

WIS 23 Freeway Designation and Corridor Preservation Plan Public Involvement Meeting

July 25, 2016

County P to WIS 32
Sheboygan County

WisDOT Project ID 1440-19-00



Agenda

- ▶ Introductions
- ▶ Project Overview
- ▶ Final recommendations and interim improvements
 - West, Central, East Segments
- ▶ Traffic Impacts
- ▶ What's Next?



Project Overview

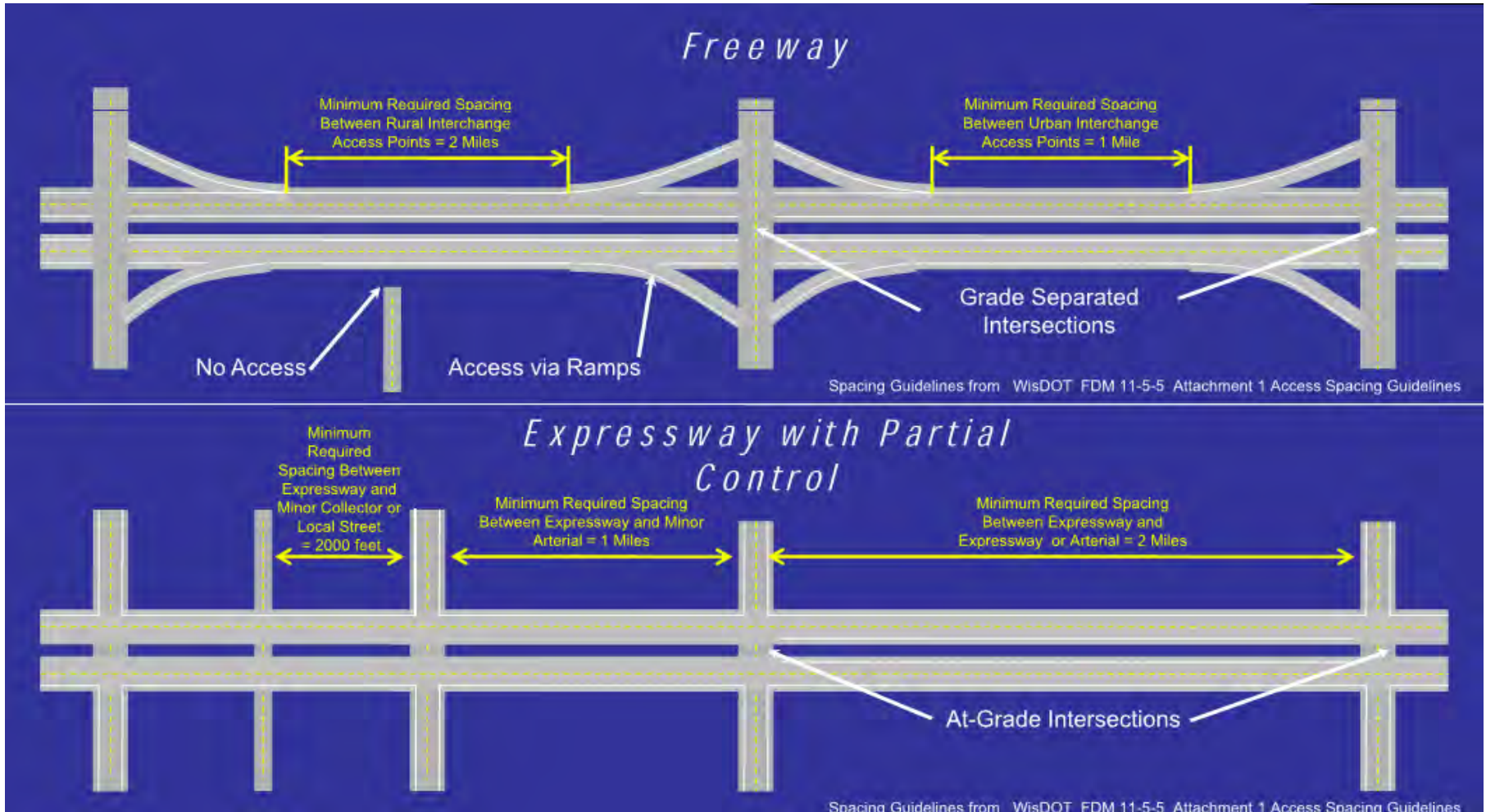
▶ Purpose

- ▶ Develop a future plan to convert WIS 23 to a freeway
- ▶ Serve the present and anticipated needs of the corridor
- ▶ Prevent conflicts and costly development on lands needed for future highway right of way
- ▶ No projects are currently scheduled for construction
- ▶ Projects will be scheduled when safety requires and funding is available



Project Purpose

What Is a Freeway?



Project Overview

- ▶ WisDOT Goals and Objectives
 - Preserve the public investment in WIS 23 by planning for long-term mobility and safety
 - Map the right of way necessary for conversion of WIS 23 to a freeway
 - Avoid and minimize local and environmental impacts
 - Work in a collaborative manner with local officials, stakeholders and the public throughout the study process
 - Protect multi-modal investments



Project Overview

- ▶ Right of way mapping
 - Designates existing property as a future right of way need
 - Requires landowners within the mapped areas to contact the department prior to construction of improvements in mapped areas
 - Helps local governments plan future development
 - Allows a conceptual freeway plan to be developed without scheduling construction projects



Project Overview

Multi-Modal

- ▶ Old Plank Road Trail (OPRT)
 - Maintain connectivity
 - Upgrade to current standards where impacted by future projects
 - Signing to Meadowlark Trailhead
- ▶ Sheboygan Memorial Airport
 - Maintain/enhance access at County TT



