

Public Involvement Meeting / Community Engagement Forum Handout

**US 51/Center Avenue Reconstruction
Nicolet Street – Court Street & Five Points Intersection
City of Janesville
Rock County**

Project IDs: 5350-02-70, 5350-02-71, 5350-02-72, 5350-02-73, 5350-02-74, 5350-02-75



CITY OF JANESVILLE
Wisconsin's Park Place

**July 13, 2023
5:00 pm – 6:00 pm**

**Daniel Hale Williams Resource Center, Room J1020
1717 Center Ave Street
Janesville, WI 53546**

Introduction

Welcome to the public involvement meeting for the US 51/Center Avenue (US 51) improvement projects. The Wisconsin Department of Transportation (WisDOT) and the City of Janesville are planning to improve 1.4 miles of US 51 between Nicolet Street and Court Street, including the Five Points intersection, in the City of Janesville in Rock County.

The purpose of tonight's meeting is to provide an update on the status of the projects, present the final designs and schedule moving forward, and receive input from residents and interested parties. Exhibits are on display showing the final roadway design along US 51.

Your attendance today indicates your interest in the projects and your comments and questions are appreciated. Engineers from the project team are available to discuss the project and any questions or concerns that you may have. If you have comments or concerns, please fill out and return a comment form by either placing it in the comment box or mailing it to the address listed on the back side of the comment sheet. You may also e-mail comments to any member of the project team (see page 8).

Background & Project Need

US 51 is currently a four-lane undivided urban roadway with a posted speed limit of 30 mph. Traffic counts between the years of 2016 and 2019 indicate that the annual average daily traffic (AADT) volume was between 14,300 vehicles per day (vpd) and 17,100 vpd. Traffic forecasts developed by WisDOT in 2020 project that traffic volumes would increase to between 15,400 vpd and 17,400 vpd by 2044 (design year).

Center Avenue was originally constructed in 1919 (south of Rock River) and 1935 (north of Rock River). Since that time the roadway has undergone numerous reconstructions and rehabilitations along various segments of the project. The existing pavement structure varies within the improvement limits but generally consists of an asphalt overlay, concrete, and crushed stone. The pavement has deteriorated past its useful life and is in need of replacement.

The bridge structures are experiencing deterioration of the concrete surfaces with significant spalling of the concrete decks and barrier walls.

Traffic signals are outdated and signal heads are not located in ideal locations for attracting driver attention. Traffic signal hardware and software are not equipped with accessible pedestrian systems (APS) for visually-impaired persons. Intersection geometrics are such that drivers are having a difficult time seeing around left-turning vehicles. As a result, several intersections within the corridor are experiencing significantly higher crash rates and injuries than other comparable intersections within the city. The intersections of Nicolet Street, Delavan Drive, Riverside Street, and Rockport Road, and the Five Points intersection are all ranked in the top 50 of City of Janesville intersections with the highest economic loss due to crashes, highest crash frequency, and highest crash rate. See Table 1 for additional crash information.

Table 1 – Crash Information (2016 – 2020)

Intersection	Crash Severity					Crash Frequency	
	K	A	B	C	PDO	Total	Average/Year
Five Points	0	0	3	13	58	74	14.8
US 51 & Rockport Road	0	0	3	2	39	44	8.8
US 51 & Delavan Drive	0	1	0	5	36	42	8.4
US 51 & Riverside Street	0	0	2	4	17	23	4.6
US 51 & Nicolet Street	0	1	2	1	3	7	1.4
K = Injury from crash which resulted in death within 30 days of the crash. A = Serious injury B = Minor injury C = Possible injury PDO = Property damage only/no injury							

Existing pedestrian curb ramps are outdated and non-compliant with current Americans with Disabilities Act (ADA) standards. Sidewalk panels have either sunk or heaved over time and pose tripping hazards for pedestrians.

The lack of APS at signalized intersections and the presence of ADA non-compliant curb ramps are noteworthy issues given the proximity of the Wisconsin Center for the Blind and Visually Impaired on State Street a few blocks west of US 51.

