

# PUBLIC INVOLVEMENT MEETING

# COUNTY HIGHWAY T

## EAU CLAIRE & CHIPPEWA COUNTIES



SEPTEMBER 11, 2024



# TODAY'S PRESENTERS



**Jeff Smith, PE**

*Jewell Associates Engineers, Inc.*



**Jon Johnson**

*Eau Claire County Highway Commissioner*



**Matt Regnier, PE, PTOE, RSP<sub>1</sub>, QRD<sub>2</sub>**

*KL Engineering, Inc.*

# PROJECT PARTNERSHIP





## PROJECT OVERVIEW

### Project Information

- Begins at the Alpine Road Intersection
- Ends Near 33<sup>rd</sup> Avenue (Matches into Existing 4-lane Section)
- Approximately 3.5 miles in Length
- Traverses Through Both Eau Claire and Chippewa Counties

## PROJECT OBJECTIVES

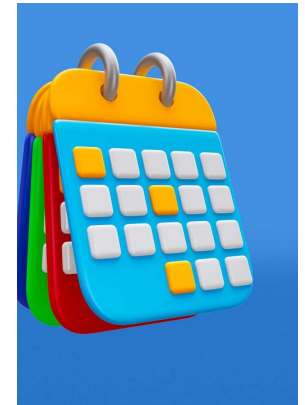
- **Meet the needs of the traveling public**
  - Existing Traffic: 7,600± Vehicles per Day
  - Traffic forecasted to nearly double by 2036
- **Establish Corridor with Smart Growth in mind**
  - Establish limited direct access to County T
  - Build to meet current needs and future demands
  - Build to meet current safety standards



# PROJECT HISTORY

- **2020-2021: Project Studied Initiated**

- Jewell retained to work with local governments to develop a corridor plan for the expansion of County T:
  - Conceptual layouts and alternatives developed;
  - Two public involvement meetings offered to discuss alternatives;
  - A preferred alternative was selected.



- **2022: Corridor Mapping Developed**

- Plat established the approximate corridor needed for future expansion.
- Plat recorded with Eau Claire & Chippewa Counties to “Preserve” corridor for future expansion of roadway and prevent conflicting development to occur.

## PROJECT HISTORY (CONT.)

- **2023 - Present: Local Project Team Solicited for Initial Design / Coordination**
- Jewell selected as firm for initial design and project coordination
  - Develop detailed mapping of existing conditions and constraints (surveying)
  - Complete detailed traffic forecast for corridor
  - Complete intersection control evaluation (10<sup>th</sup>, 20<sup>th</sup>, 30<sup>th</sup> Avenues)
  - Complete environmental assessment, including

Land Impacts	Agricultural Impacts	Traffic Needs / Safety
Land Use (present & future)	Business Impacts	Environmental Justice
Archaeological Survey	Historical Survey	Native American Coordination
Wetland/Flood Plain Impacts	Endangered Species	Noise Impacts
Hazardous Materials	Airport Coordination	Access Impacts

- Begin initial design efforts for entire corridor

## PROJECT HISTORY (CONT.)

- **2023 - Present: Federal Funding Received**
  - **Grant application submitted to request funding for project**
    - Project was selected to receive federal funding assistance
    - Substantial funding allocated, but not enough to fund entire corridor.
  - **Team evaluated segment of corridor to apply funding towards**
    - 17<sup>th</sup> Avenue to 33<sup>rd</sup> Avenue selected to move forward with (Phase 1):
      - Creates improved roadway segment to Highway 29
      - Provides improved access to Eau Claire Events District
      - Ongoing coordination with railroad on south end of corridor will take some time.
  - **Project team to continue exploring funding opportunities for segment between Alpine Road and 17<sup>th</sup> Avenue (Phase 2)**



## CURRENT OBJECTIVES

- **Objective #1: Entire Corridor (Alpine Road – 33<sup>rd</sup> Avenue)**

- Complete environmental documentation
- Complete 30% design plans for entire corridor
- Develop more detailed cost estimate for proposed improvements

**Anticipated Completion Date: Spring 2025**

- **Objective #2: Move Forward with Full Design of Phase 1 (17<sup>th</sup> Ave – 33<sup>rd</sup> Ave)**

