

Public Involvement

**WIS 21
Coloma - Wautoma
Waushara County**

**Design ID: 6170-00-00
Construction ID: 6170-00-70 & 6170-00-74**



**Public Involvement Period:
August 10, 2020 to September 4, 2020**

An in-person Public Involvement Meeting is not being held based on the most current health information from state, federal and local health departments.

The Wisconsin Department of Transportation continues to review prioritization and potential alternatives for public meetings and events.

This handout and project information is also available on the design website at <https://wisconsin.dot.gov/Pages/projects/by-region/nc/wis21coloma/default.aspx> and is also posted at the Richford Town Hall, on the south side of the building near the baseball field.

Thank you for your interest in this project, we look forward to your feedback. Deaf or hard of hearing persons needing assistance should contact the Wisconsin Telecommunications Relay system (dial 711).

Public Involvement

Our objective is to update you on the project scope and schedule and to obtain your input on the identified needs, proposed improvements, traffic control, and real estate acquisition along WIS 21 between Coloma and Wautoma in Waushara County.

Project Location

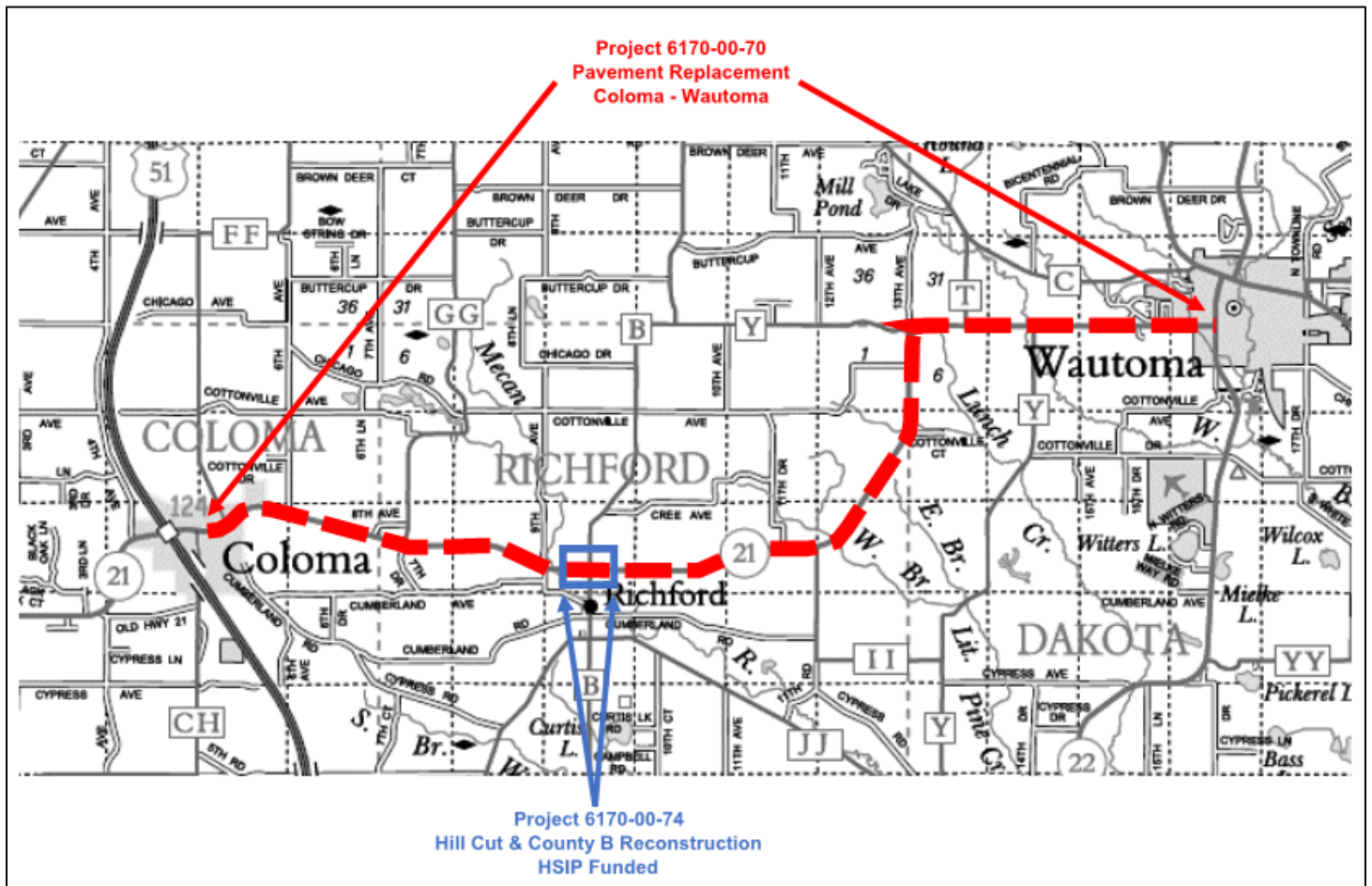


Figure 1: Project Location Map

Roadway Information

WIS 21 is classified as a principal arterial, is part of the National Highway System, and is both an OSOW and a long truck route. In addition, WIS 21 is a Strategic Highway Network route, which is a route deemed necessary for emergency mobilization of military operations by the Department of Defense and Federal Highway Administration.

Current Average Daily Traffic (ADT) on WIS 21 is 4400 vehicles per day (vpd) and the projected ADT in the year 2040 is 5700 vpd. Truck traffic accounts for 23% of the total traffic. In addition, the route is widely used by horse drawn vehicles and equipment.

Purpose and Need for Roadway Improvements

The purpose of the project is to address the existing asphalt pavement, which is showing signs of deterioration and has reached the end of its service life. In addition, there is a crash history at the intersection with County B due to restricted sight distance. The project will improve sight distance and safety at this intersection through Highway Safety Improvement Program (HSIP) funding. There have also been run off the road crashes along this segment of highway, so the project will improve roadside safety along the entire route.

