



# **Public Involvement Meeting**

## **WIS 29**

**County MMM/Clark Drive Intersection**

**Shawano County**

**Mar. 14, 2023**

# Introductions

- WisDOT
  - Andy Casper, WisDOT Project Manager
  - Kai Kilen, WisDOT Supervisor
  - Evan Maves, WisDOT Project Leader
  - Bryan Rose, WisDOT Regional Communications Manager
- Project design team
  - Stephanie Christensen, EMCS
  - Erik Oleson, EMCS



# Agenda

- Purpose of public involvement
- Project location
- Project information
- At-grade intersection alternatives
- 2022 public input
- Freeway conversion and interchange concepts
- Decision making process
- Recommended alternative
- Proposed traffic impacts
- Schedule
- Business coordination
- Public input and comments



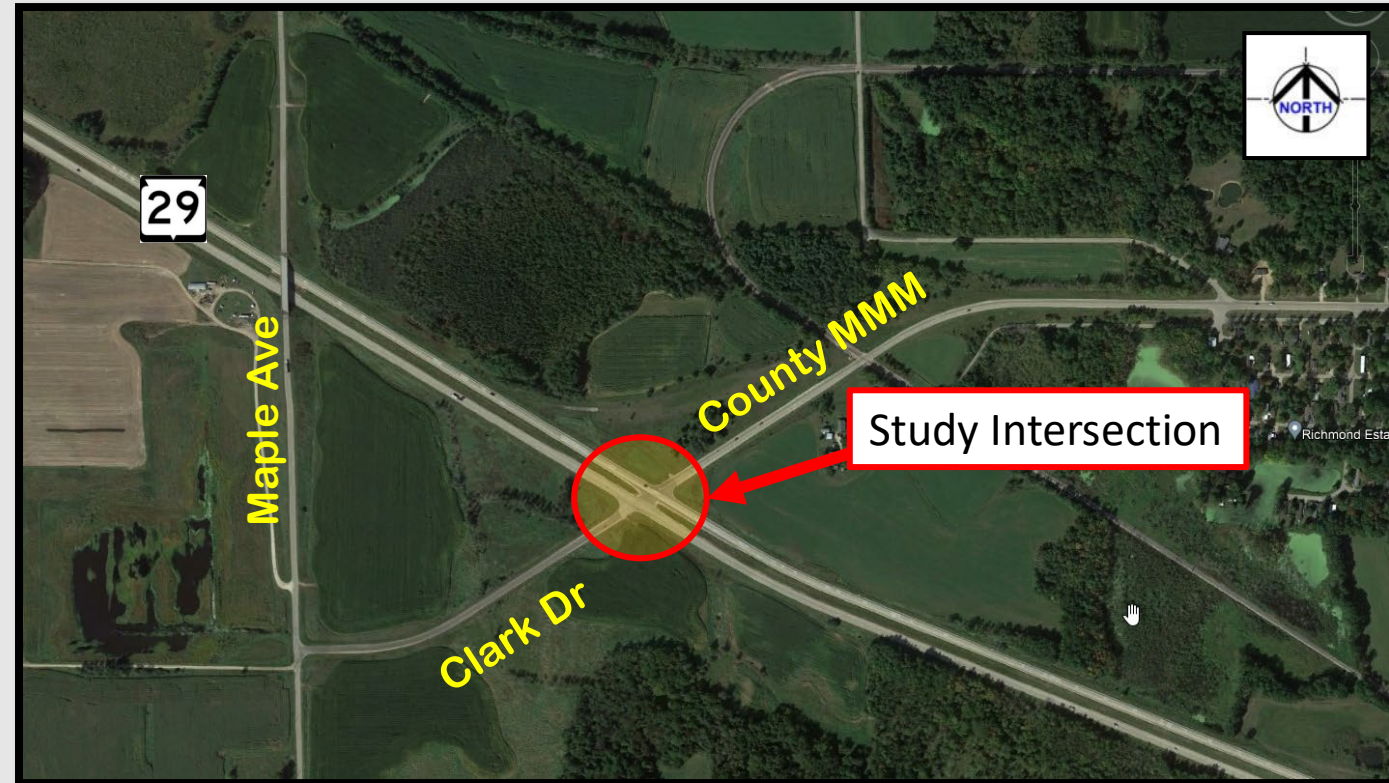
# Purpose of Public Involvement

- Our objective during this meeting is to discuss the project status and obtain your input on the following to improve the WIS 29/County MMM/Clark Drive intersection
  - Identified needs
  - Proposed improvements
  - Traffic management



