

# Welcome

**WIS 35**

**(La Crosse County Line to Garner Place)**

**La Crosse County**

**Public Involvement Meeting**

**February 21, 2018**

**5:30 to 7:30 p.m.**



# Introductions

- WisDOT
  - Todd Waldo, P.E. – Project Manager
  - Reiny Yahnke, P.E. – Supervisor
- CBS Squared, Inc.
  - Brian Smits, P.E. – Project Manager
- MSA Professional Services, Inc.
  - Kevin Ruhland, P.E. – Traffic Engineer



# Purpose of Public Involvement Meeting

- Introduce the design team
- Present the need for the project
- Present and discuss the proposed improvements along the corridor
- Obtain public input and comments
- Answer questions



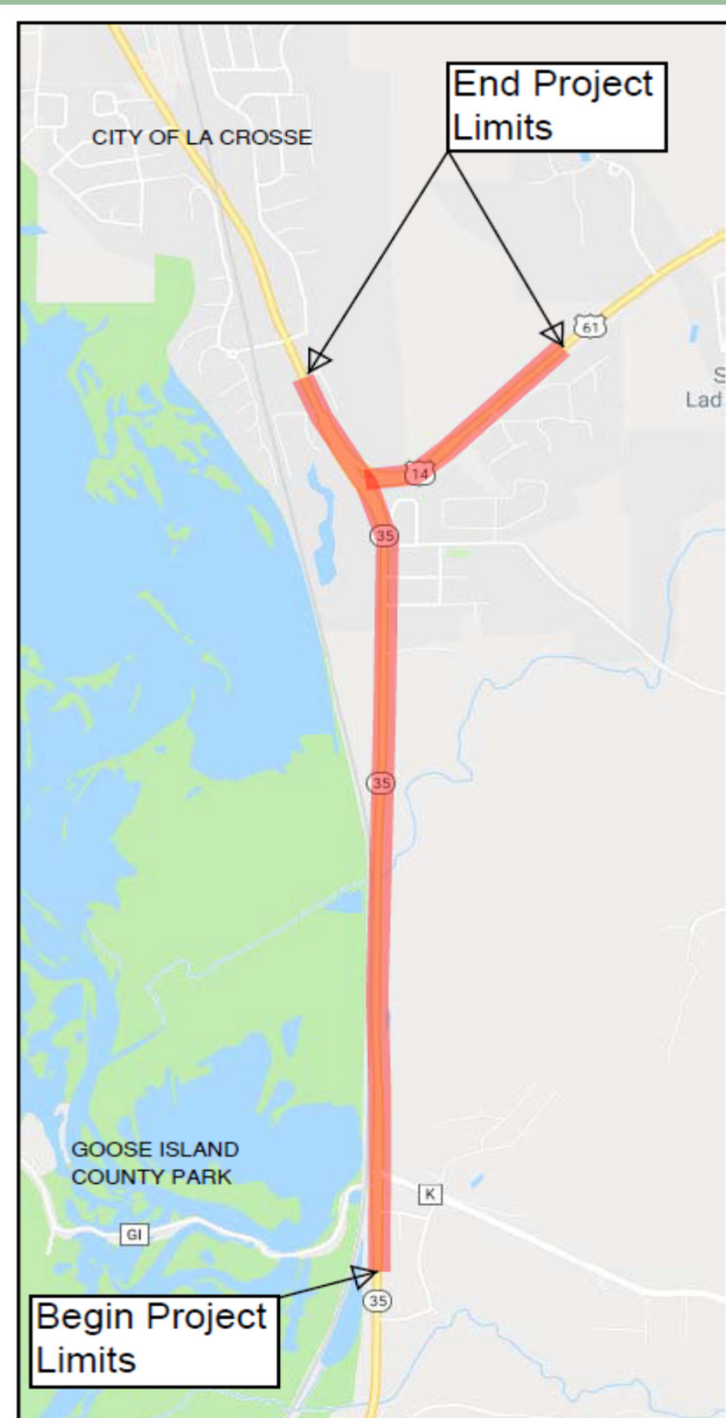
# Meeting Format

- Power Point presentation
- Informal open house format
  - Review displays
  - One-on-one questions and answers



# Project Location

- WIS 35 from La Crosse County Line to Garner Place
- US 14/US 61 from WIS 35 to 1,000' northeast of Fireclay Court



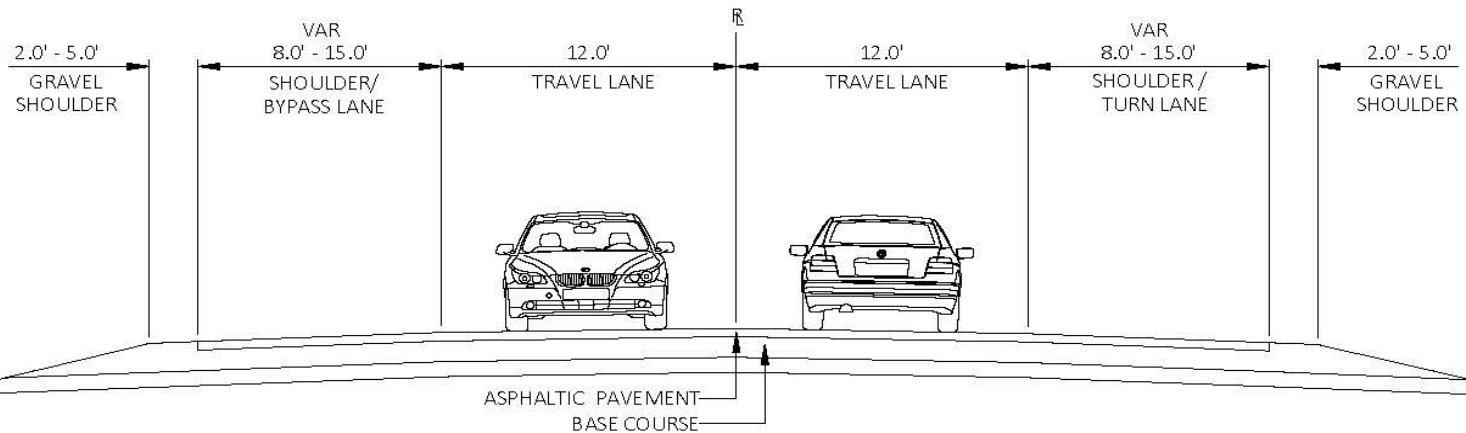
# Need for Project

- The roadway has reached the end of its design life cycle
- Existing pavement is deteriorated and has numerous cracks, ruts, potholes and joint failures
- Intersection improvements are needed along WIS 35 to address operation and safety issues



