

WIS 29 freeway designation and conversion plan

Thorp to Abbotsford

August 2008

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.

This 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, overpasses, cul-de-sacs, and local roads to safely balance the access and mobility needs of the area.

The Freeway Designation and Conversion Plan will identify locations of future freeway facilities along WIS 29. 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 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 (HMVMT) on rural state highways compared to 86 crashes per HMVMT 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.

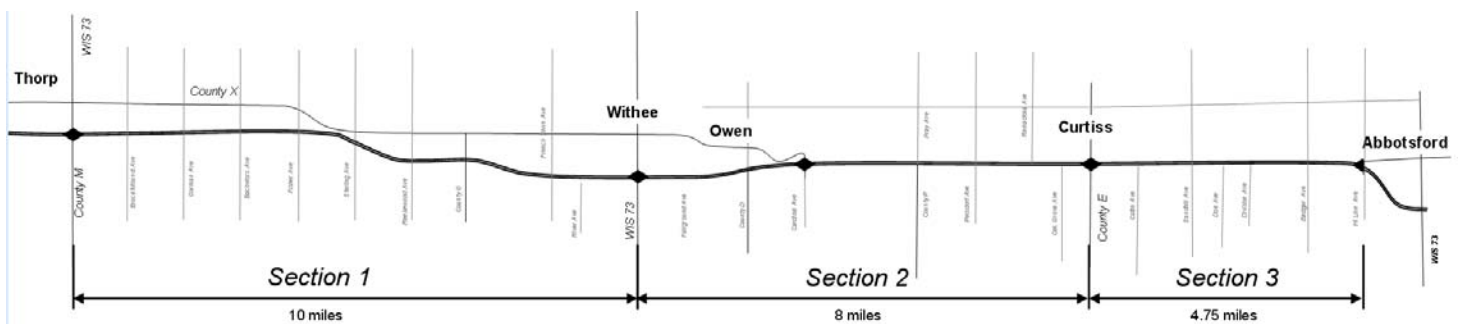
Planning: Conducting this study now will determine the footprint and right-of-way needed to construct the improvements necessary for the freeway conversion in the future. This advance knowledge will help communities plan growth in light of future transportation improvements. It will also help foster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

Public Meeting

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

Freeway Designation and Conversion Plan Sections

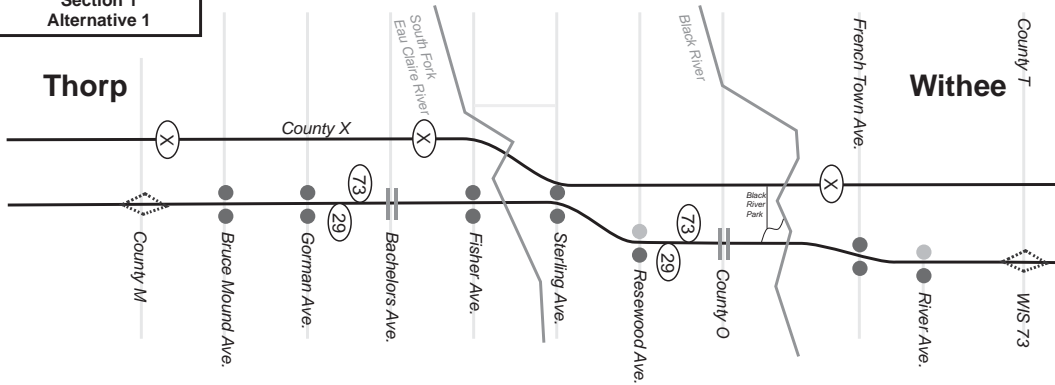
The study is broken into three sections, each with an interchange at the end points. Section 1 spans from Thorp to Withee. Section 2 spans from Withee to Curtiss, and Section 3 spans from Curtiss to Abbotsford.





