

Public Involvement 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



Public Comment Period
June 9 – July 9, 2021

<https://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 between Platteville and the Illinois state line.

The projects are designed to address safety and pavement conditions along the corridor. There are safety concerns on this highway, and the pavement surface is deteriorated with substantial cracking and rutting. The intersections at WIS 11/WIS 80/County W and WIS 80/WIS 81/Patch Road experience severe crashes and are discussed in greater detail below.

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 July 9, 2021, will be reviewed by WisDOT for inclusion in the environmental document for the preferred design. No in-person public meeting is scheduled.

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
- Left turn lane addition at the Louisburg Road intersection (north side of Hazel Green)
- Possible turn lane additions at the Platteville Airport driveway opening

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 and is currently being pursued as the WisDOT-preferred alternative.



Rendering of the proposed compact roundabout at WIS 80/WIS 11 in Hazel Green – looking southeast

Compact Roundabout Resources and FAQ

Through the public involvement process to date, we have heard from several local officials, residents, businesses, and schools that rely upon WIS 80 and WIS 11 in Hazel Green. Here's a list of some of the most common questions that have been received and some additional resources to help stakeholders understand how the intersection operates.

Q: What is a compact roundabout?

A: A compact roundabout is an intersection design form that can be used in place of stop control or signalization at physically constrained intersections to help improve safety and reduce delays. They are typically characterized by:

- Small diameter – the inscribed diameter of a compact roundabout ranges from 80' to 120'
- Traversable central island; splitter islands may also be traversable
- Low speeds – only used with posted speeds 40 MPH or lower
- Constrained right-of-way that may not accommodate a traditional roundabout

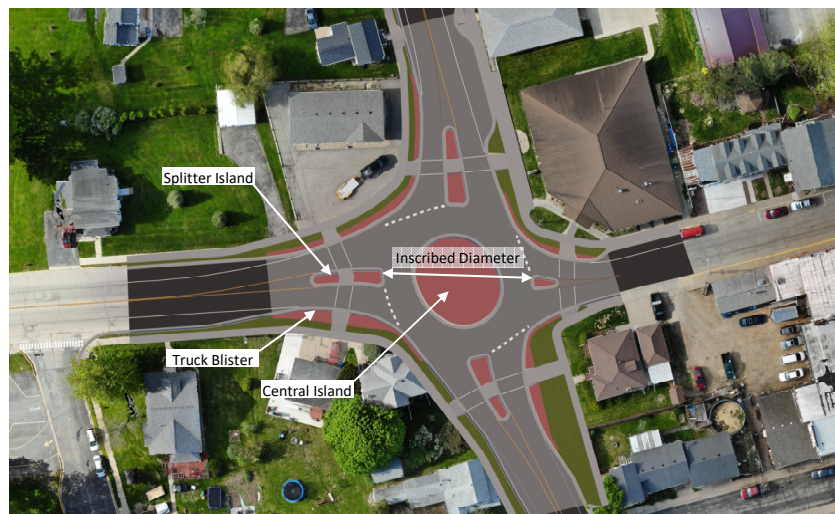
Smaller vehicles circulate around the roundabout in the circulatory roadway as they would at larger roundabouts, but larger vehicles may need to drive directly over the central island or the splitter islands to make certain movements.

Q: Are compact roundabouts safe?

A: There is no current available research on the safety of compact roundabouts in the US, but trends show that fatal and severe injury crash reductions are similar to larger roundabouts. A study prepared by the University of Wisconsin Traffic Operations and Safety Laboratory found that full-sized Wisconsin roundabouts experienced a 52% decrease in fatal and injury crashes overall. Compact roundabouts have a history of successful implementation in other states like Michigan and multiple designs are currently in development throughout Wisconsin.

Q: Why is WisDOT considering a compact roundabout here?

A: The compact roundabout provides the opportunity to improve safety at an intersection with an existing crash problem while enhancing the available pavement footprint for large vehicle turning movements. A compact roundabout is being considered in lieu of a conventional full-sized single-lane roundabout in an effort to limit the intersection's footprint to preserve the viability of adjacent parcels.



Aerial rendering of the proposed compact roundabout at WIS 80/WIS 11 in Hazel Green

Q: There's a school nearby. How will the compact roundabout work for pedestrians?