# Project Location

- WIS 29 at the County MMM/  
Clark Drive intersection
- Town of Richmond



# Project Information

- The purpose of the project is to
  - Reduce and/or eliminate severe crashes
  - Improve deteriorated pavements within the intersection



# Project Information

- Safety concerns were identified by WisDOT and local officials
  - Fall 2018 - Phase I study complete
  - 2012 to 2016 crashes
    - Ten (10) crashes occurred at the intersection
    - Half of the crashes (5) were angle type crashes
    - Four (4) of the angle type crashes resulted in severe injuries
  - Fall 2020 – At-grade intersection improvement qualified for safety funds



# Project Information

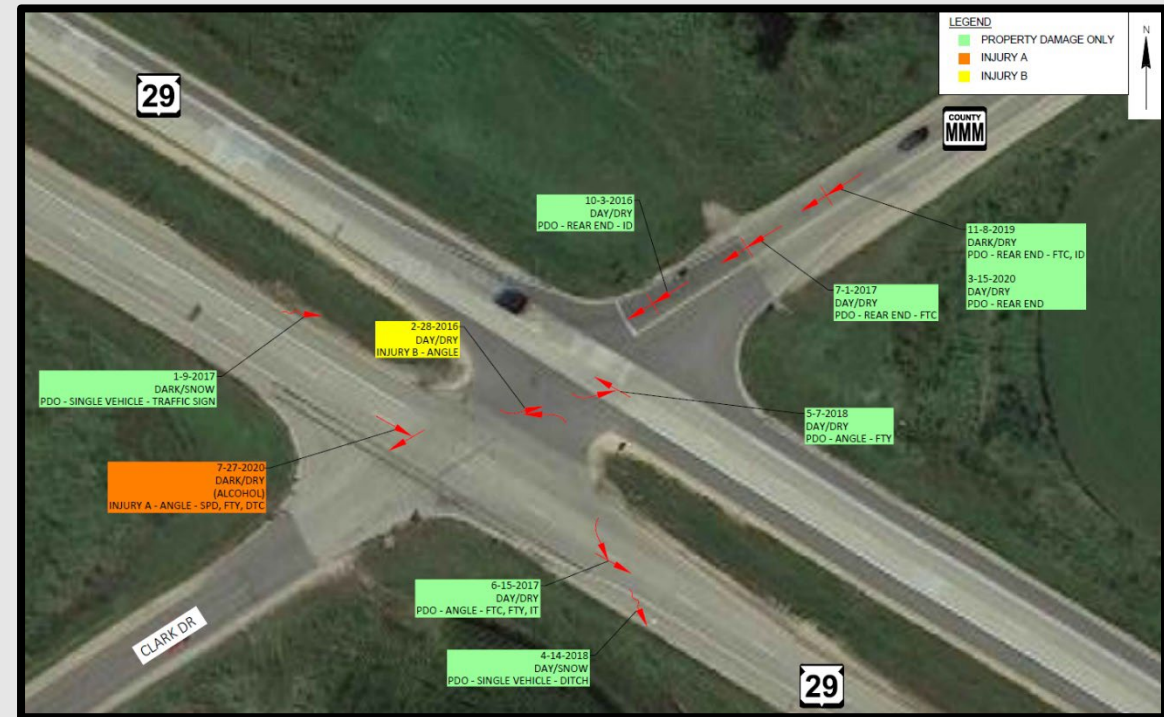
- WIS 29 at County MMM/Clark Drive safety improvement
  - Improvements to address severe injury crashes
- Phase II study (current study phase) was initiated in 2022
  - Complete detailed engineering
  - Evaluate impacts and gather public input
  - Develop plans and specifications for construction





# Project Information

- Crashes have continued to occur
  - 2016 to 2020 crashes
    - Ten (10) crashes occurred
    - Four (4) were angle type crashes resulting in two (2) severe injuries
    - Four (4) were rear-end type crashes on County MMM
  - 2022 – motorcyclist fatality



# Project Information

- Geometric conditions
  - The intersection has a sharp skew angle of 63 degrees
    - 75 to 90 degrees is desirable
  - Short turn lanes ranging from 25 to 350 feet exist
    - 300 to 550 feet is desirable to accommodate turning traffic
- Pavement conditions (1999)
  - Concrete pavement on WIS 29 is experiencing cracking

