

Public Involvement Meeting Handout

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

Project IDs: 5350-02-00, 5350-02-01, 5350-02-02, 5350-02-03



CITY OF JANESVILLE
Wisconsin's Park Place

**March 10, 2022
5:00 pm – 6:00 pm
Brief Presentation at 5:15 pm**

**Janesville City Hall, Room 416
18 N Jackson Street
Janesville, WI 53548**

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 present the purpose and need for the projects, receive input from residents and interested parties, and present the conceptual design. Exhibits are on display showing the preliminary 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.

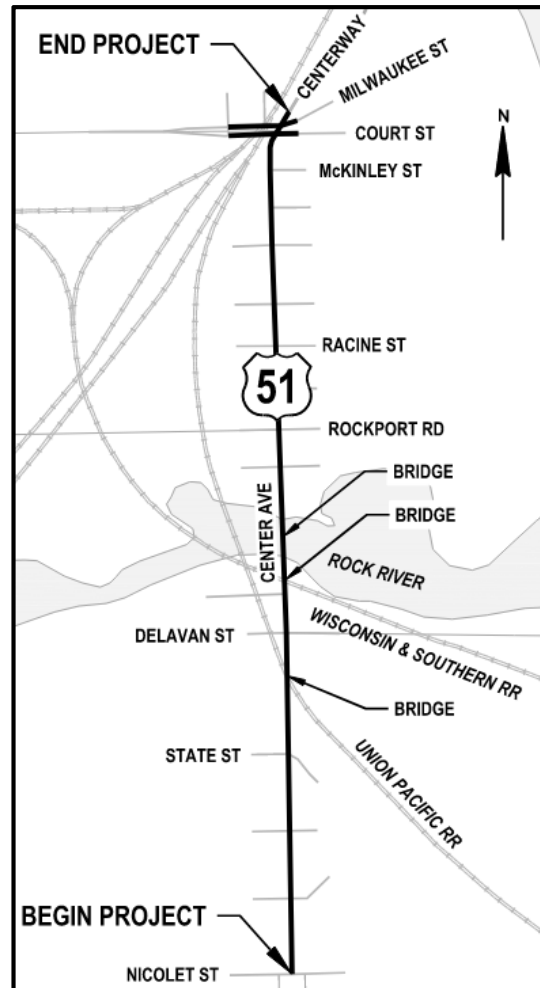
Background & Project Need

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, abutments, 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.

Crash Information (2016 – 2020)							
Intersection	Crash Severity					Crash Frequency	
	K	A	B	C	PDO	Total	Average
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.

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 several bridges, and improve the overall operations and safety of the roadway.

Within the overall improvement limits there are four projects: IDs 5350-02-00, 5350-02-01, 5350-02-02, and 5350-02-03. Details for each project are listed below.

ID 5350-02-00 US 51/Center Avenue, Reconstruction

This project would consist of the following improvements:

- Reconstruct US 51 from Nicolet Street to McKinley Street. The existing curb & gutter and asphalt/concrete pavement structure would be removed and replaced with new concrete pavement.
- Pedestrian curb ramps at each intersection would be replaced and updated to comply with ADA standards.
- Spot locations of sidewalk would be identified for tripping hazards and replaced (assessed to property owners).
- Traffic signals at the State Street/Marquette Street, Delavan Drive, Rockport Road, and Racine Street intersections would be replaced with upgraded signal equipment. These new signals would be placed strategically to improve visibility of signal heads.
- Street lighting at signalized intersections would be replaced and upgraded for improved night-time visibility.

- Bridge structures would receive the following improvements:
 - Rock River: Concrete overlay, joint replacement, concrete repairs, riprap
 - Wisconsin & Southern Railroad: Deck seal
- The intersections of Nicolet Street, Delavan Drive, and Rockport Road would receive minor geometric alterations to improve sight lines around left-turning vehicles.

ID 5350-02-01 Water Main Replacement

This project would replace all water main pipes, lead laterals (between roadway and curb stop), and hydrants within the overall improvement limits (Nicolet Street to Court Street). These replacements would also extend through the Five Points intersection, including replacements on Court Street underneath the Union Pacific and Wisconsin & Southern railroad crossings.

ID 5350-02-02 Five Points Intersection, Pedestrian Improvements & Signal Replacement

This project would consist of the following improvements:

- Mill 2 inches of the existing asphalt pavement and pave 2 inches of new asphalt pavement
- Pedestrian curb ramps would be replaced and updated to comply with ADA standards.
- Spot locations of sidewalk would be identified for tripping hazards and replaced (assessed to property owners).
- Crosswalks would be replaced with grooved-in high-contrast continental-style markings.
- Crosswalks and sidewalk would be added at the west and south legs of the intersection.
- Replace traffic signals with upgraded signal equipment. These new signals would be placed strategically to improve visibility of signal heads.
- Street lighting would be replaced and upgraded for improved night-time visibility.

ID 5350-02-03 McKinley Street Intersection, Reconstruction

This project would consist of the following improvements:

- Reconstruct US 51 at the McKinley Street intersection. The existing curb & gutter and asphalt/concrete pavement structure would be removed and replaced with new concrete pavement.
- Pedestrian curb ramps would be replaced and updated to comply with ADA standards.
- Spot locations of sidewalk would be identified for tripping hazards and replaced (assessed to property owners).
- Crosswalks would be replaced with high-visibility continental-style markings.
- Street lighting would be replaced and upgraded for improved night-time visibility.
- Median refuge island with advanced yield signs and pavement markings

Construction Impacts

Construction is tentatively scheduled for spring 2024 through fall 2024.

During construction, US 51 primarily would be closed with a detour for through traffic. Local access to properties along US 51 would be provided. Between State Street/Marquette Street and Rockport Road US 51 construction would be staged with one lane in each direction. This staged construction would be for local, transit, and emergency access across the bridges.

Temporary driveway closures would be necessary at certain times during construction. The roadway contractor and/or WisDOT would notify homeowners and businesses in advance before closing a driveway.

Real Estate












Right of way acquisitions would be required for these improvements. The vast majority of acquisitions would take the form of temporary easements for the purposes of grading and sod replacement. The primary locations of these easements would be at intersection corners where pedestrian curb ramp replacements are proposed. There would also be a small number of permanent right of way acquisitions to accommodate sidewalk within the right of way. Preliminary right of way impacts are shown on the exhibits. The City of Janesville expects to begin real estate acquisitions in summer 2022.

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 three roadway projects would be covered by a combination of federal and state funding. The water main replacements would have no federal or state funding and would be funded by the City of Janesville.

The City of Janesville will be conducting a review of existing sidewalk condition along US 51 within the improvement limits in the summer of 2023. This review will identify sidewalk panels that may pose a tripping hazard for pedestrians. Sidewalk panels that are deemed a tripping hazard would be replaced with the roadway construction work. The cost for replacement of these panels would be assessed to the adjoining property owner.

Project Schedule

	2022				2023				2024		
											
Environmental Document											
Preliminary Plans											
Right of Way Acquisitions											
Final Plans											
Construction											

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 March 17, 2022 or leave them in the comment box tonight. You can also e-mail your comments to the contacts listed on page 6.

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

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