

WIS 33 & County P Intersection Improvement Project

Town of Herman, Dodge County

Public Involvement Meeting
May 11th, 2016



Agenda

- ▶ Introductions
- ▶ Project Location & Need
- ▶ Improvement Development
- ▶ Frequently Asked Questions
- ▶ Proposed Alternative
- ▶ Schedule
- ▶ Open House



Introductions

WisDOT Project Staff:

Project Manager

- ▶ Brandan Hager, PE

Project Leader

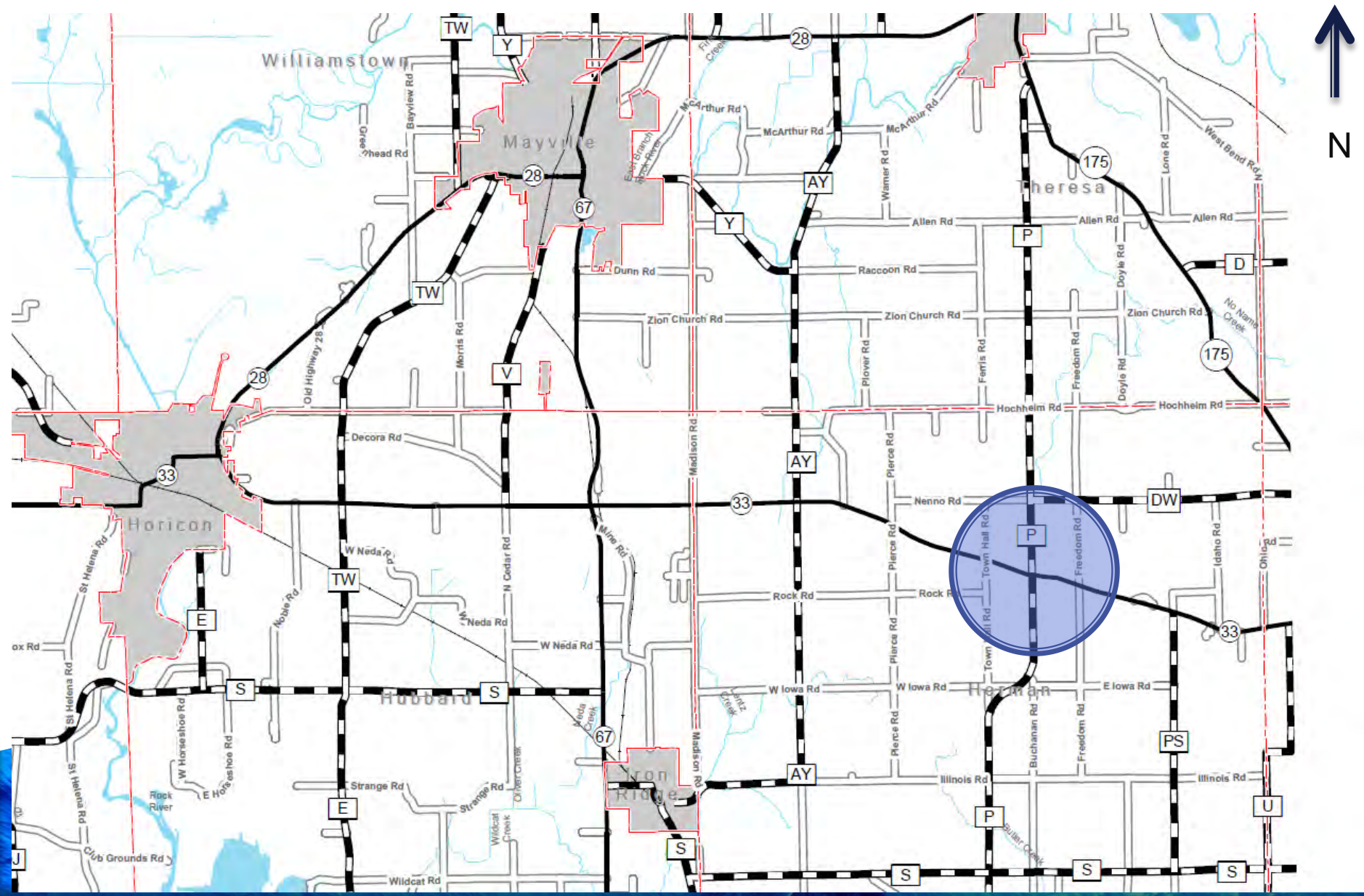
- ▶ Ryan Bailey

Roundabout Designer

- ▶ Greg Payne



Project Location



Project Aerial



Project Need: Safety

Intersection Crashes Jan 2011- May 2016 (5 year period)

