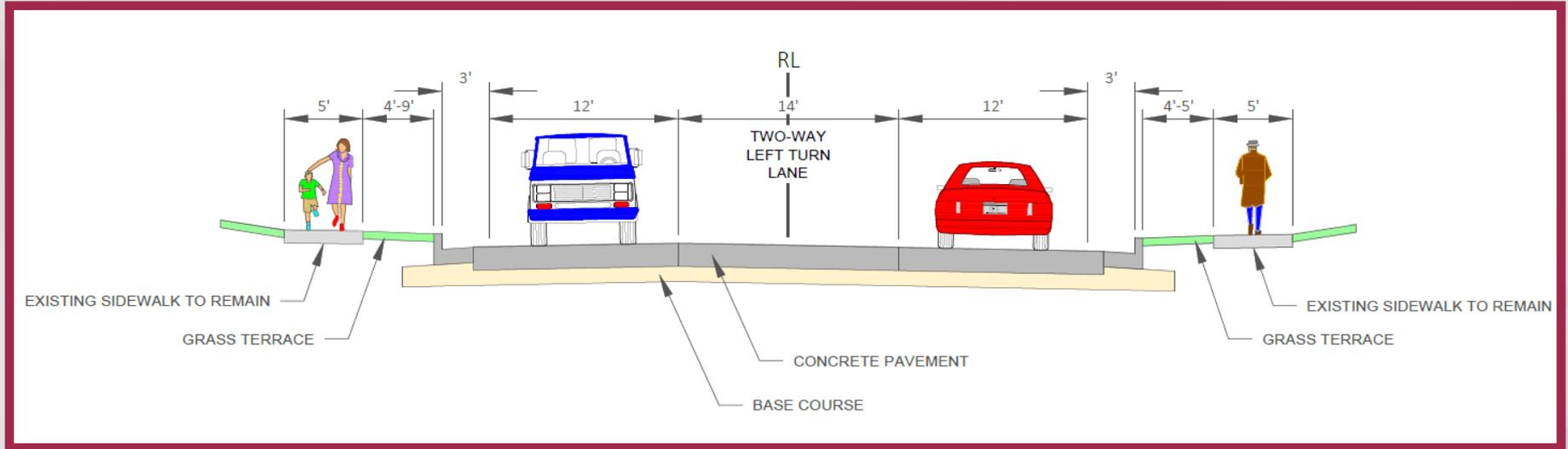


Mulberry Street to the East Village Limits

- Replace the existing four lane roadway with one 12' lane with a 3' urban shoulder in each direction and a 14' wide two-way-left-turn-lane in the center
- Replace the existing curb & gutter and sidewalk
- Update curb ramps to meet current ADA standards
- Replace storm sewer and inlets
- Add street lighting
- Replace the sanitary sewer and water main



City of Baraboo Project proposed improvements



West City Limits to Count T (Taft Avenue)

- Replace the existing four lane pavement with one 12' lane with a 3' urban shoulder in each direction and a 14' wide two-way-left-turn-lane in the center
- Replace traffic signals at three intersections (Draper, Broadway and East Streets)
- Improve traffic operations at Draper Street and Broadway Street intersections with WIS 33
- Replace storm sewer and inlets
- Replace sidewalk as needed
- Update all curb ramps
- Replace the sanitary sewer and water main



Two-Way-Left-Turn-Lane

“TWLTL” (pronounced twiddle)

Advantages of two-way-left-turn-lanes:

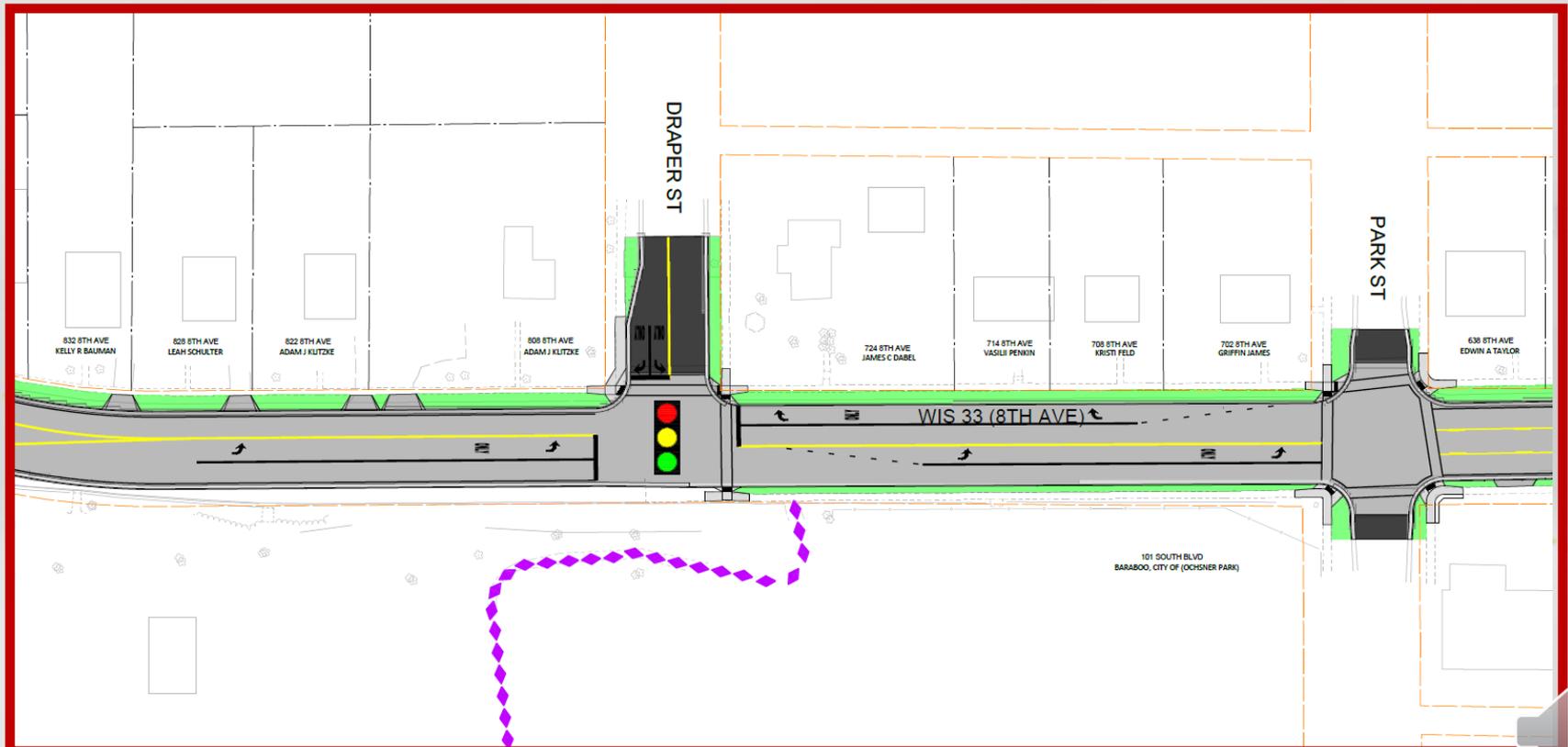
- Reduce the number of rear-end collisions by removing the left turn vehicles from the through traffic lane
- Create a deceleration and refuge lane for vehicles making left turns from the roadway
- Create an acceleration lane for vehicles turning left onto the roadway
- At signalized intersections the TWLTL is removed and the center lane can be used for dedicated left turn lanes
- Can provide raised median pedestrian refuge at intersections



WIS 33 & Draper Street Intersection

Eastbound: End the TWLTL and create a dedicated left turn lane from WIS 33 onto Draper Street. Continue the dedicated left turn lane to Park Street.