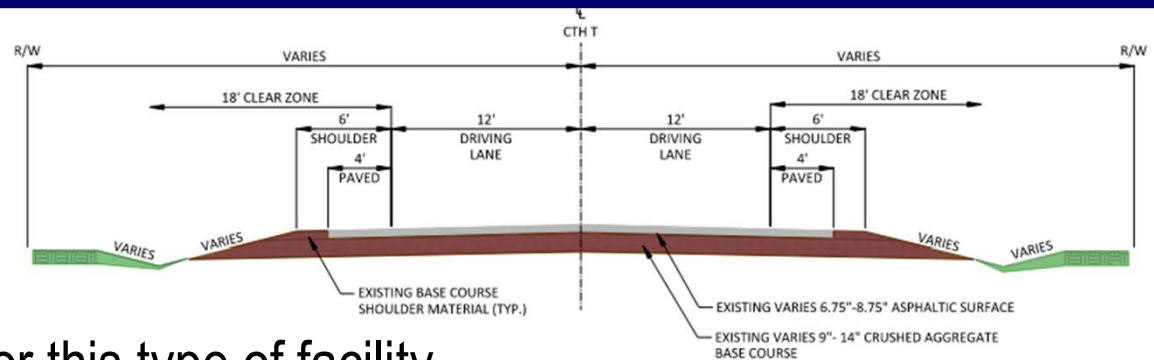
- Full design, plan preparation, bidding documents

**Anticipated Design Completion Date: Winter 2026**

# DEEPER DIVE INTO PROJECT

## • Existing Conditions

- Two lane rural roadway
- 12 ft. lanes
- 6 ft. shoulders (4 ft. paved)
- Current traffic volumes are high for this type of facility
- Future residential and commercial development expected to expand into this area
  - Existing facility cannot accommodate anticipated growth



# DEEPER DIVE INTO PROJECT (CONT.)

- Proposed Conditions**

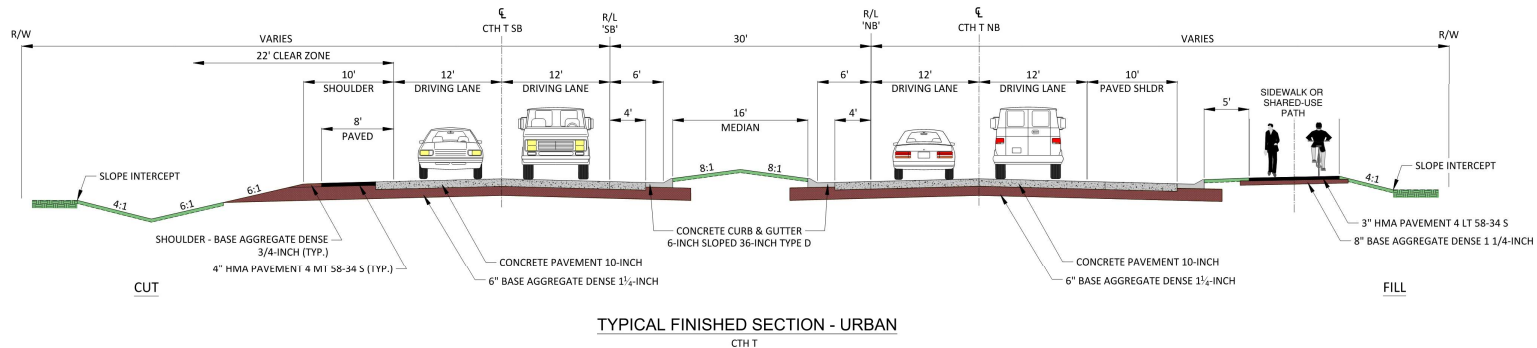
- Four-lane urban transitional roadway
- 12 ft. lanes
- 10 ft. shoulders (outside); 4 ft. shoulders (inside)
- Raised median (curb & gutter) between northbound and southbound lanes
- Combination of ditches and curb & gutter (storm sewer) to convey stormwater

- Roundabouts proposed at:
 

