

This presentation is for the project on WIS 29 between Bass Lake Road and County D in Marathon County.

An in-person meeting is not planned based on public health guidance to limit public gatherings.

All materials, including the handout with a comment form, are posted on the design website for this project.

<https://wisconsindot.gov/Pages/projects/by-region/nc/wis29/default.aspx>

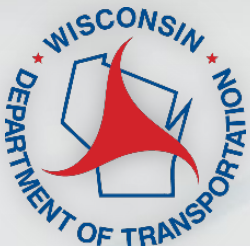
If you have any questions, please contact WisDOT Project Manager, Jeffrey Stewart at (715) 459-4525. Deaf or hard of hearing persons needing assistance should contact the Wisconsin Telecommunications Relay system (dial 711).

Public Involvement

WIS 29

Bass Lake Road to County D

**Public Involvement Period:
November 2, 2020 to November 30, 2020**



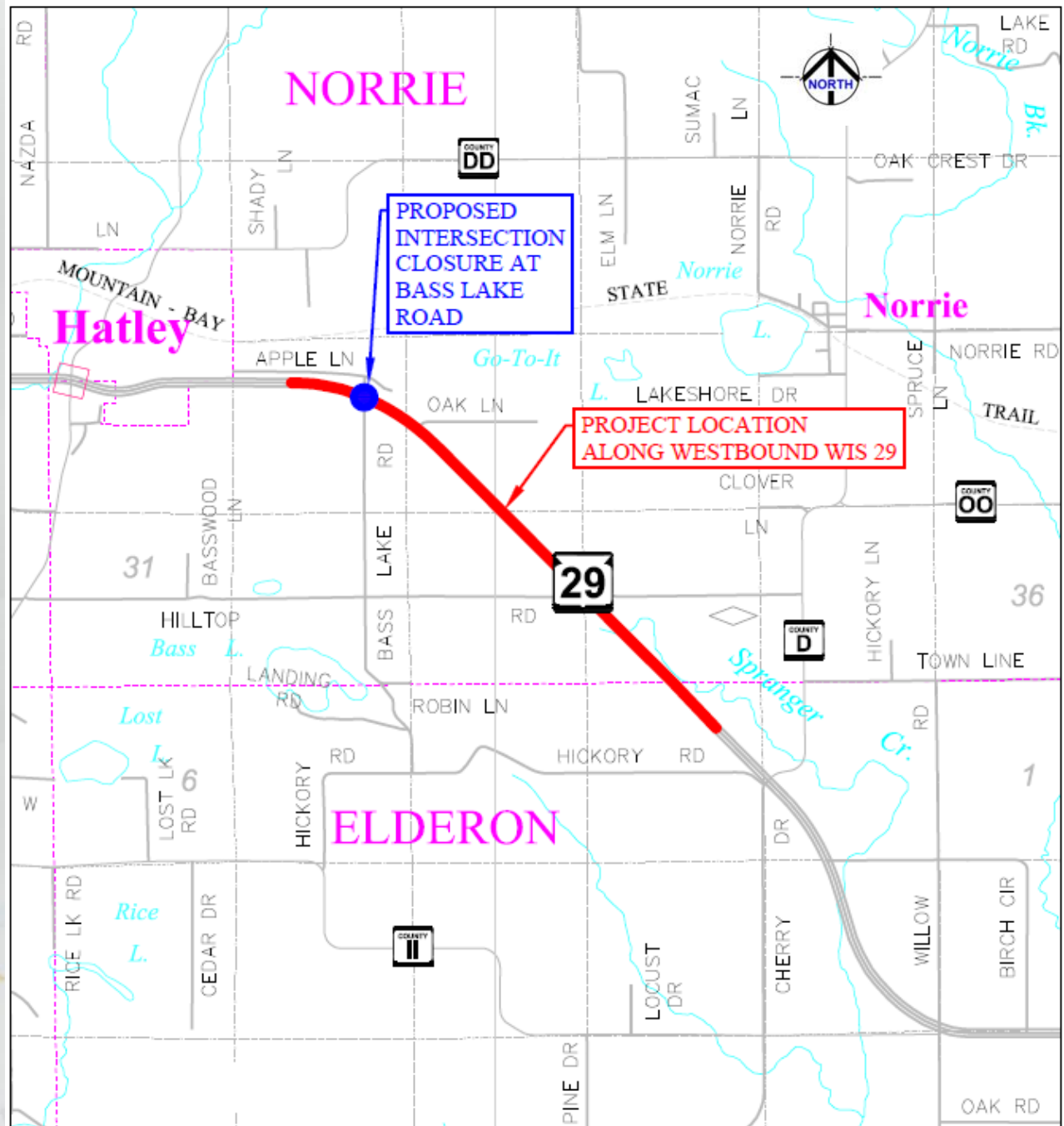
Project team

- WisDOT North Central Region
 - Jeffrey Stewart, P.E. – Project Manager
- EMCS, Inc.
 - Stephanie Christensen, P.E. – Consultant Designer

