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)

<table>
<thead>
<tr>
<th>Crash Severity</th>
<th>Number of Crashes</th>
</tr>
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<tbody>
<tr>
<td>*Fatal</td>
<td>1</td>
</tr>
<tr>
<td>Injury</td>
<td>19</td>
</tr>
<tr>
<td>Property Damage</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>28</td>
</tr>
</tbody>
</table>

- 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
Impr

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
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

<table>
<thead>
<tr>
<th>Conflict Types</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Diverge:</td>
<td>8</td>
</tr>
<tr>
<td>Merge:</td>
<td>8</td>
</tr>
<tr>
<td>Crossing:</td>
<td>16</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>32</strong></td>
</tr>
</tbody>
</table>

Vehicle conflict points: Roundabout

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<td>Merge:</td>
<td>4</td>
</tr>
<tr>
<td>Crossing:</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>8</strong></td>
</tr>
</tbody>
</table>

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
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
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.