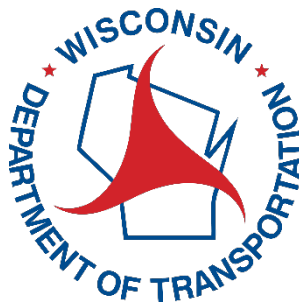


Public Involvement Meeting #2 Handout

**WIS 11
Pavement Replacement and Intersection Improvement
Project
Mound Road to West Street
Walworth County**

Project ID: 3841-05-05 and 3841-05-06



**March 12, 2025
5:00pm – 7:00pm
Delavan Town Hall**

Purpose of the Meeting

Welcome to the second public involvement meeting for the WIS 11 project between Delavan and Elkhorn, in Walworth County. WisDOT hosted the first public involvement meeting on April 11, 2023, at the Delavan Town Hall.

The objectives for tonight's meeting are to:

- Review the purpose and need for improvements.
- Share project updates such as a roundabout being the preferred alternative at the intersection with County F and ditch grading being planned along the entire corridor.
- Obtain your input on the proposed improvements.
- Share the latest project schedule.

Please take this opportunity to exchange information helpful to our mutual understanding of the proposed project and its potential impacts. You are encouraged to talk with project staff, view the exhibits and comment on the proposed improvements. The Wisconsin Department of Transportation (WisDOT) appreciates your participation and comments regarding this project.

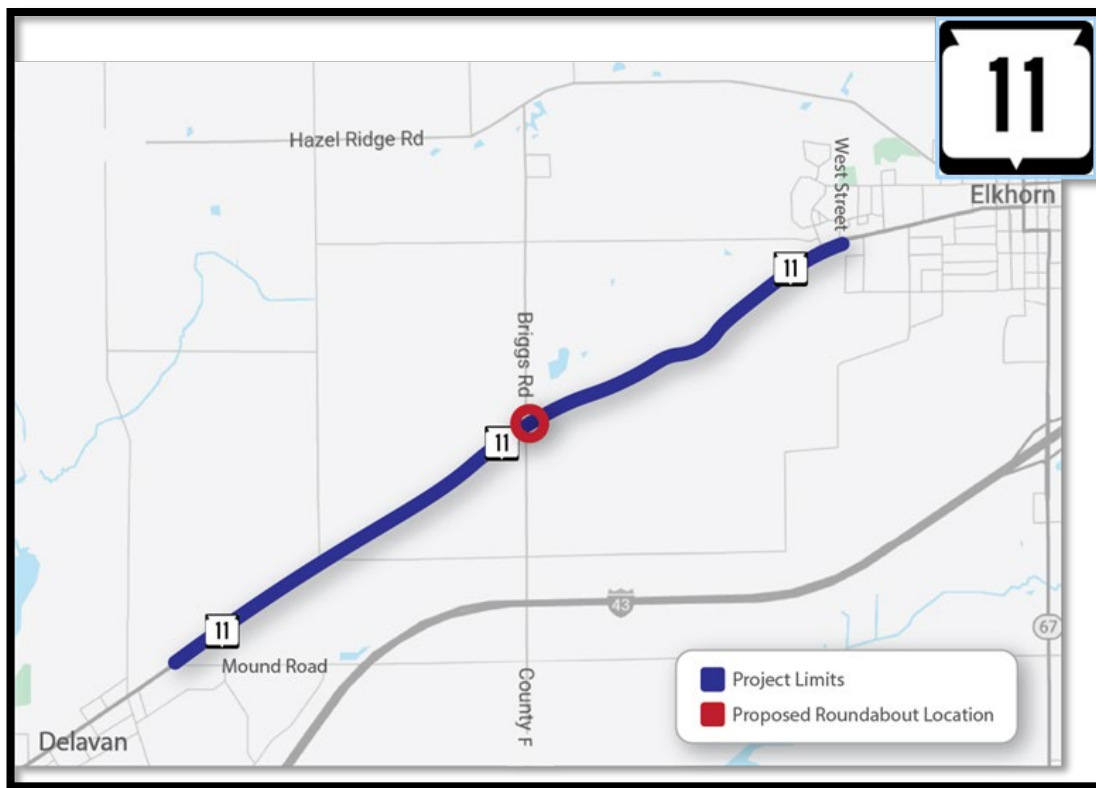
The meeting will follow an open-house format from 5:00pm – 7:00pm. No presentation will be made during the meeting.

