

WIS 80, WIS 11 Public Involvement Meeting

Hazel Green – Platteville Grant County

Projects 1706-06-01/71 & 5330-02-03/73
Projects 1706-06-00/70 & 5235-03-01/71
Project 5235-03-00/70



September 2020



Welcome to the online public involvement meeting for proposed improvements along the Highway 80 corridor in Grant County.

The purpose of these projects is to address the deteriorating pavement and safety concerns along Highway 80, and includes improvements along segments of Highway 11 and Highway 81.

Who can I talk to about these projects?

- Derek Potter, PE
 - WisDOT Project Manager
- Scott Schoenmann, PE
 - WisDOT Project Development Supervisor
- Greg Messling
 - WisDOT Real Estate Specialist
- Brad Groh, PE
 - Consultant Project Manager (JT Engineering, Inc.)



This is a list of people who are working on this project. Their contact information will be shared later in this presentation, which will include their emails and phone numbers, as well as the address of the Wisconsin Department of Transportation Southwest Region Office in Madison. Feel free to contact them with any comments, questions, or concerns regarding the project.

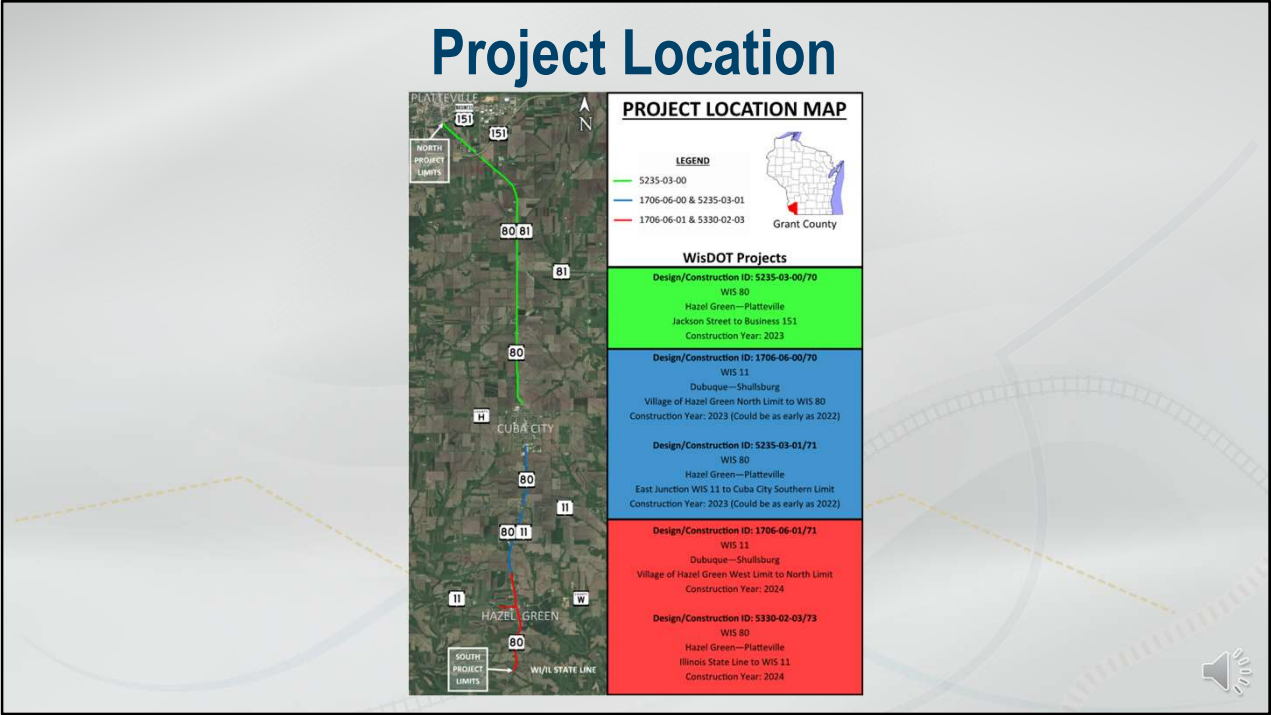
Presentation Agenda

- Project Location
- Project Purpose & Need
- Design Overview
- Real Estate
- Traffic Impacts
- Project Schedule
- Contact Information



The presentation will follow the outline shown here.

