

# Public Involvement

US 8  
Rhineland – Monico  
WIS 47 to County P  
Oneida County  
Project ID: 1590-12-05



January 18, 2023

Deaf, hard-of-hearing, deaf-blind, and speech-disabled persons should contact the Wisconsin Relay Service by dialing 711.

## Purpose

The purpose of the US 8 public involvement is to:

- Present information regarding the current condition and needs of the roadway
- Provide information on the proposed improvements to US 8
- Obtain your input and answer your questions.

## Project Information

We are proposing to improve 6.1 miles of US 8. The purpose of the proposed project is to address safety issues and improve pavement conditions of an important US highway in northern Wisconsin. The project would be split into two separate construction projects. The first project being from County G to County P and the second project being from WIS 47 to County G.

The purpose of the proposed US 8 project is to address pavement deficiencies and safety at the WIS 17 South intersection.

- **Deteriorating Pavement**
  - The current pavement has deteriorated in the form of visible cracking that is susceptible to tenting during the winter. The pavement also has alligator cracking and rutting.
- **Safety**
  - There have been multiple crash safety issues at the WIS 17 South intersection with a higher number of crashes than what would be expected for a similar intersection.

## Proposed Improvements Include:

- County G to County P (scheduled 2024)
  - Replacing the existing pavement.
  - Subgrade improvement from WIS 17 North to River Bend Rd.
- WIS 47 to County G (scheduled 2026)
  - Replacing the existing pavement.
  - Address safety concerns at the US 8 intersection with WIS 17 South/Boyce Drive.

## Proposed Intersection Improvement Alternatives:

### US 8 & WIS 17 South/Boyce Dr Intersection

#### Alternative 1 – Replace in Kind

- Matches existing intersection layout
- Replaces the deteriorated pavement and curb & gutter
- Reuses existing signals.
- Does not address safety issues at the intersection.
- Accommodates oversized/overweight vehicles
- Operates well through year 2046.
- Designed for 45 mph posted speed.
- Approximate cost to construct: \$1,620,000.

## Alternative 2 – Improved Signalized Intersection

- Reconstructs the intersection as an updated signalized intersection.
- Replaces the deteriorated pavement and curb & gutter.
- Replaces all traffic signals.
- Improves safety by adding slotted left-turn lanes to all four legs of the intersection.
  - Improves visibility for drivers in the left turn lane.
- Accommodates oversized/overweight vehicles.
- Operates well through year 2046.
- Designed for 45 mph posted speed.
- Approximate cost to construct: \$2,670,000.



## Alternative 3 – Roundabout

- Reconstructs the intersection as a modern single-lane roundabout.
- Replaces the deteriorated pavement and curb & gutter.
- Reduces the number of intersection conflict points.
- Reduces crash severity
- Potential accommodations for bicycles and pedestrians.
- Accommodates oversized/overweight vehicles.
- Operates well through year 2046.
- Designed for 45 mph posted speed.
- Approximate cost to construct: \$1,880,000.



## US 8 & COUNTY G Intersection

### Alternative 1 – Replace in Kind

- Closely matches existing intersection layout.
  - Minor revisions to islands for bike accommodations along County G.
- Replaces the deteriorated pavement and curb & gutter.
- Reuses existing signals.
- Provides bike accommodations along County G.
- Accommodates oversized/overweight vehicles.
- Operates well through year 2046.
- Designed for 45 mph posted speed.
- Approximate cost to construct: \$1,350,000.

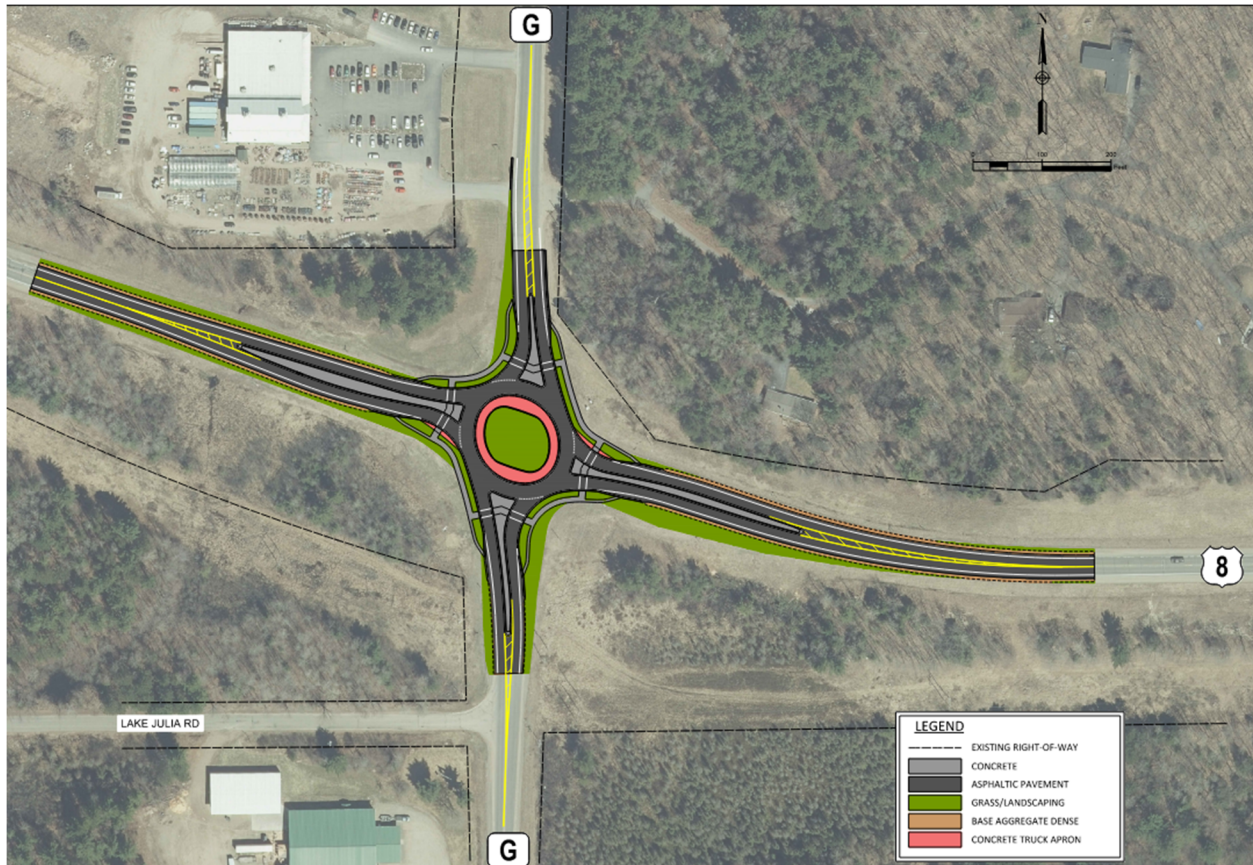
### Alternative 2 – Improved Signalized Intersection