Updates Since the Previous Public Meeting

Numerous meetings and discussions have taken place between WisDOT and the City of Janesville. These discussions have covered this project's schedule, future WisDOT projects on and adjacent to the US 51 corridor, railroad coordination and requirements, right-of-way acquisitions, construction feasibility studies, and funding. Here are the changes and the reasons for those changes:

Scope of Improvements

Segment from UPRR Bridge to Grand Avenue

Previously, the segment from just south of the UPRR bridge (north of the State Street/Marquette Street intersection) to Grand Avenue was proposed to be reconstructed just like the rest of US 51 (full replacement of the pavement structure). This has now changed and the existing roadway pavement will remain. The existing pavement will be milled and then repairs will be made to the underlying concrete. A new asphalt overlay will then be constructed on top of the existing pavement. Minor geometric improvements will still be made for safety and the traffic signals and pedestrian curb ramps will still be replaced.

Why has this changed?

WisDOT has reviewed the deterioration taking place on the UPRR bridge and is planning an improvement project to replace the bridge in the future. That future project will be highly complex due to the substandard clearance below the bridge to the railroad tracks, the unique and old style of bridge structure, and the proximity of the bridge to the railroad crossing on Delavan Drive. Due to these complexities, it is possible that the future project's limits could extend from State Street/Marquette Street to Grand Avenue. As such, the current project on US 51 will implement a lower-cost interim improvement within this segment to maintain satisfactory pavement condition until the future project occurs.

Five Points Intersection

Previously, the Five Points intersection was proposed to be milled and overlaid with new asphalt. This has now changed and the intersection will be fully reconstructed with new full depth concrete pavement structure within a similar footprint.

Why has this changed?

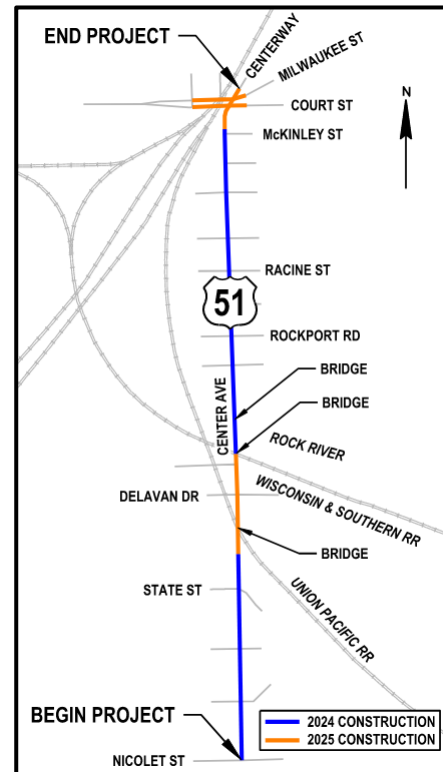
The City of Janesville recently evaluated the condition of the storm sewer pipes and structures within and adjacent to the Five Points intersection. The evaluation determined that the vast majority of the system is in poor condition and needs to be replaced. The project team also has concerns with the longevity of the underlying existing pavement as it is experiencing significant cracking and spalling. In addition, the project scope always included water main replacements and these replacements in conjunction with storm sewer replacements means that a moderate portion of the intersection was going to be reconstructed anyway. Given all of these factors, the City of Janesville requested that the longer term solution of reconstructing the intersection be implemented with this project.

Schedule

Previously, all improvements on US 51 were proposed for the 2024 construction season. This has now changed and construction will take place in both 2024 and 2025. In 2024 the majority of the US 51 roadway will be constructed, between Nicolet Street and just south of the Union Pacific railroad (UPRR) bridge (north of the State Street/Marquette Street intersection) and between Grand Avenue and McKinley Street. In 2025 US 51 will be constructed between just south of the UPRR bridge (north of the State Street/Marquette Street intersection) and Grand Avenue, as well as the Five Points intersection.

Why has this changed?

There is a lengthy process and certain requirements involving the Wisconsin Bureau of Rails & Harbors (RHS) and the individual railroad companies. Much of this process, including the timeframe for it, is outside of the hands of WisDOT and the City of Janesville. It has been determined that additional time will be needed for reviews and permitting from both RHS and the railroad companies.



