

WIS 65 Intersection Improvement Project

Summer 2009

The Wisconsin Department of Transportation is proposing to make safety improvements to four intersections along WIS 65 in St. Croix County. The project begins at the County TT/WIS 65 intersection south of Roberts and extends north along WIS 65 to the County G/WIS 65 intersection just south of New Richmond.

Project Details:

The number and severity of crashes at the four intersections has made them eligible for funding through the Highway Safety Improvement Program (HSIP). A capacity analysis for each intersection indicated they needed to be either reconstructed and signalized or constructed as roundabouts. Based on safety and traffic capacity, the roundabout option is the preferred choice for each intersection.

The section of US 12/WIS 65 between the two US 12/ WIS 65 intersections will be resurfaced. The improvements will require small strips or triangles of land to be purchased in and near most of the intersection corners.



Project schedule:

- Fall 2009: Public Information Meeting
- 2010: Plan development and real estate acquisition
- Summer 2011: Plans complete
- April 2012: Estimated start of construction
- November 2012: Estimated completion of construction

For additional information about the project, contact: WisDOT Northwest Region Eau Claire Office:

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Mission statement:

To provide leadership in the development and operation of a safe and efficient transportation system.



FREQUENTLY ASKED QUESTIONS ABOUT ROUNDABOUTS

Why are other jurisdictions installing roundabouts?

Roundabouts can offer a good solution to safety and capacity problems at intersections. Roundabouts can also offer high capacity at intersections without requiring the expense of constructing and maintaining a traffic signal.

Are roundabouts safe?

Yes. They are much safer than traffic signals and 4-way stops. A reduced number of conflict points, slower speeds and shallow intersection angles contribute to a lower frequency and severity of crashes in a roundabout.

Are roundabouts appropriate everywhere?

No. The choice of using a roundabout versus a traffic signal or stop control is a case-by-case decision. Many jurisdictions installing roundabouts evaluate each candidate intersection individually to determine whether a roundabout or a traffic signal, two-way stop or all way stop control is more effective.

Some roundabouts look awfully tight for trucks. Will they fit?

Roundabouts are designed specifically to accommodate large vehicles with a truck apron.

If I'm driving in a multilane roundabout, how do I choose which lane to enter and exit?

In general, approach a multilane roundabout the same way you would approach any other intersection. If you want to turn left, use the left-most lane and signal that you intend to turn left. If you want to turn right, use the right-most lane.

What should I do when I'm in a roundabout when an emergency vehicle arrives?

The roadway in the roundabout is usually wide enough for you to pull as far to the right as possible; however, it is generally better to completely clear the intersection and pull off to the side past the roundabout.

How about riding a bicycle through a roundabout?

A bicyclist has a number of options at a roundabout, and your choice will depend on your degree of comfort and experience level with riding in traffic. You can choose to circulate as a vehicle or use the sidewalk.

Where can I get more information about roundabouts?

Visit WisDOT's web site for more information, including instructional videos on how to drive through a roundabout. <http://www.dot.wisconsin.gov/safety/motorist/roaddesign/roundabout.htm>