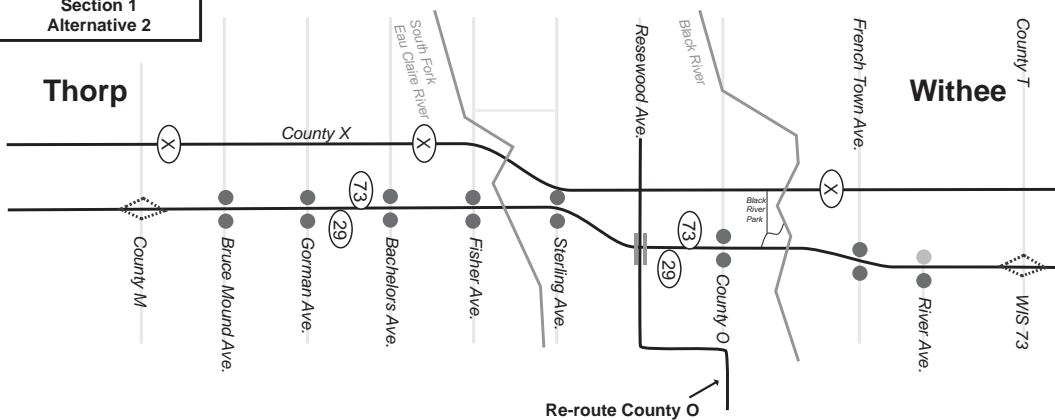
Section 1 Alternatives (Thorp to Withee)

Section 1
Alternative 1



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

Section 1
Alternative 2



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.

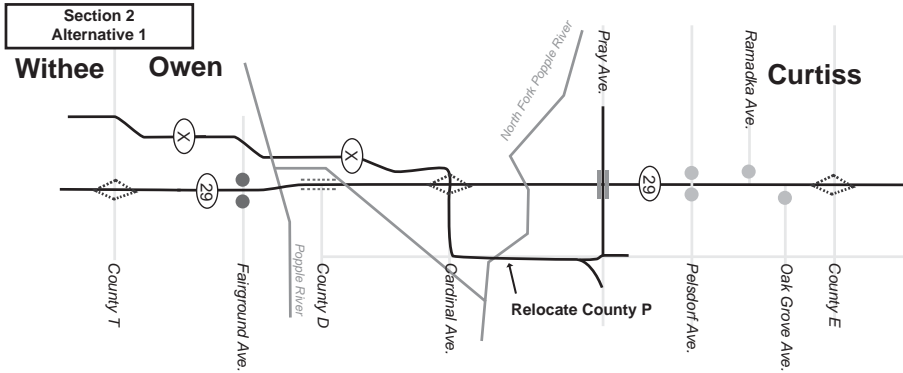
Section 1
Alternative 3



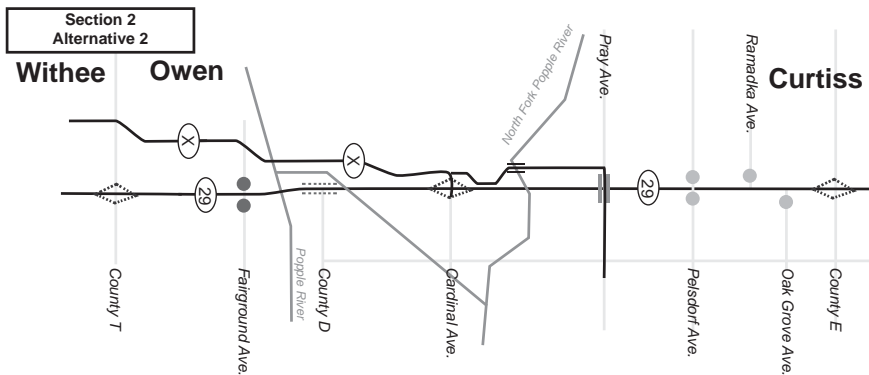
Alternative 3 provides an overpass at Fisher Avenue and at County O. It also constructs a local road connection between Fisher Avenue and Sterling Avenue on the south side of WIS 29. All other roads have their access removed from WIS 29.

