Public Involvement Meeting Handout

Winnebago County Highway Department

County Highway CB & Oakridge Road
Intersection Control Evaluation Study

July 20, 2016

5:00 PM to 7:00 PM

Town of Neenah Municipal Building
1600 Breezewood Lane

Purpose of the Meeting

Winnebago County is preparing an Intersection Control Evaluation Study and developing preliminary design alternatives for the County CB and Oakridge Road intersection in the Town of Neenah. The study focuses on identifying improvements to safety at the intersection with the goal of maintaining its function for future traffic growth in the area.

The study was initiated in May 2016 and is scheduled to be completed by Fall. The conclusion of the study will include recommendations for intersection improvements. Construction will be scheduled after completion of the study.

The purpose of this meeting is to explain the Intersection Control Evaluation process, review the information completed by the study thus far and to identify what steps come once the study is complete. This meeting will include project information and intersection displays, and is intended to provide an opportunity to ask questions and provide your input to project representatives.

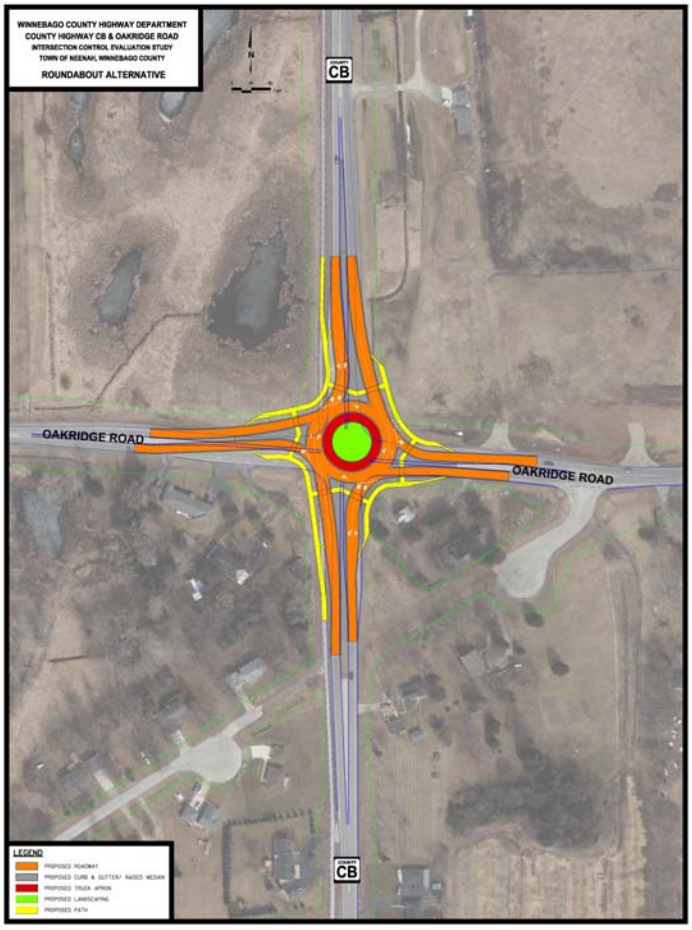
Intersection Control Evaluation Process

The process of an Intersection Control Evaluation for County Highway CB and Oakridge Road includes a focus on two main steps:

- Step 1 – Identify Existing Conditions: This step includes evaluating crash trends, operational characteristics, available sight distance and roadway features. The deficiencies identified in this step will become the basis for developing alternatives for improving the intersection.
- Step 2 – Evaluate Alternatives for Improving the Intersection: This step includes evaluating several concepts for making improvements to the existing intersection. Alternatives have been developed to address both the short and long-term needs of the intersection. This step will conclude with a comparison of traffic and safety benefits, construction costs, property and environmental impacts, and will identify a preferred alternative(s).

Intersection Alternatives

The study is currently evaluating improvement concepts for short and long-term implementation. Two long-term alternatives have been identified for further consideration. A roundabout alternative **(below left)** is expected to provide adequate capacity to handle traffic, and will result in slower vehicle speeds with a lower potential for severe crashes when compared to a signalized intersection. A traffic signal alternative **(below right)** is also expected to provide acceptable traffic capacity, and is likely to require lower construction cost and lesser impacts to the surrounding area than the roundabout alternative. The preferred alternative will be identified as the option which best meets the operational and safety needs of the intersection, as well as considering the construction cost and resulting impacts.



Intersection Safety

Studies have shown that signalized intersections and roundabouts are both safer than a typical two-way stop controlled intersection, with the following reduction in crashes:

Traffic Signal

- 38% reduction in fatalities
- 12% reduction in overall crashes

Roundabout

- 90% reduction in fatalities
- 50% reduction in injuries

Further Safety Benefits Related to Roundabouts

- Reduced number of conflicts compared to a typical intersection – elimination of left turn conflicts
- Lower speeds through the roundabout (15 – 25 mph)
- Head-on and high-speed right-angle (T-bone) crashes are virtually eliminated

Next Steps

The Intersection Control Evaluation study will be complete by mid-August. The following steps will include evaluating funding sources and scheduling of intersection improvements. Timeline for constructing improvements will vary depending on the type of improvement (short or long-term) and whether funding will come from local budgets or from a Department of Transportation safety program. The following timeline is anticipated at this point:

Complete Intersection Study & Identify Funding Source(s)	Summer / Fall 2016
Determine Improvement Concept and Schedule	Winter 2016 / 2017
Construction	Not Currently Scheduled

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 July 29, 2016 or leave them in the comment box tonight. You can also e-mail your comments to the contacts listed below.

For more information, please contact:

Ernest Winters
Winnebago County Highway Commissioner
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Mike Scarmon
Consultant Project Manager - KL Engineering, Inc.
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Public Involvement Meeting Comment Form

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July 20, 2016

Please place this form in the comment box or mail by July 29, 2016 to the address on the back of this sheet. Comments can also be e-mailed to mscarmon@klengineering.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 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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Consultant Project Manager
KL Engineering, Inc.
5950 Seminole Centre Court #200
Madison, WI 53711
Attn: Mike Scarmon

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