Proposed Improvements

After exploring various alternatives, the proposed improvements for this project include pulverizing and relaying the existing asphalt, which consists of grinding up the existing pavement and placing it back down on the roadway to serve as base for new pavement. Then, 5.75 inches of new asphalt pavement will be placed on top of the pulverized material.

This will raise the elevation of the roadway by 5.75 inches and will result in side slope grading and/or ditching along the entire corridor in order to blend the new roadway elevation in with the surrounding area. Slopes and ditches will be graded flat enough along the side of the road so that a vehicle that leaves the roadway should be able to safely maneuver back onto the roadway. The grading and ditching work will require right-of-way to be purchased along the corridor.

Based on previous public comments, WisDOT explored the possibility of paving wider shoulders to accommodate buggies and other horse-drawn vehicles. The amount of buggy traffic was counted using a portable traffic camera in three locations along this segment of WIS 21. While the counts illustrated that there is some usage by buggies along the entire route, the highest and most consistent buggy traffic was observed between Coloma and County B.

Based on this information, it was determined that the extra cost to widen the paved shoulders to 6-feet to accommodate buggy traffic is justified between Coloma and County B. The paved shoulders from County B to just outside of Wautoma will remain at 3-feet wide, and the paved shoulders will widen to 6-feet again in Wautoma to accommodate bicyclists from the surrounding neighborhoods. In addition, the total shoulder width will be constructed at 8-feet wide with a consistent 2% cross slope throughout the entire project. A wider shoulder improves safety for all motorists by providing additional space for a wandering vehicle to return to the travel lane, for a disabled vehicle to pull over, and for large farm equipment to travel on.

The proposed lane and shoulder widths and slopes can be seen in Figure 2.