Crash Severity	Number of Crashes
*Fatal	1
Injury	19
Property Damage	8
Total	28

- 23 of these crashes were T-bone type crashes
- Average of 1 crash every 2 months

***2 fatal crashes since 2003**



Project Need: Safety

Safety Improvement Measures:

- December 2013 – Overhead stop signs installed on CTH P
 - February 2014 – June 2014: 4 crashes

- July 2014 – Flashing beacons installed on CTH P
 - August 2014 – November 2015: 8 crashes



Improvement Development

Fall 2015

- Application for Highway Safety Improvement Program (HSIP)
- Intersection Control Evaluation (ICE)
 - Traffic volumes and projections
 - Crash history
 - Crash patterns
 - Oversized overweight vehicle factors
 - Environmental factors

Results of the Evaluation

- Intersection did not meet warrants for traffic signal or all-way stop
- Roundabout alternative selected
- All-way stop installed November 2015 as temporary measure



Can WisDOT leave the All-Way Stop?

- ▶ WisDOT has maintained a philosophy that emphasizes minimal use of All Way Stop Control (AWSC) as a permanent traffic control method. (Traffic Guidelines Manual 13-26-5)
- ▶ 2 crashes since installation
- ▶ Roundabout will further reduce injuries and fatalities



How is the WIS 60 & County P Roundabout Functioning?

- ▶ 2005-2009: Two-Way Stop
 - 1 Fatality
 - 8 injury crashes, 4 serious-injury
 - 23 Total Crashes

- ▶ 2010-2013: All-Way Stop
 - 3 injury crashes
 - 10 Total Crashes

- ▶ 2014-Present: Roundabout
 - 1 Possible Injury
 - 5 Total Crashes



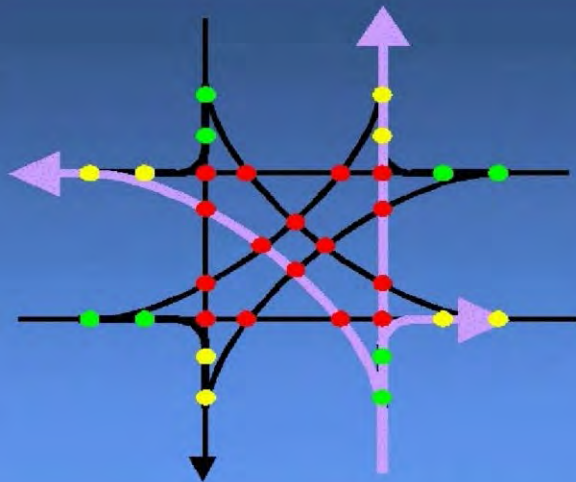




Safety

All-Way Stop vs. Roundabout

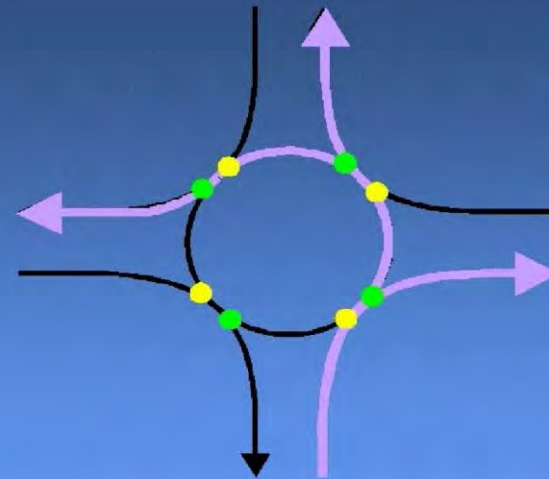
Vehicle conflict points: Conventional intersection