# Existing Conditions

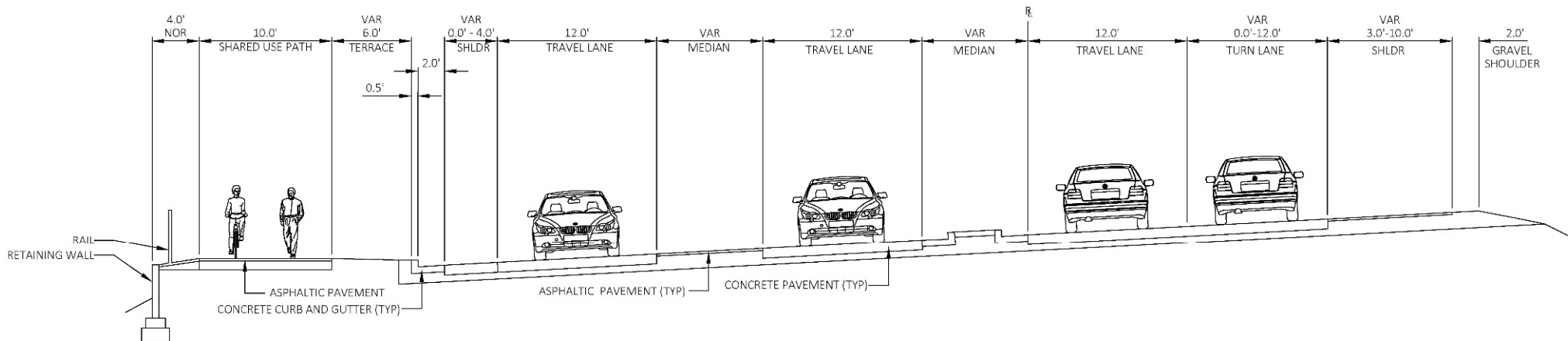
## WIS 35 – Existing Section (La Crosse Co Line to Riverview Drive)