Freeway Designation Segments



West Segment

Central Segment

East Segment



Past Improvements - Central Segment

County E, O and Pleasant View Right-In / Right-Out

County O/OJ Intersection

Before Safety Improvements
2000-2013 Average Severe Crashes/Year = 1.6

After Safety Improvements
2014-2015 Average Severe Crashes/Year = 0.0

County E Intersection

Before Safety Improvements
2000-2013 Average Severe Crashes/Year = 2.0

After Safety Improvements
2014-2015 Average Severe Crashes/Year = 0.0

Pleasant View Road Intersection

Before Safety Improvements
2000-2013 Average Severe Crashes/Year = 0.9

After Safety Improvements
2014-2015 Average Severe Crashes/Year = 0.0

Constructed right-in/right-out
intersection

Constructed right-in/right-out
intersection

Constructed right-in/right-out
intersection

Constructed in 2013



Past Improvements - East Segment

County M J-Turn



County M Intersection

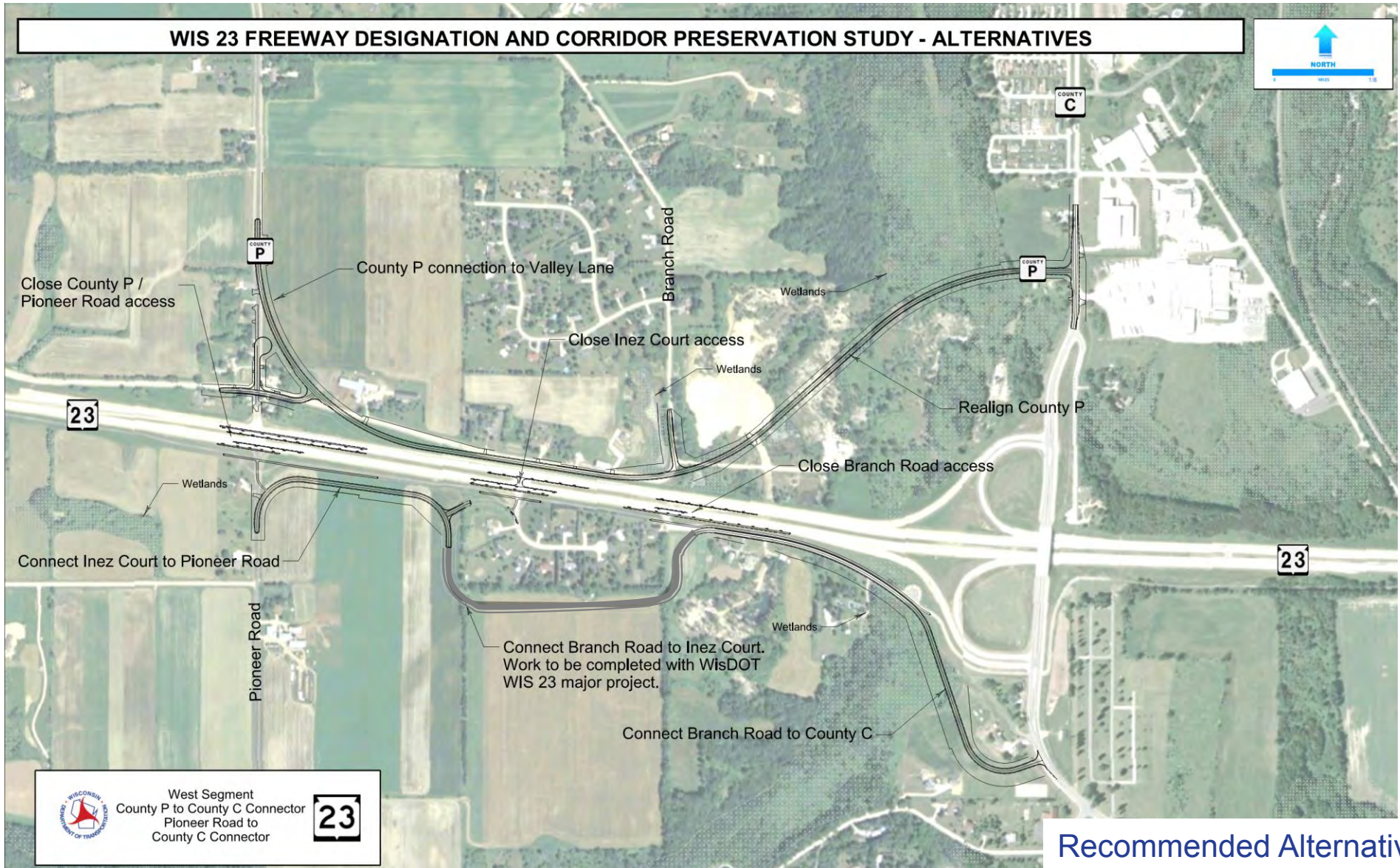
Before Safety Improvements
2000-2013 Average Severe Crashes/Year = 0.9