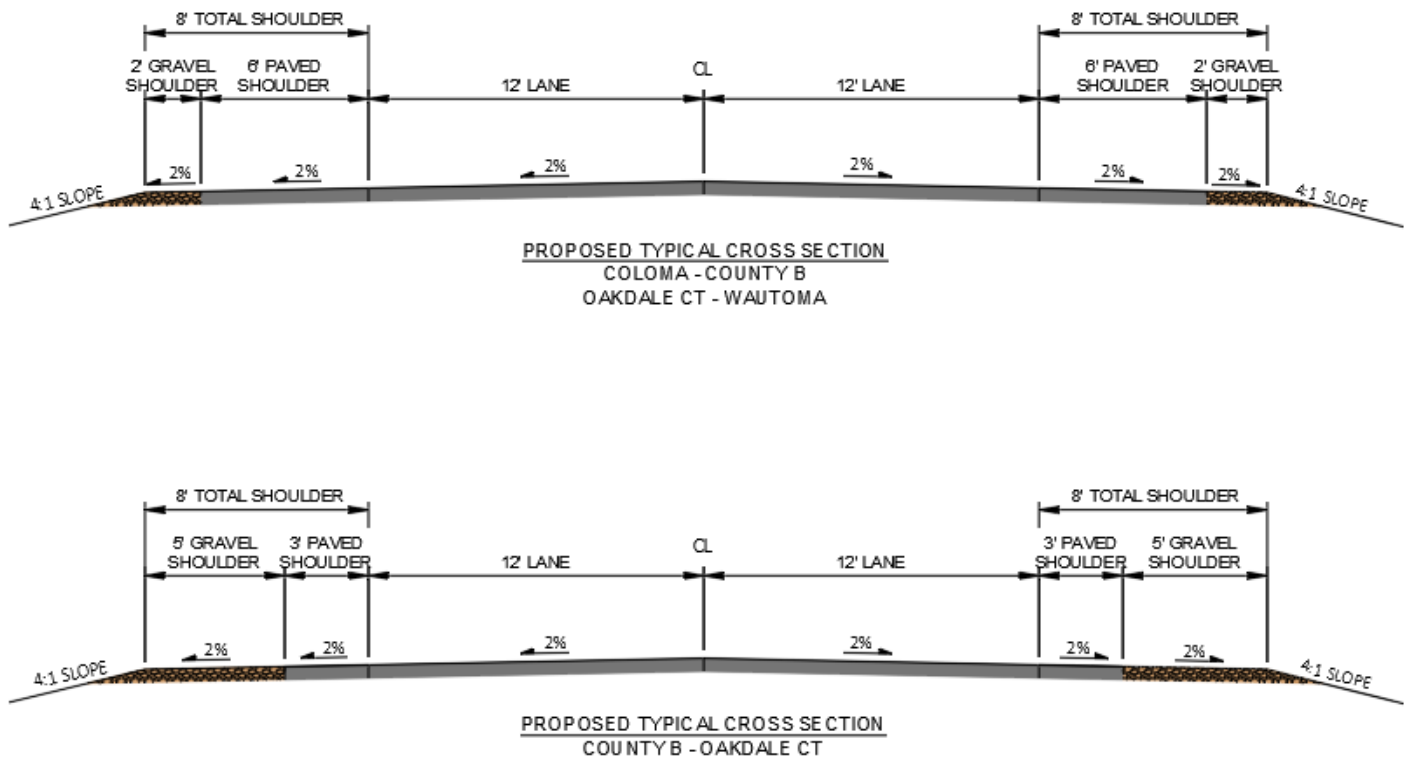


Figure 2: Proposed Typical Cross Sections

The hill west of County B will be lowered to improve sight distance at the intersection (Figure 3). The intersection will also be reconstructed to better align the north and south leg of County B (Figure 4). This work will be constructed using HSIP funding.

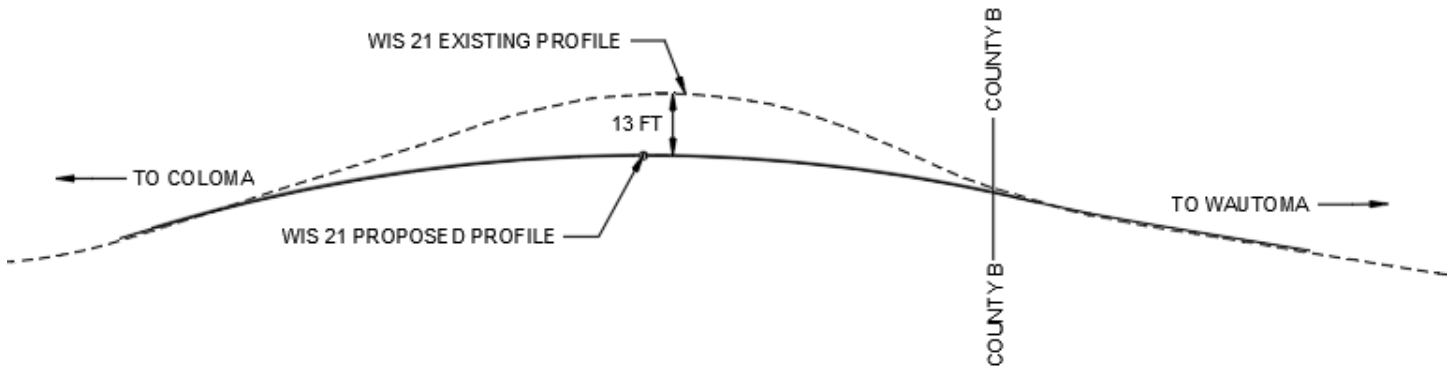


Figure 3: Hill Cut Profile



Figure 4: County B Realignment

Guardrail will be replaced at the Mecan River and Bird Creek structures. The guardrail near Cottonville Court will be removed and the slopes will be graded to standards (Figure 5).

