

Public Involvement Meeting Handout

WIS 11 & WIS 80 Hazel Green - Platteville Grant County

Project IDs: 1706-06-01/71 & 5330-02-03/73; 1706-06-00/70 & 5235-03-01/71; 5235-03-00/70



**Thursday September 3, 2020
1:00 PM
Virtual Public Involvement Meeting**

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

Purpose of the meeting

The objective of this meeting is to obtain your input on the identified needs and proposed improvements. The meeting will follow an online presentation format.

Project information

We are proposing to improve 14.9 miles of WIS 11 and WIS 80 from the Wisconsin/Illinois state line to Business 151 in Platteville.

The purpose of these projects is primarily 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 in the following sections of this document. Curb ramps within the Village of Hazel Green are also deficient of the requirements set forth by the Americans with Disabilities Act (ADA). 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.

Proposed improvements include:

- Mill and overlay asphaltic pavement
- Intersection reconfiguration at WIS 80/WIS 81/Patch Road and WIS 11/WIS 80/County W
- Structural repair of bridge over Rountree Branch and box culvert at Blockhouse Road
- Guardrail extensions and upgrades as necessary to properly shield roadside hazards
- Culvert extension 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

The environmental documents for these projects are currently under development by the project team. The environmental documents for all these projects are expected to be completed in either late 2020 or early 2021.

WIS 80/WIS 81/Patch Road Intersection

This intersection 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. High-speed angle crashes have been documented at this intersection recently, including several that yielded incapacitating injuries or fatalities. This intersection also experiences rear-end crashes involving left turning vehicles.

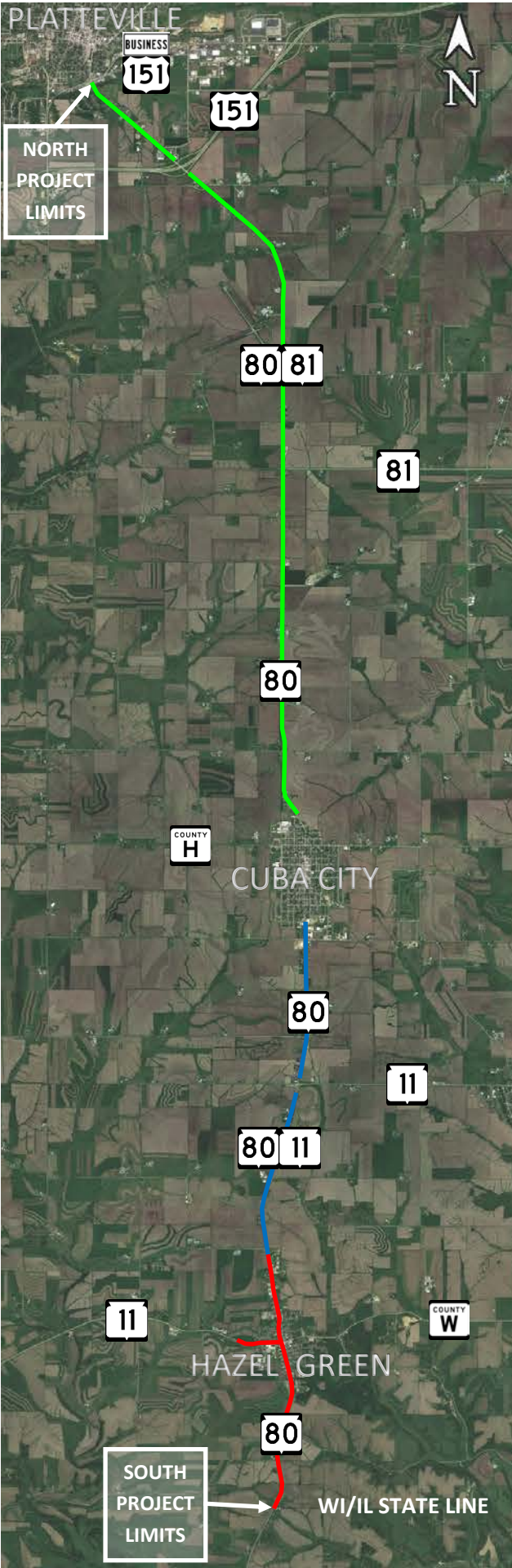
An intersection evaluation was conducted at this location and three alternatives were analyzed. First, additional left turns were assessed; while these would address the rear-end crashes involving left-turning vehicles, they do not address left-turn versus oncoming crashes or failure-

to-yield angle crashes. Second, a signal alternative was analyzed, but this intersection was found to not meet WisDOT signal warrants. 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.