Project Location



The proposed projects are located on WIS 11, WIS 80, and WIS 81, from the Illinois State Line to Business 151 in Platteville.

Project Location

Project 1706-06-01/71 & 5330-02-03/73



Project 5330-02-03 begins on WIS 80 at the Illinois State Line and extends to WIS 11 in Hazel Green. Project 1706-06-01 begins on WIS 11 at the Hazel Green western village limits and extends through Hazel Green on WIS 11/80 to the north village limits.

Project Location

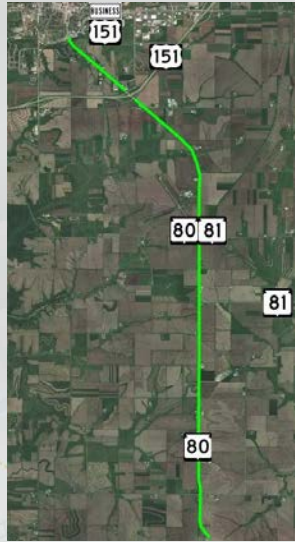
Project 1706-06-00/70 & 5235-03-01/71



Project 1706-06-00 begins on WIS 11/80 at the Hazel Green north village limits and extends to a location just south of the WIS 11 and WIS 80 intersection. Project 5235-03-01 begins just north of the WIS 11 and WIS 80 intersection and extends to Troy Street in Cuba City. There is a gap between these proposed projects at the WIS 11 and WIS 80 intersection, which is programmed to be improved under a separate project, denoted as 1706-00-04/74. Construction of this intersection is scheduled to take place in 2021.

Project Location

Project 5235-03-00/70



Project 5235-03-00 begins on WIS 80 about 100 feet north of Jackson Street in Cuba City and extends to about 100 feet south of Business 151 in Platteville, with a gap at the US 151 interchange.

Why do we need these projects?

Pavement Surface and Corridor Safety



The projects are designed to address the deteriorating asphalt pavement and safety concerns on WIS 80 and WIS 11. The pavement surface throughout the corridor is deteriorated with substantial cracking and rutting. In addition, this corridor experiences run-off-the-road type accidents. An existing culvert at Buncombe Road is improperly graded and severe crashes have occurred at this location. The intersections at WIS 11/WIS 80/County W and WIS 80/WIS 81/Patch Road experience higher than average severe crashes and will be discussed in greater detail later in the presentation. Curb ramps within the Village of Hazel Green are also deficient of the requirements set forth by the Americans with Disabilities Act and present accessibility challenges to pedestrians with vision or mobility limitations.

What Improvements are Proposed? Pavement Surface and Corridor Safety

- Improvements include:
 - New asphalt pavement surface
 - Wider shoulder pavement
 - Guardrail upgrades
 - Rumble strips
 - Wet reflective pavement marking
 - Culvert extension at Buncombe Road
 - Curb ramp reconstruction



To address the pavement surface and corridor safety concerns, the proposed projects would remove and replace the top layer of asphalt throughout the corridor. In addition, the pavement on the existing shoulders would be widened and centerline and edgeline rumble strips would be added throughout the rural sections of the corridor. Several runs of guardrail would be extended and upgraded as necessary to properly shield roadside hazards. Wet reflective pavement markings would be placed on the edgelines in the rural sections of the corridor to improve pavement marking visibility both at night and in adverse weather conditions. The culvert at Buncombe Road would be extended to allow for proper slope grading.

