

Public Involvement Meeting Handout

**WIS 23
Fond du Lac/Jackson Street
City of Ripon
Fond du Lac County**

Project ID: 1430-29-00



April 22, 2025

This handout and other items will be available on the project's design website which can be found on the Northeast Region Highway Projects and Studies page at

<https://wisconsindot.gov/Pages/projects/by-region/ne/default.aspx>

Thank you for your interest in this project. We look forward to your feedback

Purpose of handout

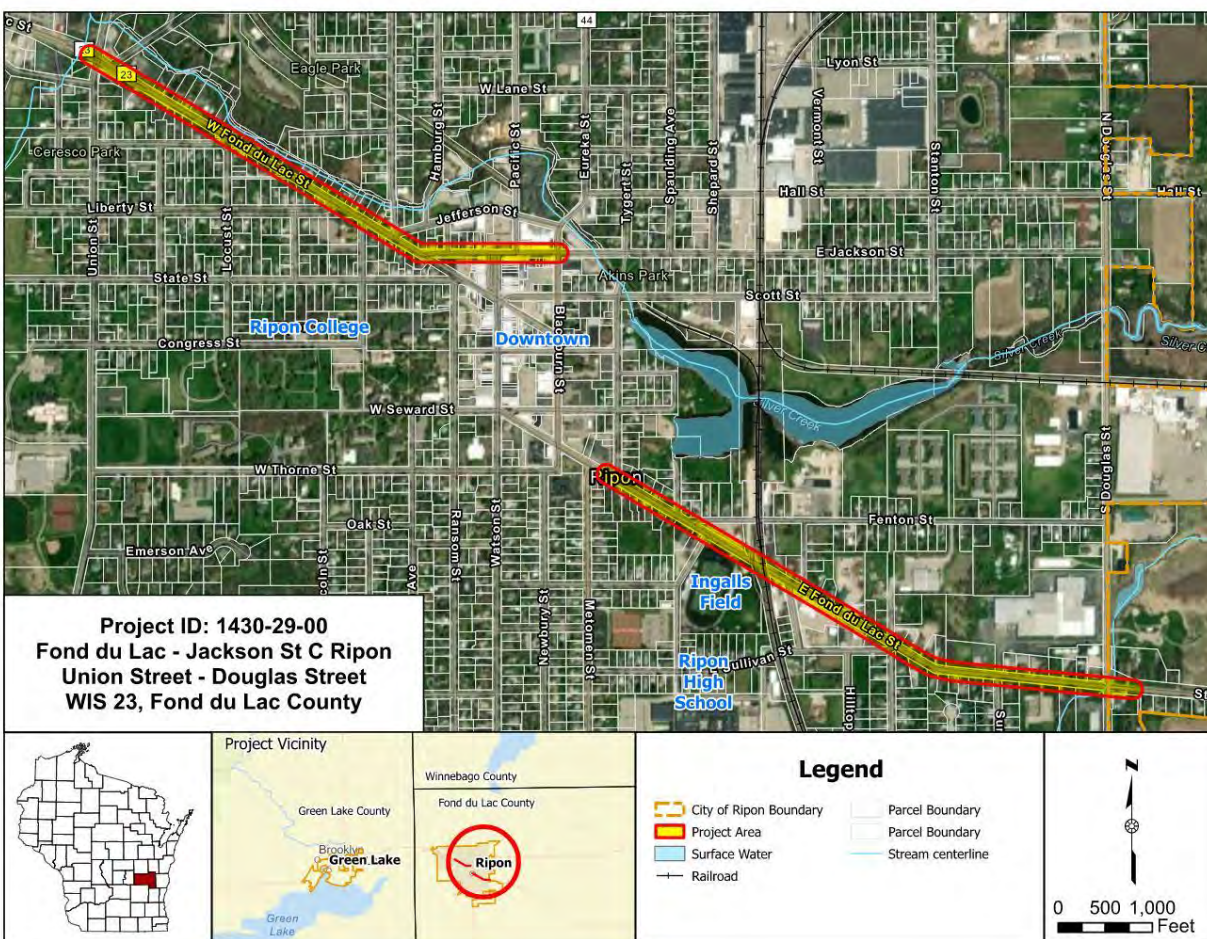
The Wisconsin Department of Transportation (WisDOT) is in the process of investigating and developing alternatives for proposed improvements on approximately 1.5 miles of WIS 23 in the city of Ripon, Fond du Lac County. The purpose of this handout is to provide information regarding the alternatives being considered, describe the potential impacts it would have on the community, and offer an opportunity for public comment.

Public input/comments

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. All comments are welcomed and appreciated throughout the design process. Included at the end of this handout, as well as on the project website, is a comment form that may be used for written comments regarding the alternatives under consideration. You are encouraged to fill out this form and return using the pre-paid mailer attached. Comments may also be submitted via email or phone to any of the contacts listed below.

Project location

WIS 23 proposed project corridor is approximately 1.5 miles total with limits between Union Street to Douglas Street (see circled limits below). The project is broken into two sections.