After Safety Improvements
2014-2015 Average Severe Crashes/Year = 0.0

Constructed in 2013

West Segment Freeway Designation Recommended Alternatives

WIS 23 FREEWAY DESIGNATION AND CORRIDOR PRESERVATION STUDY - ALTERNATIVES

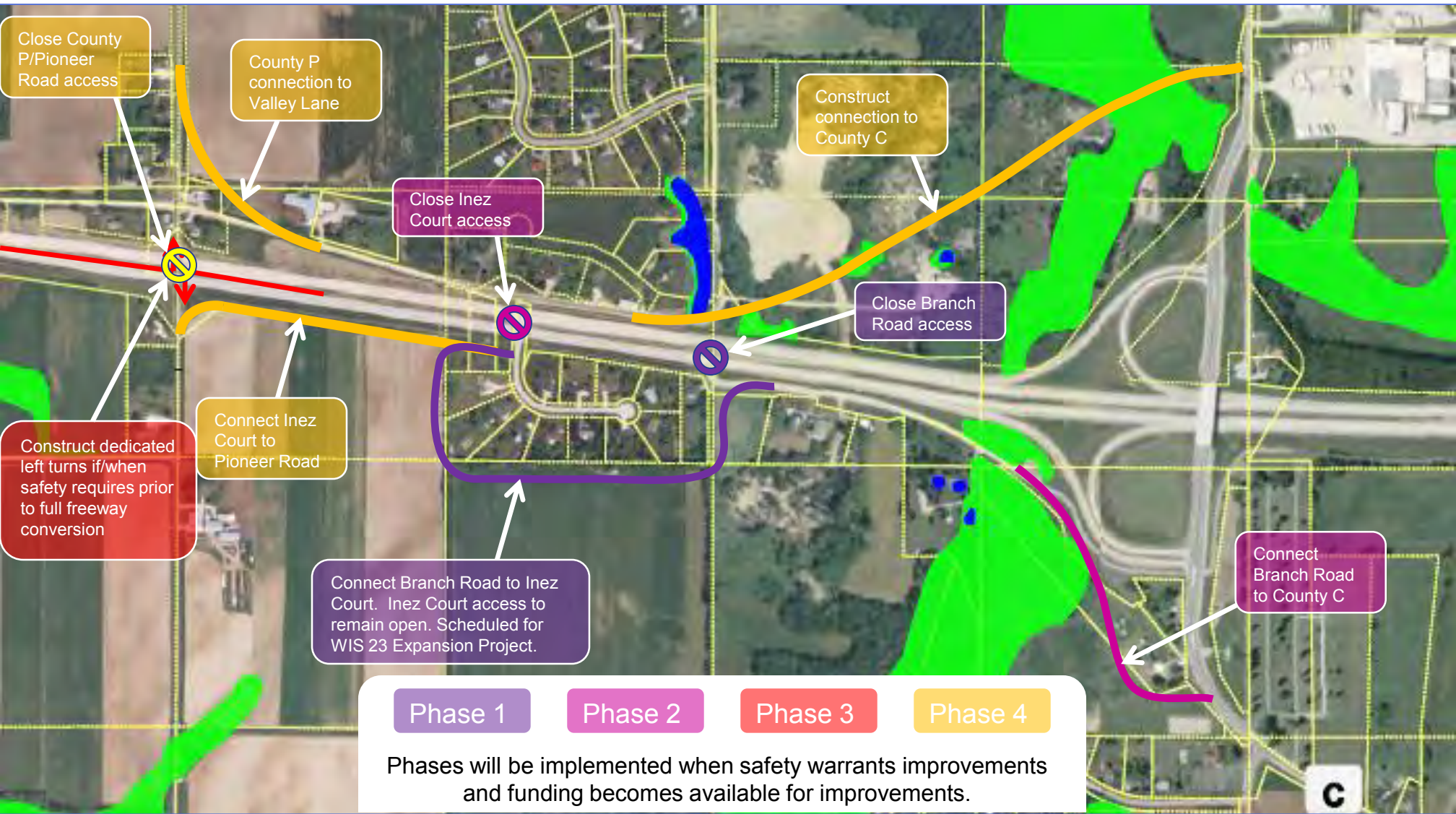


West Segment
County P to County C Connector
Pioneer Road to