Conflict Types

● Diverge:	8
● Merge:	8
● Crossing:	16
Total:	32

Vehicle conflict points: Roundabout



Conflict Types

● Diverge:	4
● Merge:	4
● Crossing:	0
Total:	8

Conflict point: Point where two vehicle paths meet

Summary

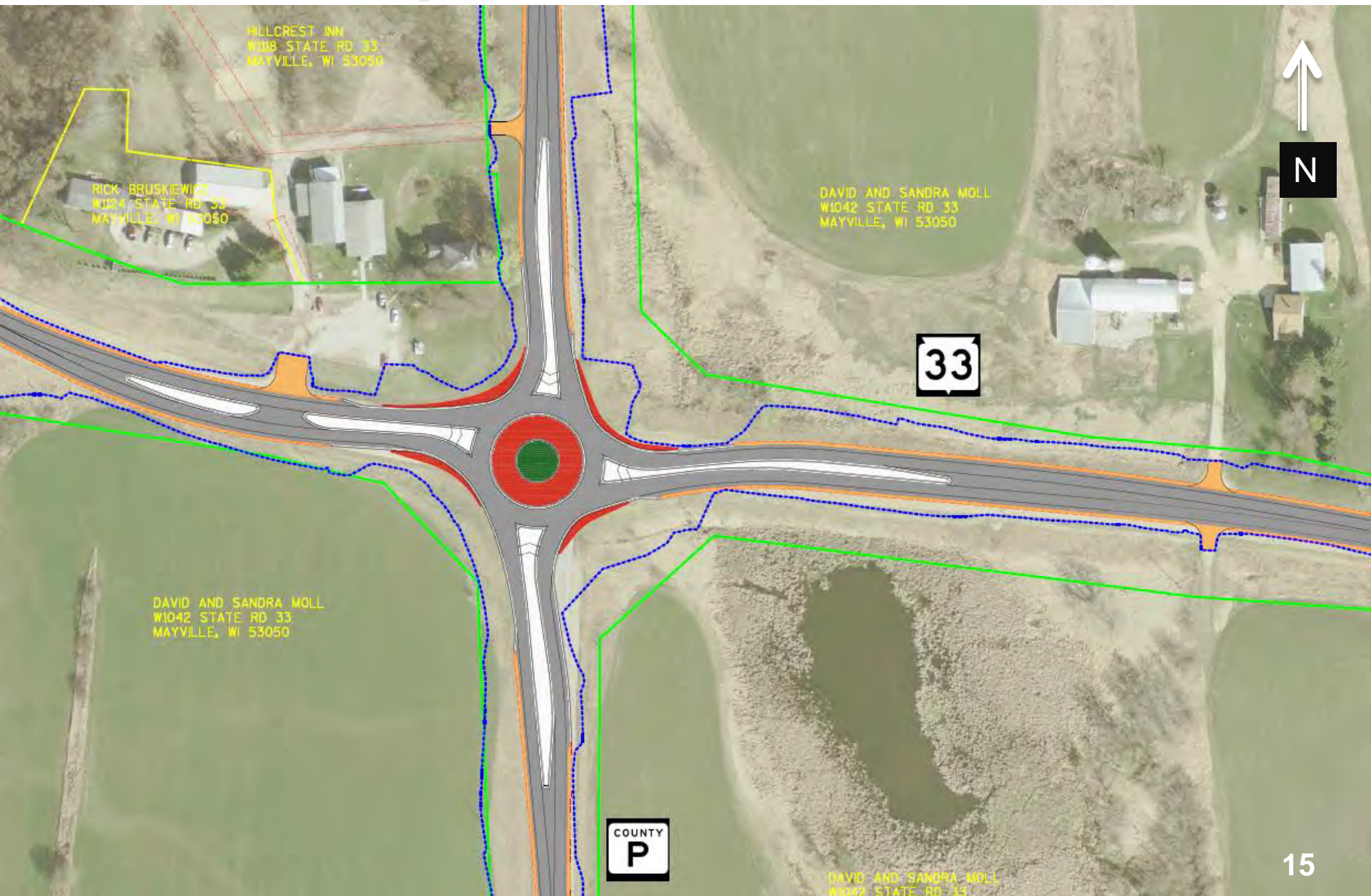
- ▶ The Roundabout Alternative provides lower crash severity
- ▶ The Roundabout Alternative provides better traffic operations

The safety benefits of the Roundabout Alternative qualified it for additional funding from the Federal Highway Administration