A: Pedestrian accommodations are a major component of a comprehensive roundabout design and have been accounted for at the WIS 80/WIS 11 intersection. WisDOT has published several resources to help all roadway users better-understand roundabout operations. See the link below for a guide to crossing as a pedestrian:

<https://wisconsindot.gov/Documents/safety/safety-eng/roundabouts/br-bikeped.pdf>

Q: There are huge semis that go through this intersection all the time. Have they been accounted for?

A: Absolutely. The compact roundabout design allows for a WB-67 to travel through the intersection while keeping the cab of the truck on the main roadway pavement. The design also allows for large oversize/overweight vehicles like the DST Lowboy to traverse the intersection using the truck aprons on the outside edges of the circle and mountable splitter islands. The roundabout has been designed so that the vehicles can accomplish their turns without encroaching into opposing lanes of traffic anymore. Please refer to the presentation and turning movement materials posted on the project website for more information on truck dimensions and turning movement modeling.

Q: Is parking by the Village Hall going to be impacted?

A: The two existing on-street parking stalls closest to the intersection will likely be impacted on the northern leg to accommodate a new crosswalk. No parking impacts are anticipated on the east leg of the intersection.

Q: How are adjacent properties being impacted by the proposed compact roundabout?

A: Two residential relocations are currently anticipated in the SW quadrant of the intersection. One commercial relocation is currently anticipated in the NW quadrant of the intersection. Access acquisitions are anticipated along the north, west, and south legs of the intersection. Permanent right of way acquisitions and temporary limited easements will be required throughout the intersection improvement limits to accommodate the new compact roundabout footprint and the associated grading.

Environmental documents

Work has progressed on the environmental documents for each of the proposed roadway improvement projects. The list below summarizes the current environmental document status for each project.

Project ID(s)	Location	Environmental Document Status
5235-03-00	Cuba City – Platteville	Anticipated Approval June 2021
1706-06-00 & 5235-03-01	Hazel Green – Cuba City	Approved February 2021
1706-06-01 & 5330-02-03	IL State Line – Hazel Green	Anticipated Approval August 2021

Real estate

The proposed projects will require real estate acquisition from parcels adjacent to the Highway 80/Highway 81/Patch Rd intersection, the Highway 11/Highway 80/County W intersection, and the Louisburg Road intersection. 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. If the Platteville Airport driveway improvements are pursued, permanent right of way would likely be required for that work too. In addition, temporary easements will be required for curb ramp reconstruction for most of the curb ramps 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 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 to commence in accordance with the following schedule for each project:

Project ID(s)	Location	Anticipated Construction
5235-03-00	Cuba City – Platteville	2023
1706-06-00 & 5235-03-01	Hazel Green – Cuba City	2023 (or as early as Fall 2021)
1706-06-01 & 5330-02-03	IL State Line – Hazel Green	2024

The projects are anticipated to be built primarily under flagging operations. However, there may be times when traffic will have to be detoured due to the inaccessible nature of the work being performed.

On the northern project, detours will be required during structure work on the bridge over Rountree Branch near Business 151. The detour route during this work will use Business 151 and US 151 to reroute traffic. While the Highway 80 / Highway 81 roundabout is being constructed, the roundabout will be built in halves and the north-south movements through the intersection will be maintained. However, Patch Road and Highway 81 will be closed at the intersection for the duration of the roundabout construction operations. A detour route for Highway 81 utilizing US 151 and Highway 126 will be posted.

The traffic control concept for the proposed work within Hazel Green is still under development, but it is likely that a detour route will be required for this work as well.

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 (5235-03-00/70) March 2021
- Local Officials Meeting #1b (1706-06-01/71) April 2021
- Local Officials Meeting #2 June 2021

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

- Environmental Document Spring 2021
- 60% Plans Spring 2021
- Real Estate Plat Spring 2021
- Real Estate Acquisitions Complete Summer 2022
- 90% Plans Spring 2022
- Final Plans August 2022
- Construction 2023

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

- Final Plans May 2021
- Construction 2023

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

- Environmental Document Summer 2021
- 60% Plans Summer 2021
- Real Estate Plat Summer 2021
- 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 **July 9, 2021**. 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

Project IDs 1706-06-01/71 & 5330-02-03/73; 1706-06-00/70 & 5235-03-01/71; 5235-03-00/70
WIS 11 & WIS 80
Hazel Green - Platteville
Grant County

June 9, 2021

Please place this form in the mail by July 9, 2021 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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Attn: Derek Potter

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