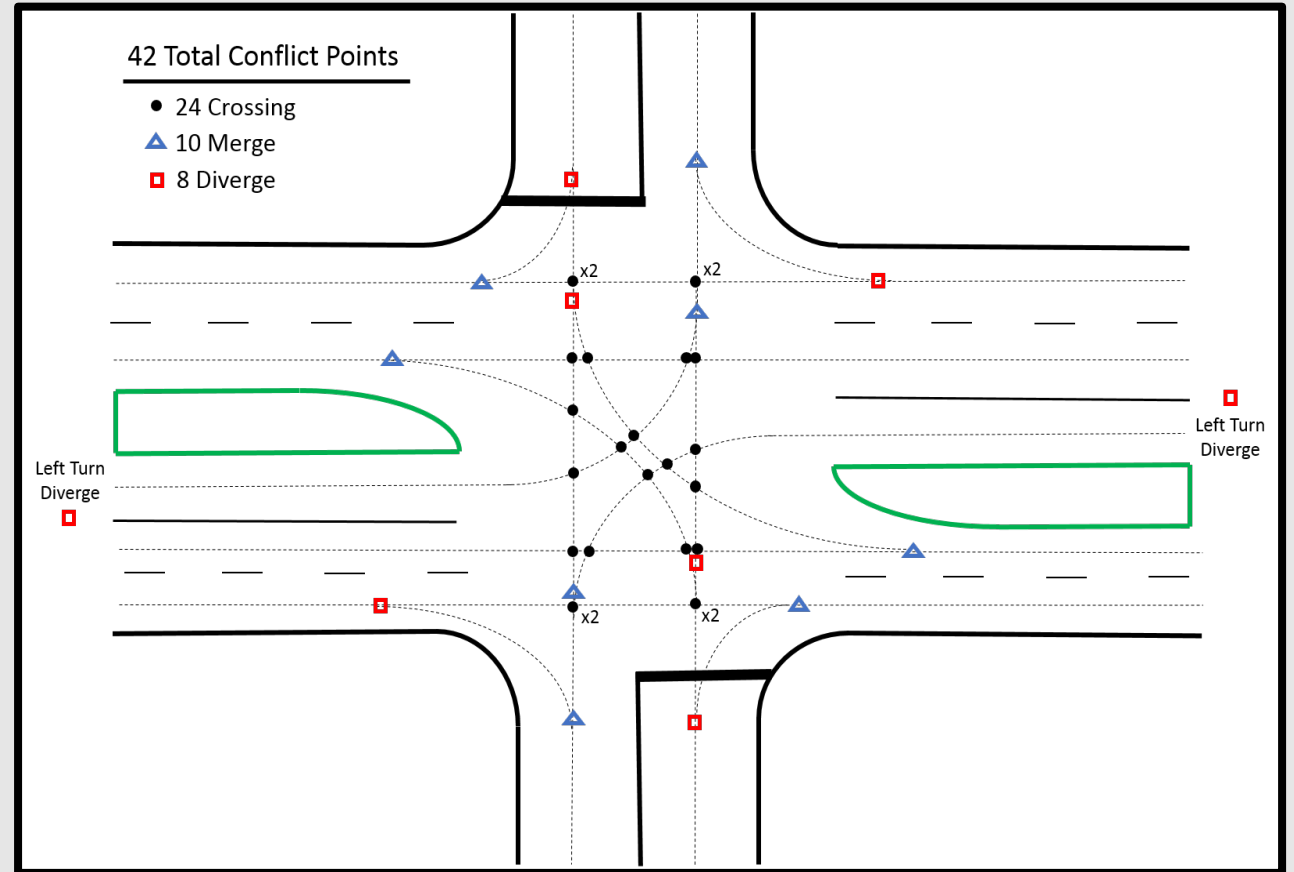


# At-grade Intersection Alternatives

- Alternatives

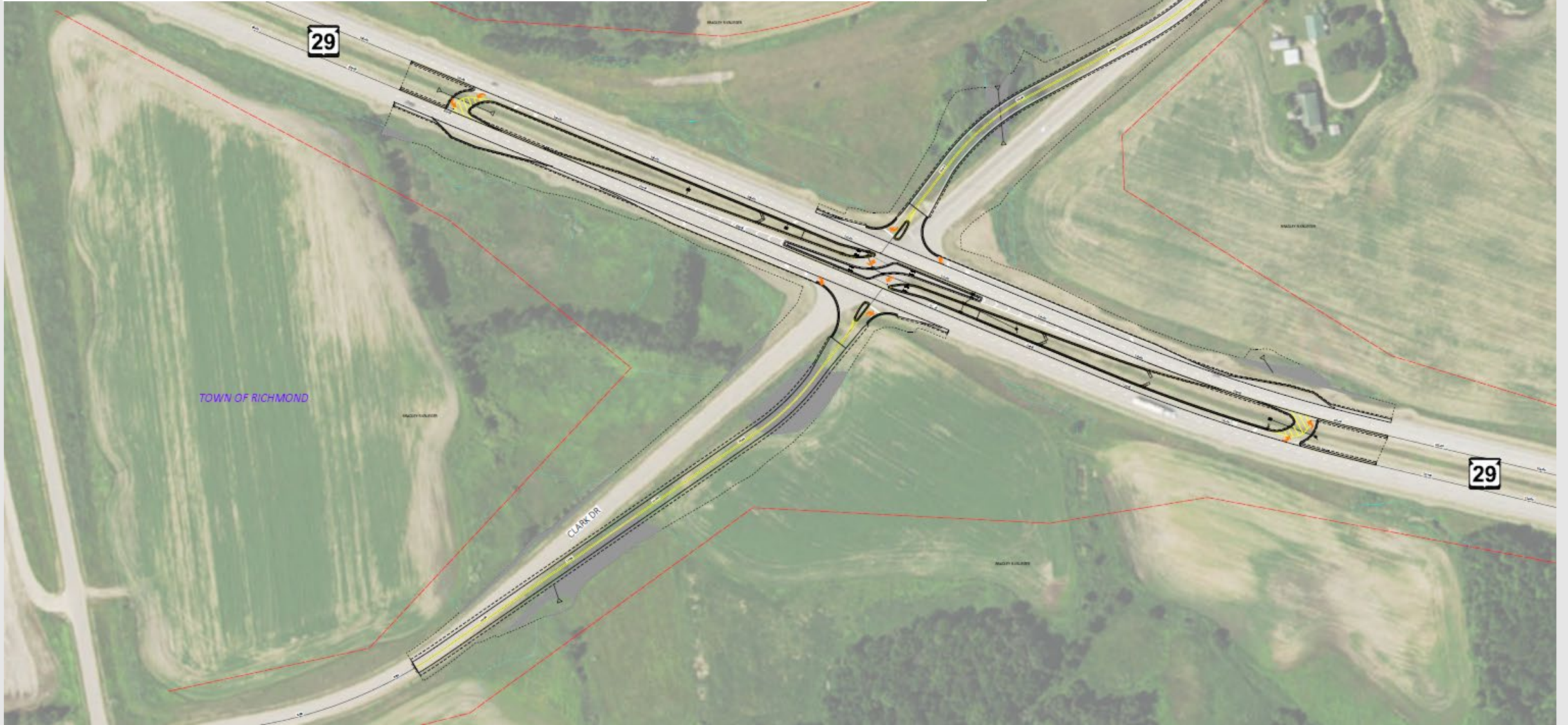
- Address poor pavement conditions
- Address less than desirable intersection geometry
- Reduce severe crashes by reducing conflict points

