



WIS 29 freeway designation and conversion study

Thorp to Abbotsford

August 2008 public information meeting

The Wisconsin Department of Transportation, Northwest Region is preparing a WIS 29 freeway designation and conversion study. The study's limits extend from WIS 73 in Thorp to WIS 13 in Abbotsford.

The WIS 29 freeway designation and conversion plan will provide a long-term vision for the corridor with the goal of officially designating, mapping and preserving the corridor as a freeway. As a freeway, all the at-grade intersections would be replaced by well-spaced interchanges, grade separations, cul-de-sacs or alternate connections to safely balance the access needs of the area and mobility of the highway. The department has moved into the next phase of the planning process and has chosen the preferred alternatives for the various intersections along this section of WIS 29.

The WIS 29 freeway designation and conversion study will identify locations of future freeway facilities along the highway. The footprints and right of way necessary for construction of these facilities will be officially mapped to help preserve these locations. WisDOT is planning to convert WIS 29 to a freeway for the following reasons:

Safety: The American Association of State Highway and Transportation Officials (AASHTO) says "The most significant design factor contributing to safety is the provision of full access control." In 2005, there were an average of 170 crashes per Hundred Million Vehicle Miles Traveled (HVMVT) on rural state highways compared to 86 crashes per HVMVT on rural interstate roadways with full access control. Reducing the number of access points along WIS 29 and converting it to a freeway will likely result in a lower crash rate along the corridor.

Mobility: The segment of WIS 29 being studied has been designated as a Backbone Route in WisDOT's Corridors 2020/Connections 2030 plan. WIS 29 and the other Backbone Routes are important to the state. Though they only comprise 3 percent of Wisconsin's roadways, approximately 34 percent of all automotive travel and 57 percent of all truck travel occurs along these Backbone Routes.

Planning: Preparing this plan now will determine the footprint and right of way needed to construct the improvements necessary for the freeway conversion in the future. This advance knowledge will help communities plan growth in light of future transportation improvements. It will also help foster reliance on the appropriate area roadways.

Contact Information:

For more information about the WIS 29 Study contact:

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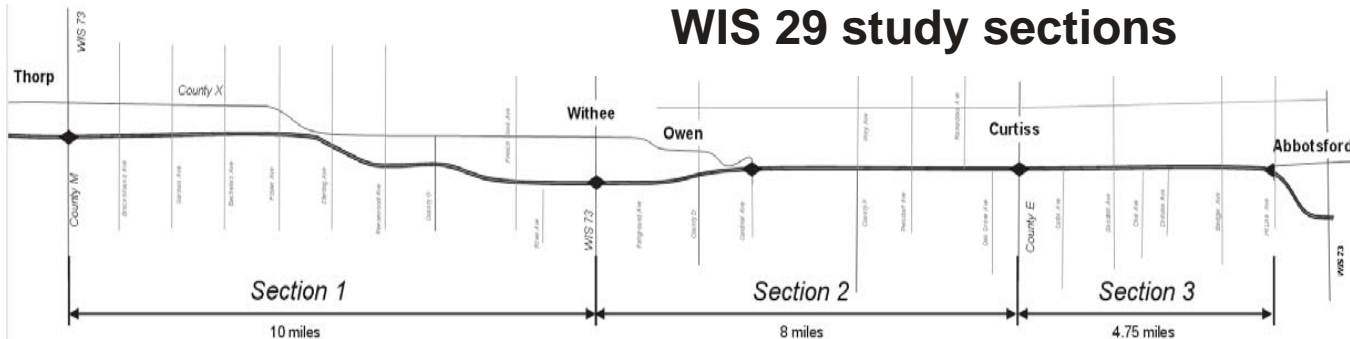
Mission statement:

To provide leadership in the development and operation of a safe and efficient transportation system.