TYPICAL EXISTING SECTION  
LA CROSSE CO LINE TO RIVERVIEW DRIVE

# Existing Conditions

## WIS 35 – Existing Section (Riverview Drive to US 14/US 61)



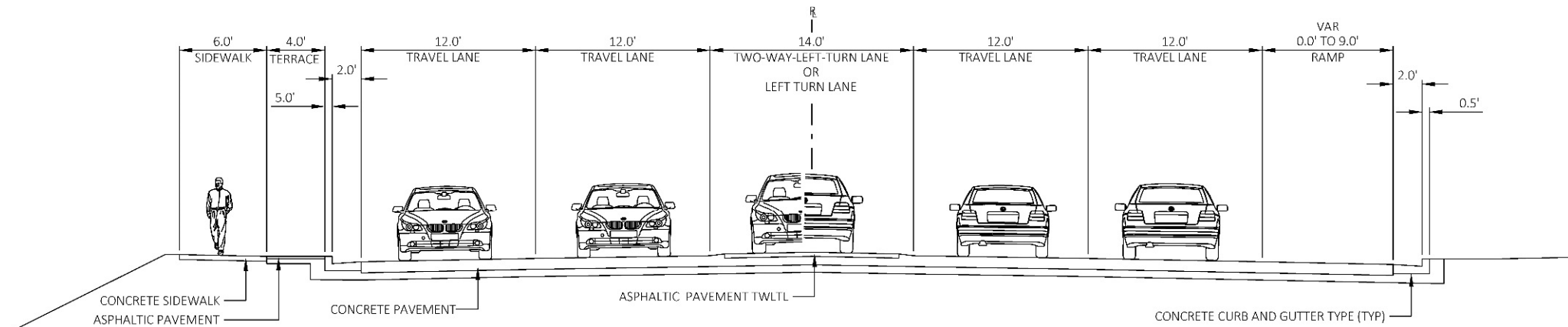
TYPICAL EXISTING SECTION  
RIVERVIEW DRIVE TO US 14/US 61





# Existing Conditions

## WIS 35 – Existing Section (US 14/US 61 to Garner Place)

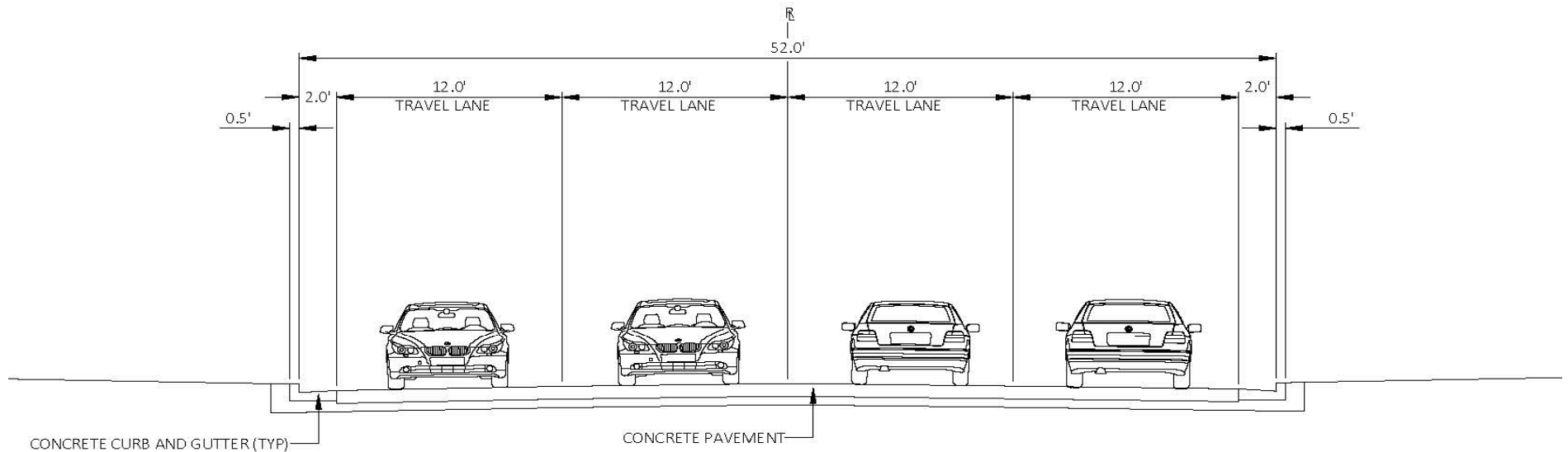


TYPICAL EXISTING SECTION  
NORTH OF US 14/US 61



# Existing Conditions

## US 14/US 61 – Existing Section



TYPICAL EXISTING SECTION

US 14/US 61



# Proposed Improvements

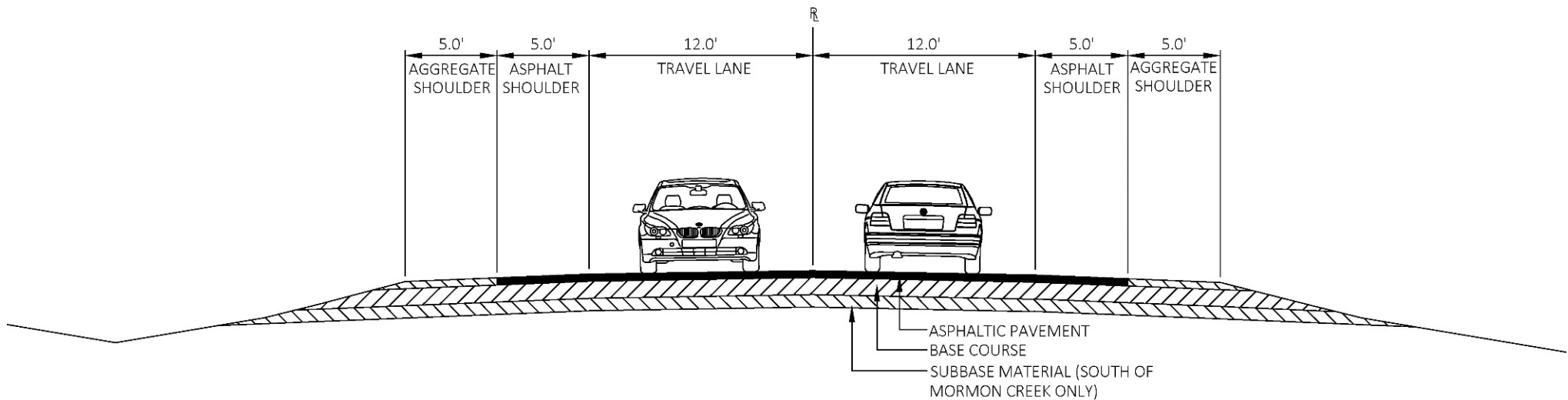
## WIS 35

- Reconstruct WIS 35 from La Crosse County Line to Garner Place
- Project will be constructed in two different segments
  - Southern – La Crosse County Line to Sunnyside Drive
  - Northern – Sunnyside Drive to Garner Place
- Existing shared use path on west side from Sunnyside Drive to Garner Place will be replaced