County C Connector

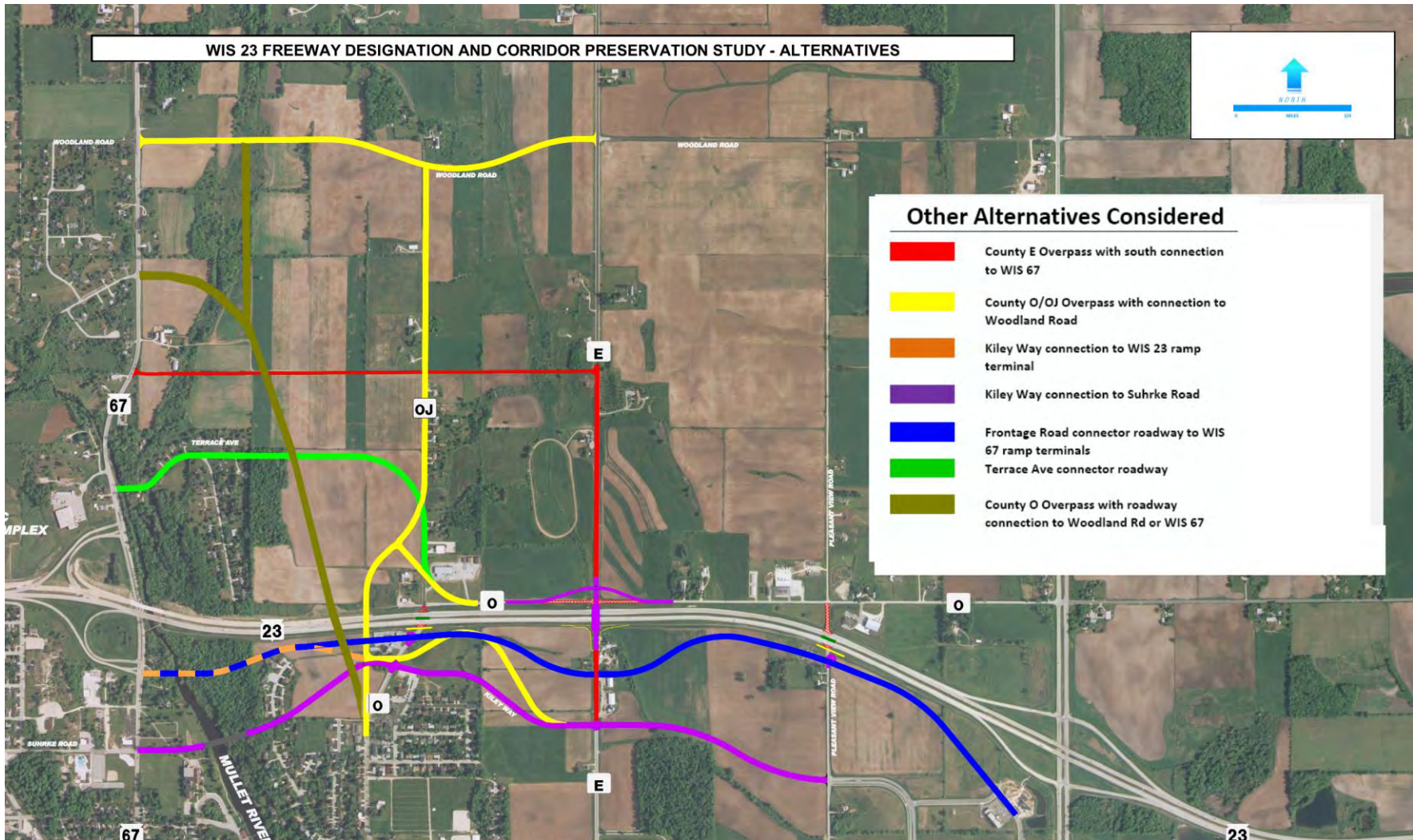
23

Recommended Alternative

West Segment Freeway Designation Recommended Alternatives

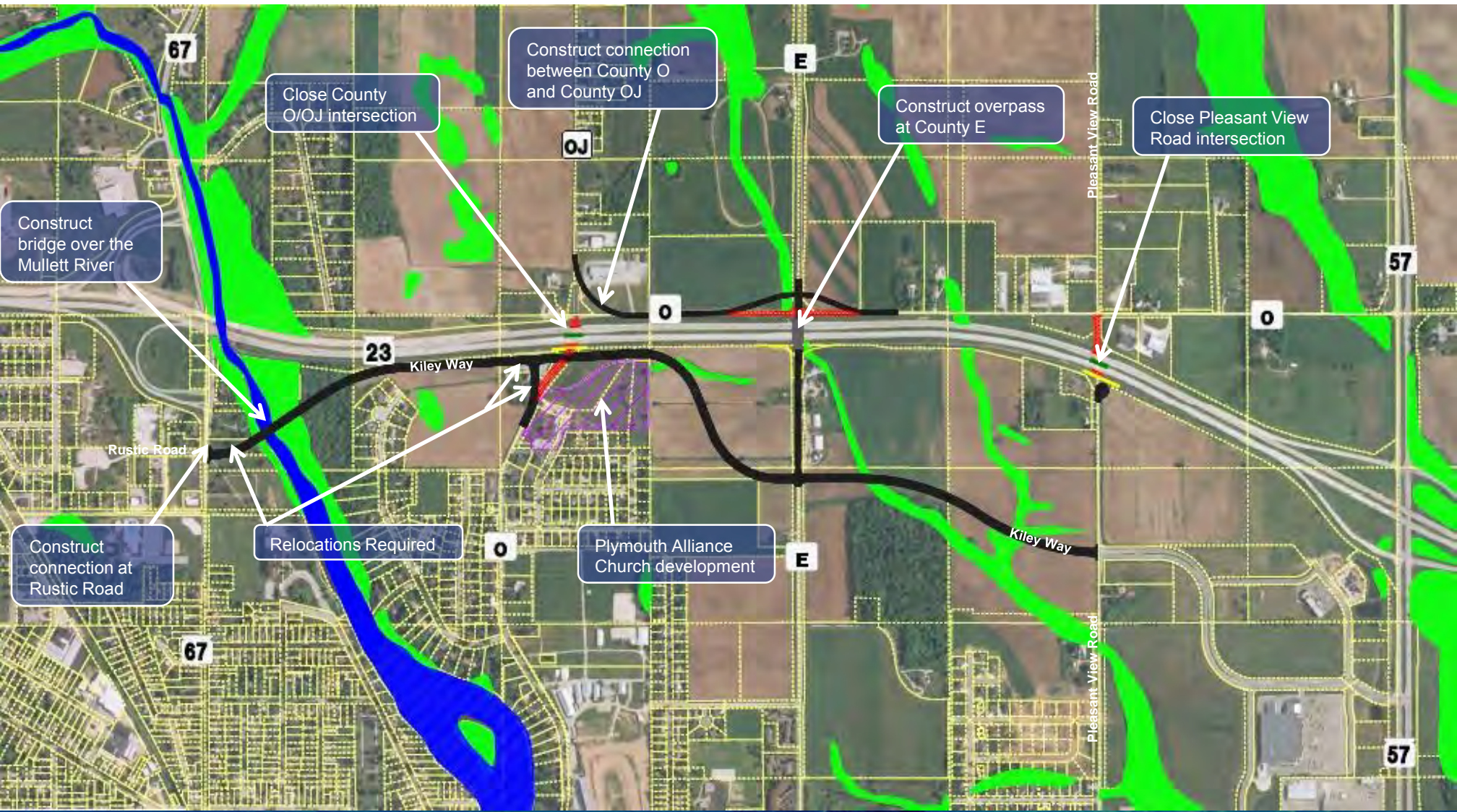


Central Segment Freeway Designation Previously Discussed Alternatives



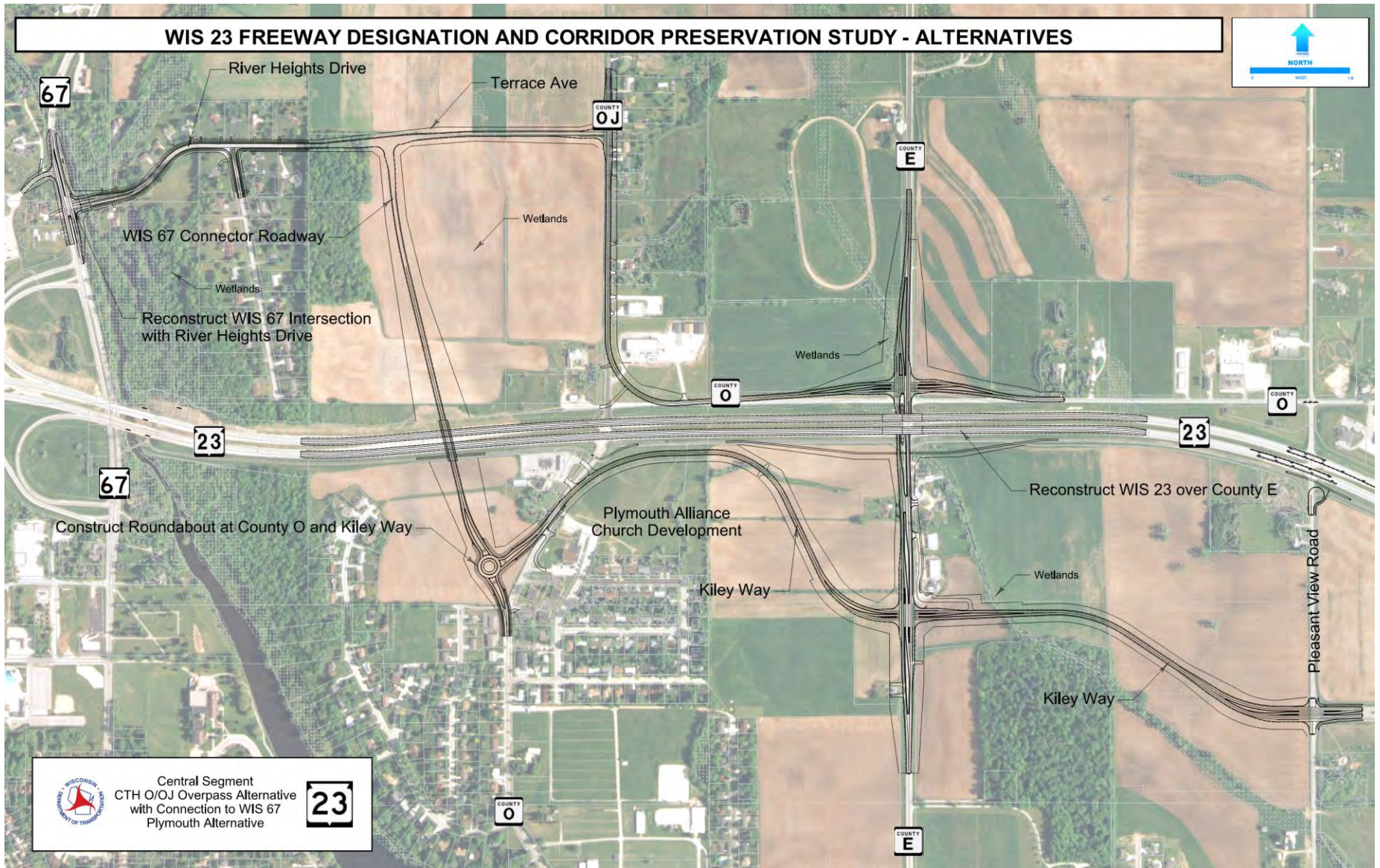