KEY	
	Existing Diamond Interchange
	Existing Underpass
	Potential Grade Separation
	Waterway

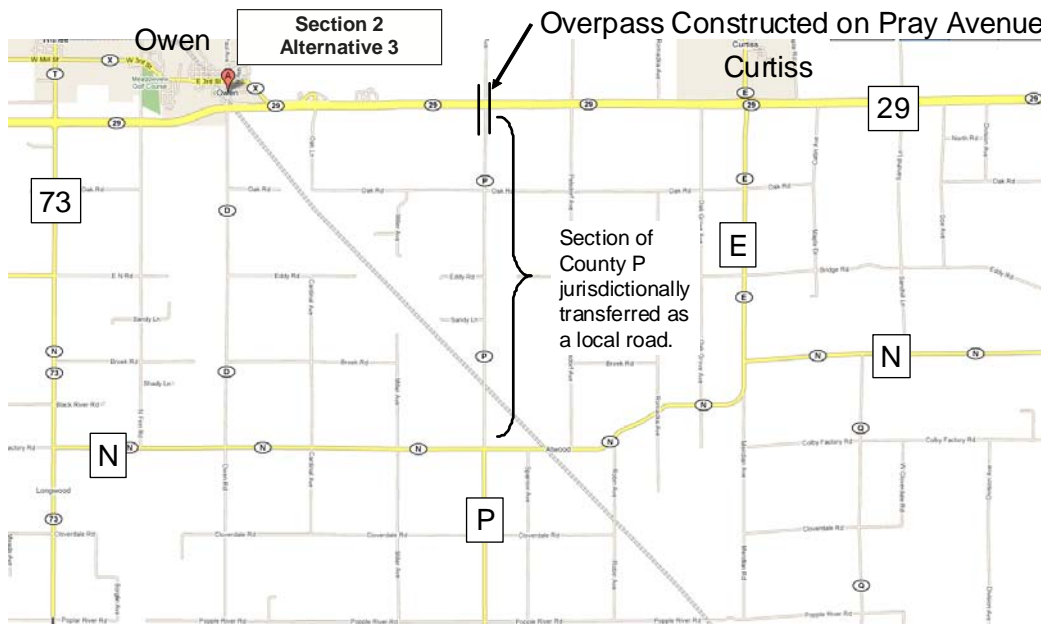
Section 2 Alternatives (Withee to Curtiss)



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.

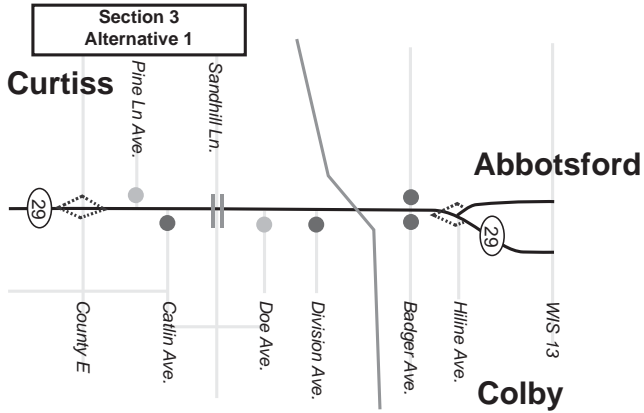


Alternative 2 provides an overpass at Pray Avenue and provides a frontage road north of WIS 29 to the Owen interchange. All other roads have their access removed from WIS 29.

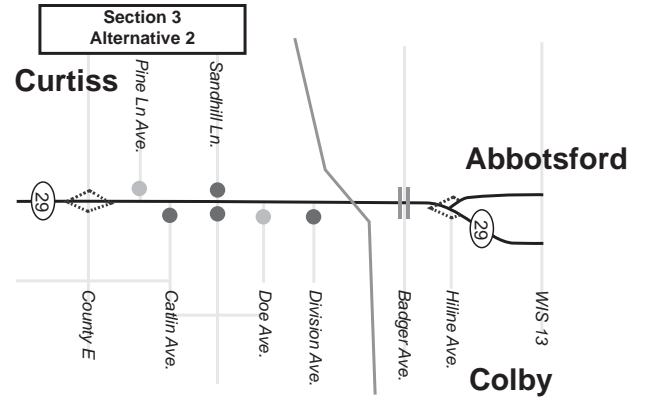


Alternative 3 also provides an overpass at Pray Avenue, yet no roadway is built to connect Pray Avenue to County X north of WIS 29. Instead, County P would end at County N, four miles south of WIS 29. Pray Avenue would continue across WIS 29 as a local roadway and not as a county highway. All other roads have their access removed from WIS 29.

Section 3 Alternatives (Curtiss to Abbotsford)



Alternative 1 provides an overpass at Sandhill Lane. All other roads have their access removed from WIS 29.



Alternative 2 provides an overpass at Badger Avenue. All other roads have their access removed from WIS 29.