- 4 alternatives evaluated



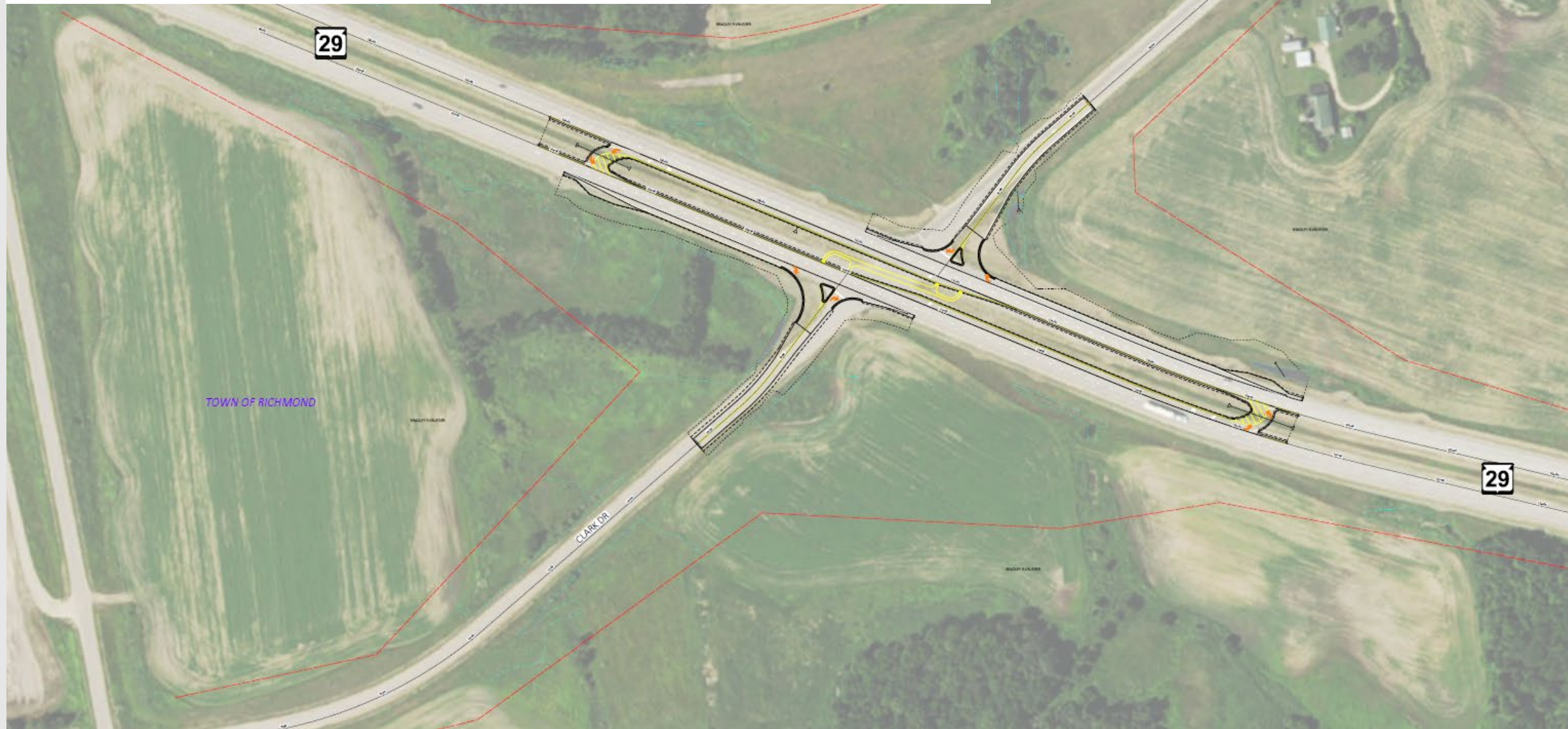


# Alternative A: J-Turn





# Alternative B: Median U-Turn





# Alternative C1: Access Control





# Alternative C2: Access Control with Clark Drive Closure



# At-grade Intersection Alternatives

		ALTERNATIVES				
		<u>No Build Alternative</u>	<u>Build Alternative A</u>	<u>Build Alternative B</u>	<u>Build Alternative C1</u>	<u>Build Alternative C2</u>
		Do nothing	J-Turn Intersection	Median U-Turn Intersection	Access Control	Access Control with Clark Drive Closure
<b>FACTORS OF EVALUATION</b>	<b>Total Conflict Points</b>	42	24	18	18	8
	<b>Crossing Conflicts</b> (Typically Results in Severe Crashes)	24	4	0	4	2
	<b>Probability of Reducing Severe Angle Crashes</b> (High is Most Favorable)	Low	High	High	High	High
	<b>Probability of Reducing Confusion for Motorists Using the Median</b> (High is Most Favorable)	Low	Moderate	Moderate	High	High
	<b>Requires Local Traffic Diversion</b> (Low is Most Favorable)	Low	Low	Low	Moderate	High
	<b>Environmental Impacts</b> (Minimal is Most Favorable)	None	Large (Wetland Impact +/-1 acre)	Minimal (Wetland Impact +/- 0.1 Acre)	Large (Wetland Impact +/-1 acre)	Minimal (Wetland Impact +/- 0.1 Acre)
	<b>Utility Impacts</b> (None is Most Favorable)	None	None	None	None	None
	<b>New Right of Way</b> (None is Most Favorable)	None	None	None	None	None
	<b>Approximate Construction Cost</b> (Based on Current Level of Design)	\$60K*	\$2.72 M	\$1.65 M	\$2.17 M	\$1.54 M

\* Concrete pavement maintenance along WIS 29 without intersection safety improvements



# 2022 Public Input

- Public involvement comment period – Aug. 22 and Sept. 16
  - Approximately 47 comments were received
  - 2 responses supported a no-build alternative
  - 23 responses supported one of the at-grade intersection alternatives
    - Alternative A: 11
    - Alternative B: 7
    - Alternative C1: 4
    - Alternative C2: 1