Within the village of Hazel Green, existing curb ramps would be reconstructed to meet current federal accessibility requirements, an existing asphalt overlay would be removed from the west gutter to improve drainage, and the centerline of the roadway would be recentered between the curb lines.

Why do we need these projects?

Structural Repairs



The northern project also has improvement needs on two existing structures. The bridge over Rountree Branch, just south of Business 151 in Platteville, has several areas of damaged concrete. Significant erosion is also occurring under the structure at the abutments. In addition, a box culvert near the Blockhouse Road intersection has damaged concrete and exposed rebar.

What Improvements are Proposed?

Structural Repairs

- Bridge over Rountree Branch
 - Concrete Overlay
 - Concrete Surface Repair on Deck and Abutments
 - Riprap at Abutments
 - Steel Girder Painting
- Box Culvert at Blockhouse Road
 - New Wingwalls and Header on South End of Box Culvert



At the bridge over Rountree Branch, the proposed project would install a concrete overlay on the bridge deck to extend the structure's service life. The steel girders would receive spot painting, and the deck underside and abutments would have the damaged concrete spot repaired. The erosion concerns at the abutments would be addressed with the addition of riprap. At the box culvert at Blockhouse Road, the damaged wingwalls and header would be fully replaced.

Why do we need these projects?

WIS 80/WIS 81/Patch Road Intersection Conversion

Existing Intersection

- High speed rural intersection
- Existing two-way stop control
- Important Oversized/Overweight (OSOW) route
- Safety Concerns



The intersection of WIS 80, WIS 81, and Patch Road is currently a two-way stop control for eastbound and westbound traffic. The intersection is an important oversized overweight route for the State of Wisconsin. As previously discussed, this intersection has a history of severe crashes.

Why do we need these projects?

WIS 80/WIS 81/Patch Road Intersection Conversion

- An Intersection Analysis was conducted for 3 alternatives
 - Adding left turn lanes and maintaining two-way stop control
 - Doesn't solve the most prominent safety problem: failure to stop
 - Signal Alternative
 - Intersection did not meet the required WisDOT signal warrants
 - Roundabout Alternative – WisDOT Preferred Alternative
 - Significantly reduces fatalities and severe injury crashes
 - Maintains and improves existing intersection operations
 - High level of support from the Grant County Traffic Safety Commission



An intersection evaluation was conducted at this location and three alternatives were analyzed.

First, additional left turns were assessed. However, it was determined that this solution wouldn't address the most prominent safety concern at the intersection: failure to stop crashes. Therefore, this alternative was dismissed from further consideration since it didn't meet the purpose and needs of the proposed improvement.

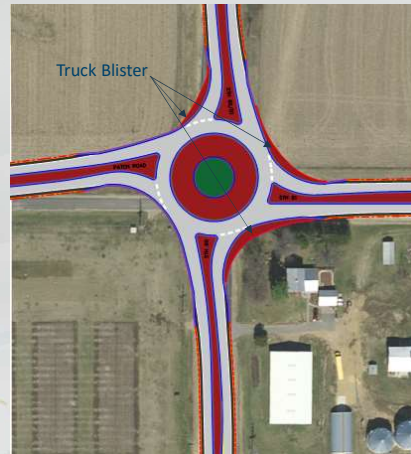
Second, a signal alternative was analyzed. The intersection was found to not meet WisDOT signal warrants, so this alternative was also dismissed from further consideration

Finally, a roundabout alternative was investigated. A roundabout was found to alleviate both predominant crash types, and would maintain efficient traffic flow for all movements through the intersection. For these reasons, the roundabout was selected as the WisDOT-preferred alternative at this intersection.

Why do we need these projects?