Meeting objectives

- Project location
- Project purpose and need
 - Bass Lake Road intersection safety conditions
- Proposed improvements
- Real estate needs
- Construction staging
- Current project schedule
- Discussion

Project location



Purpose and need

- WIS 29 importance
 - Regional route for truck and passenger vehicles
 - Backbone route serving major economic centers
 - Designated over-sized over-weight route for freight movement
 - WIS 29 corridor has been studied for long-term freeway conversion (2012 study approval with 2016 updates)
- WisDOT's objective is to ensure the safe and efficient operations of the state's highway system while supporting local access

Purpose and need

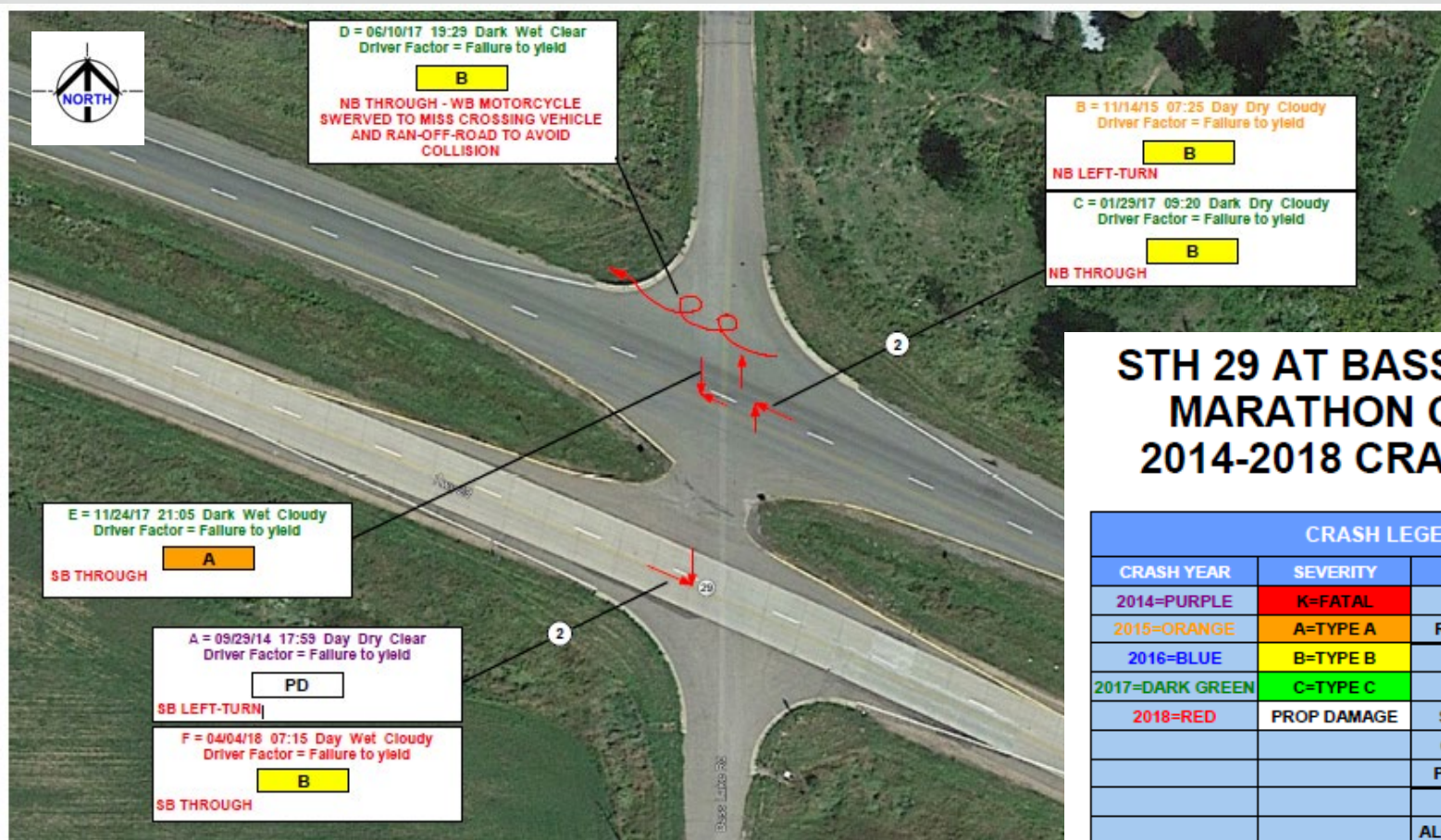
- Identified needs
 - Deteriorating pavement with cracking and rutting present
 - Existing guardrails and the concrete barrier ends (crash cushions) are deteriorating
 - Drainage inlets are in poor condition
 - There are ongoing crashes with injuries at the Bass Lake Road intersection