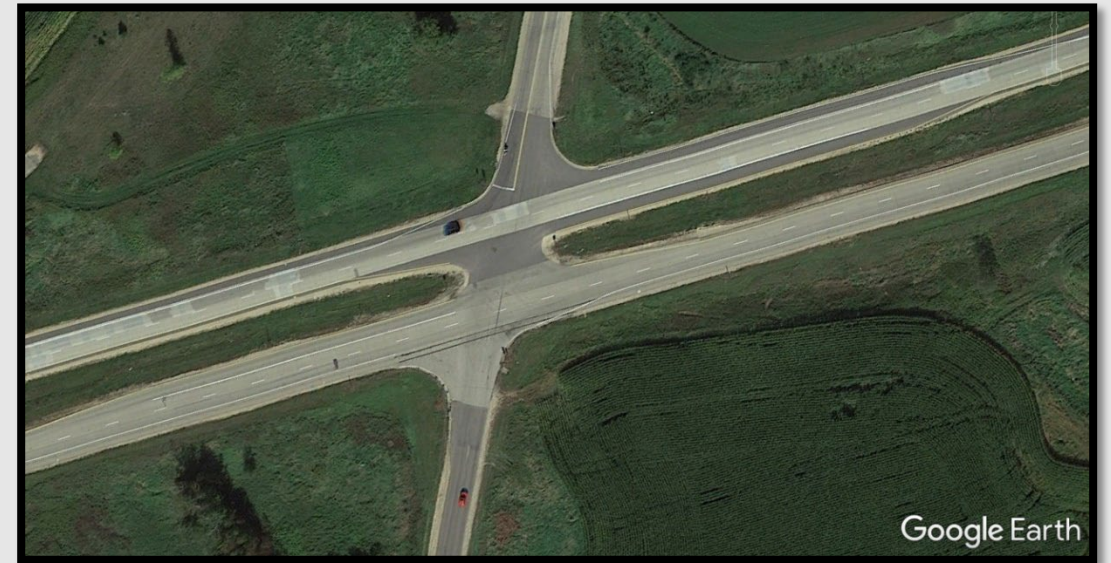
# 2022 Public Input

- Public involvement comment period – Aug. 22 and Sept. 16
  - 4 responses supported some limited intersection modification
    - Turn lanes and realignment of side roads
    - No changes in access control
  - 4 responses supported a diamond interchange at County MMM
  - 11 responses supported a local interchange at Maple Avenue