WIS 80/WIS 81/Patch Road Intersection Conversion Roundabout Layout

- Shifted north to minimize impacts to SE property
- Truck blisters for OSOW accommodations (mountable curb and colored concrete for over tracking trucks)
- Extended splitter islands reduce speeds and improve safety



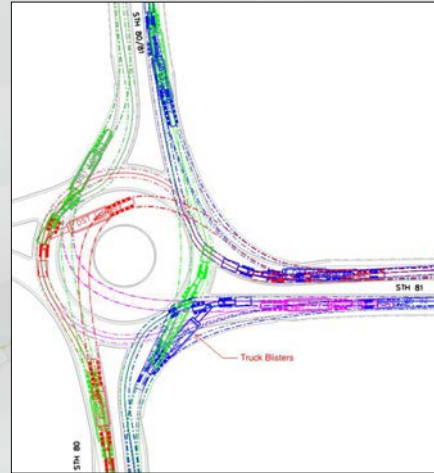
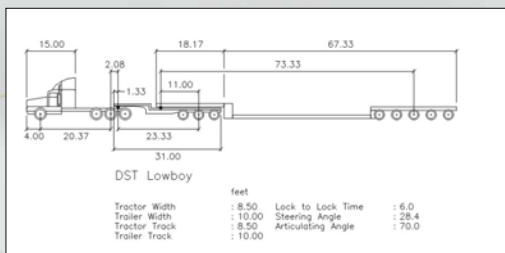
This is the proposed roundabout concept. The roundabout was shifted to the North to minimize impacts to the farm in the southeast quadrant. The roundabout does have over tracking pads in the Northwest, Southeast and Northeast quadrants for oversize/overweight vehicle accommodations. The splitter islands have been extended on each leg to reduce speeds on approach and improve safety at this high speed rural intersection.

Why do we need these projects?

WIS 80/WIS 81/Patch Road Intersection Conversion

Roundabout Layout – Truck Accommodations

- Typical Semi in lane (WB-67)
- Wind Tower Trucks
- DST Lowboy (see pictures)



The proposed roundabout has been designed to accommodate a wide variety of oversize/overweight vehicles traveling along the state highways. The roundabout is being designed to allow a typical semi to travel through the circle in-lane. The truck apron in the center circle and truck blisters around the outside of the roundabout are being designed to handle the horizontal and vertical overtracking needs of very large trucks.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Existing Intersection

- Two-way stop control
- Offset Intersections
- Important Oversized/Overweight (OSOW) route
- Safety Concerns



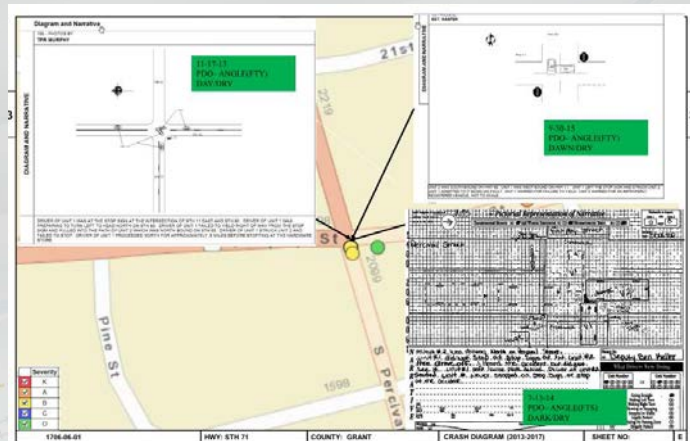
The intersection of WIS 11, WIS 80, and County W in Hazel Green is currently a partially offset intersection, with stop signs on Fairplay Street , otherwise known as WIS 11 west and County W.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Safety Performance of Current Intersection

- Between 2013 & 2017
 - Failure to Yield Crashes are the dominant crash type
 - 0 Fatal Crashes
 - 3 Injury Crashes
 - 5 Property damage crashes



This intersection has experienced above average crashes, including several severe crashes. This may be partially due to the offset geometry, limited existing lighting, and limited visibility on approach to the intersection.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Truck Accommodations – Freight Route