Summary of Proposed Improvements

The purpose of the projects is to replace the deteriorated pavement, replace old water main, improve pedestrian accommodations to comply with ADA standards, upgrade traffic signal equipment and improve signal visibility, extend the service life of two bridges, and improve the overall operations and safety of the roadway.

US 51/Center Avenue, Reconstruction (ID 5350-02-70)

This project will consist of the following improvements:

- Reconstruct US 51 from Nicolet Street to just south of the UPRR bridge (north of the State Street/Marquette Street intersection) and from Grand Avenue to McKinley Street. The

existing curb & gutter and asphalt/concrete pavement structure will be removed and replaced with new concrete pavement. Storm sewer will also be replaced.

- Pedestrian curb ramps at each intersection will be replaced and updated to comply with ADA standards.
- Spot locations of sidewalk will be identified for tripping hazards and replaced (assessed to property owners).
- Traffic signals at the State Street/Marquette Street, Rockport Road, and Racine Street intersections will be replaced with upgraded signal equipment. These new signals will provide improved visibility of signal heads.
- Street lighting at signalized intersections will be replaced and upgraded for improved night-time visibility.
- Bridge structures will receive the following improvements:
 - Rock River: Concrete overlay, joint replacement, concrete repairs, riprap
 - Wisconsin & Southern Railroad: Deck seal
- The intersections of Nicolet Street and Rockport Road will receive minor geometric alterations to improve sight lines around left-turning vehicles.

US 51/Center Ave and Five Points Intersection Water Main Replacements (IDs 5350-02-71, 5350-02-74)

This project will replace all water main pipes, lead laterals (between roadway and curb stop), and hydrants within the overall improvement limits.

Five Points Intersection, Reconstruction (ID 5350-02-72)

This project will consist of the following improvements:

- Reconstruct US 51/Center Ave from McKinley Street to just north of Court Street. Reconstruct Court Street from Washington Street to Linn Street. The existing curb & gutter and asphalt/concrete pavement structure will be removed and replaced with new concrete pavement. Storm sewer will also be replaced.
- Pedestrian curb ramps will be replaced and updated to comply with ADA standards.
- Spot locations of sidewalk will be identified for tripping hazards and replaced (assessed to property owners).
- Crosswalks will be replaced with grooved-in high-contrast continental-style pavement markings.
- Crosswalks and sidewalk will be added at the west and south legs of the intersection.
- Replace traffic signals with upgraded signal equipment. These new signals will provide improved visibility of signal heads.
- Street lighting will be replaced and upgraded for improved night-time visibility.

McKinley Street Intersection, Safety Improvements (ID 5350-02-73)

This project will consist of the following improvements:

- Pedestrian curb ramps will be replaced and updated to comply with ADA standards.
- Crosswalks will be replaced with high-visibility pavement markings.
- Street lighting will be replaced and upgraded for improved night-time visibility.
- Median refuge island with advance yield-to-pedestrian signs and pavement markings

US 51/Center Avenue, Resurfacing (ID 5350-02-75)

This project will consist of the following improvements:

- From just south of the UPRR bridge (north of the State Street/Marquette Street intersection) to Grand Avenue the resurfacing will mill the existing pavement and pave new asphalt pavement.

- Pedestrian curb ramps at Delavan Drive and Grand Ave will be replaced and updated to comply with ADA standards.
- Spot locations of sidewalk will be identified for tripping hazards and replaced (assessed to property owners).
- Traffic signals at the Delavan Drive intersection will be replaced with upgraded signal equipment. These new signals will provide improved visibility of signal heads.
- Street lighting at the Delavan Drive intersection will be replaced and upgraded for improved night-time visibility.
- The Delavan Drive intersection will receive minor geometric alterations to improve sight lines around left-turning vehicles.

Construction Schedule & Impacts

Construction is scheduled for spring 2024 through late fall 2024 for the US 51 roadway from Nicolet Street to just south of the UPRR bridge (north of the State Street/Marquette Street intersection) and from Grand Avenue to McKinley Street. Construction is scheduled for spring 2025 through fall 2025 for the Delavan Drive segment of US 51 and the Five Points intersection. In preparation for the projects, Rock County crews will remove or trim approximately 30 trees in late fall 2023. In 2024 the roadway project will remove the remaining stumps.