10 <sup>th</sup> Avenue (County Line Road)	20 <sup>th</sup> Avenue	30 <sup>th</sup> Avenue
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- Access modifications at:
 

Venture Dr. (Cul de Sac)	Prospect Ave (Rt-in, Rt-out)	Fortune Dr (Cul de Sac)	17 <sup>th</sup> Ave (Rt-in, Rt-out)
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## ICE – Intersection Control Evaluation

# Intersection Control Evaluation



U.S. Department of Transportation  
Federal Highway Administration

- Key Consideration – CTH T Corridor Future Year Traffic Forecast
- Implementation of cost-effective alternatives
- Emphasis on objective performance metrics
- Integration of safety into all decisions for intersection control
- Consistent documentation for NEPA compliance and public engagement

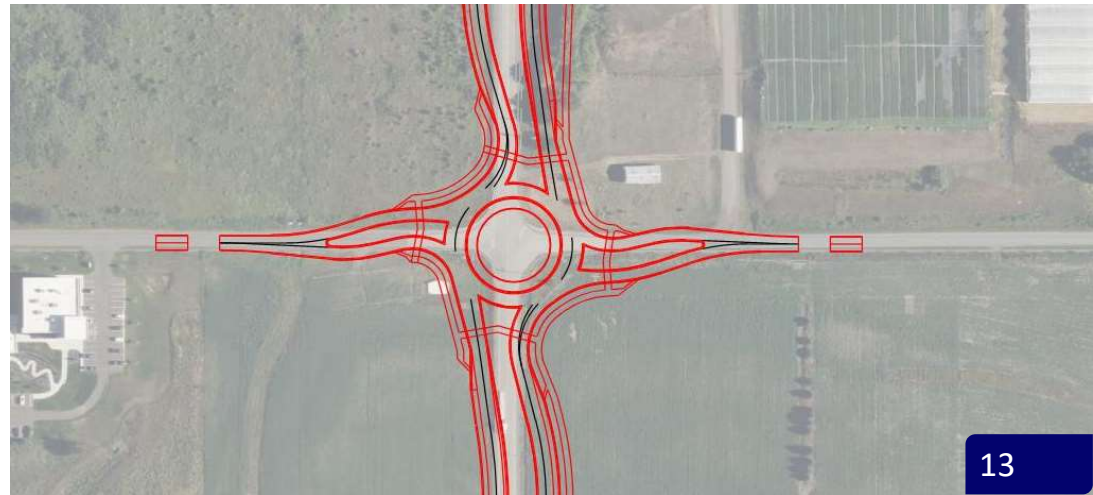
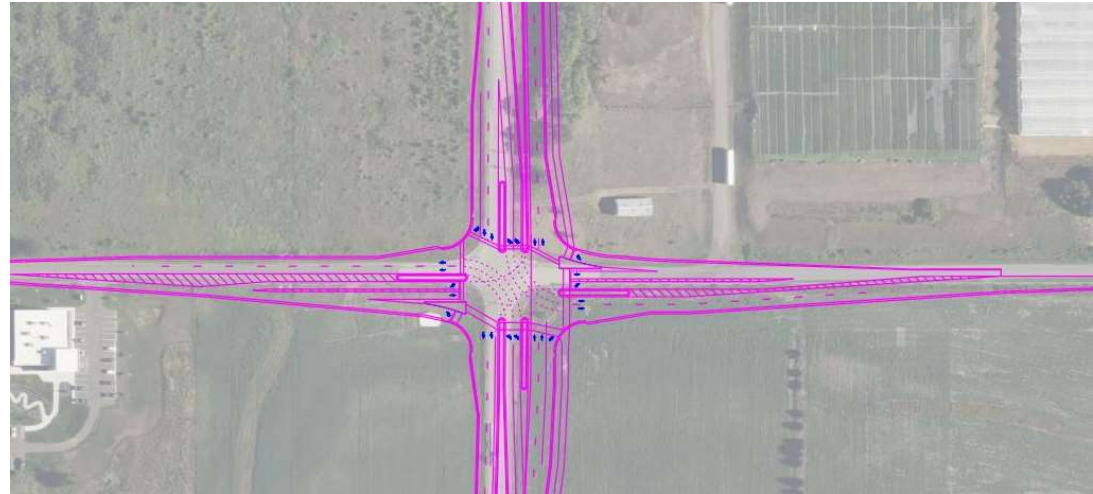
# ICE Alternatives