# Proposed Improvements

## WIS 35 – Proposed Section (La Crosse Co Line to Sunnyside Drive)

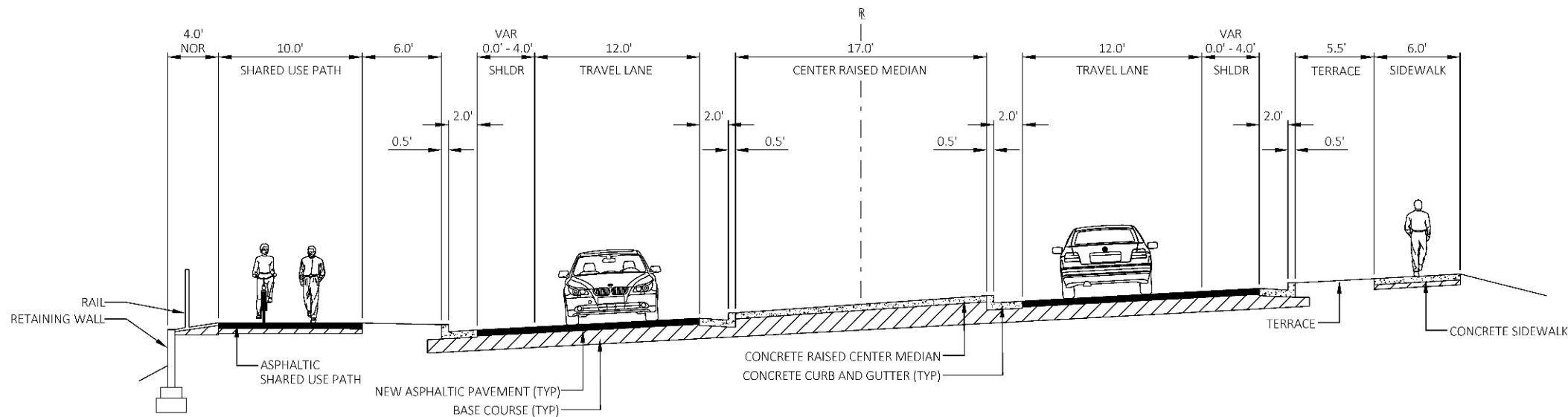


TYPICAL FINISHED SECTION  
LA CROSSE CO LINE TO SUNNYSIDE DRIVE



# Proposed Improvements

## WIS 35 – Proposed Section Alternative #1 (Sunnyside Drive to US 14/US 61)



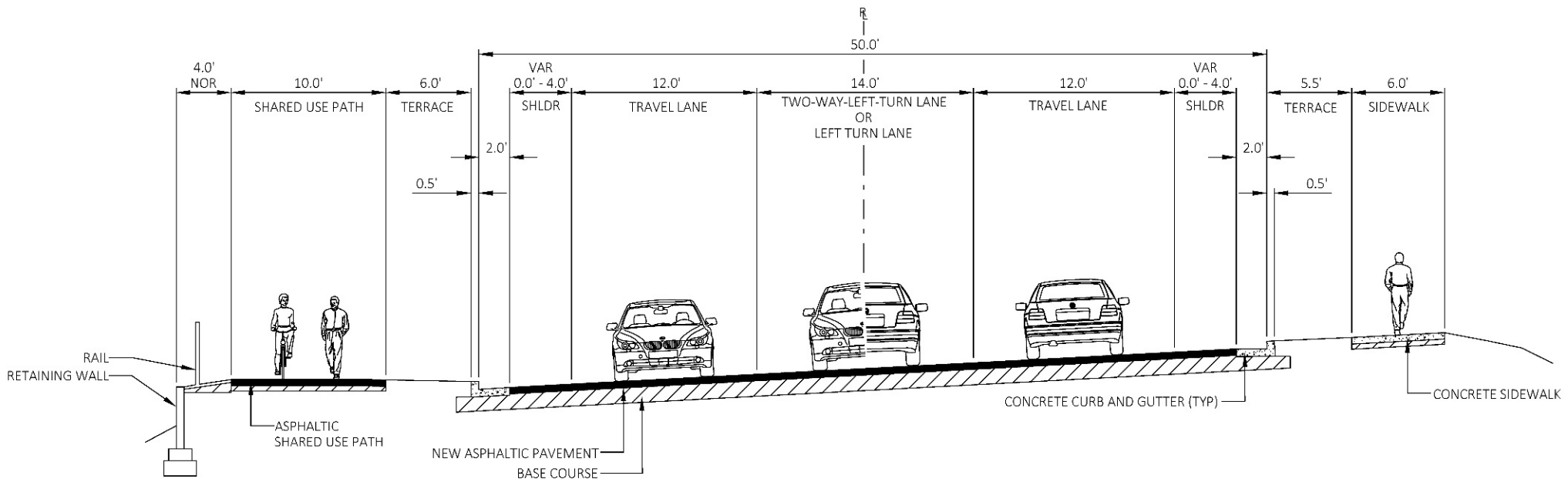
TYPICAL FINISHED SUPERELEVATED SECTION - ALTERNATIVE 1

SUNNYSIDE DRIVE TO US 14/US 61



# Proposed Improvements

## WIS 35 – Proposed Section Alternative #2 (Sunnyside Drive to US 14/US 61)



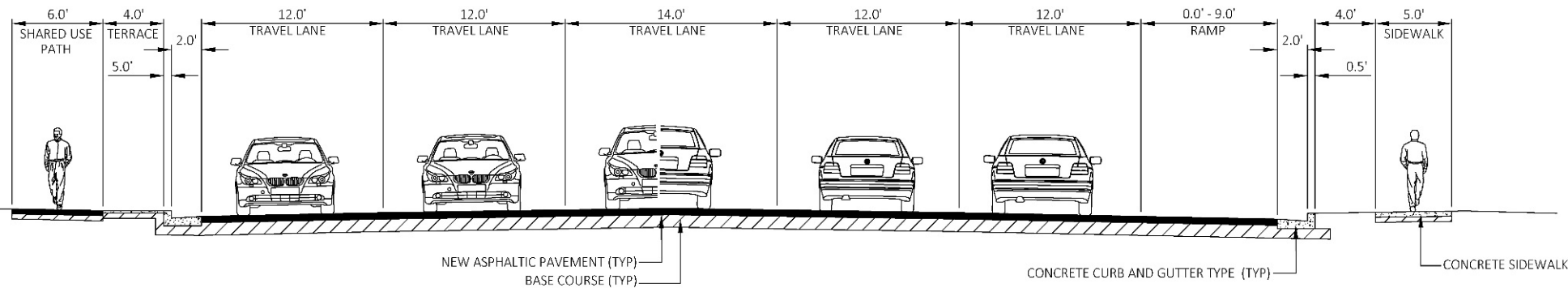
TYPICAL FINISHED SUPERELEVATED SECTION - ALTERNATIVE 2

SUNNYSIDE DRIVE TO US 14/US 61



# Proposed Improvements

## WIS 35 – Proposed Section (US 14/US 61 to Garner Place)



TYPICAL FINISHED SECTION  
NORTH OF US 14/US 61



# Proposed Improvements

## US 14

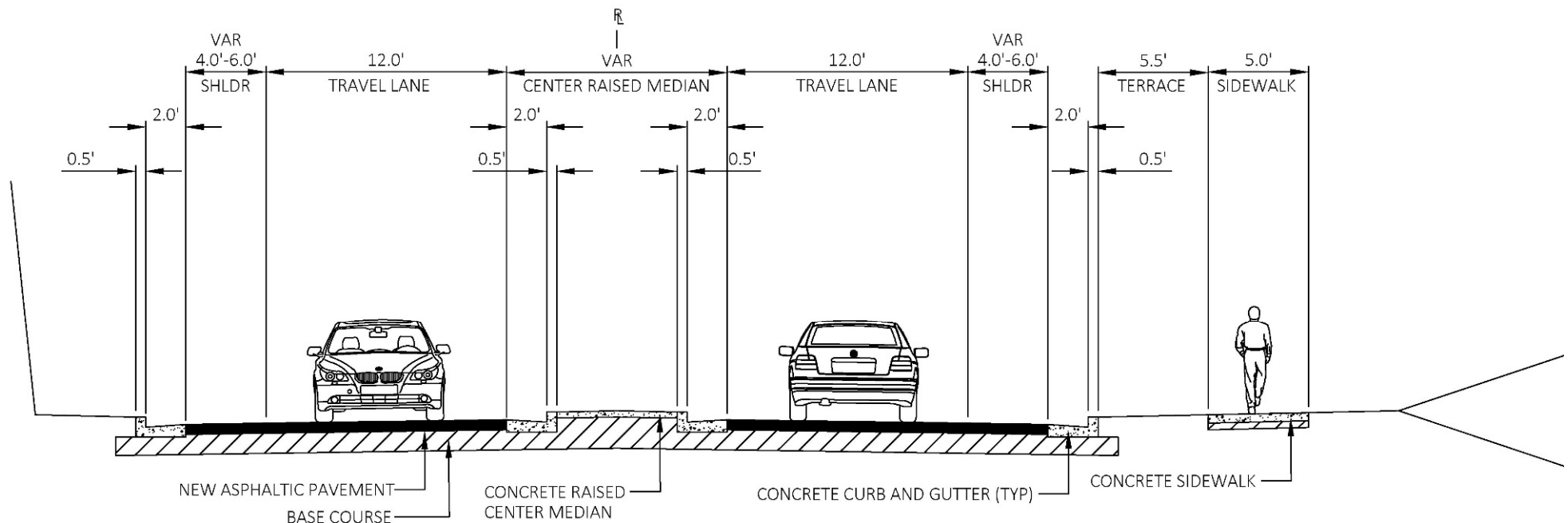
- Reconstruct US 14/US 61 from WIS 35 to 1,000' northeast of Fireclay Court
- Will be constructed with the northern segment
- Potential for a new sidewalk along US 14/US 61 to connect to the Fireclay Court neighborhood





# Proposed Improvements

## US 14/US 61 – Proposed Section



TYPICAL FINISHED SECTION

US 14/US 61



# Existing WIS 35 and US 14/US 61 Intersection



# Existing WIS 35 and US 14/US 61 Intersection

- Existing geometry has a Level of Service F for the design year of 2041
- Increased northbound through traffic expected to create smaller and less frequent gaps for turning movements
- Significant delays projected for southbound and westbound left turn movements



# Existing WIS 35 and US 14/US 61 Intersection

- 17 crashes occurred from 2009 to 2013
  - 47% of crashes resulted in personal injury
- Angle crashes are expected to increase
- Does not accommodate pedestrians



# Proposed Improvements to WIS 35 and US 14/US 61 Intersection

## Objectives for Improvements

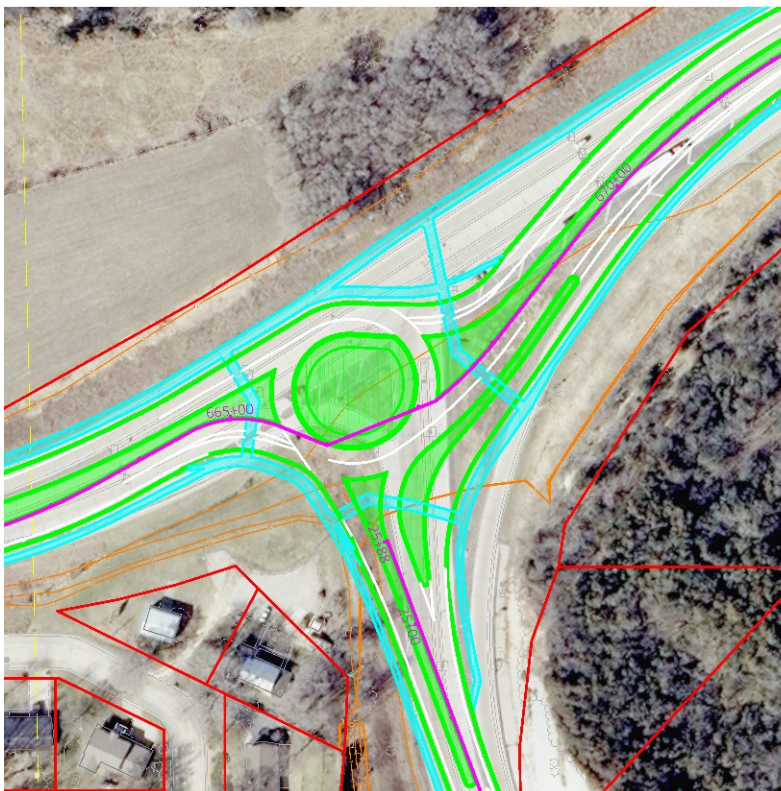
- Improve Level of Service for intersection
- Accommodate Over-Sized Over-Weight (OSOW) trucks
- Reduce potential for crashes
- Better accommodate multi-modal users