Project Information

The Wisconsin Department of Transportation (WisDOT) is proposing to replace the pavement on 3.5 miles of WIS 11 and improve the intersection of WIS 11 and County F in Walworth County. The purpose of the proposed project is to address the deteriorating pavement condition and decreased ride quality along WIS 11, address a structure that has reached the end of service life, and to address safety concerns at the WIS 11 and County F (Briggs Road) intersection.

Proposed improvements include:

- Replacing the entire pavement structure and installing asphalt pavement, base aggregate, and subgrade improvements
- Installing a roundabout at the WIS 11 and County F (Briggs Road) intersection is the preferred alternative
- Replacing cross culverts and one box culvert
- Widening the paved shoulder from three-feet to five-feet (total shoulder width remains six feet)
- Grading ditches to improve drainage
- Installing centerline and shoulder rumble strips
- New pavement markings will be installed with the project



County Road F (Briggs Road) Intersection Improvements

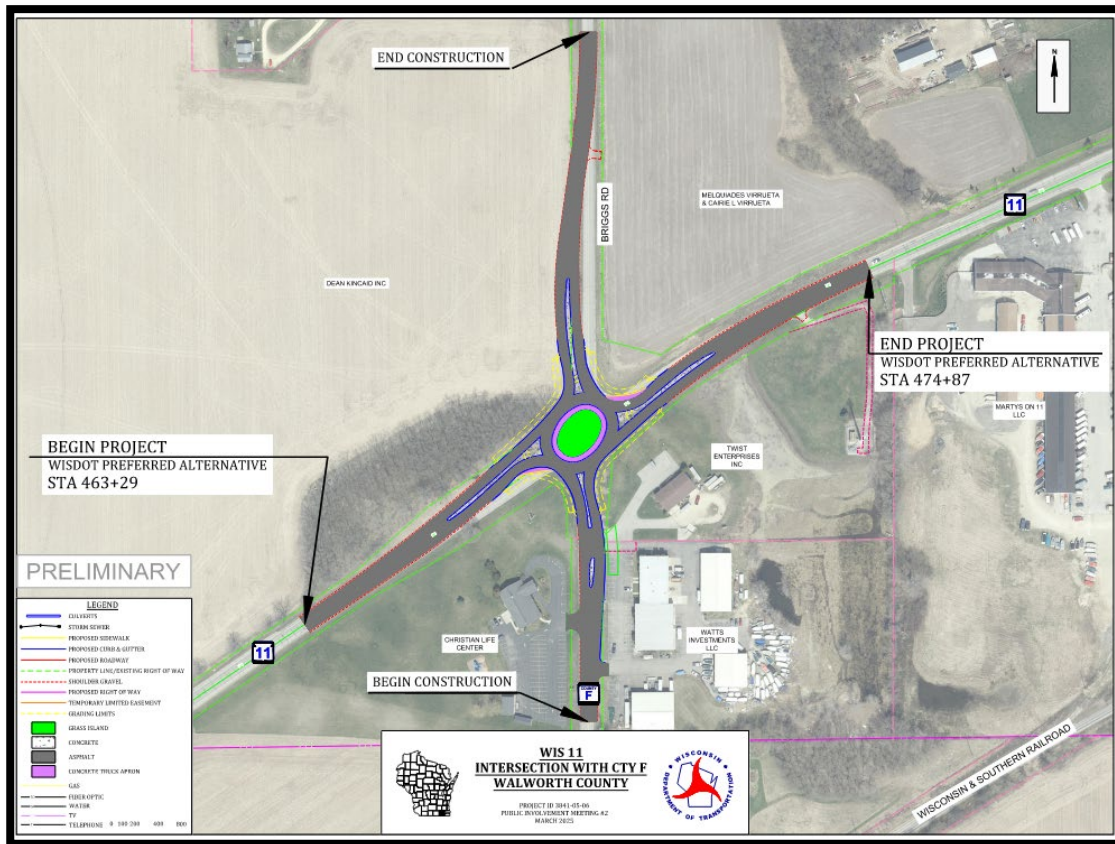
An Intersection Control Evaluation was completed for the intersection of WIS 11 and County F (Briggs Road) and found a history of crashes where a higher than average percentage resulted in injuries or fatalities with the existing two-way stop-controlled intersection. Right-angle crashes are the predominant type, with two-thirds of them resulting in injuries or fatalities. The northbound/eastbound combination is the most prevalent of the right-angle crashes. The second most frequent crash type at the intersection is rear-ends, accounting for just under one-third of the total collisions at the intersection. The northbound rear-end crashes are the most prevalent of this type.