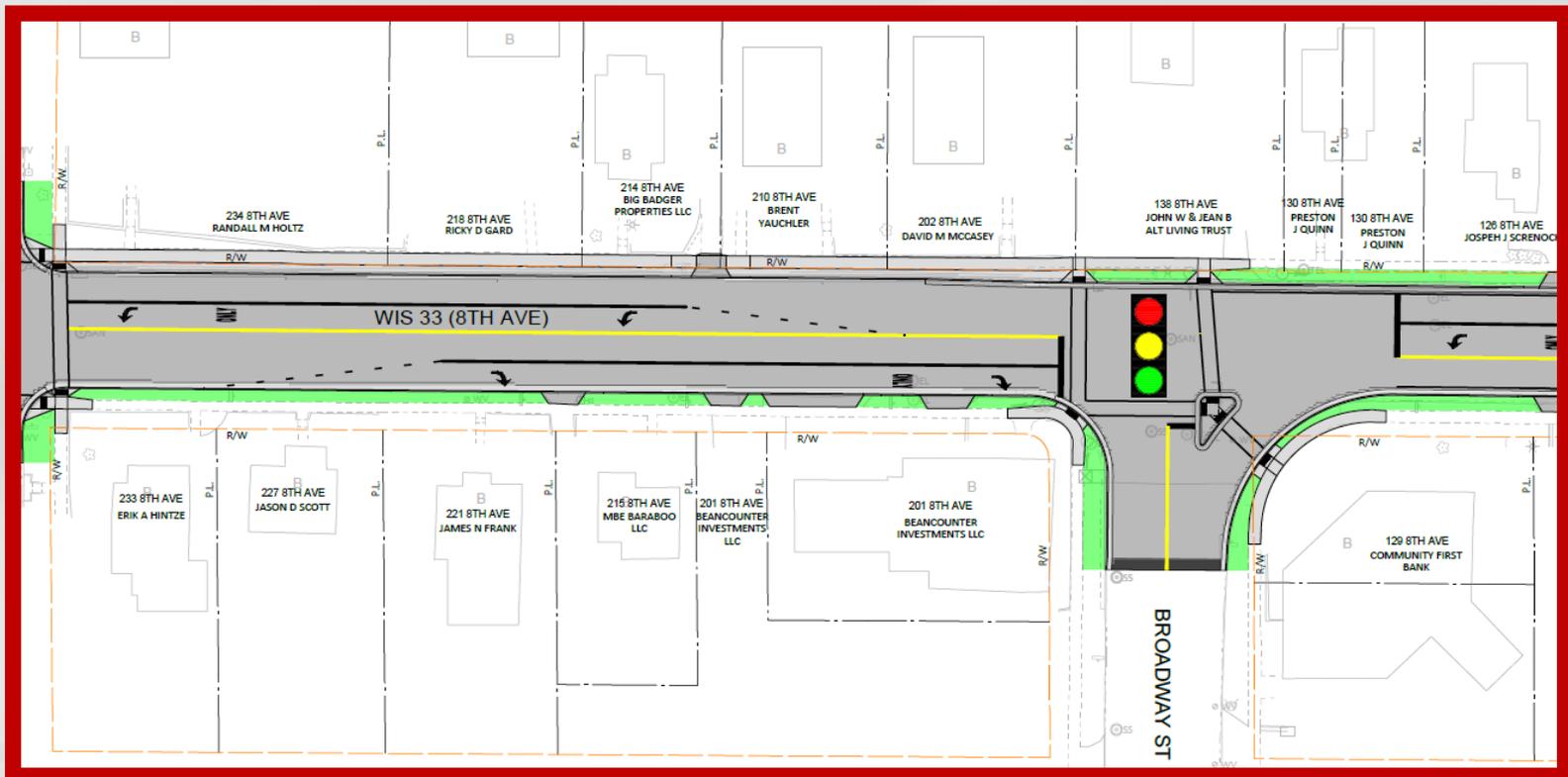
Westbound: End the TWLTL at Park Street, and create a dedicated right turn lane from WIS 33 to Draper Street.



WIS 33 & Broadway Street Intersection Alternative 1

Eastbound: End the TWLTL at Birch Street and create a dedicated right turn lane from WIS 33 onto Broadway Street.