## Traffic Signal - General

- Predictable traffic management
- Higher anticipated speeds
- Greater crash severity, likely less overall
- Increased maintenance

## Roundabout - General

- Improved safety performance (severe crash reduction ~80%)
- Drivers required to yield and find gaps
- More efficient during off-peak hours
- Promote lower corridor speeds



# ICE Evaluation Parameters

Safety  
performance

Operational  
performance

Multimodal  
considerations

Access  
management and  
corridor uniformity  
on CTH T

Construction costs

Environmental  
impacts

Freight  
accommodation

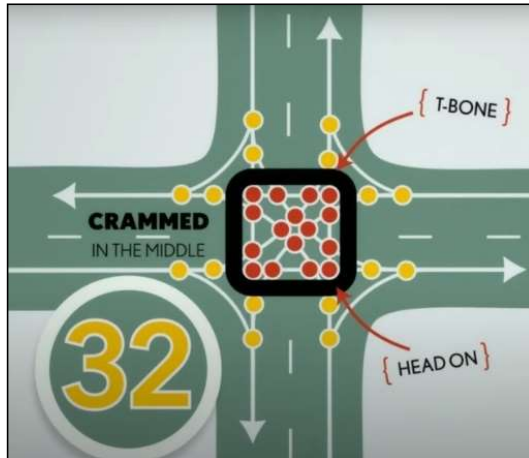
Right-of-way  
impacts

Public and local  
official feedback

# ICE Safety & Operational Analysis

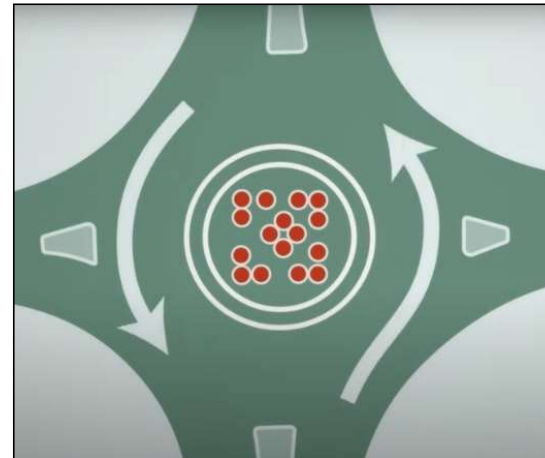
## Traffic Signal - General

- IHSDM benefit/cost analysis
- Conflict Points
  - Signal: 32
  - Roundabout: 8
  - Crash Severity