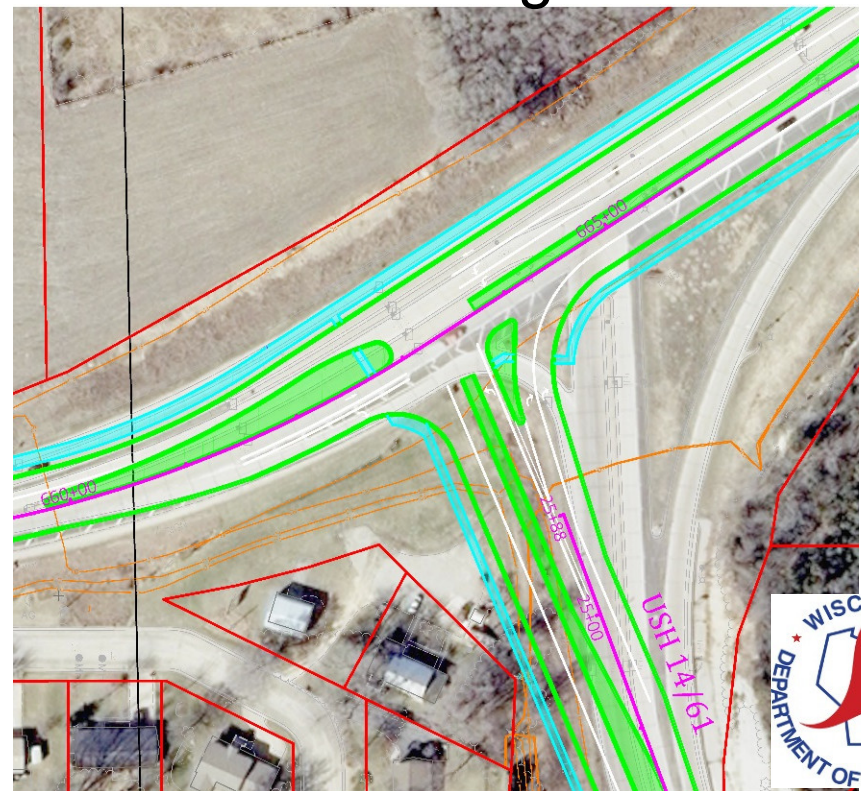
# Proposed Improvements to WIS 35 and US 14/US 61 Intersection

- Reconstruct WIS 35 and US 14/US 61 intersection with one of the following alternatives:

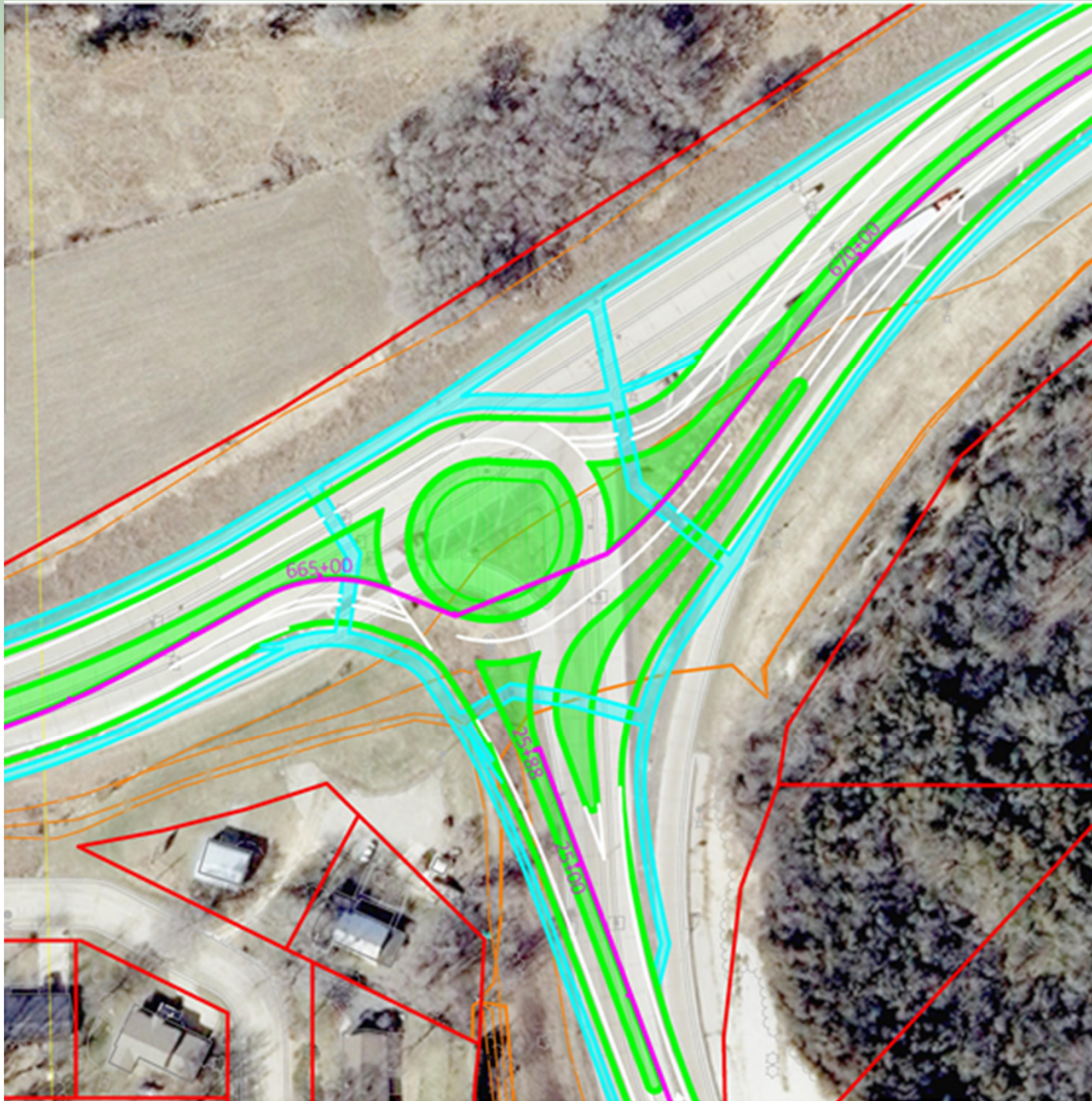
Alternative 1: Roundabout



Alternative 2: Signalized



# Alternative 1: Roundabout



# Alternative 1: Roundabout

- Provides for high Level of Service (LOS)
  - AM Peak LOS = **A** (For Design Year 2041)
  - PM Peak LOS = **B** (For Design Year 2041)
- Provides free-flow at lower speeds through roundabout
- Provides free-flow westbound to northbound right turn lane bypass
- Accommodates OSOW trucks