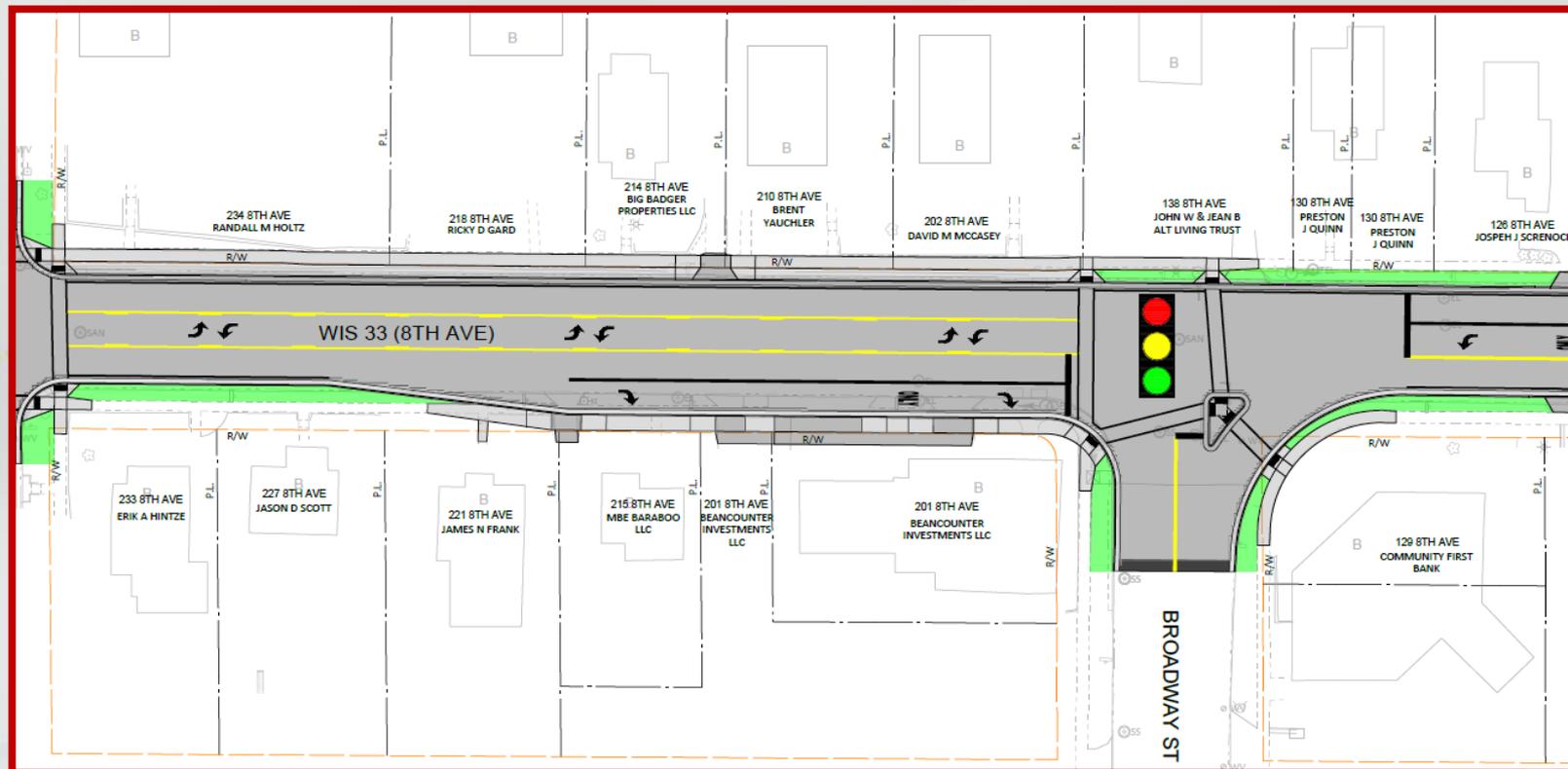
Westbound: End the TWLTL near Oak Street, and create a dedicated left turn lane from WIS 33 to Broadway Street. Continue dedicated left turn lane at Birch Street.



