



Division of Transportation System Development
 Southeast Regional Office
 141 N.W. Barstow Street
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FROM: Heather Sackman
RE: ID 2310-14-70
 Jackson – Grafton
 WIS 60 & County Y Intersection
 Ozaukee County
 Local Officials Meeting
LOCATION: Cedarburg Town Hall
DATE: January 29, 2014

The Wisconsin Department of Transportation (WisDOT) and EMCS, Inc. conducted the local officials meeting for the proposed project at the intersection of WIS 60 and County Y. The following project team and local officials were present (see attached sign-in sheet):

Heather Sackman WisDOT Project Manager	Glenn Stumpf Ozaukee County Supervisor	Dave Valentine, Chairman Town of Cedarburg
Brian Wilson EMCS Project Manager	Eric Ryer, Assistant Administrator Town of Cedarburg	Jon Edgren, Assistant Dir. Public Works Ozaukee County
Katie Nakles EMCS, Inc.	David Salvaggio, Supervisor Town of Cedarburg	Jim Culotta, Town Administrator Town of Cedarburg
Ben Wilkinson GHD	Gary Wickert, Supervisor Town of Cedarburg	Adam Monticelli, Dir. Public Works Town of Cedarburg
Rich Coakley CH2M Hill	Wayne Pipkorn, Supervisor Town of Cedarburg	

State Representative Duey Stroebel also attended most of the meeting, although the sign-in sheet had already been passed around.

1. INTRODUCTION

Members of the project team and local officials introduced themselves. Attendees were asked to include their contact information on the meeting sign-in sheet.

2. PROJECT BACKGROUND

The improvements at the intersection of WIS 60 and County Y are being proposed for the following reasons: poor level of service (delays and backups) on County Y northbound & southbound approaches at peak hours, motorists performing unsafe maneuvers to enter or cross the traffic stream, and high crash severity. The intersection meets traffic signal warrants. In addition, the Town of Cedarburg passed a resolution in August 2012 to improve safety at the intersection by providing a traffic signal or a roundabout. Construction for this project is currently scheduled for 2020.

There are two projects/studies related to this project. A resurfacing project from Eagle Dr in Jackson to WIS 181 will be coordinated with and tied to the WIS 60/County Y intersection project. A WIS 60 corridor study is also evaluating



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the need for long-range improvements on WIS 60 between US 45 in the Village of Jackson and 11th Ave in the Village of Grafton. The corridor study is continuing to evaluate needs and alternatives and WisDOT anticipates holding separate meetings on that study in 2014.

David Salvaggio mentioned that the WIS 60 & County Y project is very crucial to the Town, and would like to make sure the project moves forward if the resurfacing project does not have adequate funding. The project team responded that the intersection project and the resurfacing project could be built separately from each other if needed. The goal would be to construct them at the same time to avoid successive years of traffic disruption. But, if needed, the projects could be built separately.

3. DISCUSSION OF ALTERNATIVES

There are two alternatives being proposed at the intersection. One is a traffic signal with right and left turn lanes on all four legs of the intersection, and the other is a roundabout. Both alternatives include bicycle accommodations. Typically, pedestrian accommodations would also be needed, but since this is a spot improvement project, and the area along the project is currently mostly agricultural and development is not imminent, an exception for pedestrian facilities will be pursued.

Under both alternatives, the driveways on WIS 60 in the southeast and southwest quadrants are recommended to be modified. The driveway in the southwest quadrant is close to the intersection, causing safety and operational concerns, and the driveway width in the southeast quadrant exceeds the maximum allowable width. WisDOT intends to discuss the driveways with the property owners. Gary Wickert noted that the property in the SE quadrant is rented and the property owners do not live there.

The following were questions and comments from local officials concerning specific impacts and alternatives. The questions or comments are indicated in italics and the project team's responses follow.

- *Are bicycle lanes on WIS 60 required? The Town does not think enough bicyclists use this corridor and that it is too dangerous because of the high speeds on WIS 60.*
 - Brian noted that the bicycle accommodations are required by federal and state statutes and policies, but that the project would not be including bicycle lanes per se. The paved shoulders on the project will accommodate bicycles. With the signalized alternative, there would be a 5-foot width between the through lane and the right turn lane for bicyclists to use as they pass through the intersection. Brian mentioned the slip lanes would be similar to the ones at WIS 60 and Keup Rd, although the WIS 60/County Y slip lanes wouldn't be including the bicycle symbol markings. With the roundabout alternative, bicyclists would use the roundabout sidepath to navigate through or around the intersection. The resurfacing project to the east and west of the intersection also intends to provide bicycle accommodations via paved shoulders.