Bass Lake Road safety conditions

- Traffic data
 - Estimated 11,000 vehicles per day on WIS 29
 - Estimated 200 vehicles per day on Bass Lake Road
- 2014 to 2018 crash history analyzed at the intersection for studying proposed improvements
 - Five crashes resulted in more severe injuries
 - One crash resulted in property damage
 - Crashes occurred on both eastbound and westbound WIS 29
 - All crashes occurred with traffic crossing at Bass Lake Road
 - One crash included a school bus crash with injuries
- No crashes were observed in 2019 and 2020 (thru September)

Bass Lake Road safety conditions

- 2014 to 2018 crash patterns



STH 29 AT BASS LAKE RD MARATHON COUNTY 2014-2018 CRASH DATA

CRASH LEGEND			
CRASH YEAR	SEVERITY	CRASH TYPES	
2014=PURPLE	K=FATAL	ANGLE	
2015=ORANGE	A=TYPE A	RUN-OFF-RD	
2016=BLUE	B=TYPE B	REAR-END	
2017=DARK GREEN	C=TYPE C	HEAD-ON	
2018=RED	PROP DAMAGE	SIDE SWIPE	
		OVERTURN	
		PEDESTRIAN	
		BACKING	
		ALCOHOL/DRUG	

Bass Lake Road safety conditions

- Crashes are given a value (or grade) based on the severity of resulting injury
 - Type A being the most severe type of injury
 - Type C being the least severe type of injury
 - All intersection crashes at Bass Lake Road were Type A or Type B injury crashes
- Bass Lake Road is also located on a curve along WIS 29
 - May be contributing to some drivers misjudging available traffic gaps to safely enter WIS 29

Crashes at other WIS 29 intersections

- A review of reported crashes was also completed for 2014 to 2020 (thru September) for all other intersections
- While reported crashes have occurred at other WIS 29 intersections, safety improvements are not warranted
- The reported crashes at each intersection within the project limits are shown on the following slides

Legend of abbreviations for the following slides:

- NB = northbound
- SB = southbound
- EB = eastbound
- WB = westbound

Crashes at other WIS 29 intersections

County Y (2014 to 2020)

- 2014, 2015, 2016, 2017, 2020 – no crashes
- 2018 – SB County Y u-turning vehicle hit a WB vehicle at the WIS 29 exit ramp
- 2019 – NB County Y vehicle ran off the road going too fast for conditions near the State Road intersection
- 2019 – SB County Y vehicle ran off the road making a right turn onto the WB WIS 29 entrance ramp going too fast for conditions

Crashes at other WIS 29 intersections

Hilly Acres Road/Falstad Road (2014 to 2020)

- 2014, 2016, 2018, 2019 – no crashes
- 2015 – one crash with NB traffic failing to yield to EB WIS 29
- 2017 – one crash with SB traffic failing to yield to EB WIS 29
- 2020 – one crash with SB traffic failing to yield to EB WIS 29
- 2020 – one crash with SB traffic failing to yield to WB WIS 29

Crashes at other WIS 29 intersections

County D (2014 to 2020)

- 2014 – one crash with NB traffic failing to yield to EB WIS 29
- 2015, 2016, 2017, 2018 – no crashes
- 2020 – one crash with SB traffic failing to yield to EB WIS 29
- 2020 – one crash with SB traffic failing to yield to WB WIS 29