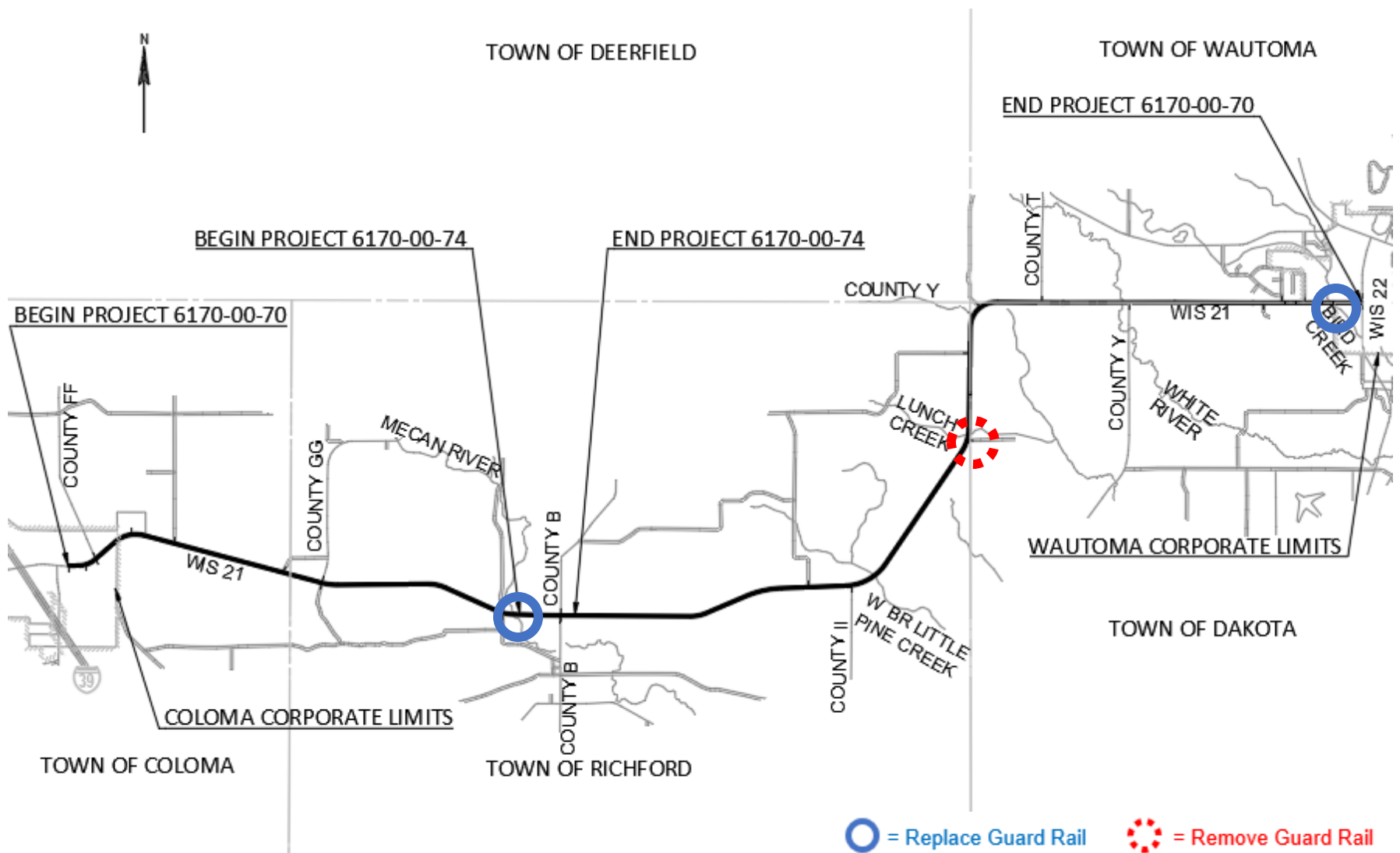


Figure 5: Guardrail Locations

Nearly all of the culverts under WIS 21 will be either replaced or extended to accommodate the side slope grading and ditching. All side road and driveway culverts will also be replaced in order to accommodate the side slope grading and ditching. (**Note:** Driveway culverts are not shown on the illustration below). In addition, there are two cattle passes along the project that are proposed to be removed as they are no longer in use.

Among the culverts that are being replaced are the culverts on the West Branch of Little Pine Creek and Lunch Creek. Because these culverts carry Class I trout streams, it is proposed to replace the existing pipe culverts at these locations with box culverts to not only accommodate the flow of the streams, but also to accommodate aquatic organism passage. See Figure 6 for the locations of the various types of proposed culvert work.

