

Columbia County Highway V (STH 113 – CTH J)

Proposed Improvements:

The project includes reconstructing CTH V from STH 113 to Red Cedar Drive as a two-lane roadway section with curb and gutter. On-street parking and sidewalk/bicycle/pedestrian accommodations are proposed at various locations throughout this section of the project. The remaining segment of CTH V from Red Cedar Drive to CTH J will be reconstructed as a two-lane rural roadway section including pavement replacement and shoulder widening. The project also includes replacing the existing bridge spanning Lake Wisconsin.

Frequently asked questions:

Why is the project needed?

- The existing roadway contains several substandard design features posing safety concerns to the traveling public, which will become more problematic as traffic volumes continue to increase. Some of these include narrow roadway widths, substandard horizontal and vertical alignments, steep unprotected side slopes, undesirable intersection configurations, and no bicycle/pedestrian accommodations.

What has been done to date to elicit input from the public?

- A Public Information meeting was held on July 10, 2008, at which time general project considerations were presented to the public as well as the distribution of a nine question comment form. Since July, five additional meetings have been held with local officials, environmental agencies, property owners and other major stakeholders. A project specific website has been developed to allow for the ease of distribution of project information as well as receiving public comment. The input received to date has been used in the development of the concept alternatives currently under consideration.

Why does the existing CTH V railroad crossing need to be reconstructed?

- The CTH V alignment and profile thru the railroad crossing do not meet current design standards.

Why does the proposed design divert CTH V onto Shamrock Road?

- Alternatives were considered for improving the CTH V railroad crossing. A crossing which meets current design standards would require:
 - Realignment of CTH V requiring at least two building relocations
 - Reconstruction of STH 113 requiring lowering the roadway as much as 15 feet
 - Due to the proximity of the railroad crossing to the intersection at STH 113, a portion of CTH V west of STH 113 would also need to be reconstructed
- The proposed alternative is to divert CTH V onto Shamrock Road to eliminate the significant impacts and minimize the amount of reconstruction needed on STH 113. The crossing at Shamrock Road will improve the substandard angle of intersection and will include construction of bypass lanes on STH 113 to accommodate additional traffic, which may be turning left off of STH 113.

Why do we need sidewalk/bicycle/pedestrian accommodations?

- Other than standard roadway maintenance, the improvements made to CTH V under this project will most likely be the only significant changes to this roadway over the next 40-50 years. As the public continues to look for healthier and more environmentally friendly modes of transportation than the automobile, it is important to provide a safe means of accommodating other alternatives (such as walking and biking) now as they become more common in the future.

Will new right-of-way be required?

- In order to blend the driveways and slopes back into the existing ground, there will be a need for temporary easements along the project. The need for permanent right-of-way will be kept at a minimum but will be required at various locations such as at Ryan Road where the intersection will be reconstructed.

Why do we need curb and gutter between STH 113 and Red Cedar Drive?

- The use of curb and gutter will allow the roadway footprint to be narrower than with a ditch section. Several buildings are close to, or are within, the roadway right-of-way. These would be impacted if a ditch section were used. A curb and gutter section will allow room for parking as well as keeping the stormwater within the roadway and not running down driveways or between buildings. Figure 1 below illustrates an actual roadway section taken at the corner just west of the Okee Schoolhouse.

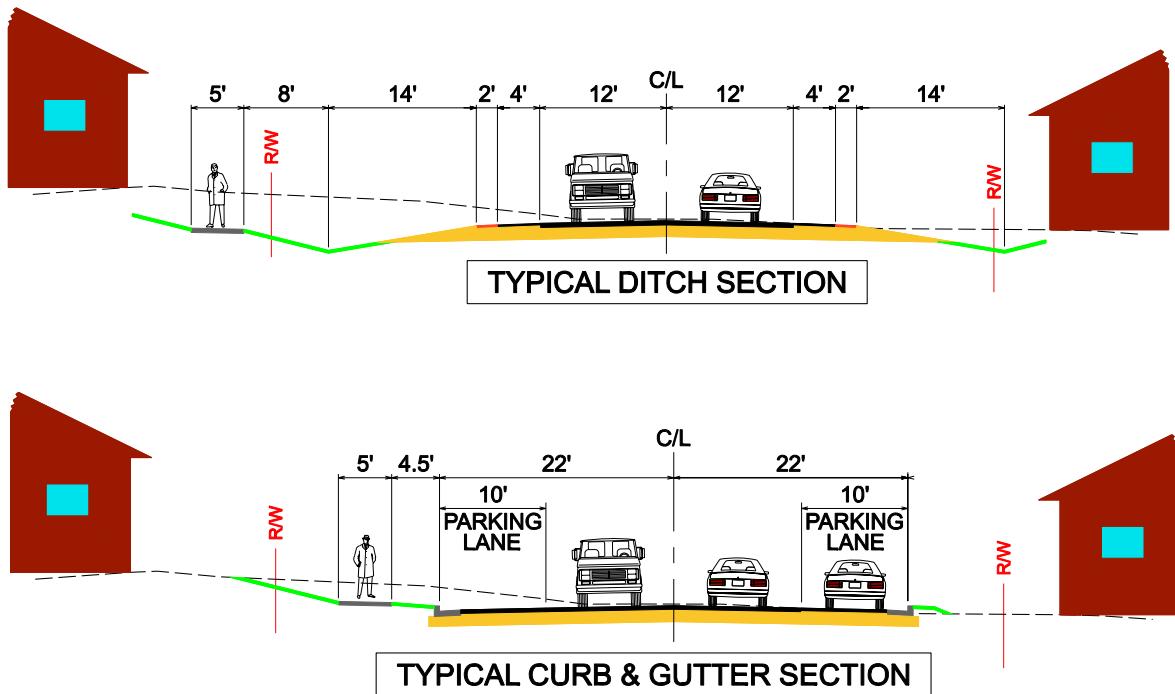


Figure 1

Will I be assessed for the proposed sidewalk and curb and gutter?

- No.

How much will the navigational clearance of the bridge be increased?

- Chapter NR 320 of the Wisconsin Administrative Code requires the navigational clearance to be 5.0' above the Ordinary Highwater elevation (OHW). The design team is currently in discussions with the Wisconsin Department of Natural Resources to establish the OHW elevation at this location, which is complicated by a flowage environment regulated by a power dam. It is anticipated that the navigational clearance will be increased by approximately 4" to 7" in order to meet NR 320 requirements.

Will the causeway be open to traffic during construction?

- The intent is to construct the bridge in stages by removing one-half of the bridge at a time, and building the new one in a part-width manner. This will allow the bridge to remain open to one lane of traffic in each direction controlled by temporary signal lights during the fall and the spring. This would also allow two lanes of traffic during the peak visitor months of July and August.

When will construction begin and how long will it take?

- Funding is not currently dedicated for construction but construction could begin as early as the spring of 2011 if approved as a part of Phase 2 of the Federal Economic Stimulus package currently being developed. Coordination with environmental agencies is on-going to refine construction staging alternatives and durations in attempt to minimize impacts to environmental resources and seasonal traffic in the project area.

For more information, please visit the project website at www.columbiacountyv.com.