WIS 29 proposed improvements

- Pavement resurfacing along westbound WIS 29 with additional improvements best addresses the project needs
 - Balances level of investment in the roadway system while achieving added pavement life and improving safety
- Implementing a cycle of well-timed pavement maintenance ensures that the taxpayers' investment continues to be maximized

WIS 29 proposed improvements

- Improvements recommended to keep traffic moving safely and efficiently
 - Pavement resurfacing with installation of shoulder rumble strips
 - Guardrail and concrete barrier crash cushion replacements
 - Repair of deteriorated inlets along the concrete barrier
 - Modifications to the Bass Lake Road intersection to improve safety

Bass Lake Road intersection safety improvements

- Alternatives include a combination of median closure along with construction of cul-de-sacs at Bass Lake Road

Alternative #	1	2	3	4	5	6
Description	Close (cul-de-sac) North Bass Lake Road	Close (cul-de-sac) South Bass Lake Road	Close WIS 29 Median	Close WIS 29 Median and Close (cul-de-sac) North Bass Lake Road	Close WIS 29 Median and Close (cul-de-sac) South Bass Lake Road	Close WIS 29 Median and Close (cul-de-sac) North and South Bass Lake Road (RECOMMENDED)
Close North Bass Lake Road	Yes	No	No	Yes	No	Yes
Close WIS 29 Median	No	No	Yes	Yes	Yes	Yes
Close South Bass Lake Road	No	Yes	No	No	Yes	Yes
Right of Way Needed	Yes	Yes	No	Yes	Yes	Yes
Estimated Construction Cost	\$158K	\$125K	\$60K	\$218K	\$184K	\$332K

Bass Lake Road intersection safety improvements









- All alternatives are feasible and would reduce crashes
 - The benefit of crash reduction as compared to the required investment is positive
- Alternative 3 has the lowest cost
- Alternatives 1 to 5 would reduce some crashes but would not eliminate the most severe type crashes
 - Conflicts between side road traffic and high speed WIS 29 traffic could still occur
- Alternative 6 is the safest alternative
 - Removes all traffic conflicts between high speed WIS 29 traffic and low speed Bass Lake Road traffic

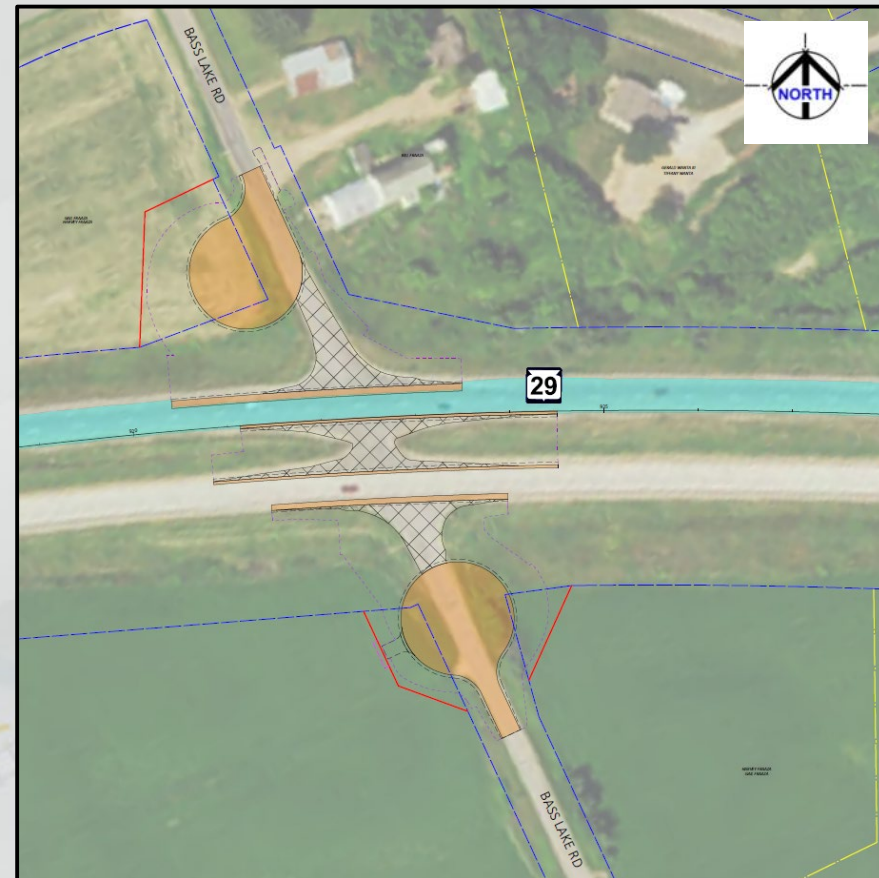
Bass Lake Road intersection safety improvements

