

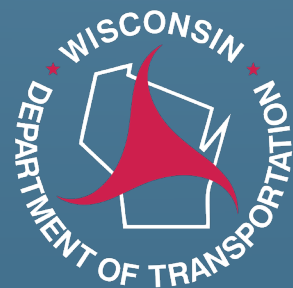
Wisconsin Dells Parkway (US 12) Business Involvement Meeting

Wisconsin Dells & Lake Delton, Sauk County

Projects 6145-01-00/74, 6145-01-02/72, 6145-01-03/73

WisDOT Southwest Region

June 8, 2021



Agenda

- Project Locations
- Dells Parkway Study
 - Overview, Status & Outcome
- Existing Safety Needs
 - Crash & Traffic Analysis
 - Pavement Condition
- Highway Safety Improvement Program (HSIP)
 - Proposed Design
- Pavement Replacement Project
 - Proposed Design
- Schedule
- Construction Impacts
- Contacts
- Discussion



Project Locations

6145-01-00/74

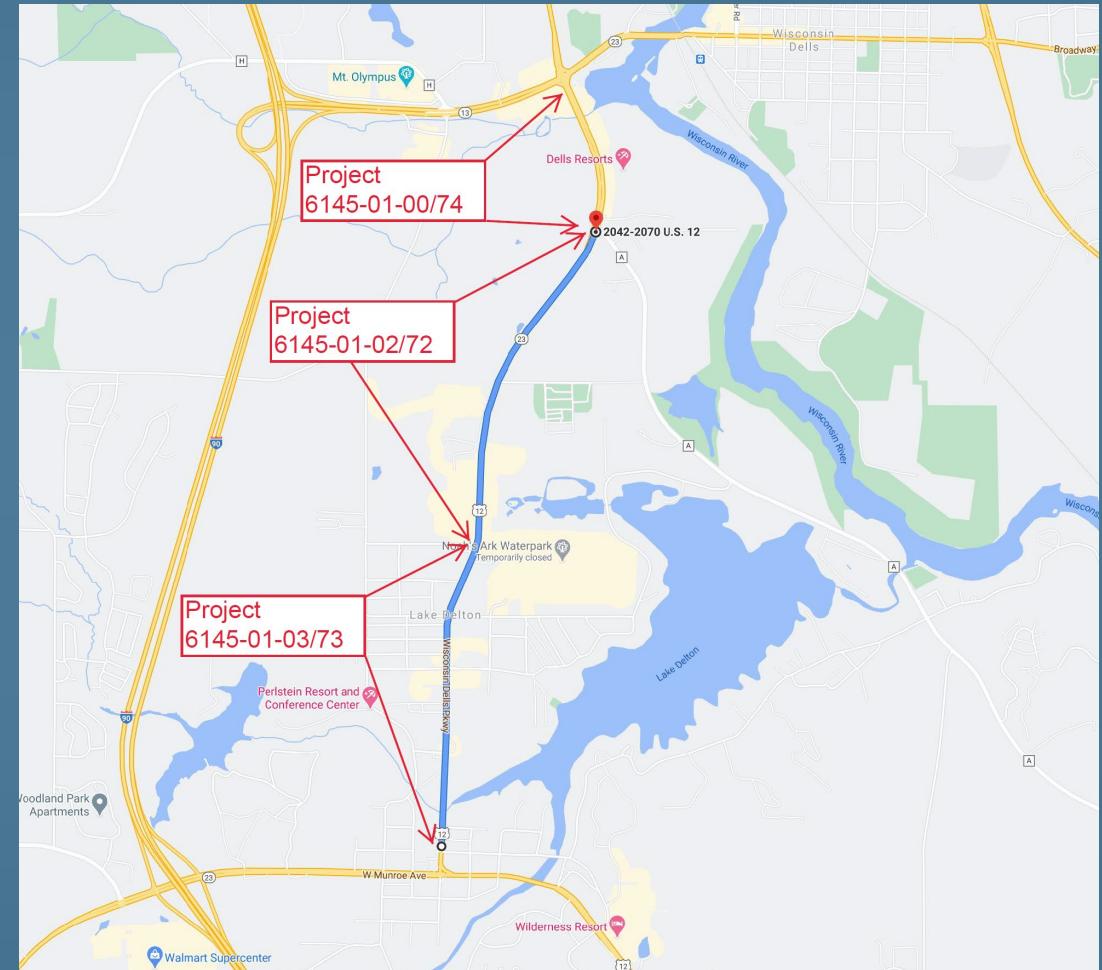
- WIS 13 to County A

6145-01-02/72

- County A to Pilgrim Dr

6145-01-03/73

- Pilgrim Dr to E Adams St



Dells Parkway Study

Study initiated in 2011 to examine alternatives to address safety and operations

- Public Advisory Group established
- Local officials, public outreach conducted
- Range of alternatives developed



Dells Parkway Study

Study team narrowed the alternatives down to 4:

- A 4-lane divided highway, with 6' bike lanes, wider sidewalks and terraces, and 11' through lanes; 4 roundabouts to accommodate the U-turns
- A 4-lane divided highway, with 6' bike lanes, wider sidewalks and terraces, and 11' through lanes; 4 signals to accommodate the U-turns.
- A one-way pair option, with bike lanes, which required a new alignment and 5 roundabouts.
- A one-way pair option, with bike lanes, which required a new alignment and 8 roundabouts.



