

WIS 13 Medford Project

Summer 2008

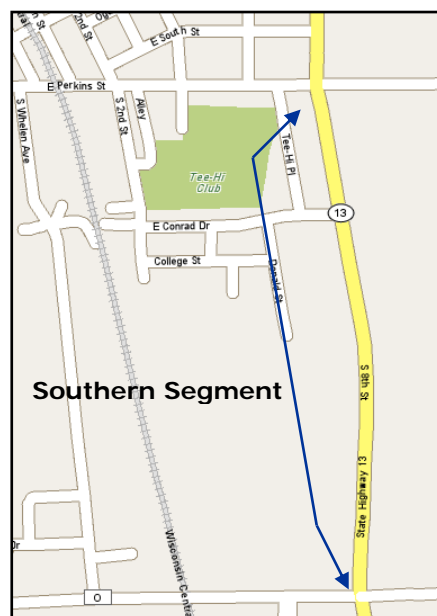
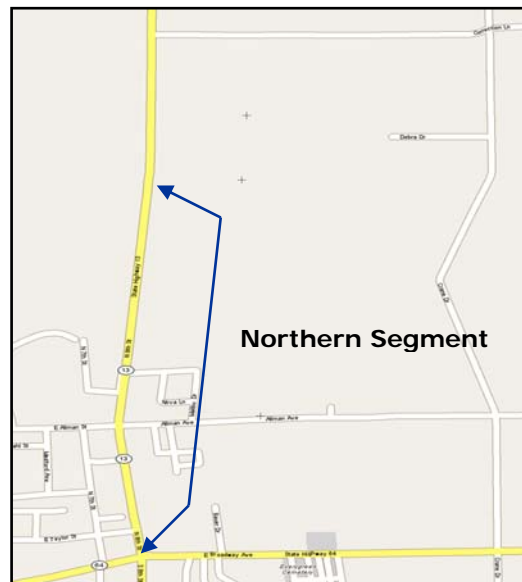
The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a 1.7-mile project on WIS 13 in the city of Medford of Taylor County.

The project contains two segments: a northern segment between WIS 64 and Correction Lane and a southern segment between County O and Perkins Street.

Both segments include new concrete curb and gutter, pavement replacement, and new storm, sanitary sewer, and water lines.

The northern segment will be expanded to a 5-lane roadway with the middle lane used for left turns. At the northern limit of the project, the roadway will transition from 5-lanes to divided 4-lanes for 1,500 feet to 3-lanes for 1,000 feet and then tapering to a 2-lane rural highway. The southern segment will remain a 3-lane roadway with the middle lane used for left turns.

WisDOT is evaluating two options for intersection improvements at Ann's Way and Allman Street. They include a modern roundabout or a signalized intersection. Public input will be obtained throughout the next several months to determine the best alternative. WisDOT prefers the construction of roundabouts to create safer intersections that allow traffic to flow more efficiently.



Project schedule:

May 2007 – First Public Information Meeting

June 2008-Second Public Information Meeting

June 2009- Preliminary Plan Complete

June 2009-Fourth Public Information Meeting

August 2009-Real Estate acquisition begins

May 2010-Final plan complete

August 2010-Real Estate acquisition complete

Spring 2011-Construction begins

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

1701 North 4th Street
Superior, WI 54880-1068
Phone: (715) 392-7925

Phil Keppers
Project Manager
(715) 395-3027
philip.keppers@dot.state.wi.us

Mike Berthold
Project Designer
(715) 836-3922
michael.berthold@dot.state.wi.us

Ann Giese
Real Estate Specialist
(715) 836-2861
ann.giese@dot.state.wi.us



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.

Aren't traffic signals safer than roundabouts for pedestrians?

In many cases a roundabout can offer a safer environment for pedestrians than a traffic signal because the pedestrian crossing at a roundabout is reduced to two simple crossings of one-way traffic moving at slow speeds. A pedestrian crossing at a traffic signal still needs to contend with vehicles turning right or left on green, vehicles turning right on red, and vehicles running the red light.

Are roundabouts appropriate everywhere?

No. The choice of using a roundabout versus a traffic signal or unsignalized 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.

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.