Public Meeting

- Tuesday, August 26, 2008
- 6 to 8:30 p.m.
- Owen-Withee High School

WIS 29 study sections

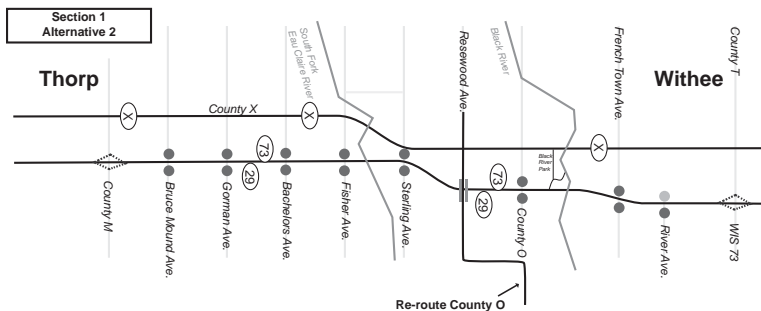
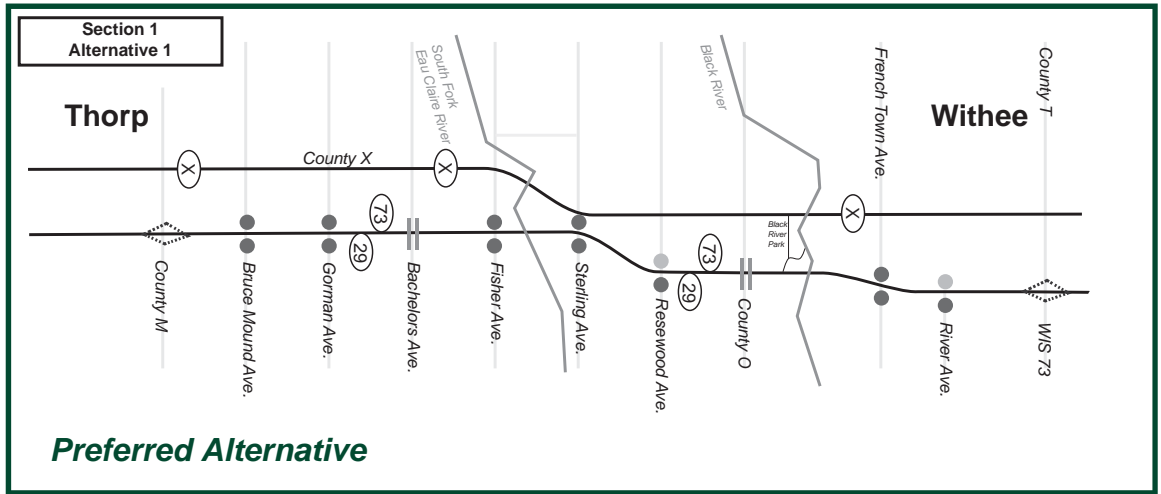


Section 1 Alternatives (Thorp to Withee)

Alternative 1 provides an overpass at Bachelors Avenue and at County O. All other roads have their access removed from WIS 29.

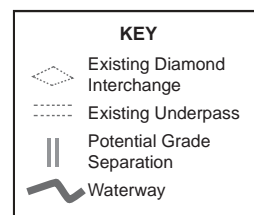
Alternative 1 is the Preferred Alternative for Section 1. Reasons for this selection include:

- The overpass on County O provides access to both a commercial center and allows more direct access to facilities used by non-motorized travelers. Overpasses at other locations (such as Resewood) introduce substantial indirection for non-motorized travel and do not support existing commercial enterprises on County O.
- The overpass at Bachelors provides a crossing at a reasonable distance from County O and WIS 73. Overpasses at other locations, such as Gorman Avenue, are not equidistant and therefore could result in more indirection.
- Bachelors Avenue is already an improved roadway, where other roadway options are not. And a grade separation on Fishers would direct more traffic to the Fisher Avenue/ County X/Willow Road five legged intersection, which is less desirable.
- The Local Advisory Committee, made up of local elected officials, indicated a preference for Alternative 1.