Central Segment Freeway Designation

Previously Discussed Alternatives

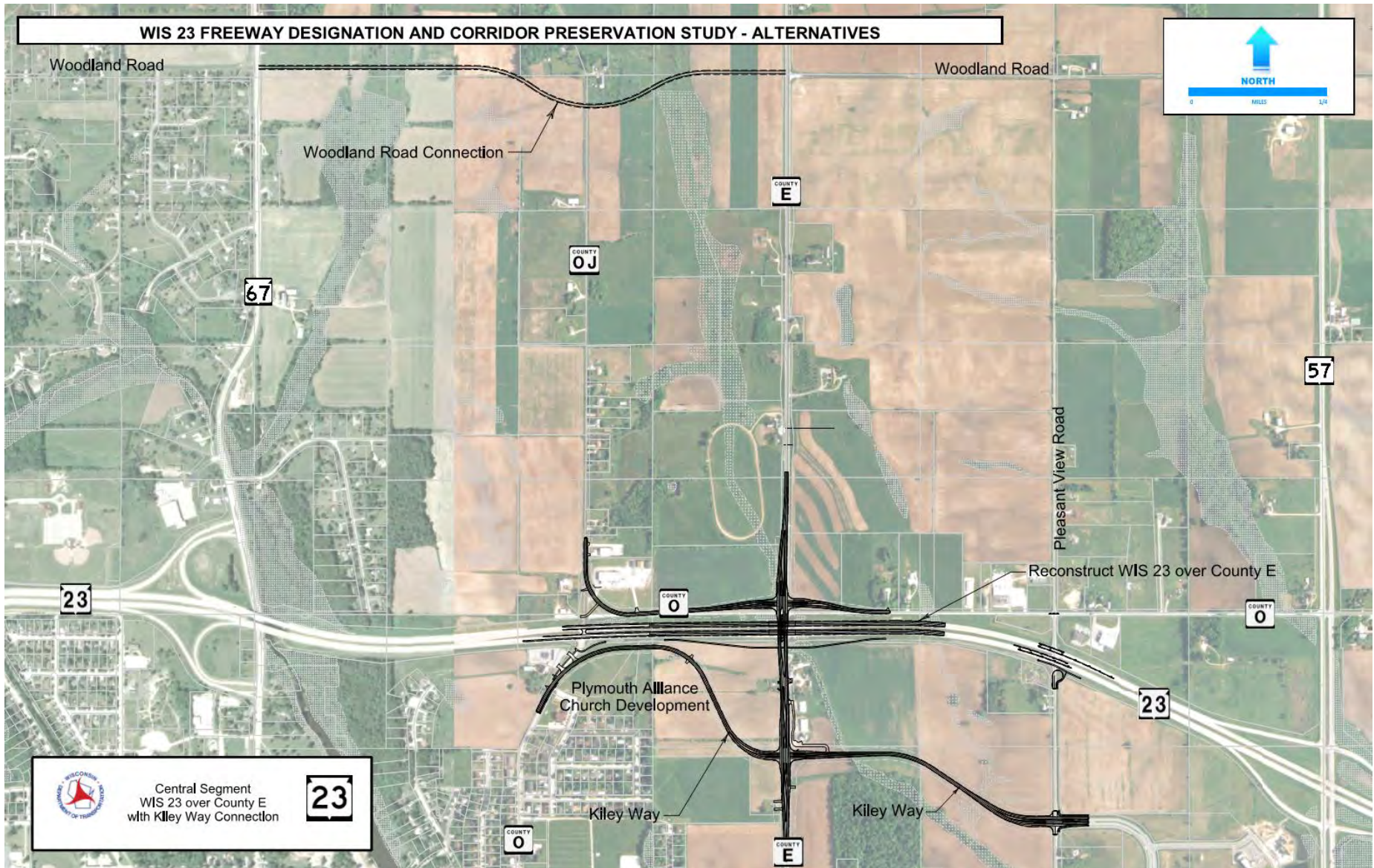


Central Segment Freeway Designation

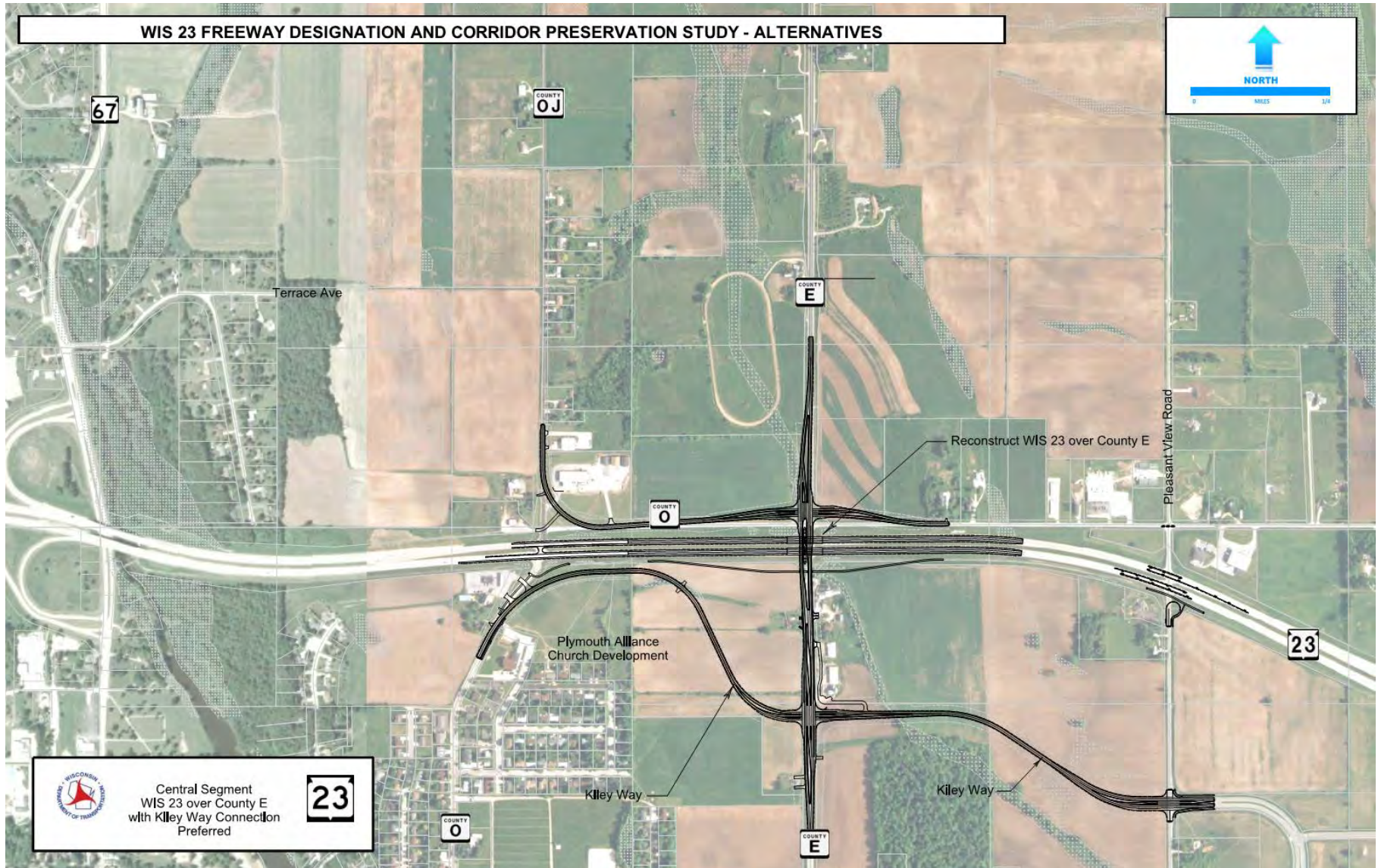
Previous Discussed Alternatives



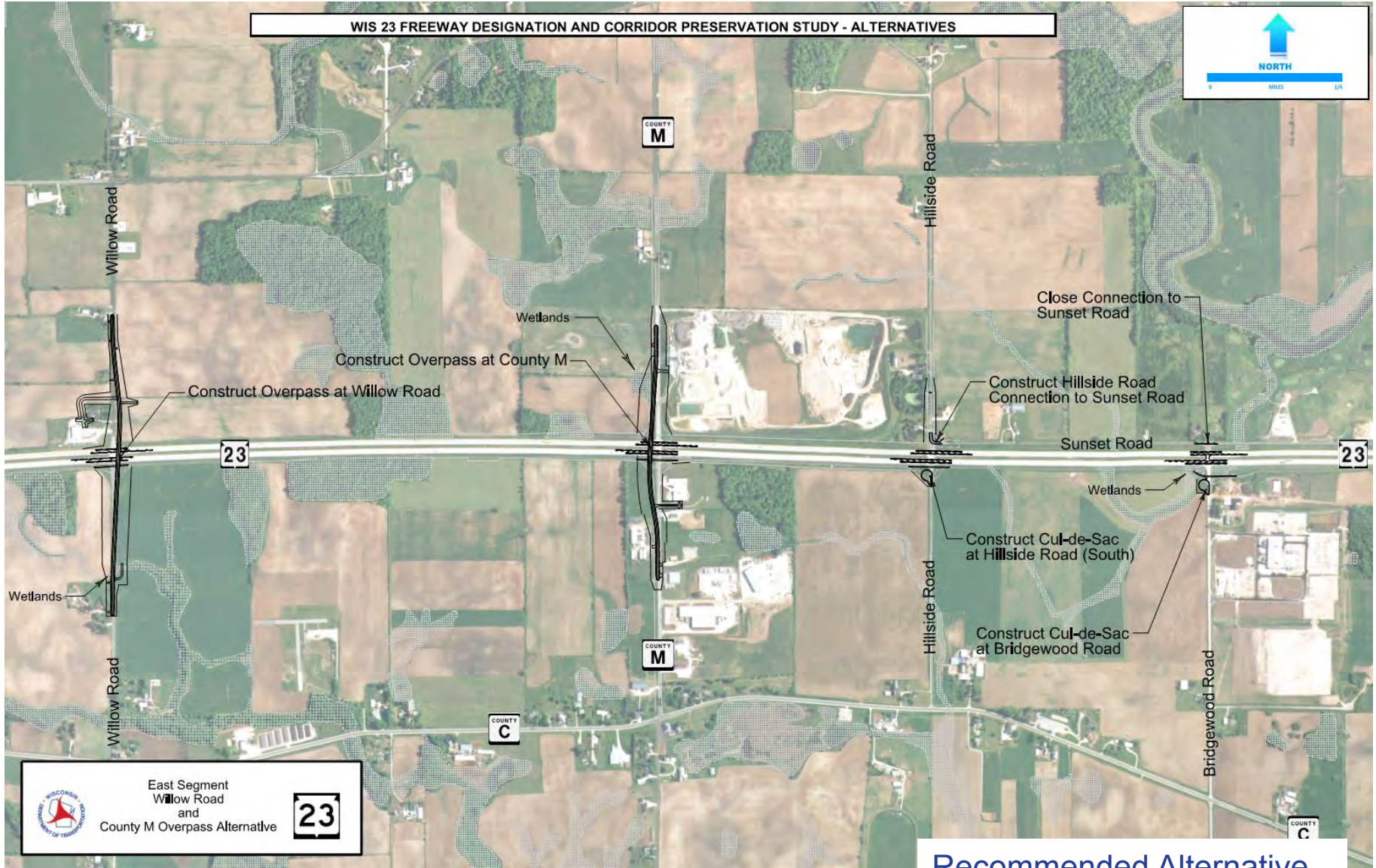
Central Segment Freeway Designation Previously Discussed Alternatives