- STH 11 is a major State OSOW route (below summarizes the last 5 years)
- Many of the OSOW vehicles are driving over curbs and power poles have been hit

Load counts for OSOW loads traveling through the intersection for the previous 5 years.
Generated on 04/10/2020

	2019	2018	2017	2016	2015
Loads greater than 14' wide	114	196	149	95	94
Loads greater than 16' wide	34	55	66	25	22
Loads greater than 100' length	110	116	207	174	191
Loads greater than 150' length	12	5	49	2	6



In addition to the crash history, this intersection carries a significant amount of truck traffic. Due to the constrained nature of the existing intersection, trucks are not able to navigate all turning movements, and there is a history of semis regularly driving over the curb at this intersection with some power pole strikes reported.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

- Intersection Control Evaluation conducted for 4 alternatives
 - Adding left turn lanes and maintaining two-way stop control
 - Doesn't solve the most prominent safety problem: failure to stop
 - Signal Alternative
 - Intersection did not meet WisDOT signal warrants
 - Single Lane Roundabout
 - Significant right-of-way impacts
 - Compact Roundabout – WisDOT Preferred Alternative
 - Maintains and improves existing intersection operations and safety
 - Minimize right-of-way impacts

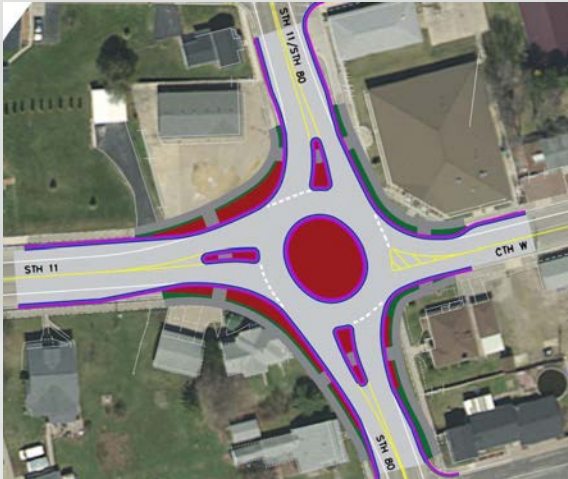


Due to the safety and movement concerns, an Intersection Control Evaluation was performed for the WIS 11/WIS 80/County W intersection. Several alternatives were examined, including the addition of left turn lanes, signalization, and conversion of the intersection to a roundabout. Left turn lanes would not solve the existing failure to stop problem, and the intersection does not meet WisDOT's signal warrants. In addition, neither of these alternatives would solve the existing truck movement concerns. A typical single lane roundabout would solve these issues, but would require a significant amount of right-of-way to be purchased. A compact roundabout would address the existing safety and movement concerns while minimizing right-of-way impacts to the extent possible. The single lane and compact roundabout alternatives are both being investigated further with the compact roundabout being the WisDOT Preferred Alternative at this time.

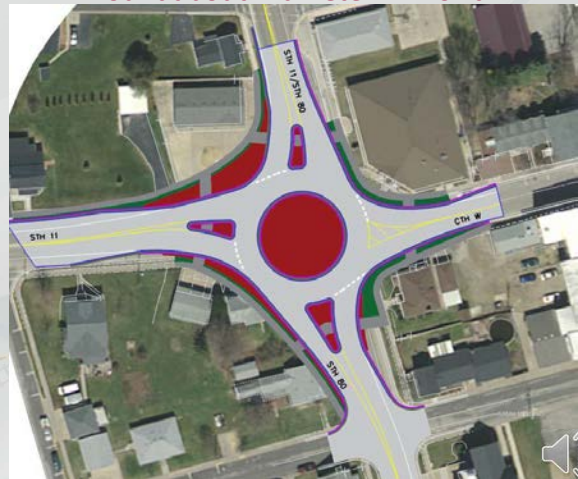
Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Roundabout Concept - Compact
Roundabout Diameter – 95-ft