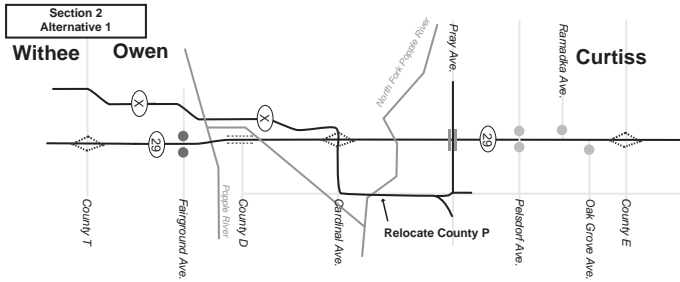


Alternative 2 provides an overpass at Resewood Avenue and reroutes County O to the Resewood Avenue crossing. All other roads have their access removed from WIS 29.

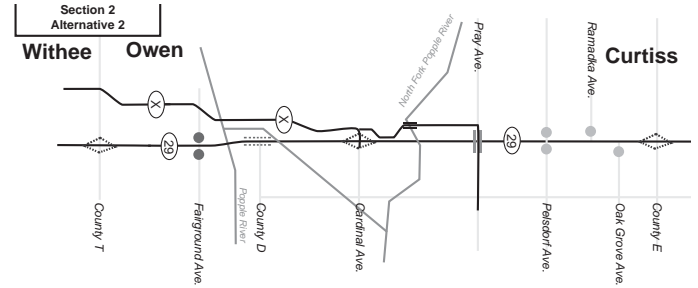
Alternative 3 provides an overpass at Fisher Avenue and at County O. It also constructs a local road connection between Fisher Ave. and Sterling Ave. on the south side of WIS 29. All other roads have their access removed from WIS 29.



Section 2 Alternatives (Withee to Curtiss)



Alternative 1 provides an overpass at Pray Avenue and reroutes County P on Oak Road and Cardinal Avenue to the Owen Interchange. All other roads have their access removed from WIS 29.

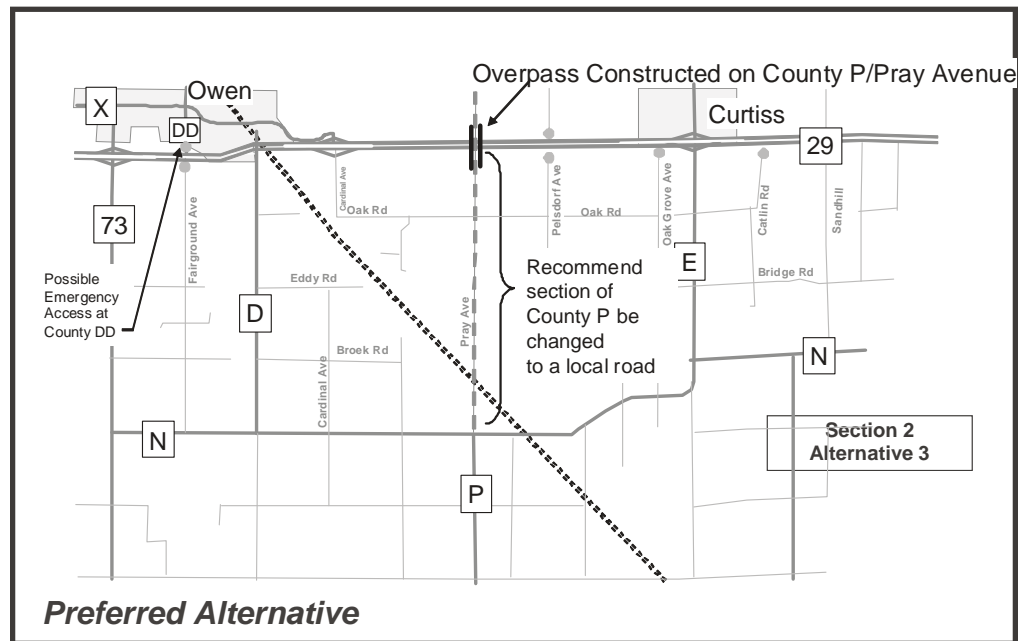


Alternative 2 provides an overpass at Pray Avenue and provides a frontage road north of WIS 29 to the Owen interchange. All other roads have their access removed from WIS 29.