During 2024 construction, US 51 will be closed with a signed detour for through traffic. The detour route will utilize WIS 11, I-39/90, and US 14. Local access to properties and businesses along US 51 will be provided. Between State Street/Marquette Street and Rockport Road US 51 construction will be staged with one lane in each direction as much as possible. This staged construction will be for local, transit, and emergency access across the bridges.

During 2025 construction, within the Delavan Drive segment US 51 will be staged with one lane in each direction as much as possible for local and through traffic. At the Five Points intersection both US 51 and Court Street will be closed; however, certain movements that do not conflict with the contractor's operations may be allowed. Local access to properties and businesses will be provided. The 2025 construction is proposed to not overlap with the W Court St project to the west of the Five Points intersection (ID 5990-01-37). That project will resurface W Court St from Waveland Rd to Washington St and will convert W Court St to a 2-lane road with a two-way left-turn lane down the middle (effectively a 3-lane road).

Within the project limits there are two Janesville Transit System (JTS) bus routes: Route 2 (Kellogg Avenue) and Beloit-Janesville Express (BJE). During both construction seasons access will be maintained for these routes as much as possible. JTS plans to detour buses locally around the work zone and will temporarily close the bus stops on US 51.

Temporary driveway closures will be necessary at certain times during construction. The roadway contractor and/or WisDOT will notify homeowners and businesses in advance before closing a driveway. In general, driveway access during construction depends on the number of driveways within a property and the widths of those driveways. Table 2 describes the typical approach that WisDOT uses for constructing driveways and maintaining access.

Table 2 – Typical Driveway Access During Construction

Single Driveway < 20 feet wide	Construct driveway all at once and use fast-setting concrete to minimize timeframe of driveway closure.
Single Driveway > 20 feet wide	Construct driveway one half at a time. Leave the other half open for access.
Multiple Driveways	Maintain access to at least one driveway at all times.

Real Estate











Right of way acquisitions began in May 2023. The vast majority of acquisitions will take the form of temporary easements for the purposes of grading and sod replacement. The primary locations of these easements are at intersection corners where pedestrian curb ramp replacements are proposed. There are also a small number of permanent right of way acquisitions to accommodate sidewalk within the right of way. Right of way impacts are shown on the project exhibits.

Funding

The current estimated cost of the three roadway projects is approximately \$12 million. The current estimated cost of the water main replacements is approximately \$2 million. The majority of the costs of the roadway projects will be covered by a combination of federal and state funding. The water main replacement and the majority of the Five Points reconstruction will be funded by the City of Janesville.

The City of Janesville recently conducted a review of existing sidewalk condition along US 51 within the improvement limits in the summer of 2023. This review identified sidewalk panels that may pose a tripping hazard for pedestrians. These panels were marked with green paint. Sidewalk panels that are deemed a tripping hazard will be replaced with the roadway construction work, although property owners have the option to replace these panels themselves prior to construction. If the property owner decides to let the roadway project replace the panels then the cost for replacement will be assessed to the adjoining property owner.

Project Schedule

	2023			2024				2025		
										
Preliminary Plans (Five Points)	■	■	■							
Right of Way Acquisitions	■	■								
Final Plans (US 51)	■	■								
Final Plans (Five Points)				■	■					
Construction (US 51)				■	■	■				
Construction (Delavan Drive and Five Points)								■	■	■

Public Input/Comments

We encourage you to talk to the project representatives and ask them questions. Attached to this handout is a sheet for your written comments and input regarding the proposed projects. Please mail any written comments about the projects before July 27, 2023 or leave them in the comment box tonight. You can also e-mail your comments to the contacts listed below.

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.

For more information, please contact:

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Or, visit the WisDOT projects website at:
wisconsindot.gov/Pages/projects/by-region/sw/default.aspx

Public Involvement Meeting Comment Form

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Nicolet Street to Court Street & Five Points Intersection
Rock County

July 13, 2023

Please place this form in the comment box or mail by **July 27, 2023** to the address on the back of this sheet. Comments can also be e-mailed to john.elkin@rasmith.com. 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)

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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Attn: John Elkin
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16745 W Bluemound Road, Suite 200
Brookfield, WI 53005

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