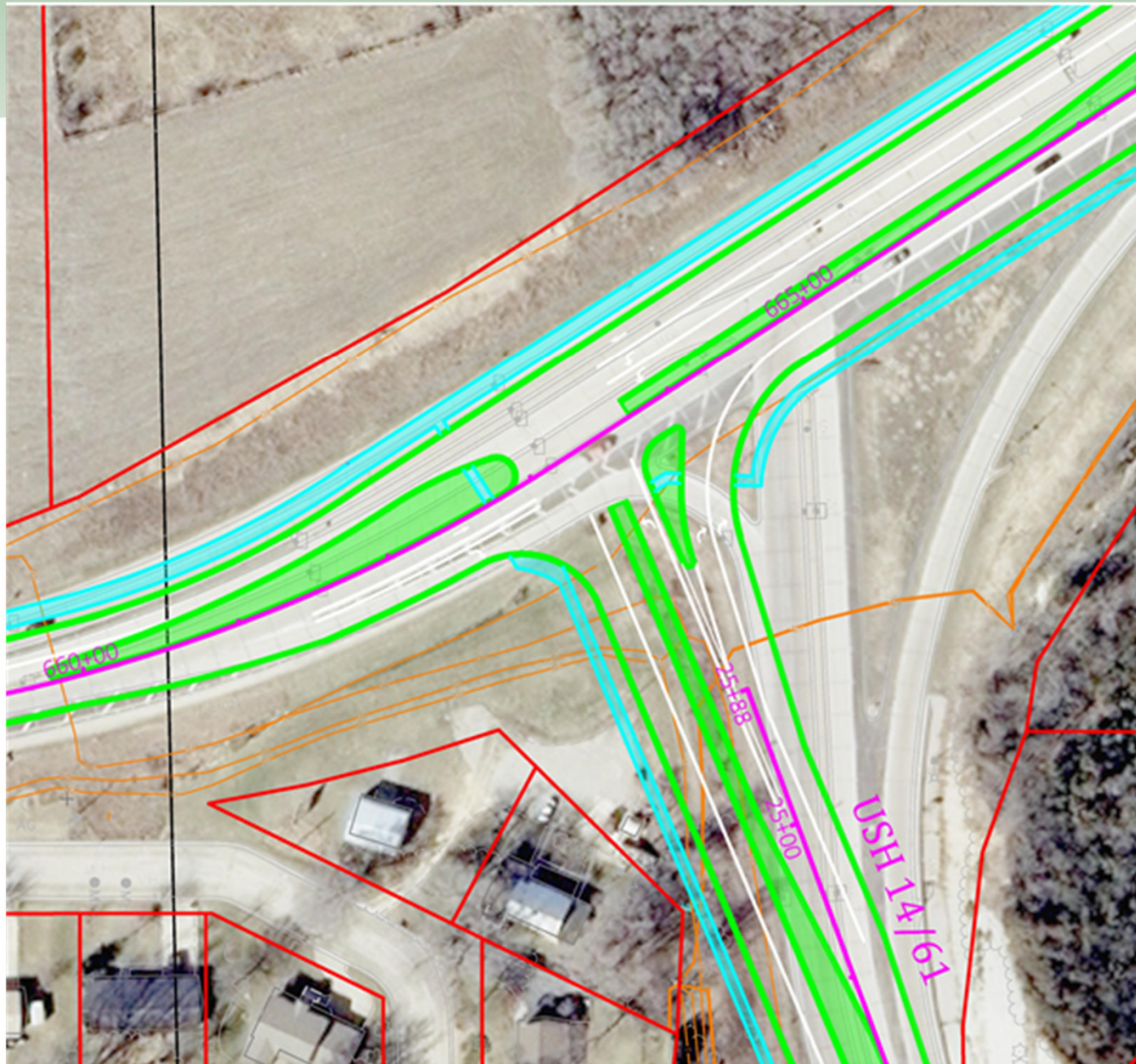
# Alternative 1: Roundabout

- Provides a traffic calming effect which can help control speeds in area
- Reduces vehicle crash severity
  - Reduces injury crashes by 38%
- Provides two-staged pedestrian crossings
  - Reduces pedestrian crashes by about 75%\*
- No impacts to adjacent properties

\* *Insurance Institute for Highway Safety*



# Alternative 2: Signalized



# Alternative 2: Signalized

- Provides for high Level of Service (LOS)
  - AM Peak LOS = **C** (For Design Year 2041)
  - PM Peak LOS = **B** (For Design Year 2041)
- Removes free-flow movements
- Provides dual left turn lanes for WIS 35 southbound traffic
- Provides dual right turn lanes for US 14 westbound traffic



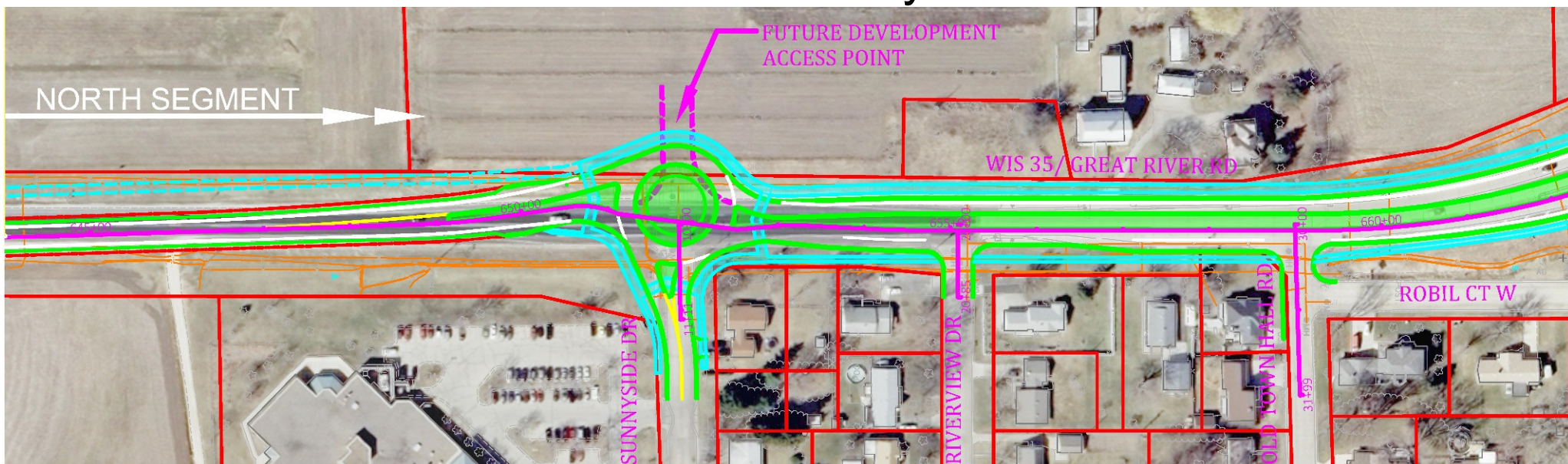
# Alternative 2: Signalized

- Accommodates OSOW trucks
- Traffic speeds are generally higher
- Reduces vehicle crashes by up to 17%
- Provides single-staged pedestrian crossings
  - Pedestrian signal heads
- No impacts to adjacent properties
- Minor new Right-of-Way will be required