Roundabout Concept - Typical
Roundabout Diameter – 120-ft

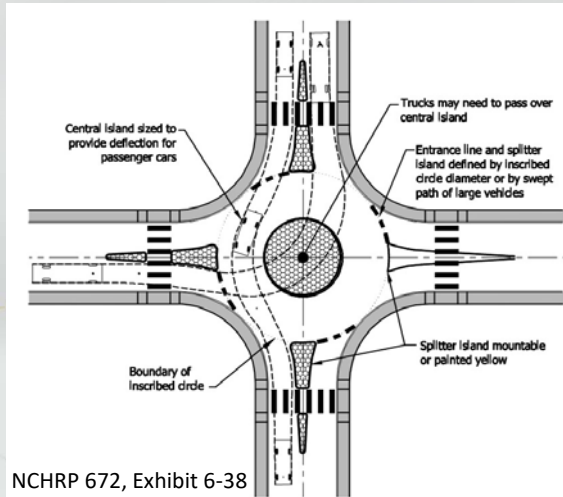


A compact roundabout functions similarly to a typical single lane roundabout but has a smaller footprint. This is achieved by making the approach splitter islands and the central island fully mountable. This allows for semi-trucks to make all movements without utilizing the terrace or sidewalk; however, the presence of a shallow, mountable curb discourages other vehicles (such as passenger cars) from driving over these areas. The red-colored concrete also serves to discourage unintended usage of the pavement intended for truck overtracking.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

What is a Compact Roundabout?



- Reduced size to minimize footprint
 - Typical single lane roundabout diameter is 130-ft – 180-ft
 - Compact roundabout 50-ft to 100-ft
 - Conceptual layout of WisDOT Preferred Alternative uses 90-ft
- Mountable splitter islands and central island for truck accommodations.

This is a graphic created by the Federal Highway Administration that shows how a compact roundabout works. The compact roundabout functions the same as the typical roundabout, but the splitter islands and central island are mountable for truck accommodations.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Compact Roundabouts Are Being Used Nation Wide

Scio Church Rd & Wagner Rd,
Ann Arbor MI
Roundabout Diameter 92.5-ft



Spencer St. & Verling Dr.
Shakopee, MN
Roundabout Diameter 80-ft



Foster Ave & Sunset Ave,
Arcata, CA
Roundabout Diameter 87.5-ft



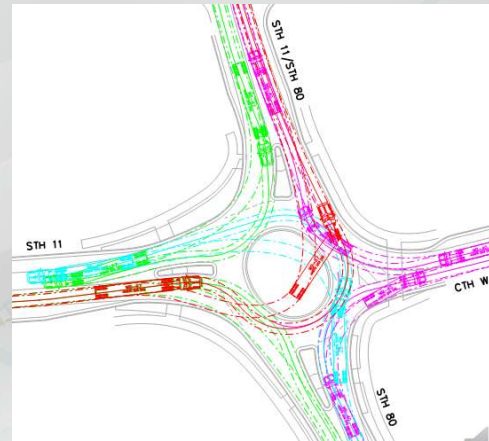
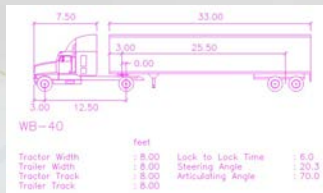
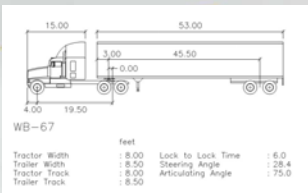
While this would be a first for Wisconsin, the idea of a compact roundabout is not new and has been utilized successfully across the nation. Here are three Google Earth images from Michigan, Minnesota and California of similar sized roundabouts with mountable central islands.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Roundabout Layout – Design Vehicle

- Typical Semi (WB-67)
 - STH 11 & STH 80 movements
- Delivery Truck (WB-40)
 - To and from CTH W