Section 1 is located on West Fond du Lac Street from Union Street to Jackson Street and on Jackson Street from West Fond Lac Street to Blackburn Street. Section 2 is located on East Fond du Lac Street from Metomen Street to east of Douglas Street.

The segment of the WIS 23 corridor between Sections 1 and 2 from Blackburn Street to Metomen Street is not included with this proposed project as it was improved in 2006.

WIS 23 is known locally as West Fond du Lac Street, East Jackson Street, Blackburn Street, and East Fond du Lac Street.

Project purpose and need

The purpose of the project is to restore the ride quality of the existing deteriorated pavement and upgrade other roadway deficiencies on WIS 23 through the city of Ripon.

The existing WIS 23 pavement is showing signs of distress and deterioration and has been patched numerous times. The road is exhibiting raveled longitudinal joints and cracks, joint faulting, and surface spall. In Wisconsin, pavement distress is measured by the Pavement Condition Index (PCI) which provides a scaled measurement (Good – Failed) of the distress observed on the pavement surface. Higher values indicate better conditions with 0 as the worst possible condition and 100 as the best. The PCI is calculated based on the results of a detailed pavement distress survey that identifies pavement distress type, distress severity and distress quantity. The PCI for WIS 23 has a condition rating as low 43, indicating pavement that is considered Very Poor, or one level above Serious.

Further, the existing underground utilities (storm sewer, sanitary sewer and water facilities) are deteriorating and curb ramps along the project are not compliant with the standards of the Americans with Disabilities Act (ADA). Additionally, several legal pedestrian crossing areas do not have any curb ramps.

The Douglas Street intersection is experiencing crashes due to drivers failing to yield to oncoming traffic and are getting confused by vehicle lane positions when entering the intersection.

The existing Wisconsin & Southern Railroad at-grade railroad crossing surface is reaching the end of its useful service life and needs to be replaced.

Anticipated benefits

Benefits depend upon what alternative is selected for construction. All build alternatives will include the following benefits:

- Provide motorists with a smoother riding surface resulting in less wear on vehicles.
- Decreased annual maintenance costs for the city saving taxpayer dollars.
- Improved accessibility for pedestrians by bringing the curb ramps into compliance with ADA standards.

The pavement replacement alternative provides opportunities for:

- Replacement of the aging underground utilities prior to roadway paving
- Safety improvements at the at-grade railroad crossing
- Safety and operational improvements at intersection of Douglas Street
- Improved bike and pedestrian accommodations.

Alternatives under consideration

No Build would make no improvements to WIS 23. This alternative would continue to provide routine maintenance by patching the deteriorating pavement, filling potholes, and maintaining the pavement markings.

Rehabilitation would include partial and full depth concrete pavement repair and patching to address pavement deficiencies like transverse cracking and heaving. The new pavement surface would eliminate the rough surface and would be expected to extend the service life of WIS 23 between 5 and 10 years. Curb ramps at intersections would be reconstructed and new curb ramps installed where needed to bring the corridor into ADA compliance. No improvements to non-motorized mobility would be made but bicycles would continue to be allowed to share the roadway with vehicles.

Pavement Replacement would include concrete pavement replacement from back of curb to back of curb with potential for sidewalk improvements. Curb ramps at intersections would be reconstructed and new curb ramps installed where needed to bring the corridor into ADA compliance. The existing at-grade railroad crossing will be evaluated for safety, signal and crossing improvements. The Douglas Street intersection will be evaluated for safety and operational improvements. The project would be undertaken concurrently with a municipal project replacing sanitary sewer and water systems within the proposed project right of way. The pavement replacement alternative will also evaluate the potential inclusion of bike lanes in the final roadway typical section.

The pavement replacement alternative provides for opportunities to revise the street's typical section. The revised typical section(s) provides for the potential to reduce the city's required cost share in the project while improving safety and providing improved bike and pedestrian accommodations as part of the project.

In Section 1 from Union Street to the curve at Jackson Street, two typical section alternatives are being considered. The first (Option 1A) maintains the existing four 11-foot lanes roadway section. The second (Option 1B) would convert the existing four-lane roadway section to a three-lane section with a center two-way left turn lane or TWLTL section. This is commonly referred to as a "road diet". Option 1B would consist of an 11-foot driving lane and 5-foot bike lane in each direction with a center 14-foot two-way left turn lane.

In Section 1 from West Fond du Lac Street to Blackburn Street, two typical section alternatives are being considered. The first (Option 1C) maintains the existing 12-foot driving lanes and 12-

foot parking lanes. While the second (Option 1D) maintains the same existing face-of-curb to face-of-curb street width but narrows the parking lane from 12-feet to 8-feet and the driving lane from 12-feet to 11-feet to provide for a 5-foot bike lane.