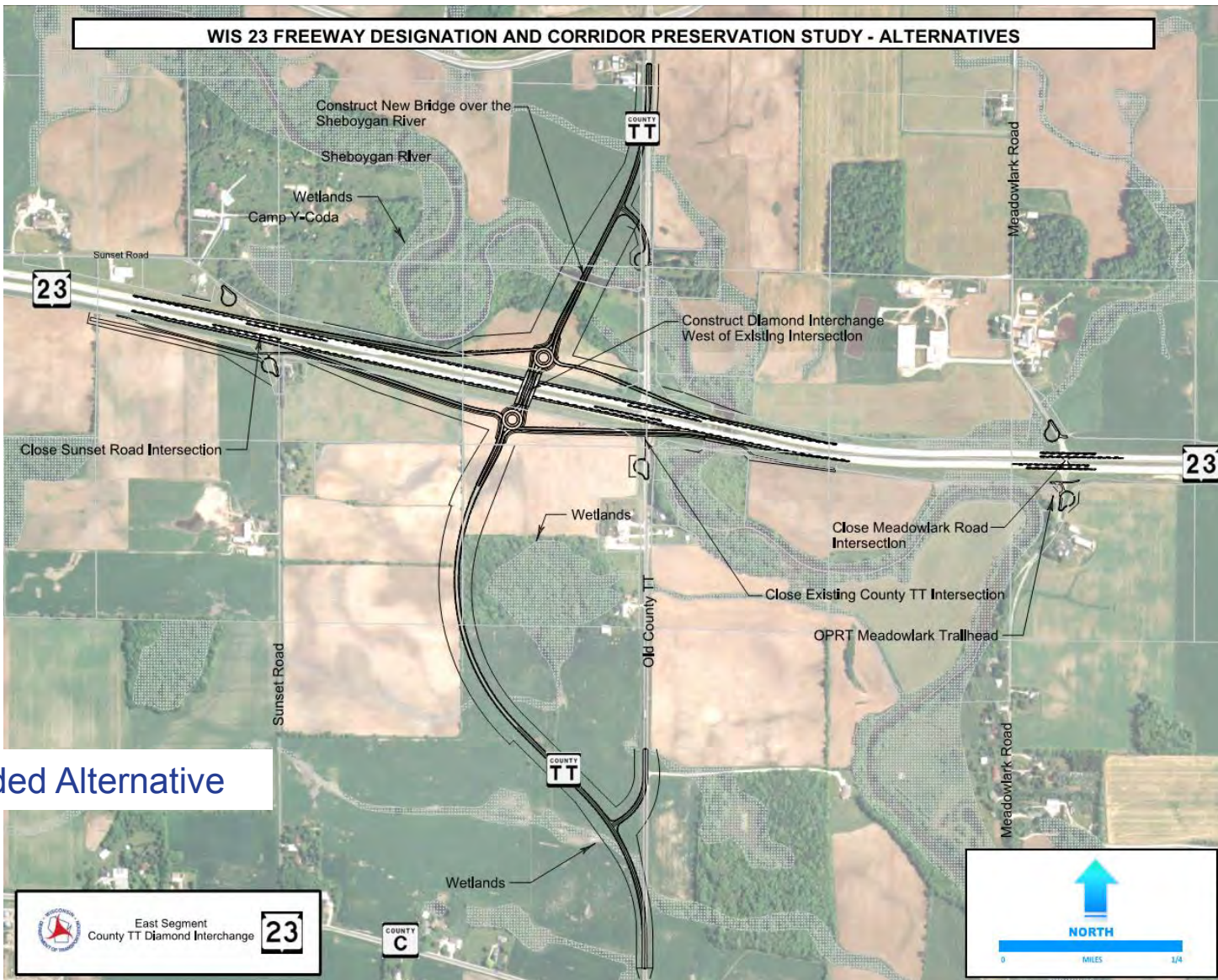
Central Segment Freeway Designation Recommended Alternatives



East Segment Freeway Designation Recommended Alternatives

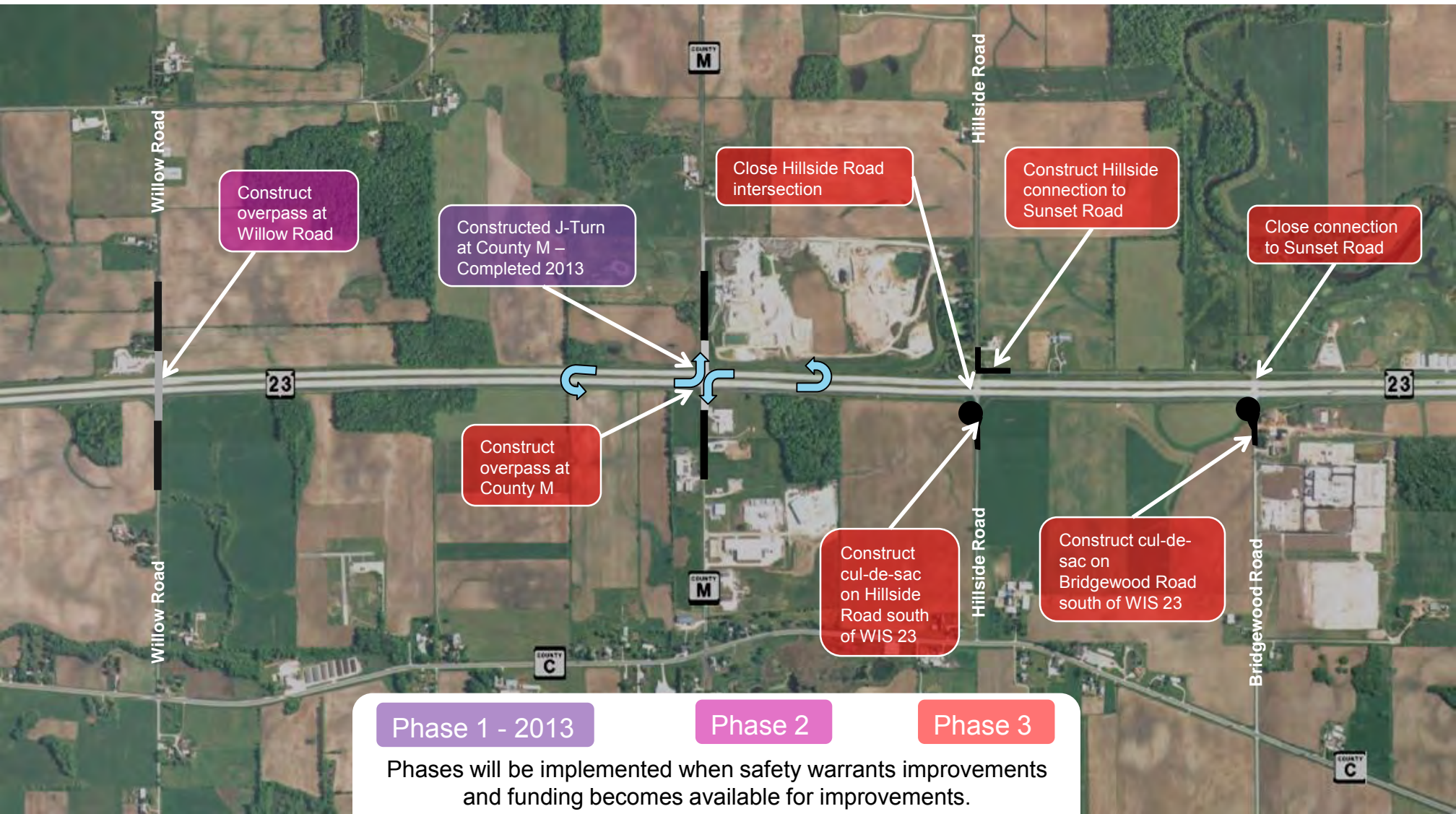


East Segment Freeway Designation Recommended Alternatives



Recommended Alternative

East Segment Freeway Designation Recommended Alternatives



Phase 1 - 2013

Phase 2

Phase 3

Phases will be implemented when safety warrants improvements and funding becomes available for improvements.

