



LOCAL OFFICIALS MEETING AGENDA

WIS 60 PROJECTS

April 30, 2015 - 10:00 a.m.

I.D. 2310-17-00
WIS 60
Eagle Drive to WIS 181
Ozaukee and Washington Counties

I.D. 2310-14-00
WIS 60
CTH Y Intersection
Ozaukee County

1. Introductions / Sign-in

2. WIS 60 Resurfacing Project Overview and History

- a. Reasons for project
 - i. Improve pavement conditions
 - ii. Add bicycle accommodations
 - iii. Improve intersections to current WisDOT standards
- b. Proposed Action: Resurfacing the roadway pavement along WIS 60 from Eagle Drive to WIS 181, widening the paved shoulder width to 6-ft to accommodate bicycles, and adding/improving right turn lanes and bypass lanes at intersections.
 - i. Exclusions to the limits include Intersection at County G and Intersection at County Y.
 - ii. 2-inch mill, 4-inch overlay
 - iii. 6-ft paved shoulder
 - iv. Intersection right turn lane and bypass lanes improved to current state standards. Intersections include: Maple Road, Center Road, Lusan Drive, Church Road, Briarwood Drive, Elm Drive, County M, Strawberry Glen Road, Lizbeth Lane, and Horns Corners Road.
 - v. Existing beam guard will be replaced to meet current standards and cross culverts replaced or extended as needed.
 - vi. Structure B-66-0092 over Cedar Creek will be widened to meet intersection improvements.
- c. Previous LOM #1 held October 2012 at Jackson Village Hall
- d. Traffic Management Plan
 - i. WIS 60 detoured and closed to through traffic
 - ii. Local and emergency access maintained throughout project.
- e. PIM
 - i. Tuesday, May 12, 2015, 5 to 7 p.m., Jackson Community Center
- f. Real estate acquisition

- i. Real estate or temporary easement acquisition scheduled to begin in 2016 - 2017
- g. Construction
 - i. Planned for 2020
 - ii. Construction hours of operation restrictions

3. WIS 60 and County Y Intersection Project

- a. Reasons for project
 - i. Traffic backups/delays on County Y
 - ii. High severity of crashes
- b. Alternatives
 - iii. Signalized intersection with improved turn lanes
 - iv. Single lane roundabout
- c. Previous LOM & PIM held January & February 2014 at Cedarburg Town Hall
- d. Intersection Control Evaluation recommended roundabout alternative
- e. Proposed Action: Improve intersection by reconstructing as single lane roundabout
 - i. Bicycles would be accommodated via paved shoulders
 - ii. Grading would accommodate a potential future side path for bicyclists
 - iii. Pedestrian accommodations would not be included
 - iv. Roadside ditches would be used to the extent feasible for drainage; curb and gutter & storm sewer to be used in some areas
 - v. Intersection lighting would be added
 - vi. Driveway approaches to be reconstructed
- f. Traffic Management
 - i. WIS 60 detoured & closed to through traffic under resurfacing project
 - ii. County Y to be closed to through traffic
 - iii. Local and emergency access maintained throughout project
- g. PIM
 - i. Tuesday, May 12, 2015, 5 to 7 p.m., Jackson Community Center
- h. Real estate acquisition
 - ii. Real estate or temporary easement acquisition scheduled to begin in 2016 - 2017
- i. Construction
 - i. Planned for 2020
 - ii. Construction hours of operation restrictions

4. Concerns/Comments



**WIS 60 & County Y Intersection
Ozaukee County
Project ID 2310-14-70
Local Officials Meeting
April 30, 2015 | 10 a.m.
Jackson Town Hall**

Welcome to the Local Officials Meeting for the intersection improvement project at WIS 60 and County Y. The purpose of this meeting is to review the need for the project, the preferred alternative, and answer any questions and concerns you may have prior to the upcoming Public Involvement Meeting (PIM).

Project Information

The WIS 60 and County Y improvements are being proposed to address intersection deficiencies. Current traffic volumes along WIS 60 are preventing proper traffic movements from County Y resulting in decreased safety and efficiencies for motorists traveling along both routes. While the intersection crash rate (i.e. number of crashes compared to number of vehicles traveling through the intersection) is considered average, the severity of crashes at the intersection is high: 53 percent of the crashes from 2007-2013 resulted in injury.

In August 2012, the Town of Cedarburg passed a resolution asking WisDOT to improve the intersection by providing traffic signals or a roundabout. WisDOT evaluated these two alternatives and displayed a comparison table at a local officials meeting and a PIM in early 2014. An Intersection Control Evaluation report on behalf of WisDOT was completed in April 2014, recommending the roundabout alternative move forward; therefore, the project team has been progressing with the preliminary design. Other elements of the proposed roundabout are as follows:

- Bicycles would be accommodated via paved shoulders. Grading would accommodate a potential future side path for bicyclists to navigate around, rather than through, the roundabout.
- Pedestrian accommodations would not be included; the project meets requirements for pedestrian exceptions.
- Roadside ditches would be used to the extent feasible to control drainage; curb and gutter with storm sewer would be used in some areas.