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- *What effects would a traffic signal have on the delay? There are substantial delays on County Y in the morning peak but the traffic levels on County Y are lower the rest of the day. Since WIS 60 traffic is also heavy in the morning peak, having WIS 60 traffic stop for County Y traffic would result in delays on WIS 60.*
 - Brian and Rich responded that most of the current delay is on County Y, and the 2040 design year Level of Service (LOS) for both alternatives is LOS B (essentially good traffic operations, little delay). Traffic signals can be actuated by traffic loops or video detectors so vehicles can flow more freely on WIS 60 until vehicles approach on County Y. Brian noted that the alternatives comparison table developed by the project team notes that stopping traffic on WIS 60 is a disadvantage of the signalized alternative.
- *It seems you could reduce the speed to 35 MPH along the entire WIS 60 corridor and achieve the same safety results as reconstructing the intersection?*
 - Brian responded that a speed study was done along the WIS 60 corridor and it showed that vehicles in this area of WIS 60 are traveling about 60 mph. Artificially lowering the speed limit means that some vehicles would follow the lower speed limit while others would drive the speed at which they feel comfortable, which would be around 60 mph. This speed differential creates a safety hazard and makes it very difficult for motorists on side streets to determine the speed of oncoming drivers. Dave Valentine also commented that a lower speed limit would cause smaller gaps between vehicles, making it even more difficult for motorists on side roads to make turning maneuvers.
- *Why do the project limits of the signalized alternative extend a little further down each leg of the intersection under the signalized alternative than with the roundabout?*
 - Brian responded that the length of each leg of the signalized alternative is calculated from the center of the intersection. The turn bay length includes storage for right- and left-turning vehicles, as well as room to decelerate to a stop condition. The signalized alternative also needs to meet minimum taper rates for the lane shifts and turn lanes. The roundabout limits do not extend quite as far because vehicles do not have to come to a complete stop, they only need to decelerate to approximately 15-20 MPH, and there is no lane shift taper since it is only a one lane roundabout.
- *On a highway with a high speed of 55 MPH, it would seem that a signal would be even less safe than the current condition since it is the goal of most drivers to beat the yellow light. Drivers speed up to make it though the yellow light, and some drivers travelling the opposite direction are trying to turn left to make the yellow light, and severe accidents may be caused by this situation.*
 - Rich responded that the signal timing, particularly the length of the yellow signal, would be set up for the high speed traffic. He also noted that there is a short phase of the signals cycle in which all directions have a red light; this is implemented to help ensure that conflicting vehicles have cleared the intersection before the adjacent legs receive the green light.



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- *A local official noticed that the alternatives comparison table notes there may be an initial increase in accidents because of the learning curve of roundabouts, but he felt that a roundabout in this location may not have as high of a learning curve because motorists are used to using other roundabouts on WIS 60 to the west. [comment only; no response]*
- *A Town board member mentioned that the ability to make U-turns at a roundabout cannot be overstated, since there is currently nowhere to do so in the area. Drivers are currently using private driveways to turn around or making unsafe maneuvers on a high speed roadway.*
 - Brian noted that the alternatives comparison table indicates the ability to make U-turns as a benefit of the roundabout alternative
- *Will WIS 60 eastbound traffic be able to turn into the horse farm driveway (northwest quadrant on WIS 60) with the roundabout option?*
 - Brian responded that yes, the median splitter island ends before the driveway so drivers can turn directly into the horse farm property.
- *What is the cost of electrical maintenance of the traffic signal alternative versus the roundabout?*
 - Brian responded that both alternatives would have street lighting. Ben and Rich mentioned that roundabouts usually have a few more street lights than signalized intersections, but signalized intersections also have the cost of the traffic signals so generally the maintenance & operations costs are similar between alternatives. WisDOT has been using LED lights for street lighting and traffic signals, which reduces the electrical costs but has higher initial construction costs. The group discussed that there are some issues in the winter with snow covering the faces of the traffic signals since the LEDs do not emit heat.
- *Is consistency between intersection types preferred along a corridor? There is already a roundabout west of this intersection at County G – is it best for consistency to put a roundabout at County Y?*
 - Brian responded it is often beneficial to have consistency of intersections, but the intersection types do not always need to be the same. He mentioned that County G, which is 4 miles west of County Y, has a roundabout but WIS 181, which is 2 miles east, is signalized. Therefore, either alternative would be considered to be consistent.
- *One local official felt that some members of the public may initially be against selecting the roundabout alternative but may prefer it over the signalized alternative.*
 - Ben noted that of the roundabouts constructed in Wisconsin, some of them had an initial increase in the number of crashes, and others had a decrease in the number of crashes, but all of them had a decrease in the severity of crashes. He noted that there has been one fatality at a roundabout, but the crash was attributed to alcohol, and that education is important with roundabouts. Ben



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mentioned that roundabouts are not the appropriate solution in all cases but they can be beneficial at high speed rural locations such as this one. Dave Valentine also noted that the roundabout has a generally smaller footprint and a little less land acquisition than the signalized alternative, and felt that would be important to property owners.