- Alternative 6 implements a component of the long-term freeway conversion
 - No additional future expenditure required at this intersection when a freeway is warranted
 - There is safe access to WIS 29 at the nearby County Y interchange
 - The County Y interchange minimizes the severity of conflicts between high speed and low speed traffic by having WIS 29 traffic come to a stop condition
 - There are no ongoing crash patterns at the County Y interchange
 - Diversion of the low volume of traffic from Bass Lake Road will not change the operating conditions at the interchange
 - The County Y interchange provides safe access to and from WIS 29 including access for emergency services

Bass Lake Road intersection safety improvements

- Alternative 6 is the WisDOT recommended alternative
 - Selection of the proposed alternative is subject to public input and environmental document approval

LEGEND	
	EXISTING RIGHT-OF-WAY
	PROPERTY LINES
	PROPOSED RIGHT-OF-WAY
	PROPOSED TEMPORARY EASEMENT
	GRADING LIMITS
	MILL AND OVERLAY ASPHALTIC PAVEMENT
	NEW PAVEMENT
	REMOVE PAVEMENT



ALTERNATIVE 6 – CONSTRUCT CUL-DE-SACS AT BASS LAKE ROAD

Real estate needs

- Permanent fee and temporary limited easements are needed for the Bass Lake Road improvements
- Acquisition process
 - WisDOT will acquire real estate
 - Individual property owner meetings will be held
 - Begin real estate acquisitions in spring 2021
- Landowner rights brochure on the project website

Proposed construction staging

- Maintaining safety and mobility are important during construction
- Proposed traffic impacts
 - Single lane closures along westbound WIS 29
 - Periodic lane closures along eastbound WIS 29
 - Close Bass Lake Road; all other intersections will remain open
 - Local and emergency access will be maintained
- Work is planned in 2023

Current project schedule

- Local official meeting – December 2019
- Concept plans – December 2019
- Local official meeting - October 2020
- Public involvement – October/November 2020
- Preliminary plans - December 2020
- Environmental document – Winter 2021
- Right of way plat – Spring 2021
- Real estate negotiations – Spring 2021 to fall 2022
- Final plans - August 2022
- Construction currently scheduled - 2023

Project design website

<https://wisconsindot.gov/Pages/projects/by-region/nc/wis29/default.aspx>

The screenshot shows the Wisconsin Department of Transportation website. At the top, there is a navigation bar with the Wisconsin logo and the text "WISCONSIN.GOV". To the right of the logo are links for "Agency Directory" and "Online Services". Below this is a banner image of a building with the text "State of Wisconsin Department of Transportation" and social media icons. A dark blue navigation menu contains the following items: "DMV ONLINE SERVICES", "DMV INFO", "DOING BUSINESS", "TRAVEL", "PROJECTS AND STUDIES", and "ABOUT WISDOT". An orange arrow labeled "STEP 1" points to the "PROJECTS AND STUDIES" menu item. Below the navigation menu is a search bar with the text "Search Wisconsin DOT" and a magnifying glass icon. The main content area is titled "North Central Region Projects and Studies". It includes a link for "WisDOT COVID-19 information" and a list of bullet points: "WisDOT continues to monitor the public health crisis as it applies to essential highway maintenance and construction projects. Workers who support the construction of critical or strategic infrastructure are considered essential by the U.S. Department of Homeland Security.", "Workers are expected to continue to take precautions against the spread of COVID-19 at the office and job site.", and "With our partners in industry, we will strive to keep this construction season on schedule." Below this is a section titled "Projects Under Construction" with a link "View active North Central Region construction projects". An orange arrow labeled "STEP 2" points to the "Projects in Design (not all design projects have a website)" link. To the right of the text is a map of the North Central region of Wisconsin, with counties labeled: Iron, Vilas, Florence, Price, Oneida, Forest, Lincoln, Langlade, Marathon, Menominee, Wood, Portage, Shawano, Adams, Waushara, Waupaca, Marquette, and Green Lake.