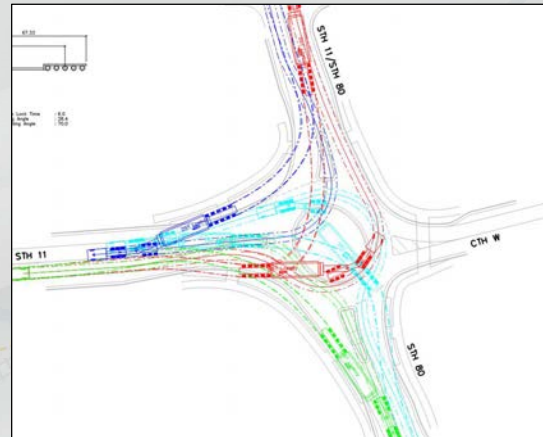
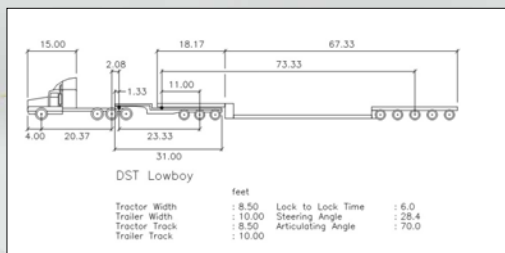
Standard semi-trucks and delivery trucks would be able to navigate this compact roundabout without utilizing the splitter islands, though some movements would require the use of the central island. This area would be fully mountable and would be kept free of traffic signs to avoid conflicts with the anticipated trailer overtracking.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Roundabout Layout – OSOW Accommodations

- Wind Tower Trucks
- DST Lowboy (see pictures)



Oversize/overweight vehicles will also be able to navigate all movements through this compact roundabout; however, in addition to the central island, they will need to utilize the truck blisters and approach splitter islands to make these movements. These areas will be designed to accommodate these limited movements. The sidewalks will be pushed out beyond the truck blisters to ensure separation between pedestrian and vehicular traffic.

What will the real estate impacts be?

- Permanent Right of Way Needs
 - Roundabouts
 - Possibly for Culvert Pipe Extension
- Temporary Easement Needs
 - Curb Ramp Modifications
 - Beam Guard Grading
- Real Estate Acquisition Process
- Real Estate Contact Information
 - Greg Messling
 - (608) 785-9035
 - greg.messling@dot.wi.gov



The proposed projects will require real estate acquisition from parcels adjacent to the WIS 80/WIS 81/Patch Rd intersection, the WIS 11/WIS 80/County W intersection, and possibly at the culvert at Buncombe Road. In addition, temporary easements will be required for curb ramp reconstruction along the project length in Hazel Green and at some guard rail ends between Cuba City and Platteville. Real estate will not be acquired until the environmental document has been signed and the project has been developed to the 60% level of detail. Information will be sent to all affected property owners discussing the real estate acquisition process.

What will happen to WIS 11 & WIS 80 Traffic?

- Flagging operations where possible
- Detours may be necessary during
 - Roundabout construction
 - Structure rehabilitation
 - Work in downtown Hazel Green depending on final pavement design
- Access will be maintained for residents and businesses



The project is anticipated to be built primarily under flagging operations. However, there may be times during the project where traffic will have to be detoured due to the inaccessible nature of the work being performed. Detours or alternative routes may be necessary during roundabout construction, structure work on the bridge over Rountree Branch near Business 151, and possibly during paving in Hazel Green. The final traffic control and staging concepts will be refined by the design team as the project progresses.

During construction, access will be maintained for residents and businesses to the greatest extent possible. Limited exceptions to driveway access are expected during work operations immediately in front of access points; however, these times of restricted access are anticipated to be infrequent and well-communicated in advance of any access-restricting work. Specific access needs can be communicated with the design team now or with the Department's field representatives during construction.