Dells Parkway Study

The impacts were determined to be too severe or costly for advancement of a preferred alternative

- Business acquisitions
- \$44-61 million (real estate & construction)

Study activity halted in 2016



Existing Safety Needs

US 12 is 4-lane undivided, with high driveway density

- In summer, when weekend traffic often exceeds 30,000 VPD, rear-end crashes become the dominant crash pattern, accounting for approx. 50% of crashes
- Under heavy traffic, every stopped left-turn generates a queue, requiring all trailing vehicles to change lanes
- Deteriorating pavement conditions



314 Crashes, 2016-2020

Type

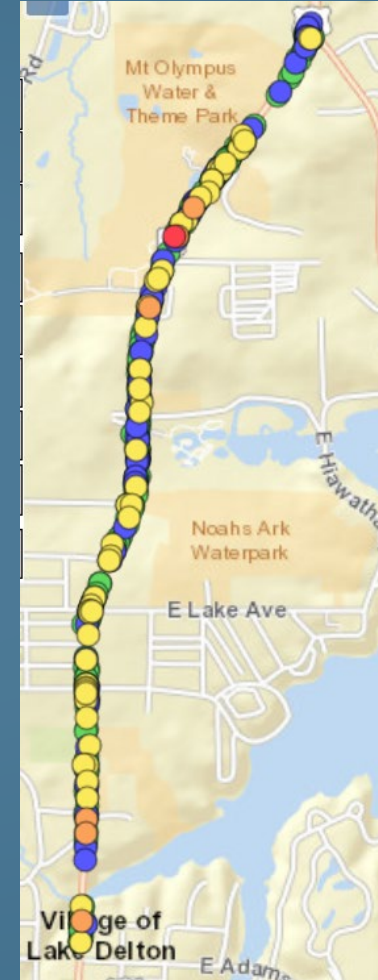
- 65 angle crashes (incl. bikes & peds)
- 162 rear end crashes (19 intersection/143 non-intersection)
- 43 sideswipe
- 11 head on/sideswipe opposite
- 33 single vehicle

Severity

- 1 fatal (9/2020)
- 6 injury A's
- 61 injury B's
- 60 injury C's
- 186 PDO's

Location

- 62 intersection crashes
- 252 non-intersection crashes



Proposed: Highway Safety Improvement Project

- ID's 6145-01-02/72 & -03/73, County A to East Adams Street
- 5-lane roadway with 4 (ten foot) through lanes separated by an 11-foot Two Way Left Turn Lane (TWLTL)
- Signal improvements (monotubes and flashing yellow arrows) and left-turn lane modifications constructed at County A and at Lake Avenue
- Shared use path - County A to Bonanza Drive on the west side of the road
- Evaluate driveways
 - Approximately 112 private access points for approximately 60 businesses