Traffic Impacts

▶ Traffic Pattern Changes

■ Anticipated Traffic Increases

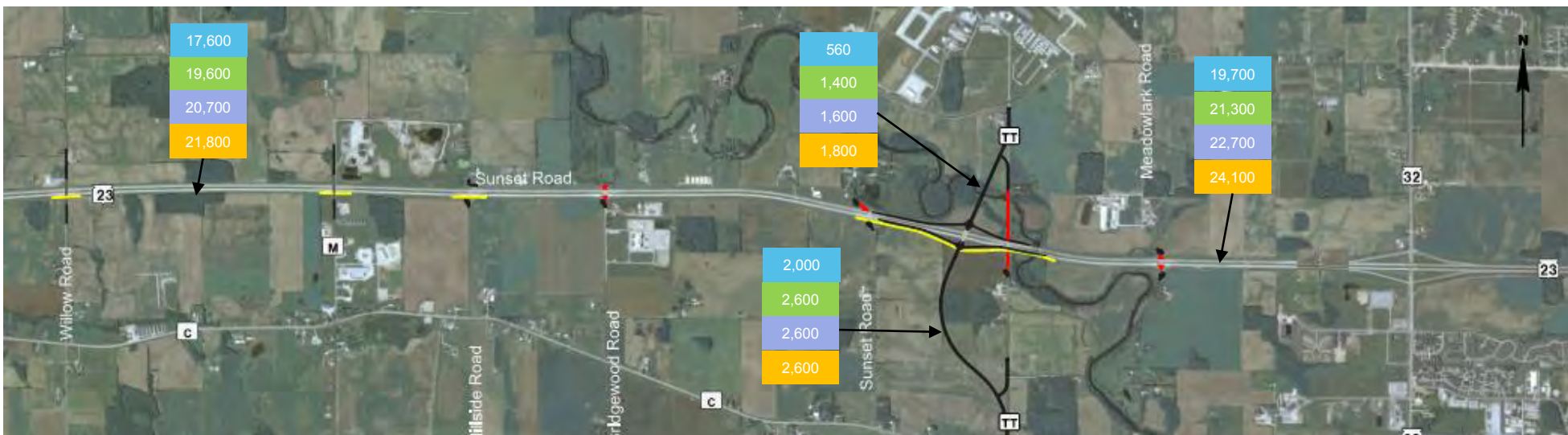
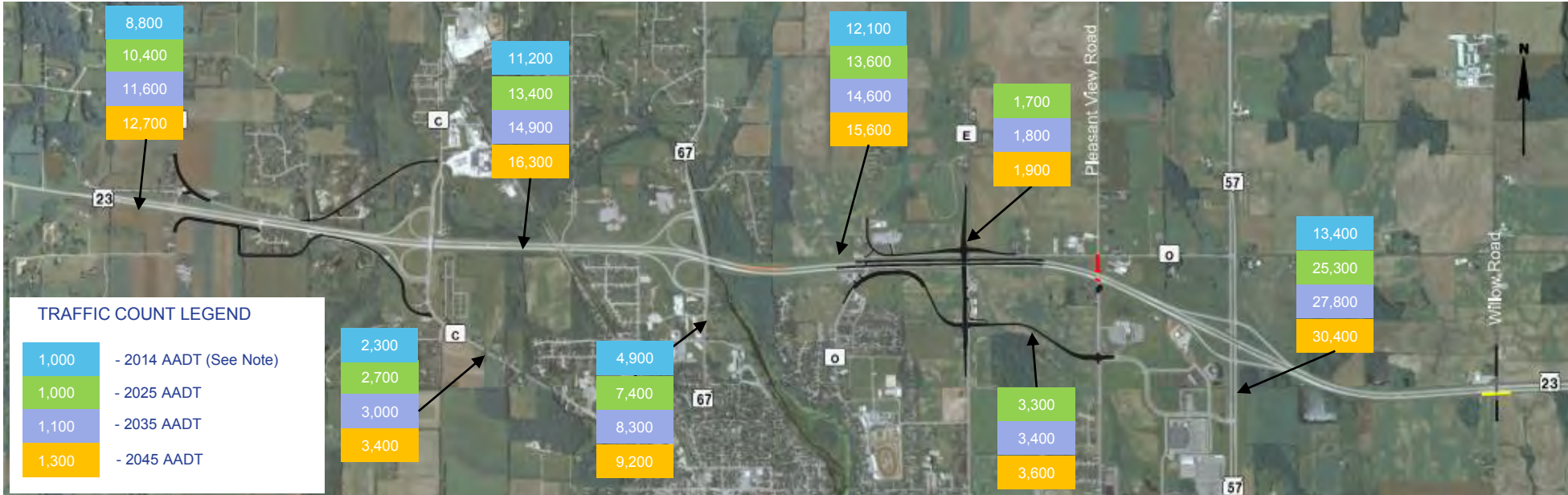
- WIS 57, County C, WIS 67 and County TT Interchanges
- County O Between OJ and E
- County E – north of Kiley Way
- Kiley Way – Pleasant View to WIS 57

■ Anticipated Traffic Decreases

- Branch Road
- Pleasant View (north of Kiley Way)
- Bridgewood Road
- Meadowlark Road
- Sunset Road
- Hillside Road



Traffic Impacts



Note: 2014 data from the WisDOT Traffic Count Interactive Map. Data shown at County C and County TT is 2011 data.

Impact Assessment

West Segment Alternatives

			Impacts									
Location	Alternative	Alternative Segment	Total New R/W Required (Acres)	Farmland Impacts (Acres)	Residential Relocations (Number)	Business Relocations (Number)	Farm Relocations (Number)	Farms Severed (Number)	Wetland (Acres)	Arch (Y or N)	Historical (Y or N)	Old Plank Road Trail (Feet)
West Segment	W2 North	Realignment of County P down Valley Lane to County C	11	1	0	0	0	0	2	N	N	0
		County P/WIS 23 Intersection Closure	0.3	0	0	0	0	0	0	N	N	600
		North Connector Roadway Totals:	11	1	0	0	0	0	2	0	0	600
	W2 South	Connecting Road from Pioneer Road to County C	10	6	0	0	0	0	1	N	N	1,500
		South Connector Roadway Totals:	10	6	0	0	0	0	1	0	0	1,500
		West Segment Totals:	21	7	0	0	0	0	3	0	0	2100

			Costs			
Location	Alternative	Alternative Segment	Estimated Bridge Structure	Estimated Real Estate	Estimated Construction (including structures)	Total Project Including Delivery
West Segment	W2 North	Realignment of County P down Valley Lane to County C	0	260,000	3,120,000	4,139,200
		County P/WIS 23 Intersection Closure	0	5,200	187,200	234,000
		North Connector Roadway Totals:	0	\$265,200	\$3,307,200	\$4,373,200
	W2 South	Connecting Road from Pioneer Road to County C	0	218,400	2,631,200	3,484,000
		South Connector Roadway Totals:	\$0	\$218,400	\$2,631,200	\$3,484,000
		West Segment Totals:	\$0	\$483,600	\$5,938,400	\$7,857,200