Project Schedule

Project 1706-06-01/71 & 5330-02-03/73

- | | |
|--|-------------|
| • Environmental Document | Spring 2021 |
| • 60% Plans | Spring 2021 |
| • Real Estate Plat | Spring 2021 |
| • 2 nd Public Involvement Meeting | Spring 2021 |
| • Real Estate Acquisitions Complete | Summer 2023 |
| • 90% Plans | Summer 2023 |
| • Final Plans | August 2023 |
| • Construction | 2024 |



This is the current schedule for projects 1706-06-01 and 5330-02-03 in Hazel Green. The project team is beginning work on the environmental document. The environmental document is anticipated to be signed in Spring of 2021. The 60% plans are also anticipated to be completed in Spring of 2021 along with the right of way plat. Real estate acquisitions may take more than a year to complete and are anticipated to conclude in Summer 2023. The final plans should be completed by August 2023 and construction is anticipated to begin in 2024.

Project Schedule

Project 1706-06-00/70 & 5235-03-01/71

- Environmental Document Fall 2020
- 60% Plans Fall 2020
- 90% Plans Spring 2021
- Final Plans May 2021
- Construction 2023*

*Construction could be advanced to 2022 if funding becomes available

This is the current schedule for projects 1706-06-00 and 5235-03-01 between Hazel Green and Cuba City. The project team is currently working on the environmental document and is anticipating approval in Fall of 2020. The 60% plans are also anticipated to be complete in fall of 2020. The final plans should be completed by May 2021 and construction is anticipated to begin in 2023, but could begin as early as 2022 if funding becomes available.

Project Schedule

Project 5235-03-00/70

- | | |
|--|-------------|
| • Environmental Document | Winter 2021 |
| • 60% Plans | Winter 2021 |
| • Real Estate Plat | Winter 2021 |
| • 2 nd Public Involvement Meeting | Spring 2021 |
| • Real Estate Acquisitions Complete | Summer 2022 |
| • 90% Plans | Spring 2022 |
| • Final Plans | August 2022 |
| • Construction | 2023 |



This is the current project schedule for 5235-03-00 between Cuba City and Platteville. The project team is beginning work on the environmental document, which is anticipated to be signed by Winter 2021. The 60% plans are also anticipated to be completed in Winter 2021 along with the right-of-way plat. Real estate acquisitions are anticipated to be complete by Summer 2022. The final plans should be completed by August 2022 and construction is anticipated to begin in 2023.

Thank You!

If you have any comments, questions, or concerns, please send us an email, give us a call, or send us mail at:

2101 Wright St, Madison, WI 53704

Additional project information will also be regularly updated on the following project websites:

<https://wisconsindot.gov/Pages/projects/by-region/sw/wis80-wis11-hazelgreen/default.aspx>

<https://wisconsindot.gov/Pages/projects/by-region/sw/wis80-wis11/default.aspx>

<https://wisconsindot.gov/Pages/projects/by-region/sw/wis80-platteville/default.aspx>



Thank you for taking the time to watch this presentation. If you have any comments, questions, or concerns about this project please send us an email, give us a call, or send us mail at the Wisconsin Department of Transportation Southwest Region Office in Madison. Additional project information will also be regularly updated on the project websites listed here. The list of people who are working on this project and their contact information will be displayed on the next slide. Thank you for your interest in these projects, and we sincerely look forward to working with you to make these proposed improvements a success!

Project Design Contact Information

WisDOT Project Manager

Derek Potter, PE

(608) 246-3861

derek.potter@dot.wi.gov

Consultant Project Manager

Brad Groh, PE

(608) 216-8546

bradg@jt-engineering.com

WisDOT Supervisor

Scott Schoenmann, PE

(608) 246-3848

scott.schoenmann@dot.wi.gov

WisDOT Real Estate

Greg Messling

(608) 785-9035

greg.messling@dot.wi.gov