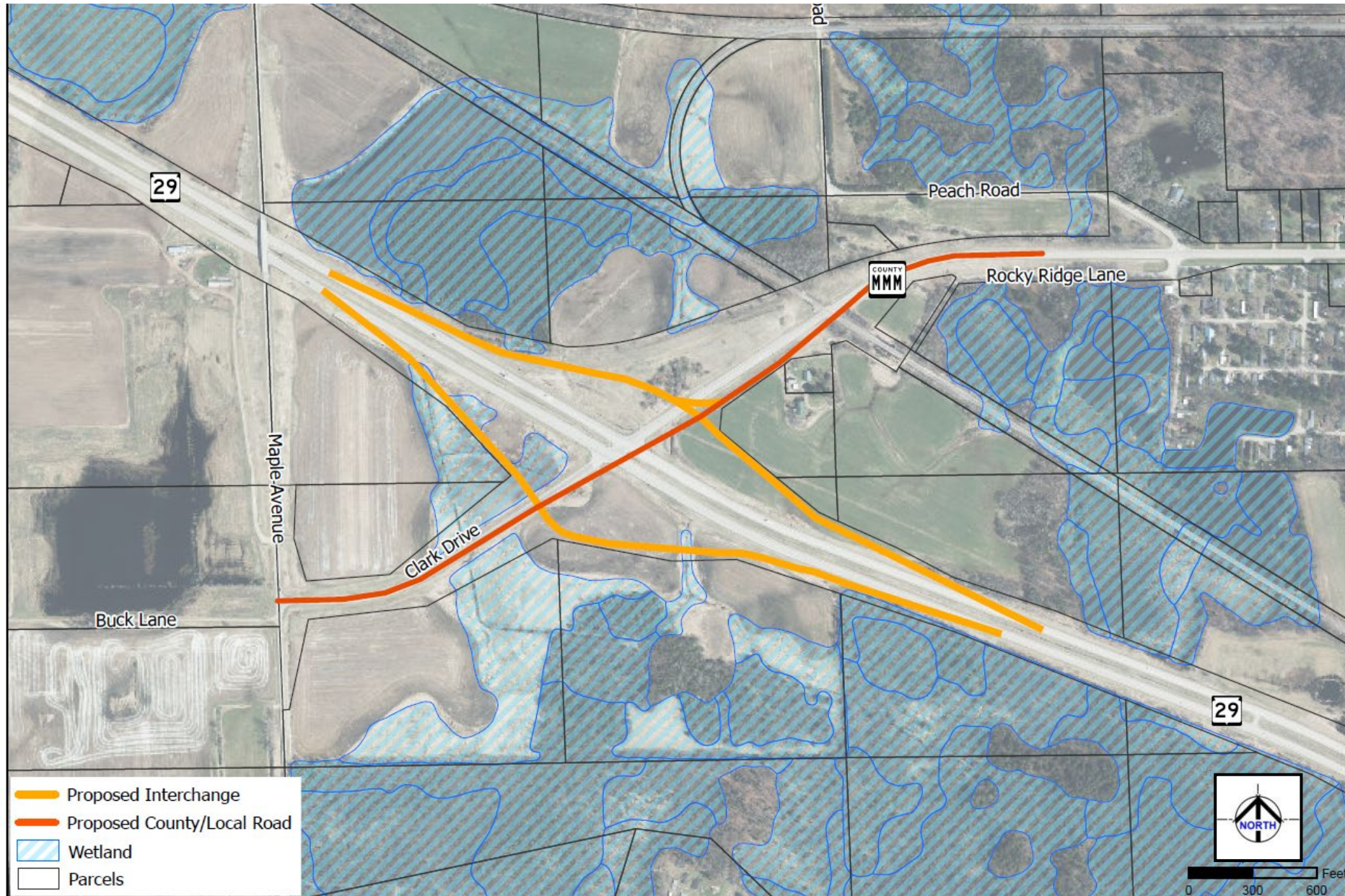
# Limited Intersection Modification

- Modification of the intersection with longer turn lanes, no access control, and side road realignment would not reduce conflict points
  - Reviewed in Phase I study and provided in 2022 public comments
  - Median width (60-feet) does not allow for crossing refuge in median
  - Does not reduce the number of crossing conflicts (severe crashes)
  - Does not meet purpose and need