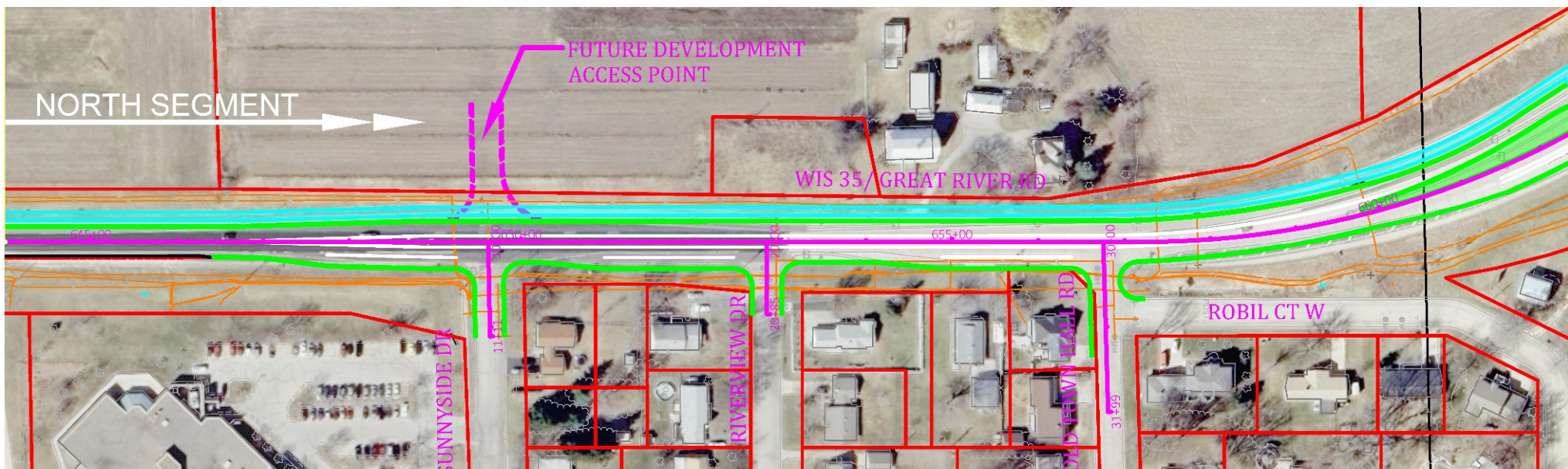
# Proposed Improvements to Local Side Street Intersections

- Reconstruct Old Town Hall Road, Riverview Drive, and Sunnyside Drive intersections with one of the following alternatives:
  - Alternative 1 – Construct a center raised median down WIS 35 between Sunnyside Drive and US 14 with new roundabout at WIS 35 and Sunnyside Drive intersection

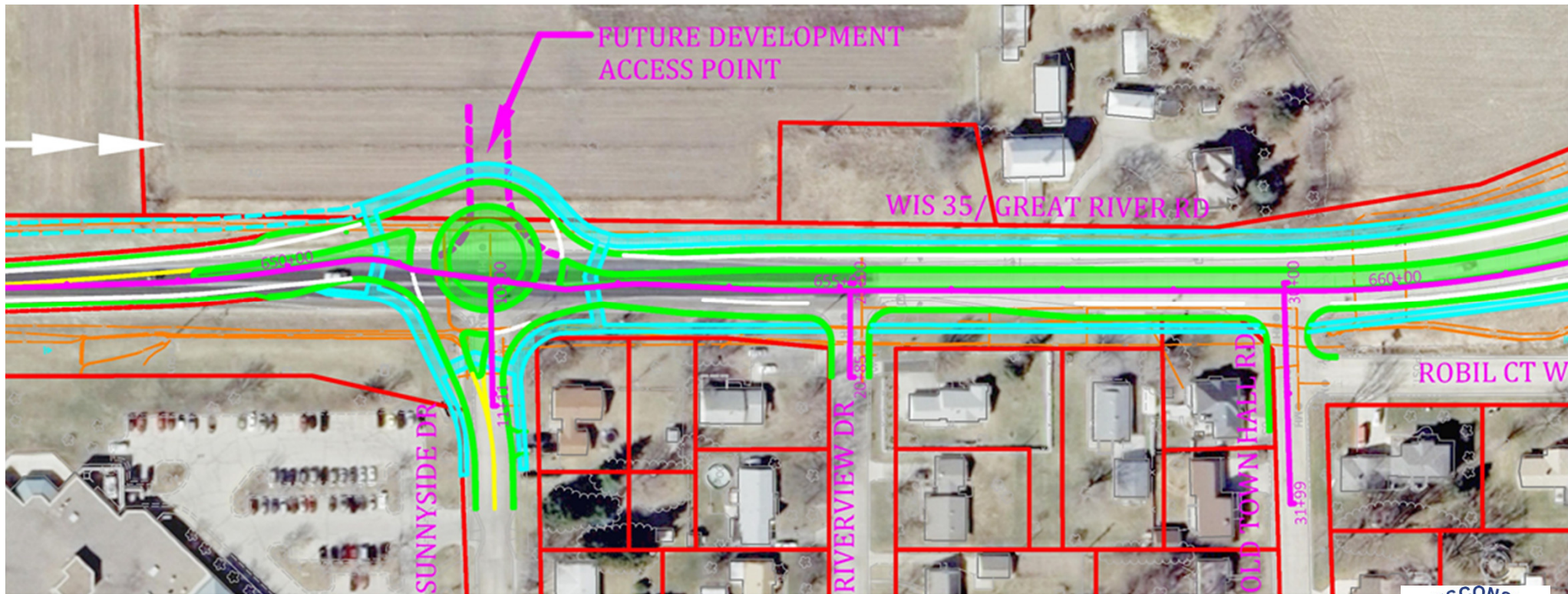


# Proposed Improvements to Local Side Street Intersections

- Reconstruct Old Town Hall Road, Riverview Drive, and Sunnyside Drive intersections with one of the following alternatives:
  - Alternative 2 – Construct a center Two-Way-Left-Turn Lane (TWLTL) down WIS 35 between Sunnyside Drive and US 14



# Alternative 1: Center Raised Median with Roundabout at Sunnyside Dr



# Alternative 1: Center Raised Median with Roundabout at Sunnyside Dr

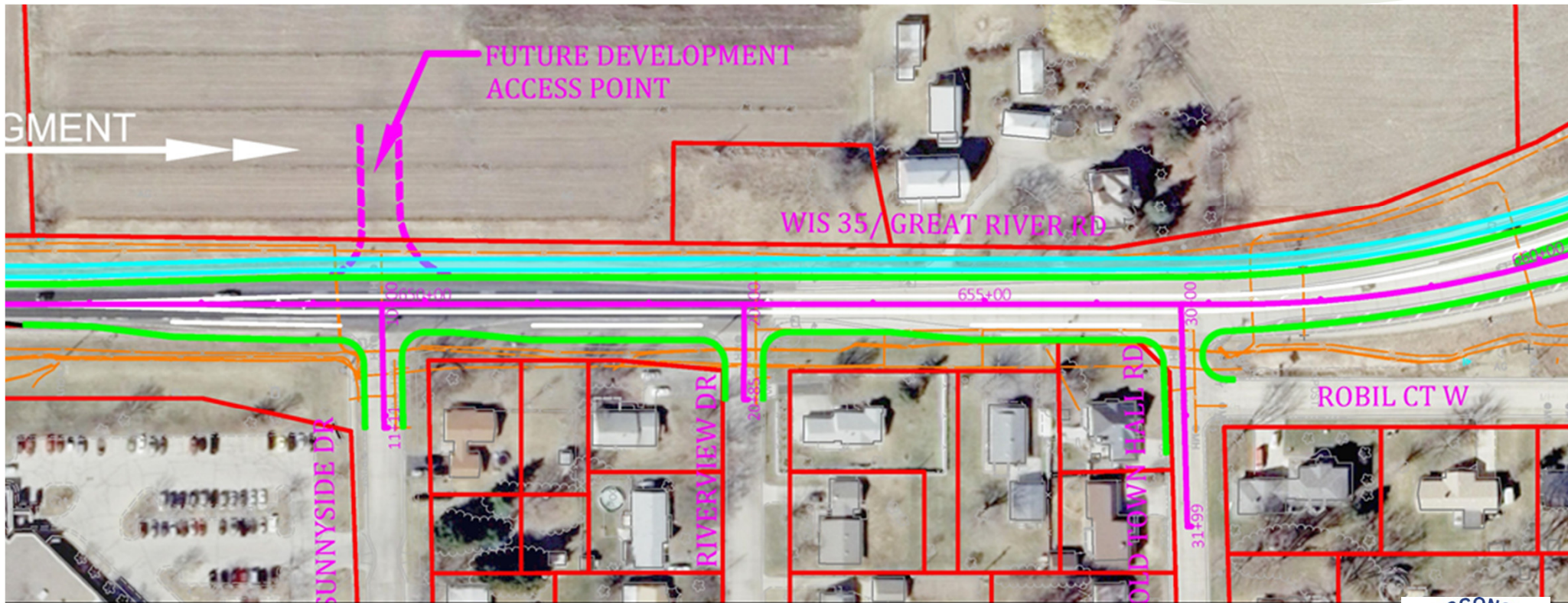
## Reasons for Roundabout at Sunnyside Drive