The right-angle crashes resulted from vehicles on County F (Briggs Road) failing to yield to/stop for the traffic on WIS 11. The intersection's skew may make it difficult for certain drivers to assess gaps, particularly those on the south approach. Drivers on the south approach have additional challenges generated by the foliage, signing, and a hill in the southwest quadrant of the intersection along with the horizontal curve immediately east of the intersection. The amount of northbound rear-end collisions could also indicate the presence of sight distance issues for drivers as they need to pull forward incrementally for visibility.

Considering the types of crashes and intersection control, a roundabout was selected to best reduce the high percentage of injury and fatal crashes at this intersection location. Compared to traditional intersections, roundabouts have fewer points where vehicles could potentially collide, enhancing safety. In addition, the design layout of a roundabout allows drivers to slow down and yield to traffic already in the roundabout, decreasing the severity of crashes. Reconstructing the intersection as a roundabout would primarily target the angle crash trend currently present at the intersection. With the reconstruction of a roundabout, it is predicted to have a 50% reduction in fatal/injury crashes, nearly eliminating the possibility of high-speed angle crashes.

WisDOT completed a Highway Safety Improvement Program (HSIP) funding application and received funds to address the current crashes at the intersection utilizing a roundabout. HSIP funds highway safety projects at sites that have experienced a high crash history. The overall objective of HSIP is to develop and implement safety projects designed to reduce the number and severity of crashes on all streets and highways (state and local).

WIS 11 Intersection with County F (Briggs Road)



Proposed Traffic Impacts

Construction is currently scheduled to begin in Spring of 2029. Traffic staging options are still being evaluated.

Real Estate

Additional right of way will be required for this project as a result of ditching and for drainage improvements. The right of way needs for the project will include permanent right of way acquisitions as well as temporary limited easements.

WisDOT is tentatively scheduled to begin the real estate acquisition process in May of 2026. Property owners will be contacted directly.

Project Milestone Status Update / Next Steps

- | | |
|------------------------------------|---------------------|
| • Environmental Document | July 2025 |
| • Real Estate – Begin Acquisitions | May 2026 |
| • Complete Final Plans | August 2028 |
| • Anticipated Construction | Spring to Fall 2029 |

Project Website Information

The presentation, displays and other documents from tonight's meeting will be placed on the WisDOT website. Use the website link below or scan the QR code at the bottom of this page.

<https://wisconsindot.gov/Pages/projects/by-region/se/wis11-walworth/default.aspx>

Public Input / Comments

We encourage you to talk to 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 March 21, 2025, or leave them in the comment box tonight. 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. If you are aware of any private utilities (such as field drain tile, irrigation lines, or lighting electrical conduit) in or near the WisDOT right-of-way, we'd appreciate you sharing that information to avoid potential construction conflicts. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

Bob Bellin, P.E.
WisDOT Project Manager
141 NW Barstow Street, PO Box 798
Waukesha, WI 53187-0798
(262) 521-4405
robert.bellin@dot.wi.gov



Public Involvement Meeting Comment Form

March 12, 2025

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: Robert Bellin, P.E.
Wisconsin Department of Transportation-SE Region
141 NW Barstow Street
P. O. Box 798
Waukesha WI 53187-0798

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