Access Management – Trans. Codes & DOT Standards

- State controlled access through driveway permitting process in State Statute 86.07
- Min. spacing for 35 mph is 245 ft and one access per parcel
- Trans 231.06 Commercial
 - No driveway shall have a width greater than 35 ft
- Driveways should not be located within functional area of intersections



Access Management – Improvements to be Investigated

- Removal of driveway/curb cuts that do not serve a business or residence
 - As parcels develop, access would be reviewed through WisDOT's driveway permitting process
- Eliminate/combine access on parcels with multiple driveways
- Eliminate/combine access between parcels where shared access is possible
- Eliminate direct access where reasonable alternative access exists to a side street



Advantages: Proposed Improvement

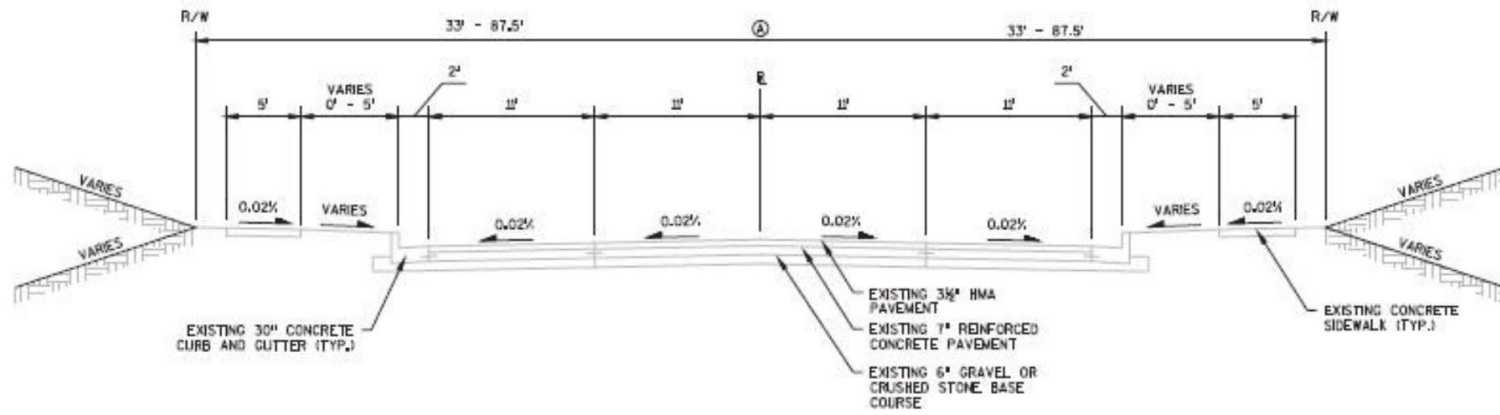
- Estimated 52% reduction in non-intersection crashes
- Pavement, curb & gutter, and sidewalk will be replaced
- No business buyouts
- Real estate acquisition using temporary limited easements (TLEs); some permanent (FEE) acquisition needed at sign locations
- Origin/destination movements are unchanged



Advantages: Proposed Improvement

- Removes left-turners from traffic
- Pedestrian signals updated with Rectangular Rapid Flashing Beacons (RRFB's); pedestrian refuge islands constructed
- Cost: \$8-10 million, funded through federal and state programs, including Highway Safety Improvement Program (HSIP) funding
- New roadway with construction to take place before Memorial Day and after Labor Day, over a 2-year period