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. Several alternatives were examined, including the addition of left turn lanes, signals, and converting the intersection to a roundabout. As discussed above, left-turn lanes do not address angle crashes. The intersection also 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 conventional single lane and compact roundabout are both being investigated further, with the compact roundabout being WisDOT's preferred alternative at this time.



PROJECT LOCATION MAP

LEGEND

- 5235-03-00
- 1706-06-00 & 5235-03-01
- 1706-06-01 & 5330-02-03



Grant County

WisDOT Projects

Design/Construction ID: 5235-03-00/70

WIS 80

Hazel Green—Platteville

Jackson Street to Business 151

Construction Year: 2023

Design/Construction ID: 1706-06-00/70

WIS 11

Dubuque—Shullsburg

Village of Hazel Green North Limit to WIS 80

Construction Year: 2023 (Could be as early as 2022)

Design/Construction ID: 5235-03-01/71

WIS 80

Hazel Green—Platteville

East Junction WIS 11 to Cuba City Southern Limit

Construction Year: 2023 (Could be as early as 2022)

Design/Construction ID: 1706-06-01/71

WIS 11

Dubuque—Shullsburg

Village of Hazel Green West Limit to North Limit

Construction Year: 2024

Design/Construction ID: 5330-02-03/73

WIS 80

Hazel Green—Platteville

Illinois State Line to WIS 11

Construction Year: 2024

Proposed traffic impacts

Construction is currently scheduled to begin in Spring 2023 for Project 1706-06-70/5235-03-71 and 5235-03-70, and in Spring 2024 for Project 1706-06-71/5330-02-73.

During construction, WIS 11 and WIS 80 are expected to remain open to traffic for most of the construction projects; however, traffic control strategies are still under development. Some portions of the corridor may require more extensive traffic control considerations. Flagging operations, shoulder closures, and parking restriction will be used to manage traffic during most of the project. 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.

Construction of Project 1706-06-70/5235-03-71 and Project 5235-03-70 is currently scheduled for completion in Fall 2023. Construction of Project 1706-06-71/5330-02-73 is currently scheduled for completion in Fall 2024.

Real estate

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 documents have been signed and the projects have been developed to the 60% level of detail. Information will be sent to all affected property owners discussing the real estate acquisition process at a later date.

Project update/next steps

Previous Meetings:

- Local Officials Meeting #1 August 2020

Project Update – Project IDs 1706-06-01/71 & 5330-02-03/73:

- Public Involvement Meeting #1 September 2020
- Environmental Document Spring 2021
- 60% Plans Spring 2021
- Real Estate Plat Spring 2021
- 2nd Public Involvement Meeting Spring 2021
- Real Estate Acquisitions Complete Summer 2023

- 90% Plans Summer 2023
- Final Plans August 2023
- Construction 2024

Project Update – Project IDs 1706-06-00/70 & 5235-03-01/71:

- Public Involvement Meeting #1 September 2020
- Environmental Document Fall 2020
- 60% Plans Fall 2020
- 90% Plans Spring 2021
- Final Plans May 2021
- Construction 2023

Project Update – Project ID 5235-03-00/70:

- Public Involvement Meeting #1 September 2020
- Environmental Document Winter 2021
- 60% Plans Winter 2021
- Real Estate Plat Winter 2021
- Public Involvement Meeting #2 Spring 2021
- Real Estate Acquisition Summer 2022
- 90% Plans Spring 2022
- Final Plans August 2022
- Construction 2023

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 **September 25, 2020**. 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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