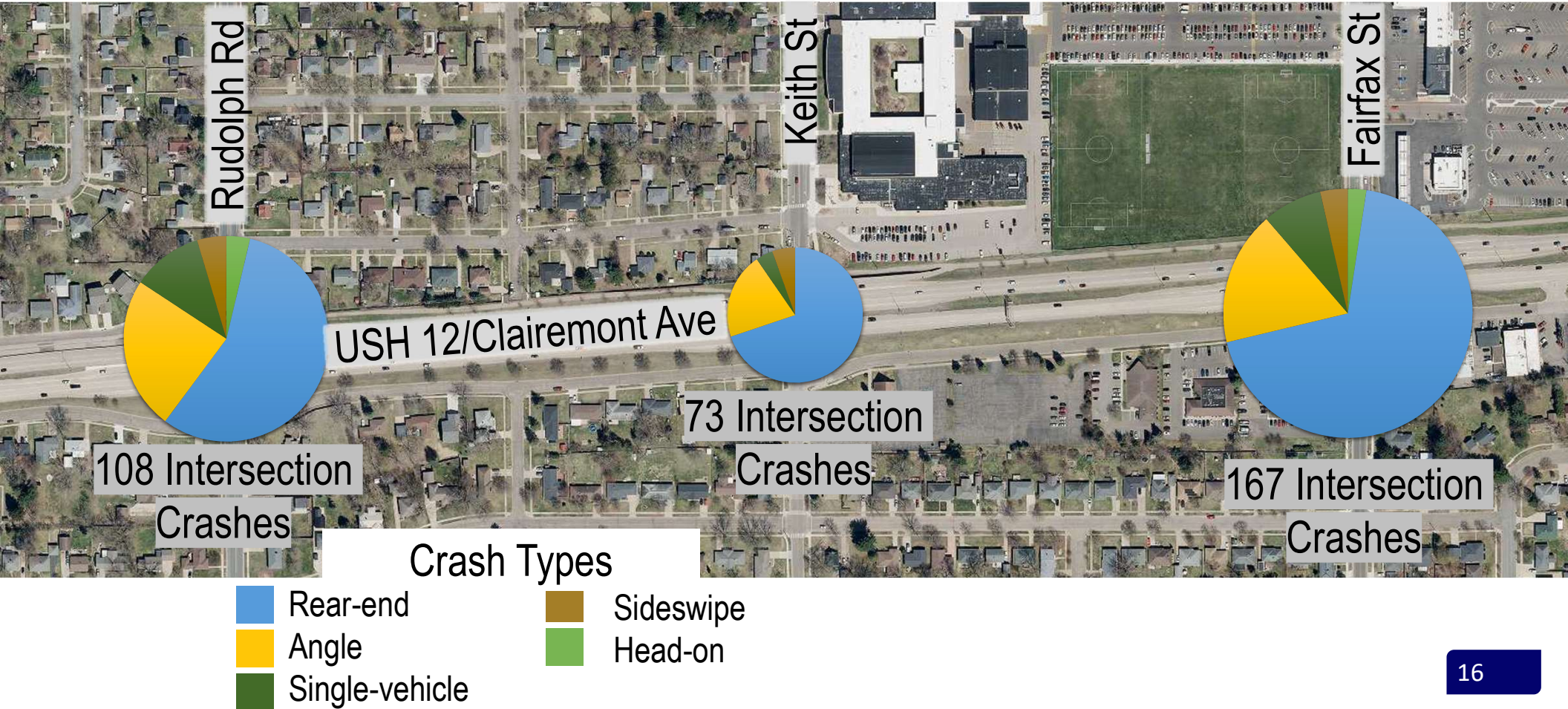
## Traffic Operations

- Synchro, HCS sensitivity analysis
- Sensitivity analysis performed for 2036 and 2046





# USH 12 Corridor Crashes (2017-2024)





# ICE Recommendations and Discussion

Fewer severe injury crashes

Acceptable operations for most future year scenarios

Multi-use path around roundabout

Allows for access restrictions between intersections via U-turns

Simple scalability – construction of right turn bypass lanes

Less environmental impact than signal

Manageable accommodation of freight traffic

Comparable overall right-of-way impacts

More efficient operationally in “off peak” hours

## COMMUNITY INPUT IMPORTANT

- **Feedback / Comments are Greatly Appreciated**
  - We realize there are significant impacts associated with this project.
  - We are interested in your feedback and open to ideas.
    - We have limited funding and realize we cannot address every concern.
    - We have state and federal standards we need to adhere to in order to receive funding.
    - We have design standards and safety criteria we need to meet.

# OPEN-HOUSE MEETING FORMAT

- **Stations**
  - Main Exhibits – Cover entire project corridor
  - Roundabouts / Traffic
- **Project Representatives**
  - Eau Claire County
  - Chippewa County
  - Town of Wheaton
  - Town of Union
  - City of Eau Claire
  - Jewell Associates – Design Firm
  - KL Engineering – Design Firm



**First Last**

**CTH T Expansion**

**Project Team**

## NEXT STEPS



**Review and Evaluate Comments**



**Finalize Environmental Document > Public Hearing**



**Continue to Update & Refine Design**



**Develop Right of Way Plat for Phase 1 of Project**



**Prepare Final Plans and Bid Documents for Phase 1**



## CLOSING REMARKS

- **Staff Available Here Tonight Until 7 pm±**
- **Comment Forms Available**  
*Complete Tonight or Mail / Email to Us by October 9<sup>th</sup>*



***Thank You For Your Attendance And Participation!***

# THANK YOU