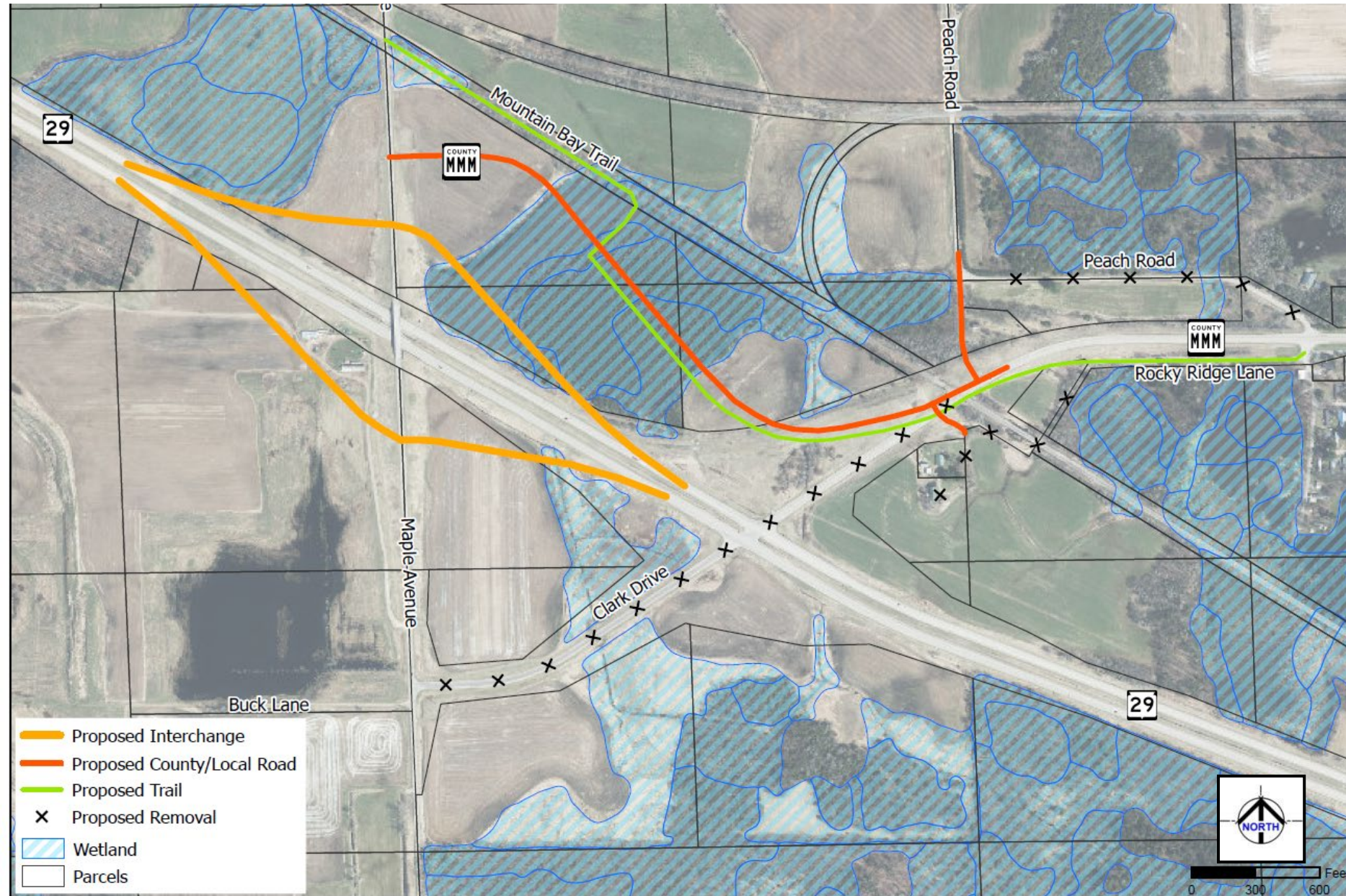
# Diamond Interchange Concept



- Established as long term solution
  - 2010 freeway conversion study
- Considered during Phase I intersection study (2018)
  - Addresses all safety issues
  - \$10M to \$15M
  - Located directly at County MMM



# Maple Avenue Interchange Concept



- Recommended for evaluation in 2022 public input

- Addresses all safety issues
- \$12M to \$15M
- 13 acres of new right of way
- Building impacts
- Substandard side road location to interchange ramp

# Freeway Conversion

- Freeway conversions are assessed and funded based on
  - Existing and future land uses
  - Traffic growth and patterns
  - Operational (traffic flow) issues
- An interchange would be warranted at County MMM when WIS 29 requires full conversion to a freeway (2010 planning study)
  - WIS 29 in Shawano County is not currently scheduled for conversion



# Decision Making Process

- The recommended alternative is subject to
  - The additional public input collected during this public involvement period
  - Environmental document review and approval





# Decision Making Process

- Impacts and costs offer limited differentiation between alternatives
  - Alternatives C1 and C2 are proposed to be eliminated
    - Crossing movements are not allowed
    - Reduces emergency circulation
    - Local roads in the project area are not in a condition to handle traffic diversion
    - This alternative was not supported by local officials
  - Alternative B is reasonable and feasible, but there was less support than Alternative A





# Recommended Alternative A: J-Turn



# Recommended Alternative

- Alternative A: J-Turn is recommended based on the following:
  - Meets purpose and need (i.e., addresses safety)
    - Reduces total conflict points from 42 to 24
    - Eliminates 20 of 24 crossing conflicts (most severe crashes)
  - Improves sight distance for median turning traffic with offset turn lanes
  - Parallel right turn lanes improve conditions for slowing and turning traffic
  - Improves intersection angle to 75-degrees
  - Addresses poor pavement conditions in intersection



# Recommended Alternative

- Alternative A: J-Turn is recommended based on the following:
  - Allow full access at the County MMM/Clark Drive intersection
    - Would not require any local traffic diversion or impacts to emergency circulation
  - Provides for corridor consistency
    - WisDOT constructed a J-Turn at County U approximately 5.7-miles west in 2022
    - Alternative A would provide for an intersection configuration along the WIS 29 expressway corridor that is consistent and familiar to drivers
    - Similar offset turn lanes, islands to direct traffic, and lighting as County U



# Proposed Traffic Impacts

- Construction is currently scheduled for 2024
  - Work is anticipated to take place between June and October
- WIS 29 will remain open to traffic during construction
  - Single lane closures and flagging
  - Local road closures during some work on County MMM and Clark Drive
- Access will remain open to all properties during construction





# Schedule

- Local officials meeting #1 - March 30, 2022
- Local officials meeting #2 - August 8, 2022
- Public involvement comment period – August/September 2022
- Local officials meeting #3 - February 20, 2023
- Public involvement meeting #2 - March 14, 2023
- Environmental document - Spring 2023
- Preliminary plans of selected alternative - Summer 2023
- Final plans - February 1, 2024
- Construction currently scheduled - 2024



# Business Coordination

We're In This Together!

- Visit [wisconsindot.gov/together](https://wisconsindot.gov/together)
  - Tips, tools and resources
  - New (2021) business coordination guide
- Project team is here to help
  - What information would help you...
    - Inform customers about the project?
    - Coordinate with suppliers?
    - Communicate with employees?



# Public Input and Comments

- Provide comments by March 28, 2023

- Via email or phone

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- Project website available

- <https://wisconsindot.gov/Pages/projects/by-region/nc/wis29countymmm/default.aspx>

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