4. ADDITIONAL TOPICS DISCUSSED

Brian mentioned that current WisDOT policy provides state funding up to 1.5% of construction costs (i.e. approximately \$25,000) which can be used for aesthetic elements such as colored/stamped pavements, decorative lighting, plantings, etc. Anything beyond that amount would need to be covered by the Town and a local agreement would be required. The local officials did not seem interested in any of these items, except plantings for the center circle of the roundabout alternative. The project team noted that some roundabouts include decorative plantings, but there is usually mounding included in the center circle so that drivers approaching the roundabout can only see the traffic coming from their left.

Brian mentioned that if the driveway in the southwest quadrant is relocated to County Y, a permit would be need from Ozaukee County. He also mentioned that for the roundabout alternative, an agreement with the local municipality would be needed for maintenance of the roundabout sidepath.

The following additional questions were asked by local officials. The questions are indicated in italics and the responses follow.

- *How do roundabouts work with snow plowing?*
 - Ben responded that the snow gets pushed to the outside, not inside. Jon Edgren noted that the County's crews usually try to plow the roundabouts during off-peak traffic periods to facilitate pushing the snow to the outside. Otherwise, they can push some to the center and come back at a later off-peak traffic time and remove the snow that was pushed to the center.
- *Rep. Duey Stroebel mentioned that under a proposed project along Mequon Rd, heading west into Germantown, the final decision was to not build roundabouts. He was looking to see what the reasons were that led to that decision, and how the factors influencing that decision may compare to the WIS 60 & County Y intersection.*
 - Brian and Heather responded that they were not familiar with this project, but they would look into it further and respond to Rep. Stroebel.
- *When will the decision be made regarding which alternative is selected?*
 - Brian responded that there will be a Public Involvement Meeting on February 11. After that, the project team will prepare a report detailing a comparison of the alternatives. WisDOT review of the report will take approximately 1.5 months. The decision would be finalized after that review is completed.



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- *Will this project be using any federal funding?*
 - Heather determined after the meeting that the construction funding is 80% federal, 20% state.
- Will property owners be back-billed or assessed for any portions of the project?
 - Brian responded that the project would cover funding unless there was a desire for aesthetic elements totaling over 1.5% of the construction cost. Any amounts over that 1.5% would need to be paid for by the Town.

5. WRAP-UP

There was a general consensus that both alternatives had benefits and disadvantages, but that the roundabout alternative presented more benefits from a safety standpoint.

The local officials were encouraged to review the information presented at the meeting and to contact the team with any questions or additional comments. A Public Involvement Meeting (PIM) will be held on February 11, 2014, from 5 PM to 7 PM at the Cedarburg Town Hall. The PIM will have the same exhibits on display as at the local officials meeting.

WisDOT will consider the information from the alternatives comparison table, as well as input from local officials and the public, when making the decision between the traffic signal and roundabout alternatives.



MEETING ATTENDANCE RECORD

PROJECT NAME: Jackson - Grafton, County Y Intersection
 HIGHWAY: STH 60
 COUNTY: Ozaukee
 PROJECT ID: 2310-14-70
 MEETING PLACE: Cedarburg Town Hall
 MEETING DATE/TIME: January 29, 2014 - 1:00pm
 REASON FOR MEETING: Local Officials Meeting

NAME	REPRESENTING	EMAIL	PHONE
Heather Sackman	WisDOT	heather.sackman@dot.wi.gov	262-521-5316
BRIAN WILSON	EMCS	BWILSON@EMCSINC.COM	414-347-1607
Katie Nakles	EMCS	Knakles@emcsinc.com	414-347-1607
BEN WILKINSON	GHD	ben.wilkinson@ghd.com	608-216-2053
RICH COAKLEY	CH2M HILL	richard.coakley@ch2m.com	414-847-0423
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Eric Ryer	Town		
David Paluszko	Town		
Gary Wickert	Town	gary.wickert@ameritech.net	262-677-7850
Wayne Papp	Town	WP1PKUR@WI-RR.COM	262-355-5019
Dave Valentine	Town	rudyvalentine@wi.rr.com	262-377-1621
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Adam Monticelli	Town	amonticelli@town.cedarburg.wi.us	262-377-4509
Rep. Duey Stroebel	State Representative - 60th Assembly District		