- Reconstructs the intersection as an updated signalized intersection.
- Replaces the deteriorated pavement and curb & gutter.
- Replaces all traffic signals.
- Extends the turn bays and widen the medians.
- Revises islands to improve visibility for right turning vehicles.
- Provides bike accommodations along County G.
- Accommodates oversized/overweight vehicles.
- Operates well through year 2046.
- Designed for potential 55 mph posted speed.
- Approximate cost to construct: \$2,290,000.



### Alternative 3 – Roundabout

- Reconstructs the intersection as a modern single lane roundabout.
- Replaces the deteriorated pavement and curb & gutter.
- Reduces the number of intersection conflict points.
- Reduces crash severity.
- Includes accommodations for bicycles and pedestrians.
- Accommodates oversized/overweight vehicles.
- Operates well through year 2046.
- Designed for potential 55 mph posted speed.
- Approximate cost to construct: \$1,740,000.



### **US 8 & 17 N / Germond Road Intersection**

#### Alternative 1 – Mill and Overlay

- Mill and overlay the existing pavement.
- Improves the ride quality of the road.
- Reuses existing signals.
- Accommodates oversized/overweight vehicles.
- Operates well through year 2046.
- Designed for 45 mph posted speed.
- Approximate cost to construct: \$640,000

## Alternative 2 – Improved Signalized Intersection

- Reconstructs the intersection as an updated signalized intersection.
- Replaces the deteriorated pavement and curb & gutter.
- Replaces all traffic signals.
- Updates the curb and gutter in medians.
- Extends the turn bays.
- Accommodates oversized/overweight vehicles.
- Operates well through year 2046.
- Designed for potential 55 mph posted speed.
- Approximate cost to construct: \$2,120,000.



## Alternative 3 – Roundabout

- Reconstructs the intersection as a modern single-lane roundabout.
- Replaces the deteriorated pavement and curb & gutter.
- Reduces the number of intersection conflict points.
- Reduces crash severity.
- Accommodates oversized/overweight vehicles.
- Potential accommodations for bicycles and pedestrians.
- Operates well through year 2046.
- Designed for potential 55 mph posted speed.
- Approximate cost to construct: \$1,940,000.



The approximate cost of the proposed construction improvements is between \$9 to \$12 million depending on the intersection alternatives selected.

## **Proposed traffic impacts**

US 8 traffic from WIS 47 to County P would be either detoured or staged to minimize impacts to traffic and businesses. If the project is staged during construction, at least one lane will be maintained at all times using flagging or temporary signals.

A potential detour along County P is being investigated for the County G to County P project scheduled for 2024.

## **Real estate**

No real estate is anticipated.

## **Project update/next steps**

Local officials meeting #1	December 2022
Public involvement #1	January 2023
Environmental document	March 2023
Design Study Report	April 2023
Final plans (County G to County P)	November 2023
Construction (County G to County P)	2024
Environmental Document Update	September 2023
Design Study Report Update	November 2023
Final plans (WIS 47 to County G)	May 2025
Construction (WIS 47 to County G)	2026

## Public input/comments

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

There are several ways to submit your input by **February 18, 2023**:

1. Fill out the comment form attached to this handout and mail it to WisDOT
2. Complete the fillable online survey on the project website
  - a. [Wisconsin Department of Transportation US 8, WIS 47 to County P \(wisconsin.gov\)](https://wisconsin.gov)
3. Email comments or questions to the contact listed below

Deaf, hard-of-hearing, deaf-blind, and speech-disabled persons should contact the Wisconsin Relay Service by dialing 711.

For more information, please contact:

Stacy Hagenbucher  
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Wisconsin Department of Transportation  
510 N. Hanson Lake Road  
Rhineland, WI 54501  
715-365-5770  
[Stacy.Hagenbucher@dot.wi.gov](mailto:Stacy.Hagenbucher@dot.wi.gov)





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Place  
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WisDOT North Central Region - Rhinelander  
510 North Hanson Lake Road  
Rhinelander, WI 54501  
Attn: Stacy Hagenbucher

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