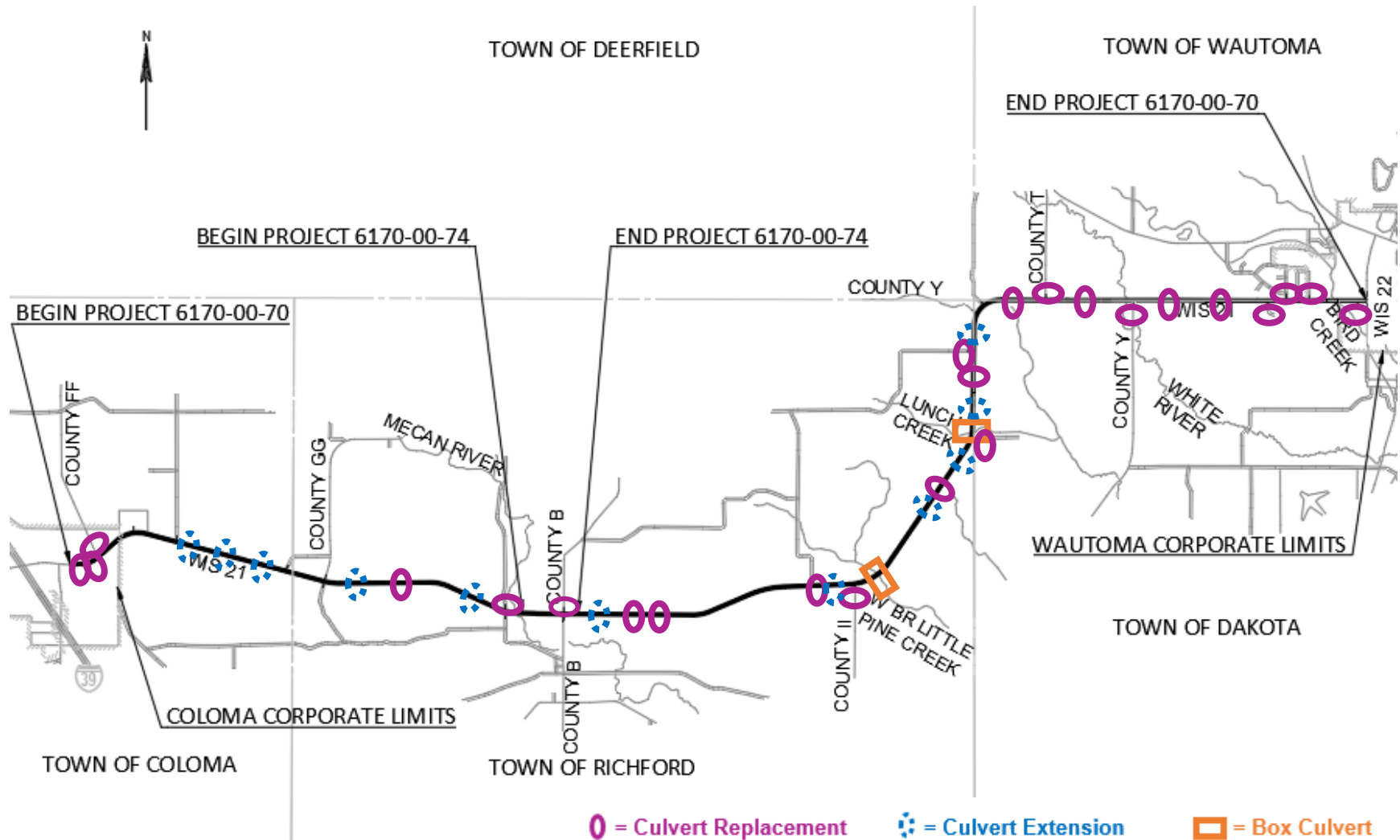


Figure 6: Culvert Locations

In addition, proposed improvements include replacement of curb and gutter, minor intersection improvements, replacement of pavement marking and signing, addition of centerline rumble strips (Figure 7) and the addition of a safety edge, which provides a smoother edge transition onto the roadway (Figure 8).



Figure 7: Centerline Rumble Strips



Figure 8: Safety Edge

Scope & Schedule Changes

In the fall of 2019, this project underwent a scope change. WisDOT continues to evaluate design practices and has updated the process and software for pavement design. The pavement design for this project was re-evaluated using the new practices and software. It was determined that the previous pavement design would not be sufficient to provide the pavement life and longevity that should result from this type of project.

