

# Public Involvement Handout

## US 51 County B/County AB Intersection Dane County

**Project ID: 5845-01-00/70**



The US 51 and County B/County AB intersection in the Town of Dunn is experiencing high crash rates and poor side road traffic operations with the existing intersection control. The Wisconsin Department of Transportation (WisDOT) is proposing to convert the intersection to a roundabout to address the high crash rates and poor operations.

The purpose of this handout is to provide an update on the status of the project and to request input from the community on the proposed improvement to achieve a safer, more desirable intersection.

### **Project information**

The project will consist of converting the existing intersection to a roundabout. The project begins approximately 1,000 feet south of the County B/County AB intersection and extends approximately 900 feet north of the intersection. Construction is anticipated to start in late spring/early summer 2024. Dual-lane entries will be constructed for the northbound and southbound US 51 approaches to the intersection. The eastbound County B and westbound County AB entries will be single lanes. Outside of the intersection areas, US 51, County B, and County AB will remain two lane roads (one-lane in each direction). Extended roadway medians will be included on the northbound, southbound, and eastbound approaches to the intersection due to the posted speed of 55 mph on these approaches. The intersection will be designed to be compatible with the improvements proposed in the US 51 Stoughton to McFarland corridor study that is currently under evaluation.

This improvement is being funded by the Highway Safety Improvement Program (HSIP) to address the existing intersection crash rate of 1.73 crashes per million entering vehicles (MEV).

Intersections with a crash rate at or above 1.5 crashes per MEV are typically considered for improvements. The predominant types of crashes at the intersection are angle crashes (53 percent) and rear-end crashes (33 percent). These types of crashes typically have a higher chance for injury. Forty-seven percent of the crashes at this intersection involve injuries, with one fatality at the intersection in 2018.

The existing US 51 and County B/County AB intersection is not expected to be able to accommodate the projected 2045 traffic volumes through the intersection. The stop-controlled intersection has Level of Service (LOS) F operations on the sideroad today. An intersections LOS is ranked on a scale of LOS A to LOS F, with A being best and F being worst. Intersections that operate at LOS E or LOS F are near capacity or over capacity and are considered failing. WisDOT's goal is to have all intersections operate at LOS D or better. As traffic volumes grow at the intersection, operations will continue to deteriorate with excessive delays and peak hour queues reaching 250 feet on County AB by 2045. The proposed dual-lane roundabout will operate at LOS A during the 2045 peak hours with average delays of less than 10 seconds. Queues during the peak hours will remain less than 100 feet on all approaches with the dual-lane roundabout. The table below shows the peak hour operations at the intersection.

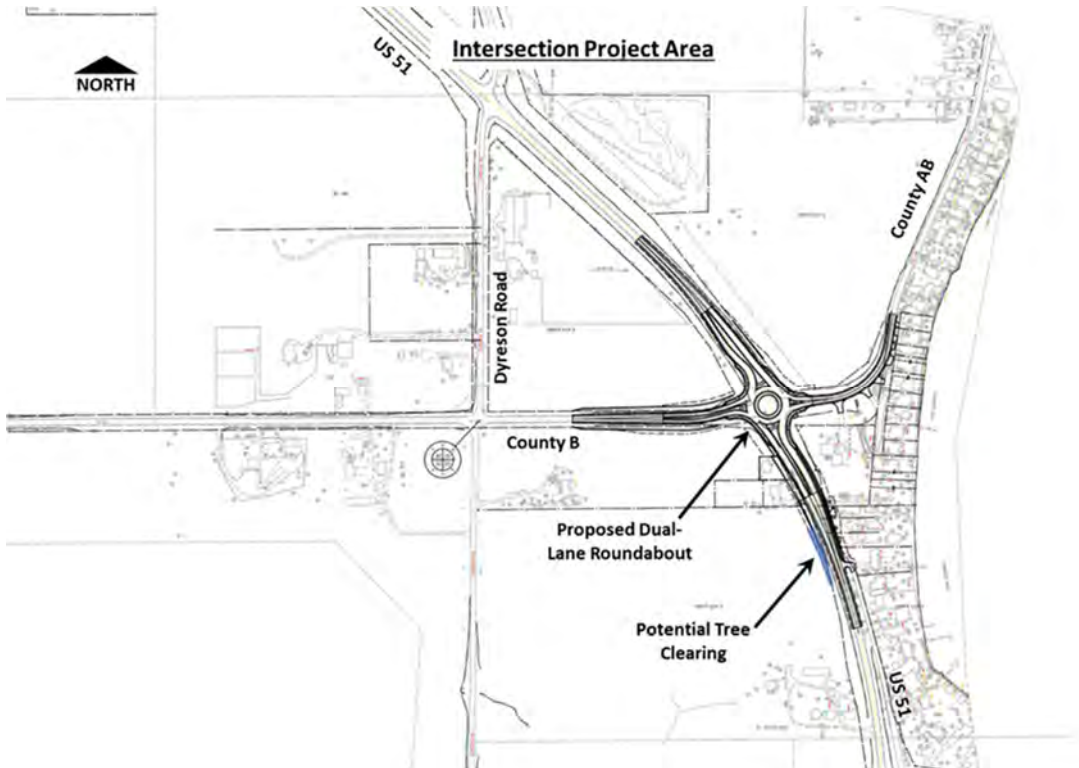
Peak Period	Existing Geometry (Side Street Stop Control)		Roundabout
	Base Delay (s); LOS	2045 Delay (s); LOS	2045 Delay (s); LOS
AM Peak Hour	128 s; LOS F	>500 s, LOS F	7 s, LOS A
PM Peak Hour	61 s; LOS F	>500 s, LOS F	7 s, LOS A

The final pavement section for the reconstructed intersection has not yet been selected. Subgrade improvements are anticipated and would consist of excavation of the road base and placement of 12 to 16-inches of Select Crushed Material. Intersection improvements, storm sewer upgrades, lighting upgrades, and signing/marketing upgrades will also be included with this construction project.

WisDOT is evaluating the inclusion of an off-road bicycle and pedestrian connection from the north end of Colladay Point Drive to the proposed roundabout side path. This could provide a connection from the homes along the west side of Lake Kegonsa to the County bike route along County B.

## Proposed traffic impacts

During the construction, the intersection is anticipated to be closed to through traffic on all legs. US 51, County B, and County AB through traffic is anticipated to be detoured for the duration of the project. The specific detour routes have not been determined at this time.



Local and emergency access to homes and businesses will be maintained to the greatest extent practicable. There may be temporary access closures during construction operations; however, if a property has more than one access, closures will be staged as appropriate to maintain access.

## Real estate

Additional right of way and temporary limited easements will be required for this project. One residential relocation is anticipated in the southwest quadrant of the intersection due to access impacts and loss of useable land as a result of the roundabout construction. Real estate acquisitions are anticipated to begin in summer 2021.

## Project Schedule

Environmental Document	March 2021
60% Preliminary Plans	June 2021
Draft Final Plans	January 2023
Final Plans	May 2023
Construction	Summer 2024