During construction, WIS 60 is anticipated to be detoured. County Y would be closed to through traffic. Local and emergency access would be maintained throughout the project.

For more information on roundabouts, see www.wisconsinroundabouts.gov.

Schedule

Construction for the WIS 60 and County Y intersection is currently scheduled for 2020. Real estate or temporary easement acquisition for the project is currently scheduled to begin in 2016 - 2017.

Local Official Input

We encourage you to provide your comments and concerns about the intersection project. For more information about the intersection project, please contact:

Heather Sackman, P.E.
WisDOT Southeast Region
141 NW Barstow St, PO Box 798
Waukesha, WI 53187-0798
(262) 521-5376 | heather.sackman@dot.wi.gov

WIS 60 Corridor Study

WisDOT has a corridor study underway on WIS 60 between Jackson and Grafton. The study will incorporate work completed as a part of the project referenced above. The study is proceeding separate from this project and is not a topic included in the discussions today.

General information for all roundabouts

Roundabouts are becoming more common in the U.S. because they provide safer and more efficient traffic flow than standard intersections. By keeping traffic moving one-way in a counterclockwise direction, there are fewer conflict points and traffic flows smoothly.

Crash statistics show that roundabouts reduce fatal crashes about 90%, reduce injury crashes about 75%, and reduce overall crashes about 35%, when compared to other types of intersection control.

When driving a roundabout, the same general rules apply as for maneuvering through any other type of intersection.

Truck apron

Large vehicles need more space when driving in a roundabout. A truck apron is a paved area on the inside of the roundabout for the rear wheels of large trucks to use when turning, sometimes referred to as off-tracking. Truck aprons are not to be used by cars, SUVs or pickup trucks.

Steps for driving a roundabout:

1. Slow down. Obey traffic signs.
2. Yield to pedestrians and bicyclists.
3. Yield to traffic on your left already in the roundabout.
4. Enter the roundabout when there is a safe gap in traffic.
5. Keep your speed low within the roundabout.
6. As you approach your exit, turn on your right turn signal.
7. Yield to pedestrians and bicycles as you exit.

Emergency vehicles in the roundabout

- Always yield to emergency vehicles.
- If you have not entered the roundabout, pull over and allow emergency vehicles to pass.
- If you have entered the roundabout, continue to your exit, then pull over and allow emergency vehicles to pass.
- Avoid stopping in the roundabout.



<< Driving a one-lane roundabout

This example shows the traffic movement patterns through a one-lane roundabout.

The one-lane roundabout is known as one of the safest and most efficient intersections.



WIS 60 Improvements

**Eagle Drive to WIS 181
Washington/Ozaukee Counties
I.D. 2310-17-70**

**Local Officials Meeting
April 30, 2015 | 10 a.m.
Jackson Town Hall**

Welcome to the Local Officials Meeting for the resurfacing project of WIS 60. The purpose of this meeting is to review the preliminary design for the project, obtain input, and answer questions and concerns that you may have prior to the upcoming Public Involvement Meeting.

Project Information

The purpose of the project is to improve pavement conditions; add bicycle accommodations; and improve intersections to current WisDOT standards.

The proposed action includes the resurfacing of roadway pavement for WIS 60 from Eagle Drive to WIS 181 in Washington and Ozaukee Counties. Intersections planned for improvements include: Maple Road, Center Road, Lusan Drive, Church Road, Briarwood Drive, Elm Drive, County M, Strawberry Glen Road, Lizbeth Lane, and Horns Corners Road. Easements and/or real estate acquisition will be required at some of the intersections for grading and drainage improvements.

The proposed WIS 60 pavement resurfacing project (ID 2310-17-70) will include the following:

- Milling and overlaying existing pavement.
- Adding/extending bypass lanes and right turn lanes at intersections.
- Widening paved shoulders to 6 feet, to accommodate bicycles.
- Upgrading existing beam guard to meet current standards.
- Extend or replace cross culverts as necessary to accommodate intersection improvements.
- Widening structure B-66-0092 over Cedar Creek to accommodate intersection improvements.

Schedule

Construction for the WIS 60 resurfacing project is currently scheduled for 2020. Real estate and/or easement acquisition for the project is currently scheduled to begin in 2016-2017. The road will be closed to through traffic during construction, and a detour route will be posted. Local and emergency access would be maintained throughout the project.

Local Official Input

We encourage you to provide your comments and concerns about the resurfacing project. For more information about the resurfacing project, please contact:

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