Therefore, the pavement design was updated and was the main reason for the change in project scope. The change in scope also resulted in changes to other proposed improvements, the project schedule, and anticipated real estate impacts.

Below is a summary of the major changes:

Previous Scope & Schedule	Proposed Scope & Schedule
Pulverize and relay existing asphalt pavement, remove excess pulverized material, place 4 inches of new asphalt on top. Existing roadway elevation maintained through the removal of some of the pulverized material	Pulverize and relay existing asphalt pavement and place 5.75 inches of new asphalt on top. This pavement improvement results in a 5.75-inch raise in roadway elevation.
Roadside grading at select locations with steep side slopes	Roadside grading along the entire project to accommodate the raise in roadway elevation.
Total shoulder width of 7-feet	Total shoulder width of 8-feet
Paved shoulder width of 6-ft in Coloma and Wautoma and 3-feet throughout the rural areas.	Paved shoulder width of 6-feet from Coloma to County B and at the end of the project in Wautoma, 3-feet between County B and Wautoma.
Replacement of select culverts under WIS 21 due to the condition of the culvert	Replacement or extension of most culverts under WIS 21 due to the condition of the culvert and/or impacts from slope grading and ditching. Replacement of all side road and driveway culverts due to impacts from slope grading and ditching. Replacements include the addition of box culverts at West Branch of Little Pine Creek and Lunch Creek.
Curb and gutter and geometrics at intersections to remain	Replace all curb and gutter to match new roadway elevation and perform minor intersection geometric improvements
Real estate acquisition only in areas of steep side slope grading and hill cut.	Real estate acquisition at various locations throughout the whole project for grading and ditching and at the hill cut.
Construction as early as 2021	Construction scheduled for 2023

Environmental Coordination

WisDOT has been coordinating with many different agencies with regards to various environmental resources along the project, some of which are summarized below:

- Coordination with Native American tribes has been completed through letters and emails
- Archaeological and historical reviews have been completed. Some potentially significant archaeological and historical sites were identified, however there are no anticipated impacts to any of them. The State Historical Preservation Office will review the findings and conclusion of no impacts.
- WisDOT is coordinating with the DNR on the proposed sizing and configuration of the West Branch of Little Pine Creek and Lunch Creek box culverts to improve aquatic organism passage of these Class I trout streams
- There will be some minor impacts to DNR owned public lands for side slope grading and the box culvert construction at Lunch Creek. Most of the impacts will be temporary, but some permanent right-of-way may be required around the box culvert. WisDOT is currently coordinating with DNR regarding these impacts.
- There will also be minor impacts to Bird Creek Park in the city of Wautoma in order to install and perform grading around the new guard rail at the Bird Creek structure. Impacts will be temporary and for construction purposes only, and the area will be restored to it's current use after construction is complete. WisDOT is coordinating with the city of Wautoma regarding these impacts.
- WisDOT has been coordinating with the DNR, National Park Service, and Ice Age Trail Alliance to move the Ice Age Trail crossing near the Mekan River. The trail crossing will be shifted to the west to higher ground to provide better visibility for both hikers and motorists. In addition, the existing parking area near the trail is not in a safe location due to the restricted sight distance caused by the horizontal and vertical curves in the road, along with the guardrail at the structure. The parking area will be removed, and DNR will be constructing a new one off of 9th Ave. See Figure 9 for an overview of the proposed improvements in this area.

