Public Involvement Handout

5330-02-03/73
WIS 80; Hazel Green – Platteville
Illinois State Line – WIS 11

1706-06-01/71
WIS 11; Dubuque – Shullsburg
V Hazel Green W Limit to V N Limit

Grant County

Public Comment Period
December 8, 2021 – January 8, 2022

wisconsindot.gov/Pages/projects/by-region/sw/wis80-grantcounty/default.aspx

Overview

WisDOT is gathering public comment on proposed improvements to WIS 11 and WIS 80 around or within the Village of Hazel Green in Grant County.

The scope of the project entails rehabilitating the existing roadway pavement and providing truck accommodation enhancements at the WIS 11/80 intersection in Hazel Green. The project anticipates milling and overlaying the existing pavement throughout the project limits, as well as installing truck overtracking aprons at the WIS 11/80 intersection. Existing curb ramps in Hazel Green are also proposed to be replaced in accordance with Americans with Disabilities Act (ADA) guidelines to the greatest extent practical.

In addition to this handout, the website includes a video presentation, displays, maps and comment form. The public is invited to review the proposed design of these improvements and provide comment. Comments received by January 8, 2022, will be reviewed by WisDOT for inclusion in the environmental document for the preferred design. No in-person public meeting is scheduled.

Project information

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 intersection at WIS 11/WIS 80/County W by the Village Hall in Hazel Green experiences higher than average severe crashes and difficulties accommodating larger trucks. 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. The Louisburg Road intersection on the north end of Hazel Green is also experiencing an elevated frequency of rear-end crashes.

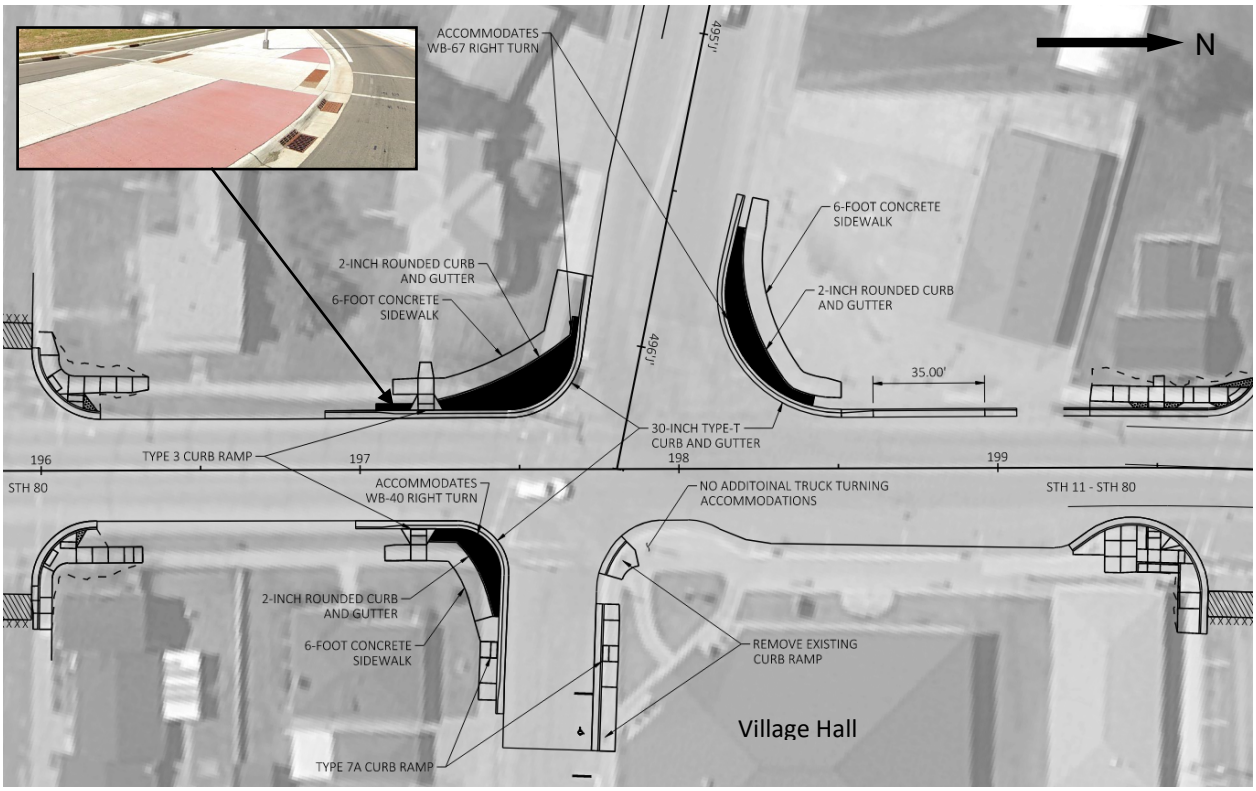
Proposed improvements include:

- Mill and overlay asphaltic pavement
- Intersection reconfiguration at WIS 11/WIS 80/County W
- Culvert extension or replacements at Buncombe Road to allow for proper grading
- Increased shoulder pavement width
- Installation of centerline and shoulder rumble strips
- Installation of wet reflective pavement marking
- Replacement of curb ramps to meet ADA standards, where feasible
- Left turn lane addition at the Louisburg Road intersection (north side of Hazel Green)

WIS 11/WIS 80/County W intersection

This intersection is currently a partially offset intersection, with stop signs on Fairplay Street, otherwise known as WIS 11 west and County W. This intersection has experienced above average crashes, including several severe angle crashes. In addition, 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.

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. Roundabout alternatives were ultimately recommended for further development by the Intersection Control Evaluation, but the roundabout concept was ultimately not supported by the Village of Hazel Green. WisDOT is currently exploring an alternative where truck aprons could be added to the 2-way stop controlled intersection to assist with truck overtracking needs while minimizing impacts and the scope of work beyond the existing footprint of the roadway.



Conceptual truck apron enhancement schematic – black areas would allow for truck overtracking

The truck apron enhancement alternative is being designed to accommodate a standard WB-67 semi in-lane for southbound to westbound and eastbound to southbound right turns. The truck apron in the southeast quadrant of the intersection is being sized to accommodate a standard WB-40 semi in-lane traveling northbound to eastbound. In each instance, the cab of the truck will follow a normal right turn path within the roadway pavement, and as the trailer is pulled behind the vehicle, it will overtrack onto the rolled curb and through the new red colored concrete truck aprons until the turning movement is complete.

The truck aprons are not being sized to accommodate the full complement of oversize/overweight vehicles in-lane. However, the truck apron enhancements will provide more dedicated area that these vehicles could use to navigate the intersection. The truck apron enhancement option also moves the sidewalk further away from the main curb line, enhancing safety by making oversize/overweight vehicle sidewalk driving less likely.

Real estate

The proposed projects will require real estate acquisition from parcels adjacent to the Highway 11/Highway 80/County W intersection, the Louisburg Road intersection, and near the culvert pipe extension north of Buncombe Road. Permanent acquisitions will also be required at some curb ramps in Hazel Green due to the layout of the existing sidewalk relative to existing right of way. In addition, temporary easements will be required for curb ramp reconstruction for most of the curb ramps in Hazel Green. Real estate will not be acquired until the environmental document has been signed and the project has been developed to at least the 60% level of detail. Information will be sent to all affected property owners discussing the real estate acquisition process.

Proposed traffic impacts

Construction is currently anticipated in 2024. 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. Since trucks rely on spaces beyond the existing curb and gutter to complete their movements in the existing condition, it's unlikely that the intersection could remain open to them while the truck apron work was going on. 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 update/next steps

Previous Meetings:

- Local Officials Meeting #1 — August 2020
- Public Involvement Meeting #1 — September 2020
- Local Officials Meeting #1a (1706-06-01/71) — April 2021
- Local Officials Meeting #2 — June 2021
- Public Involvement Meeting #2 — June 2021

Current Schedule

- Environmental Document Approval — January 2022
- 60% Plans — January 2022
- Real Estate Plat — January 2022
- 90% Plans — Spring 2023
- Real Estate Acquisitions Complete — Summer 2023
- Final Plans — August 2023
- Construction — 2024

Public input/comments

We encourage you to contact the project representatives and ask them questions. Attached to this handout is a sheet for your written comments and input regarding the proposed project. Please mail any written comments about the project before **January 8, 2022**. 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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Public Involvement Meeting Comment Form

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December 8, 2021

Please place this form in the mail by January 8, 2022 to the address on the back of this sheet. Comments can also be e-mailed to derek.potter@dot.wi.gov or bradg@jt-engineering.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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Wisconsin Department of Transportation
Southwest Region – Madison Office
2101 Wright St
Madison, WI 53704
Attn: Derek Potter

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