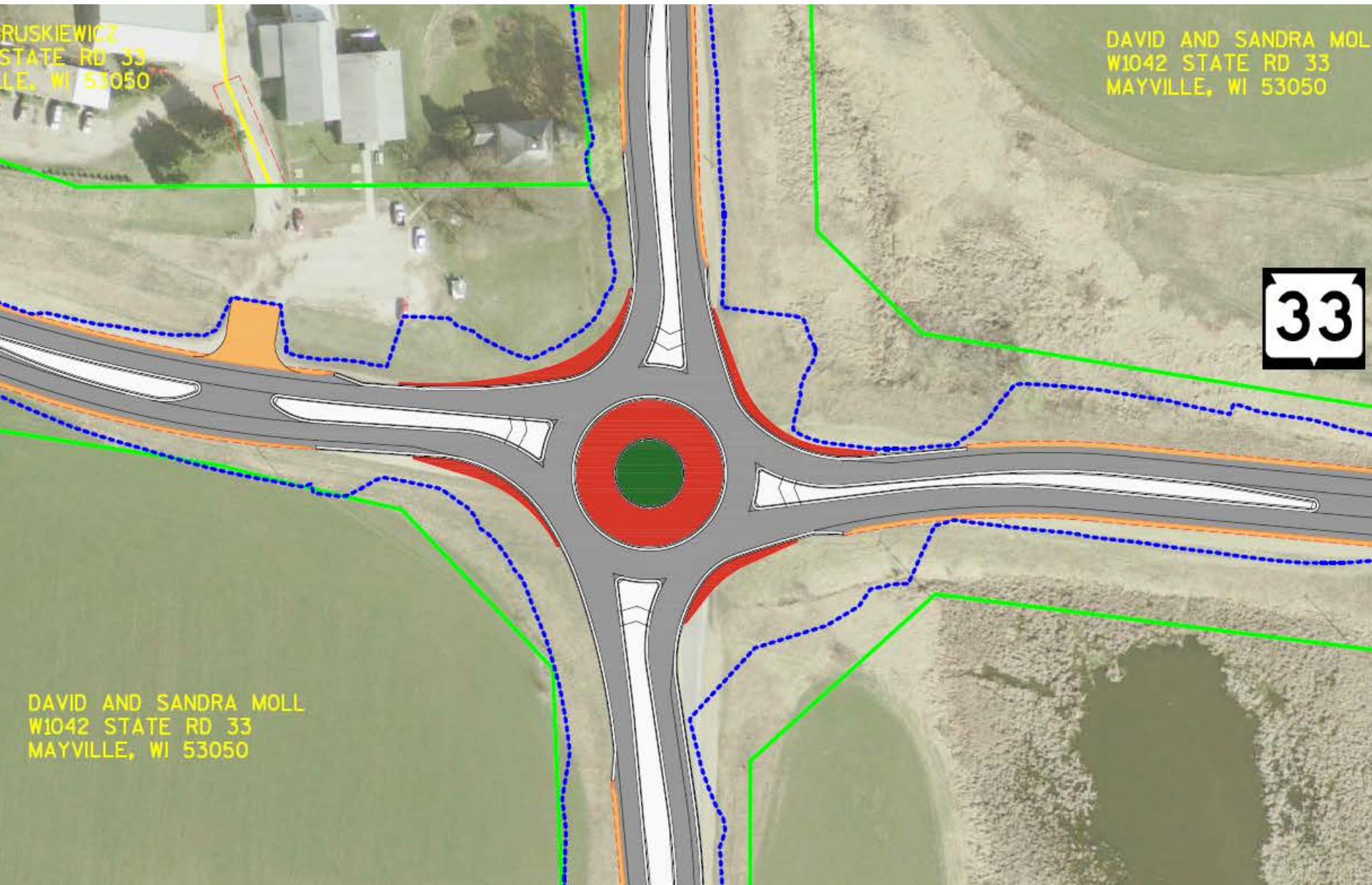
With that funding, WisDOT is able to reconstruct the intersection before the pavement needs replacement