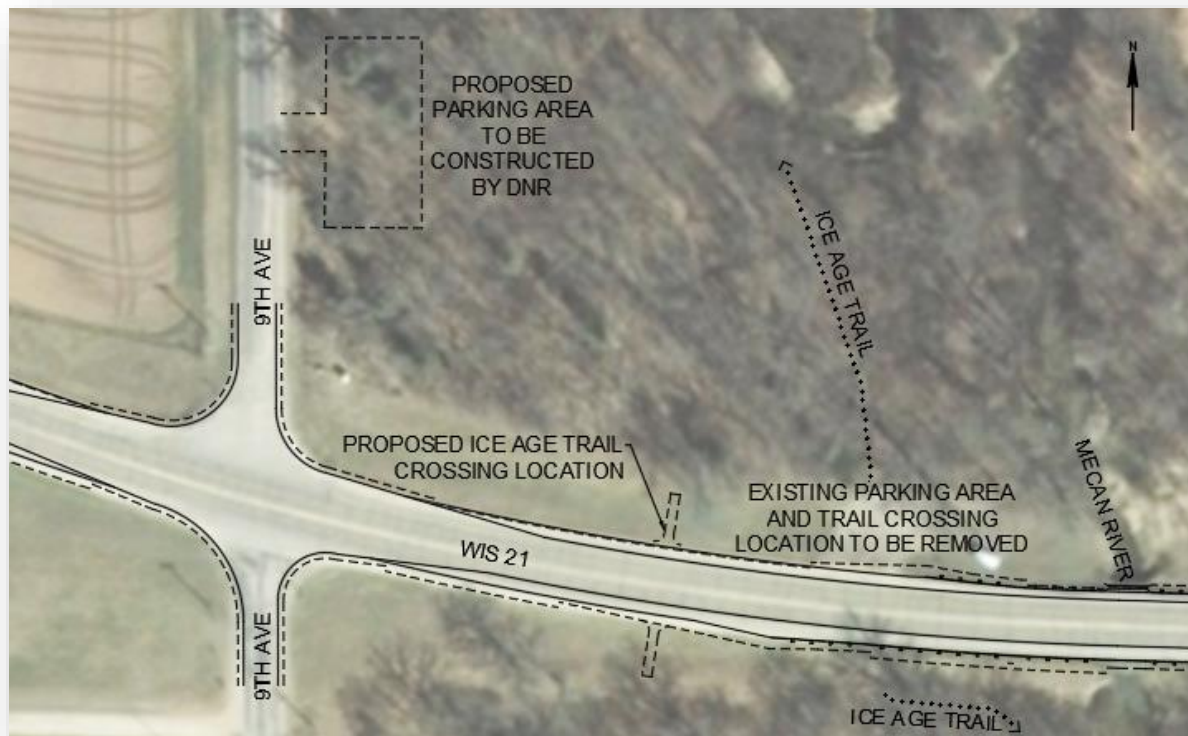


Figure 9: Ice Age Trail Crossing

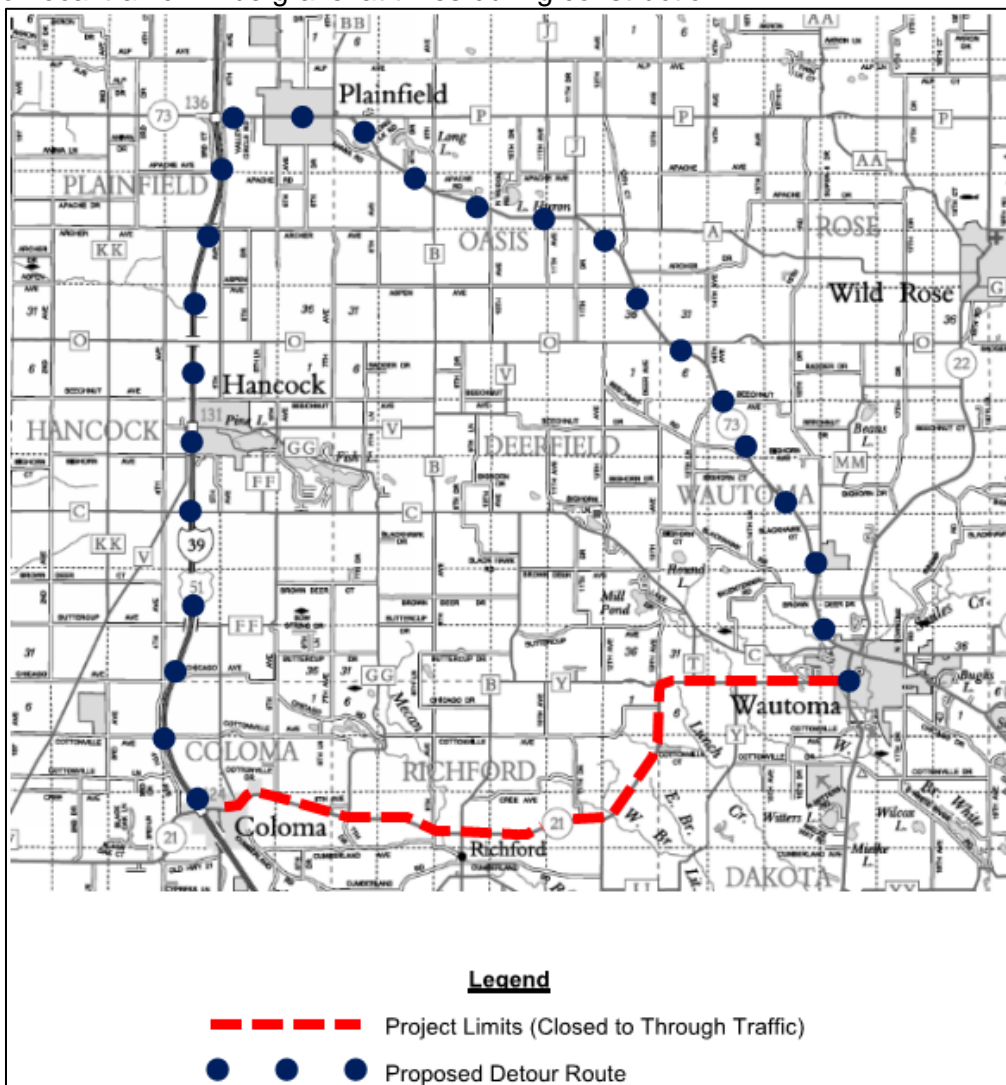
Real Estate

Right-of-way acquisition will be required for this project. This will include areas of permanent (fee) and temporary (temporary limited easement) land acquisitions at various locations throughout the entire project. Real estate acquisition will not be required from every property. Preliminary right-of-way impacts are shown on the enclosed project overview. Larger versions of this display are posted on the project website and outside of the Richford Town Hall.

A landowner rights brochure is enclosed and is available on the project website. The real estate acquisition process is expected to begin in the first few months of 2021. Direct mailings and coordination will occur with impacted property owners.

Proposed Traffic Impacts

Construction of the proposed improvement is currently scheduled for 2023. WIS 21 will be closed to through traffic and detoured for approximately 4-5 months. See Figure 10 for an overview of the proposed detour route. Access to local residents, businesses, and emergency vehicles will be maintained during construction. The driving surface for local traffic will be gravel at times during construction.



There will be short-term, complete closures at the hill cut and at culvert replacement locations in order to complete the construction work. Replacement of standard pipe culverts should only result in a 1-2-day closure at each location, while the construction of the box culverts at the West Branch of Little Pine Creek and at Lunch Creek will result in closures for a month or two. Local traffic will have to use the local roadway system to travel around these spot locations while the closures are in place.

Project Schedule/Next Steps

- Public Involvement August 10, 2020 to September 4, 2020
- Preliminary plans January 2021
- Environmental document January 2021
- Final right of way plat February 2021
- Real estate negotiations Winter 2021 to Summer 2022
- Final plans August 2022
- Project letting December 13, 2022
- Construction Summer 2023

Project Website

Access the following materials on the project design website: <https://wisconsin.gov/Pages/projects/by-region/nc/wis21coloma/public.aspx>