In Section 2 from Metomen Street through Sullivan Street, three typical section alternatives are being considered. The first (Option 2A) maintains the existing 12-foot driving lanes and 10-foot parking lanes. While the second (Option 2B) maintains the existing curb to curb street width of 44 feet but removes parking entirely from the north side of the street while maintaining parking on the south side between St. Wenceslaus Street and Sullivan Street. It includes a 5-foot bike lane on both sides of the street. Parking would also be removed on the south side from Metomen Street to St. Wenceslaus Street. The third (Option 2C) removes parking on both sides of the street which reduces the curb-to-curb street width from 44-feet to 38-feet while providing a 5-foot bike lane in both directions. The reduced street width provides for increasing the terrace width on both sides of the street by 3-feet to a total terrace width of approximately 8-1/2 feet.

In Section 2 from Sullivan Street to Douglas Street, two typical section alternatives are being considered. They are the same as the ones described above for the Metomen Street to Sullivan Street section. Option 2A which maintains the existing 12-foot driving lanes and 10-foot parking lanes and Option 2C which removes parking on both sides of the street while providing a 5-foot bike lane in both directions.

The city is responsible for the cost of construction of the parking lanes in all the typical sections options above. Thus, the city's cost share for the construction of the street (curb to curb) is reduced when the parking lanes are narrowed and eliminated when parking lanes are not constructed. WisDOT is responsible for the cost of the driving, turning and bike lanes.

The Douglas Street intersection has experienced crashes due to drivers failing to yield to oncoming traffic and are getting confused by vehicle lane positions when entering the intersection. Three alternatives are being investigated. The first alternative maintains the status quo with no change in the intersection geometry or footprint. This provides a base case for comparison of the two other improvement alternatives. The second alternative would add offset right turn lanes on WIS 23. The third alternative would add left turn lanes on WIS 23. No change in traffic control is being proposed at the intersection at this time.

Connecting Highways

Connecting highways are local streets and roads that carry state highway travel through cities and villages. Connecting Highway Aids help local governments maintain these streets and roads at state trunk highway (STH) system standards and compensate local governments for the incremental costs of through-traffic routed over municipal streets.

WIS 23 within the city of Ripon from the intersection of Arcade Glen Road to the intersection of Douglas Street is currently a connecting highway. No change in connecting highway status for WIS 23 will occur because of this project. The city of Ripon will continue to own and maintain

West Fond du Lac Street, Jackson Street and East Fond du Lac Street upon completion of the project.

You can find more information regarding Wisconsin's Connecting Highways on the web at <https://wisconsindot.gov/Pages/projects/data-plan/plan-res/connecting.aspx>

Traffic impacts

The impacts to traffic depend upon the alternative selected for construction.

- The No Build alternative would require lane closures to facilitate the work in the roadway.
- The Rehabilitation alternate would require lane closures and potentially a short-term closure with a detour to facilitate the work in the roadway.
- The Pavement Replacement alternative would require a long-term closure and detour during construction.
- Access to businesses and properties would be maintained during construction.
- A pedestrian detour would be marked to accommodate pedestrian access that is impacted by construction activities at the curb ramps and on sidewalks and crosswalks.

Schedule

- Investigation and evaluation of alternatives: 2024 - 2025
- Public Involvement Meeting #2: Winter 2025/2026
- Environmental document approved: Fall 2026
- Final Design: 2026 – 2029
- Real Estate Acquisition (if needed): 2027 - 2028
- Utility Relocations: 2029
- Roadway construction currently scheduled in 2030

Real estate

Real estate and right-of-way needs depend on the alternative selected. The real estate needs of the project will be better defined as the alternatives are developed and evaluated during this phase of the project.

Business Resource: WisDOT's In This Together program

WisDOT recognizes businesses located in work zones or impacted by detour routes have special needs. WisDOT's In This Together program is offered to business, organizations and community leaders as an idea source as they plan for road construction in their area. It includes promotional examples, case studies and a specially designed Business Coordination Guide with information on:

- Planning ahead
- Staying informed
- Keeping customers informed
- Tips for businesses
- Temporary signing for businesses

WisDOT's In This Together website is located at www.wisconsin.dot.gov/Together

Public input/comments

Please submit comments to WisDOT using one of the following methods so that we receive them **by May 5, 2025**, to be considered during design.

1. Fill out the comment form attached to this document and mail to WisDOT using the prepaid mailer.
2. Email comments or questions to the contacts listed below.
3. Call one of the contacts below.

Project contacts

Ryan Erdmann, P.E.
Project Manager
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54304
Phone: (920) 492-3517
Email: ryand.erdmann@dot.wi.gov

Missy Kok
Region Communications Manager
Wisconsin Department of Transportation
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WisDOT Highway Project Public Comment Form

Project ID 1430-29-00
WIS 23
Fond du Lac/Jackson Street, City of Ripon
Fond du Lac County

Please place this form in the comment box or mail **by May 5, 2025**, to the address on the back of this sheet. Comments can also be e-mailed to ryand.erdmann@dot.wi.gov. Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

Name: _____

Address: _____

Daytime Phone Number (optional): _____

Email Address (optional): _____

Please Print Comments (attach additional sheets if necessary)

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The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.

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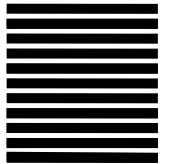
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944 VANDERPERREN WAY
GREEN BAY, WI 54304-9879**



Attention: Ryan Erdmann, P.E.

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