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Sent: Friday, June 26, 2015 2:52 PM
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Subject: June 17th meeting follow up information

Thank you for meeting with WisDOT staff on Wednesday June 17 to discuss a number of items the City had proposed related to the Exit 3 area as part of the overall I-90/Exit 3 project.

The department has reviewed each item we discussed and considered whether those items could be accommodated at this stage of the project, and whether the item was consistent with the project objectives. We have grouped the items into four categories: a) those that could still be accommodated should the city be willing to pay the costs of the needed design changes and the changes are supported through input from additional public meetings; b) items the department has determined to be unreasonable to consider at this time given the discussions and feedback from FHWA, reviewing how the items affect the projects ability to serve the purpose and need, or the consideration of impacts to safety, project cost, or project schedule; c) items that remain open for consideration but are dependent on the City supplying detailed, sound engineering analyses to support how the changes would meet WisDOT safety and mobility standards for an arterial highway and d) Items that the department has determined to be unreasonable to consider at this time given the discussions and feedback from FHWA, reviewing how the items affect the projects ability to serve the purpose and need, or the consideration of impacts to safety, project cost, or project schedule. However, the department would be willing to re-evaluate these items at a later date if commercial redevelopment changes the roadway environment in this area.

Each of the items is included in one of the categories below. The department is also providing an attachment that contains additional discussion from that meeting.

- a) Items that WisDOT is able to accommodate if the City chooses to pay for redesign costs, and in the case of the connecting highway item the City accepts the ongoing maintenance responsibilities, and the changes are supported through input from additional public meetings. The costs for the additional public meetings would also be a city responsibility.
 - o **Item #2 – Changing the Connecting highway limits.** WisDOT is willing to work with the City to review and modify connecting highway limits on both Rose and George Streets. Changes to connecting highway limits will require the city to maintain the highway within the limits established. State law does require that maintenance, operation and traffic control of connecting highways are subject to review and approval by the department, but the City does have some latitude in maintenance decisions and is provided connecting highway aids related to costs of maintaining connecting highways.
 - o **Item #6 - Lane width no wider than 11'.** – This road is designated as a long truck route through the City. As a result, at least one lane must be at least 12' wide. The department is willing to allow the other lane on Rose Street to be 11' wide.
 - o **Item #11 – Typical section on Rose Street.** – There is an opportunity for the City and WisDOT to collaborate on some modifications to the typical section on Rose Street if collaborative decisions can be made no later than the end of July. In order for the City to make a decision on whether to move forward with changes to the typical section on Rose Street, the department will provide an estimate of the redesign costs, which would be the City's responsibility, by early July.

- b) Items that the department has determined to be unreasonable to consider given the discussions and feedback from FHWA, reviewing how the items affect the projects ability to serve the purpose and need, or the consideration of impacts to safety, project cost, or project schedule.
- **Item #1 - Eliminate the free flow NB Right Turn Lane onto the EB I-90 On Ramp.** – This area is part of the interchange Environmental document. Construction is already underway in this section. The department had informed the City at a meeting on June 17, 2015 that this change was not reasonable at this point in the project. It would be unreasonable to seek new public input on work already underway and there would be unreasonable cost and schedule impacts.
 - **Item #3 - Cul-de-sac (Salem Road) connected to highway allowing all turning movements.** - As with item 1, this area is part of the interchange environmental document. Construction is already underway in this section. The department had informed the City at a meeting on June 17, 2015 that this change was not reasonable at this point in the project. It would be unreasonable to seek new public input on work already underway and there would be unreasonable cost and schedule impacts.
 - **Item #10 – No overhead signage.** - Traffic signs must meet WisDOT and National standards for lane delineation. It is not reasonable to prohibit overhead signs that would be employed to meet those standards that are incorporated into state law through adoption of the federal standards.
- c) Items that remain open for consideration but are dependent on the City supplying detailed, sound engineering analyses to support how the changes would meet WisDOT safety and mobility standards for an arterial highway. There remains schedule sensitivity. That requires the needed engineering analysis would have to be submitted by the City to WisDOT by July 31, 2015. The analysis would be reviewed and approved by WisDOT prior to any further consideration as part of the design plans.
- **Item #4 – No double left turn lane at George Street.** – WisDOT’s information including the most recent traffic counts and forecasts for traffic during the life of this project indicate the need for the double left turn lanes to meet safety and mobility standards for this arterial highway. The engineering analysis would need to provide sound evidence that a single left turn lane at this intersection would operate as safely as the current design and meet the purpose and need for the project using accepted traffic engineering standards.
 - **Item #8 - George Street no median.** – WisDOT has determined the median provides safety and operational benefits to the Rose and George St intersection. The engineering analysis would need to provide details about how removing the median would improve safety and operations.
 - **Item #9 - Open one access point to south side of George Street by Burger King.** – WisDOT’s analysis indicates the access point would create safety issues for the operations of the Rose and W. George St. intersection. The engineering analysis would need to provide details about how adding this access would improve safety and operations.
 - **Item #12 – No dedicated right turn lanes.** – WisDOT’s analysis indicates the right turn lanes have safety and operational improvements at an intersection. The engineering analysis would need to provide details about how removing the dedicated right turn lanes would improve safety and operations.

- d) Items that the department has determined to be unreasonable to consider at this time given the discussions and feedback from FHWA, reviewing how the items affect the projects ability to serve the purpose and need, or the consideration of impacts to safety, project cost, or project schedule. However, the department would be willing to re-evaluate these items at a later date if commercial redevelopment changes the roadway environment in this area.
- **Item #5 – Access to Bridgeview plaza at the middle of parking lot with all parking movements.** - WisDOT does not have any information that identifies future development plans to show this access would be beneficial for future needs. If redevelopment occurs an engineering analyses would be needed to provide details about the traffic impacts of the proposed development at that location and how it would improve safety or mobility.
 - **Item #7 – Speed limit of 30 mph for design and posted.** – WisDOT has discussed the rationale for the speed limits and the dependence on motorist comfort, the surrounding geometrics and development in the area. WisDOT has determined a 30 mph speed limit is not reasonable and prudent based on the area’s surroundings. This could be considered a speed trap and is not expected to improve safety. If development occurs or the roadway environment changes an engineering analysis would be needed to provide details about how such a change in speed limits would improve safety and/or mobility.

Next Steps:

The department will have our consultant develop a redesign cost estimate, and anticipate providing it to the City in early July. This estimate will only include the costs of implementing the cross-sectional elements of the typical section (Item 11) and the public involvement involved to get feedback on the concepts. A State Municipal Agreement (SMA) will be provided for your signature, stipulating that 100% of redesign costs will be the City’s responsibility. Upon the City’s signing of the SMA, and agreement on alternative typical sections and concepts, we will present those concepts at a Public Involvement Meeting. After the public involvement meeting we will evaluate the feedback from that meeting to finalize the details to be incorporated in the final design. Based on the feedback, the final design may or may not include elements proposed by the City.

As you can see, accomplishing all of these tasks timely will be very challenging. Since the timeline is constrained and the final PS&E date fast approaching, the department has no choice but to have our consultant continue putting the bidding documents together for the current WisDOT design. The farther we get in the final design process, the more it will cost to implement changes.

Please contact me if you have any questions on the content of this information or the next steps required.

Again, thank you for making time to meet last week. WisDOT looks forward to working with the community and the region well into the future.