WIS 33 & Broadway Street Intersection Alternative 2

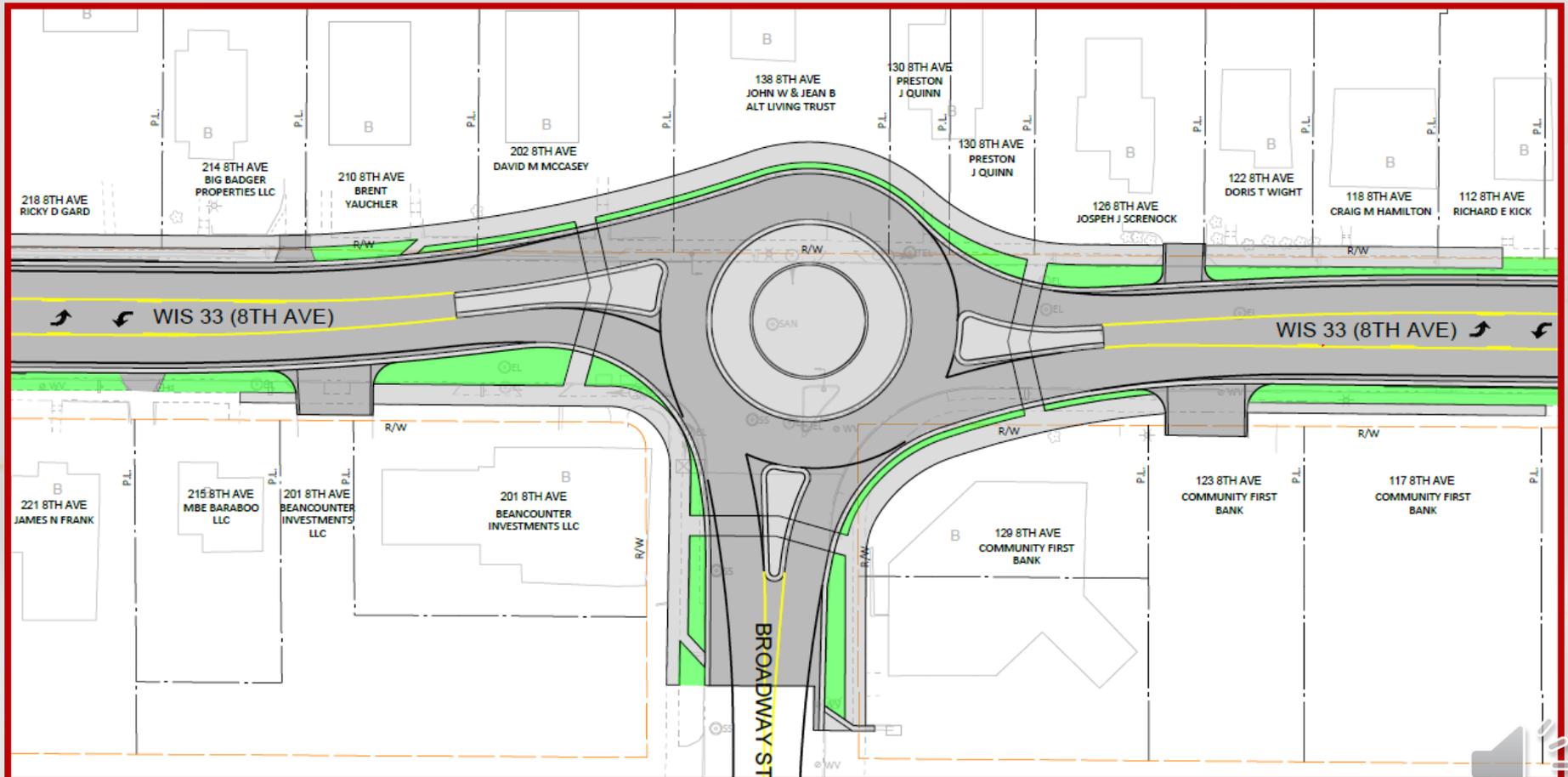
Eastbound: Continue the TWLTL and widen the roadway to create a dedicated right turn lane from WIS 33 onto Broadway Street.

Westbound: End the TWLTL near Oak Street, and create a dedicated left turn lane from WIS 33 to Broadway Street. Restore TWLTL after Broadway Street.



WIS 33 & Broadway Street Intersection Alternative 3 - Roundabout

Replace the existing signalized intersection with a roundabout.



General Project Information:

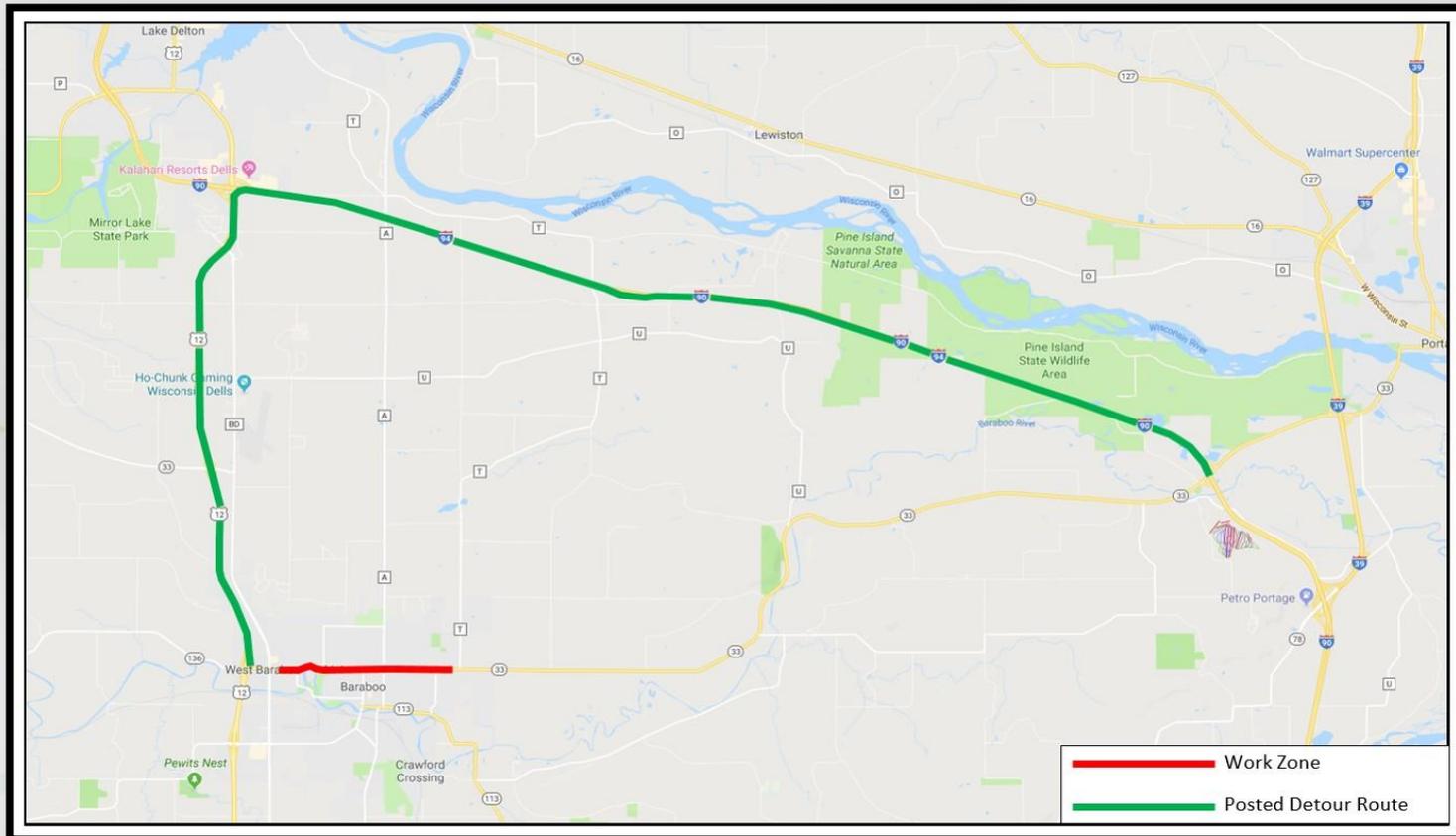
- **Mailboxes:** If currently on WIS 33, mailboxes will likely be moved off the roadway and installed on the front of the house or moved to a common location.
- **Grass Terrace:** The strip between the roadway and the sidewalk will be replaced with grass as part of the construction project.
- **Driveways:** Many properties along WIS 33 have access to back alleys. City and Village staff will review options with the property owners and determine which driveways should be removed from WIS 33 in order to improve traffic flow and safety.
- **Businesses:** WisDOT maintains a website titled “In This Together” that provides the business community with ideas for encouraging customers to access the businesses during construction.

<https://wisconsindot.gov/Pages/projects/in-together/default.aspx>



WIS 33 Traffic during Construction

- The highway will be detoured
- The highway will remain open for local resident and business access
- The construction will be staged to allow for the “west” or “east” section to remain open as long as possible. A potential staging split would be at Broadway Street.



Project Schedule

- Public Involvement Virtual Presentation #1 July 2020
- Environmental Document Completed September 2020
- 60% Preliminary Plans completed January 2021
- **Public Involvement Meeting #2 February 2021**
- Real Estate Plat completed March 2021
- Real Estate Acquisitions Summer 2021 – Fall 2022
- **Public Involvement Meeting #3 Winter of 2022**
- 90% Plans completed March 2023
- Final Plans completed and accepted May 2023
- **Project Construction Currently scheduled for 2024**



Thank you for viewing this Virtual Public Involvement Presentation !

- If you have any comments, questions, or concerns about this project, send an email, give us us a call:

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