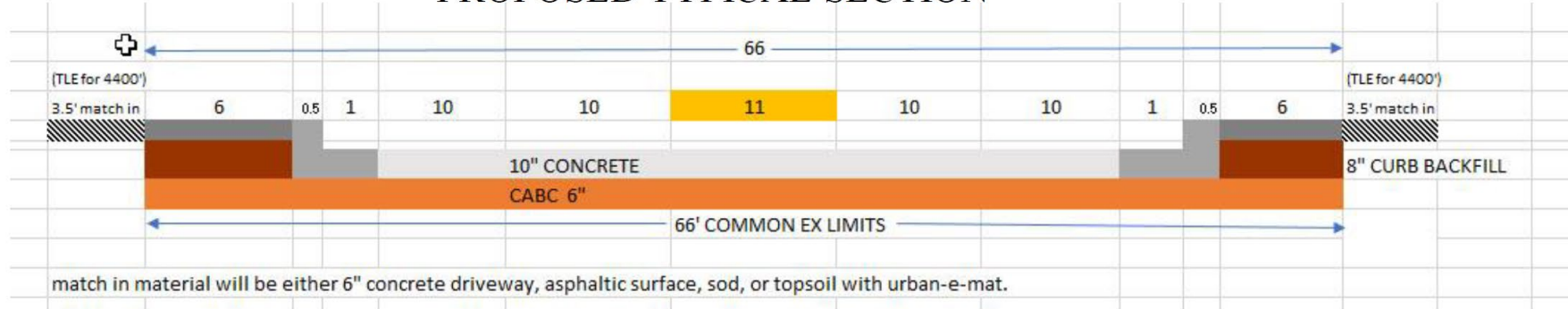




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STATION RANGE	R/W WIDTH (FT)
100+00 TO 107+00	82.5
107+00 TO 111+00	113-115
111+00 TO 113+00	73
113+00 TO 117+00	66
117+00 TO 119+00	73
119+00 TO 124+00	90
124+00 TO 126+00	83
126+00 TO 127+00	100
127+00 TO 128+00	120
128+00 TO 129+00	150
129+00 TO 130+00	150-190
130+00 TO 131+00	210-215
131+00 TO 132+00	160-167