- Up-to-date project information
- This handout with comment form
- Project Overview Display (larger version)
- Landowner Rights Brochure

Richford Town Hall

This handout and a large-scale version of the project overview display are also posted at the Richford Town Hall for viewing. The materials are posted under the overhang on the south side of the building near the baseball field. They will be posted there throughout the comment period (August 10 – September 4). Please consider current public health guidelines while viewing the displayed materials.

Public Input/Comments

We encourage you to submit your feedback through one of the following methods by **September 4, 2020**:

1. Fill out the attached comment form and mail it to WisDOT.
2. Complete the online comment form on the project website:
<https://wisconsin.gov/Pages/projects/by-region/nc/wis21coloma/public.aspx>
3. Call or email the contacts listed below.

Your input is welcome and appreciated throughout the design process. Deaf or hard of hearing persons needing assistance should contact the Wisconsin Telecommunications Relay system (dial 711). For more information, please contact:

Mariah Krueger, P.E.
WisDOT Project Leader
1681 Second Ave South
Wisconsin Rapids, WI 54495
715-421-7380
mariah.krueger@dot.wi.gov

Tim Hanley, P.E.
WisDOT Project Manager
1681 Second Ave South
Wisconsin Rapids, WI 54495
715-421-8050
timothy.hanley@dot.wi.gov

Public Involvement Comment Form

Project ID 6170-00-00
Coloma - Wautoma
Madison St to WIS 22
WIS 21
Waushara County

Please place in mail by **September 4, 2020** to the address on the back of this sheet. Comments can also be emailed to mariah.krueger@dot.wi.gov. 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.

Name: _____

Address: _____

Phone Number (optional): _____

Email Address (optional): _____

Please Print Comments (attach additional sheets if necessary)

The information in this document including names, addresses, phone numbers, email addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.

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Place
Stamp
Here

WisDOT North Central Region – Wisconsin Rapids
1681 Second Ave South
Wisconsin Rapids, WI 54495
Attn: Mariah Krueger, P.E.

To mail, fold here and tape.