Alternative 3 also provides an overpass at Pray Avenue/County P. No roadway is built to connect County P/Pray Avenue to County X north of WIS 29. County P north of County N, (four miles south of WIS 29) would become a local road. All other roads have their access removed from WIS 29.

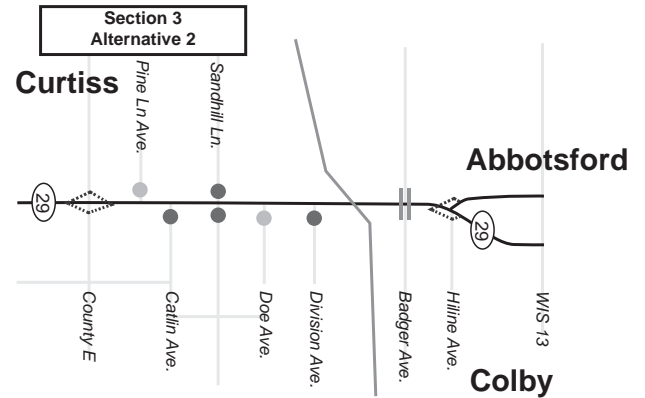
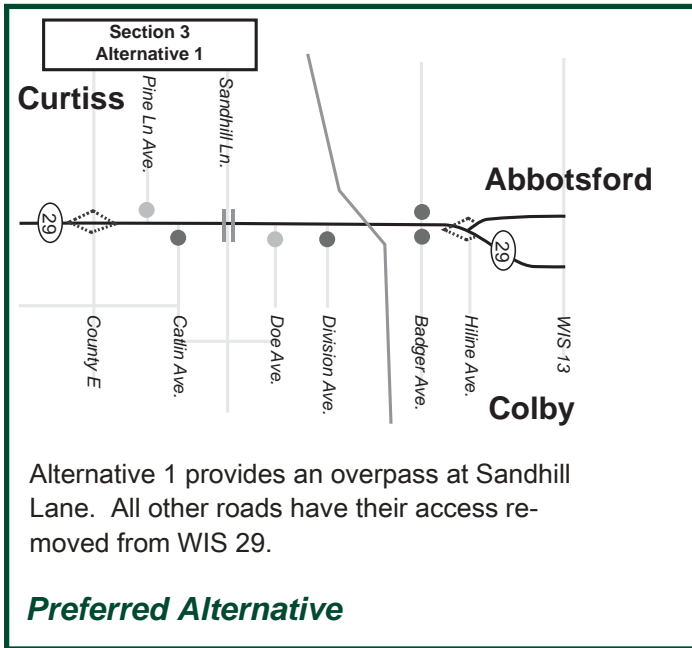
Alternative 3 is the recommended alternative. Reasons for this selection include:

- Alternative 1, which reroutes County P on Oak and Cardinal Avenues, was dismissed because of concerns voiced by some local governments.
- Alternative 2 (which provides a north frontage road from County P/Pray Avenue to County X) was dismissed because of environmental issues identified by resource agency staff. Popple River wetlands both north and south of WIS 29 have value.
- Constructing an overpass connecting Pray Avenue and County P provides local connectivity across WIS 29.



Preferred Alternative

Section 3 Alternatives (Curtiss to Abbotsford)



For Section 3, Alternative 1 is the preferred alternative. Reasons for this selection include:

- An overpass at Sandhill Lane provides access across WIS 29 businesses in the northern portion of the intersection.
- Sandhill Lane provides better connectivity for the town, being roughly equidistant from Hi Line Ave and County E overpasses (as opposed to Badger Avenue).
- Placing an overpass at Badger Avenue duplicates the connection that exists just one mile to the east on Hi Line Avenue.
- The Local Advisory Committee indicated a preference for Sandhill Lane.