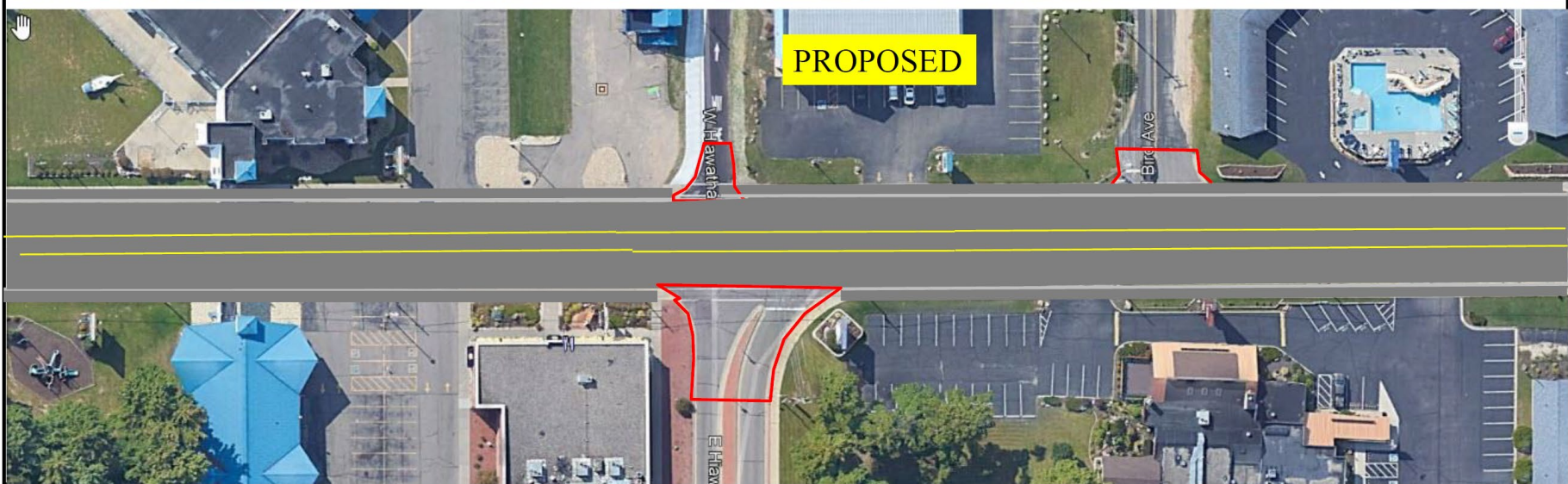
PROPOSED TYPICAL SECTION





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6145-01-03(73)	HWY: USH 12	COUNTY: SAUK	SPLIT PLAN – EXISTING VS. PROPOSED	SHEET NO:	E
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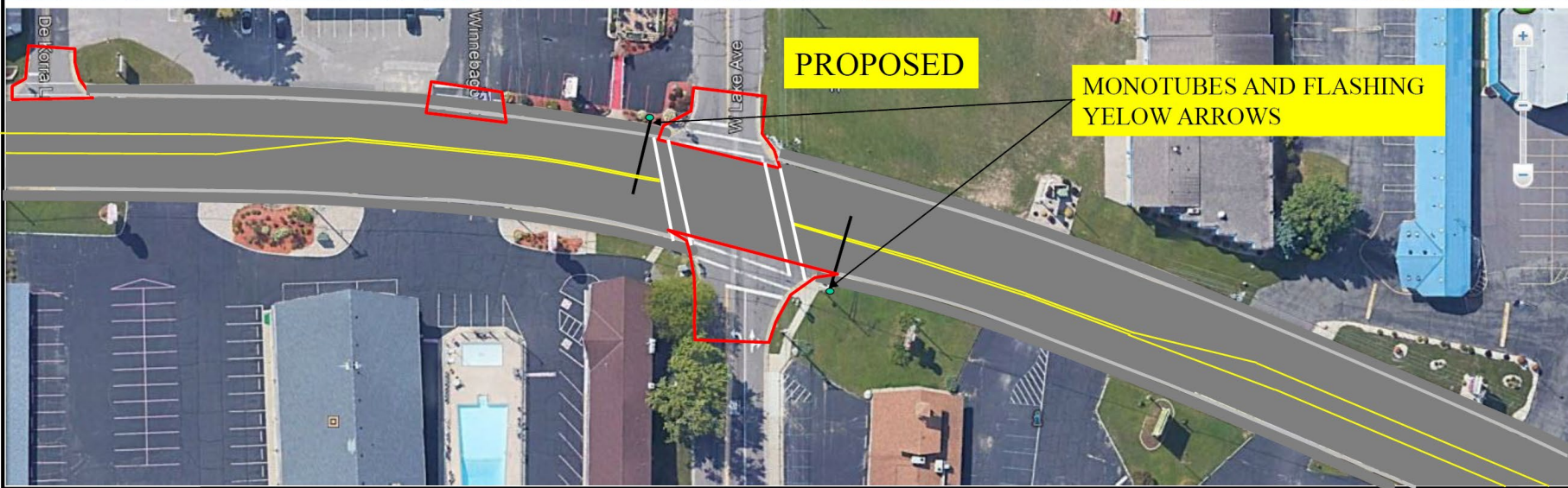
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6145-01-03(73) HWY: USH 12 COUNTY: SAUK SPLIT PLAN – EXISTING VS. PROPOSED SHEET NO: E

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Proposed: Pavement Replacement Project

- 6145-01-00/74, Limits from WIS 13 to County A
- Remove asphalt pavement and concrete pavement below and curb & gutter
- Minimal to no real estate anticipated
- Access/driveways will be evaluated
- Cost: \$2-3 million, funded through federal and state programs
- Built in conjunction with (tied to) project 6145-01-02/72



Proposed Schedule

- Local Officials Meeting: January 21, 2021
- Business Involvement Meeting: June 8, 2021
- Design Outreach: Ongoing
- Design Completion: 2024-25
- Possible Utility Work: 2024-2025
- Construction: 2025-26



Construction Impacts

- Staging and Traffic Control yet to be determined
- Access will be maintained during construction
- Sidewalk will likely be closed one side at a time
- Business Coordination
 - In This Together Program - <https://wisconsindot.gov/Pages/projects/in-together/default.aspx>
 - We're here to help you plan for the highway construction impacts
 - Tips, tools and resources
 - New (2021) business coordination guide



Contacts

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Project Website:

<https://wisconsin.dot.gov/Pages/projects/by-region/sw/us12-dellspkwy/default.aspx>