**Cost estimates are based on 2016 dollar values*



Impact Assessment

Central Segment Alternatives

Location	Alternative	Alternative Segment	Impacts									
			Total New R/W Required (Acres)	Farmland Impacts (Acres)	Residential Relocations (Number)	Business Relocations (Number)	Farm Relocations (Number)	Farms Severed (Number)	Wetland (Acres)	Arch (Y or N)	Historical (Y or N)	Old Plank Road Trail (Feet)
Central Segment	C1	Kiley Way -County O and Pleasant View Road	20	15	0	0	0	4	1	N	N	0
		STH 23 over County E	3	12	0	0	0	0	2	N	Y	2175
		County O Realignment	3	4	0	0	0	0	1	N	N	0
		WIS 23/County O Intersection Closure	0	0	0	0	0	0	0	N	N	600
		WIS 23/Pleasant View Rd Intersection Closure	0	0	0	0	0	0	0	N	N	600
	Kiley Way - County OJ to Pleasant View Totals:		26	30	0	0	0	4	4	0	0	3375
	C2	Kiley Way - WIS 67 to Pleasant View Road	25	18	1	1	1	4	3	N	N	0
		County O Realignment	4	4	0	0	0	0	1	N	N	0
		STH 23 over County E	3	12	0	0	0	0	2	N	Y	2175
		WIS 23/County O Intersection Closure	0	0	0	0	0	0	0	N	N	600
		WIS 23/Pleasant View Rd Intersection Closure	0	0	0	0	0	0	0	N	N	600
	Kiley Way - South Connection (Mullet Bridge) Totals:		32	33	1	1	1	4	6	0	0	3375
	C3	Kiley Way -County O and Pleasant View Road	20	15	0	0	0	4	1	N	N	0
		River Heights Drive Connection - County O over Wis 23	21	18	0	0	0	3	3	N	Y	500
		County O Realignment	3	4	0	0	0	0	1	N	N	0
		STH 23 over County E	3	12	0	0	0	0	2	N	Y	2175
		WIS 23/County O Intersection Closure	0	0	0	0	0	0	0	N	N	600
		WIS 23/Pleasant View Rd Intersection Closure	0	0	0	0	0	0	0	N	N	600
	River Heights Drive Connection - County O over WIS 23 Totals:		48	48	0	0	0	7	7	0	0	3875



Impact Assessment

Central Segment Alternatives

Location	Alternative	Alternative Segment	Costs			
			Estimated Bridge Structure	Estimated Real Estate	Estimated Construction (including structures)	Total Project Including Delivery
Central Segment	C1	Kiley Way -County O and Pleasant View Road	0	286,000	2,870,400	3,848,000
		STH 23 over County E	1,186,640	520,000	14,115,631	18,304,959
		County O Realignment	0	36,400	1,518,400	1,918,800
		WIS 23/County O Intersection Closure	0	5,200	187,200	234,000
		WIS 23/Pleasant View Rd Intersection Closure	0	5,200	187,200	234,000
		Kiley Way - County OJ to Pleasant View Totals:	\$1,186,640	\$852,800	\$18,878,831	\$24,539,759
	C2	Kiley Way - WIS 67 to Pleasant View Road	7,020,000	1,430,572	13,218,400	17,841,772
		County O Realignment	0	36,400	1,518,400	1,918,800
		STH 23 over County E	1,186,640	520,000	14,115,631	18,304,959
		WIS 23/County O Intersection Closure	0	5,200	187,200	234,000
		WIS 23/Pleasant View Rd Intersection Closure	0	5,200	187,200	234,000
		Kiley Way - South Connection (Mullet Bridge) Totals:	\$8,206,640	\$1,997,372	\$29,226,831	\$38,533,531
	C3	Kiley Way -County O and Pleasant View Road	0	286,000	2,870,400	3,848,000
		River Heights Drive Connection - County O over Wis 23	2,777,840	780,000	13,035,248	17,203,360
		County O Realignment	0	36,400	1,518,400	1,918,800
		STH 23 over County E	1,186,640	520,000	14,115,631	18,304,959
		WIS 23/County O Intersection Closure	0	5,200	187,200	234,000
		WIS 23/Pleasant View Rd Intersection Closure	0	5,200	187,200	234,000
		River Heights Drive Connection - County O over WIS 23 Totals:	\$3,964,480	\$1,632,800	\$31,914,079	\$41,743,119

**Cost estimates are based on 2016 dollar values*



Impact Assessment East Segment Alternative

			Impacts										
Location	Alternative	Alternative Segment	Total New R/W Required (Acres)	Farmland Impacts (Acres)	Residential Relocations (Number)	Business Relocations (Number)	Farm Relocations (Number)	Farms Severed (Number)	Wetland (Acres)	Arch or N	(Y Historical Road Trail (Y or N))	Old Plank Road Trail (Feet)	
East Segment	E4	County TT Interchange	51	23	0	0	0	0	3	N	N	2,800	
		WIS 23/Meadowlark Road Intersection Closure	0.2	0	0	0	0	0	0	N	N	600	
		WIS 23/Sunset Road Intersection Closure	4	0	0	0	0	0	0	0	N	N	600
		WIS 23/Bridgewood Road Intersection Closure	0.1	0	0	0	0	0	0	0	N	N	600
		WIS 23/Hillside Road Intersection Closure	1	0	0	0	0	0	0	0	N	N	600
		County M Overpass	7	1	0	0	0	0	0	0	N	N	1,500
		Willow Road Overpass	10	1	0	0	0	0	0	0	N	N	1,500
		East Segment Totals:	73	25	0	0	0	0	0	3	0	0	8,200

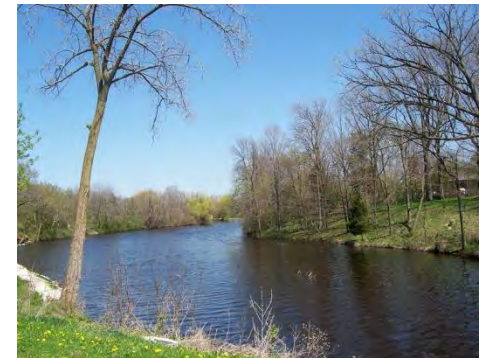
			Costs			
Location	Alternative	Alternative Segment	Estimated Bridge Structure	Estimated Real Estate	Estimated Construction (including structures)	Total Project Including Delivery
East Segment	E4	County TT Interchange	7,020,000	648,960	16,359,200	19,286,592
		WIS 23/Meadowlark Road Intersection Closure	0	5,200	187,200	234,000
		WIS 23/Sunset Road Intersection Closure	0	20,000	187,200	234,000
		WIS 23/Bridgewood Road Intersection Closure	0	5,200	187,200	234,000
		WIS 23/Hillside Road Intersection Closure	0	5,200	187,200	234,000
		County M Overpass	1,768,000	31,200	3,494,400	4,368,000
		Willow Road Overpass	1,768,000	31,200	3,494,400	4,368,000
		East Segment Totals:	\$10,556,000	\$746,960	\$24,096,800	\$28,958,592

**Cost estimates are based on 2016 dollar values*



What's Next?

- ▶ Preliminary engineering
- ▶ Environmental analysis
- ▶ Mapping of right of way
- ▶ Public Hearing
 - Tentative: Fall 2016



Project Contacts / Information

- ▶ Natasha Gwidt – WisDOT Project Manager
 - Phone – (920) 492-4125
 - Email – Natasha.Gwidt@dot.wi.gov

- ▶ Project Information Website
 - <http://www.dot.wisconsin.gov/projects/ne.htm>
 - Go to the WIS 23 Corridor Preservation Study button