Proposed Roundabout



Proposed Roundabout



Comparable Local Roundabout



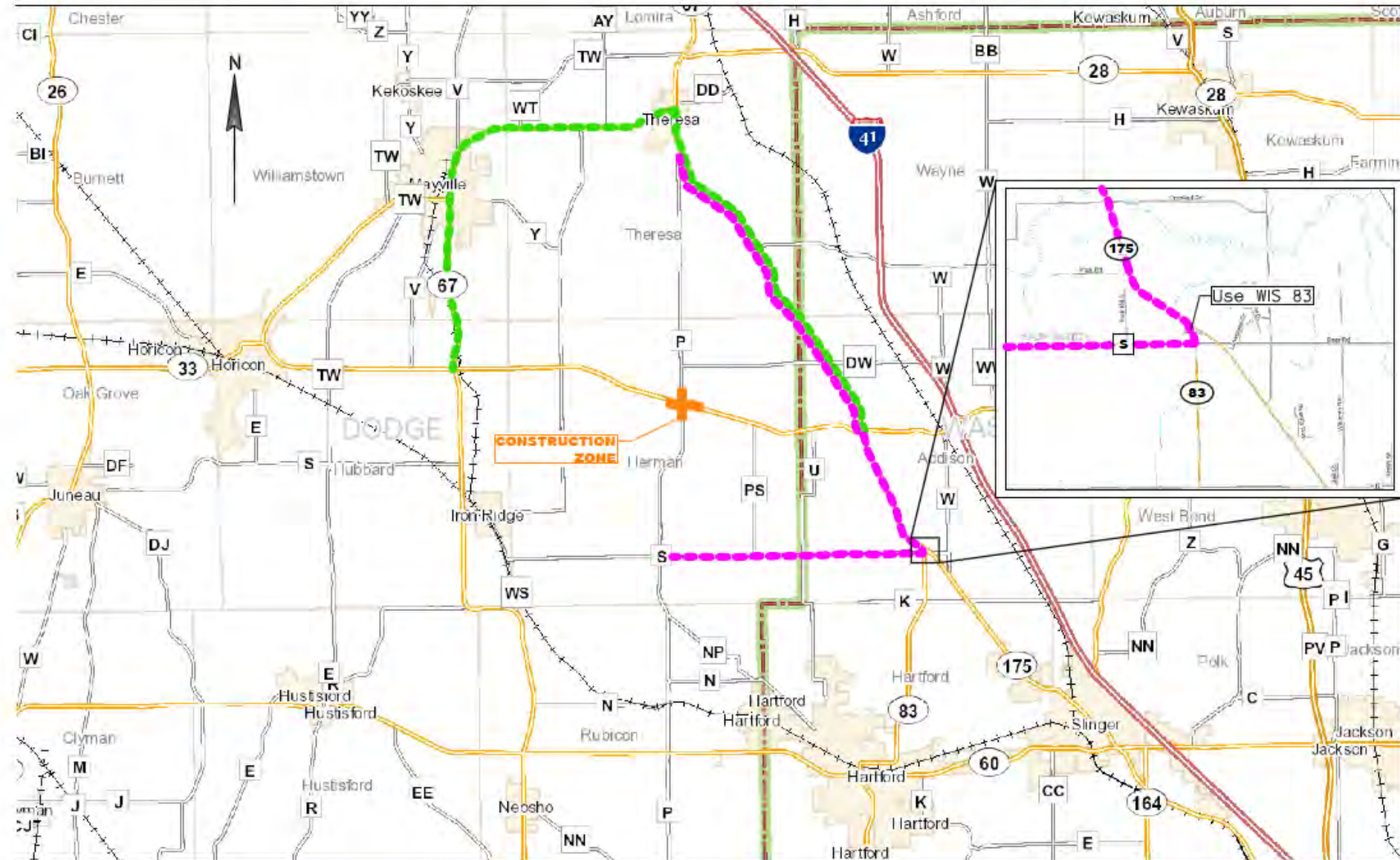
Trucks

- ▶ Designed for large semi-trucks
- ▶ Oversized vehicles are also taken into consideration
- ▶ Truck apron designed for truck use to make turning movements.




Image courtesy of
Google

DETOUR ROUTE: WIS 33 & CTH P INTERSECTION



WIS 33 EB & WB: 

CTH P NB & SB: 

Project Schedule

▶ 30% Plans	July 2016
▶ Environmental Document	December 2016
▶ Final Plans	August 2018
▶ Construction	Summer 2019



Thank you for your time

**Please fill out a comment form if
you have any questions or stop
by and talk to us.**