- Provides for high Level of Service
- Provides traffic calming as vehicles enter the urban area
- Reduces vehicle crash severity
- Provides two-staged pedestrian crossings
- Accommodates future development entrance across from Sunnyside Drive





# Alternative 2: Center Two-Way-Left-Turn Lane

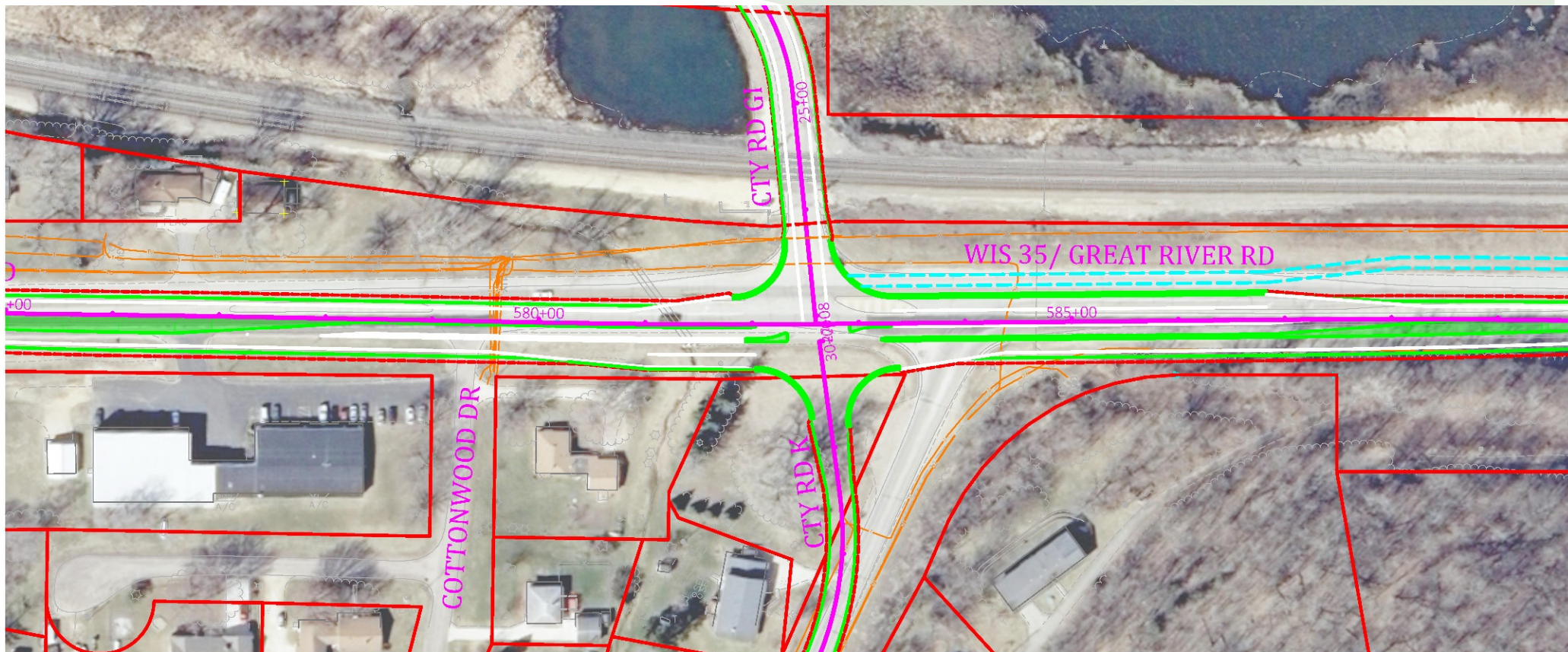


# Proposed Improvements to WIS 35/CTH GI/CTH K Intersection

- Improvements being investigated include the following upgrades:
  - Realign CTH K to line up with CTH GI for a 4-legged intersection
  - Shift the new WIS 35/CTH GI/CTH K intersection to the east to increase storage distance between WIS 35 and the railroad crossing on CTH GI
  - Widen intersection to provide offset left turn lanes
  - Add right turn lanes for both northbound and southbound WIS 35



# WIS 35/CTH GI/CTH K Intersection



# Other Proposed Corridor Improvements

- New storm sewer system through urban sections
- Replace culvert pipes through rural sections
- Widen and resurface the existing bridge over Mormon Creek
- New permanent signing and pavement marking



# Traffic Control

- The following will be constructed in stages while open to traffic:
  - WIS 35 Corridor
  - US 14/US 61 Corridor
  - WIS 35 and Garner Place Intersection
  - WIS 35 & Calvert Road Intersection
  - WIS 35 & US 14/US 61 Intersection
  - WIS 35 & CTH GI/CTH K Intersection



# Traffic Control

- Old Town Hall Road, Riverview Drive, and Sunnyside Drive will be constructed on an open/closed alternating basis
- Temporary access to adjacent businesses and residences will be provided and maintained during construction



# Real Estate

- Proposed improvements will require acquisition of new and temporary right of way at various locations along corridor
- Project is in early design stages, detailed right of way needs have not been determined
- More detail will be presented at the second Public Involvement Meeting



# Public Involvement Activities

- Three Local Officials Meetings were/will be held
  - February 14, 2018
  - January/February 2019
  - October/November 2019
- Three Public Involvement Meetings will be held
  - February 21, 2018
  - January/February 2019
  - October/November 2019





# Project Schedule

- Environmental Document – August 2018
- 60% Preliminary Plan – December 2018
- Design Reports – December 2018
- Right of way Plat – March 2019
- Final Plans – May 2020
- Letting – August 2020
- Construction (Northern Segment) – 2022
  - (Advanceable to 2021)
- Construction (Southern Segment) – TBD



# Conclusion

Thank you for your participation!

Please review the meeting exhibits and  
fill out the comment forms

