

Public Involvement Meeting Handout

County U Intersection with 7 Mile Road Racine County

Project ID: 2816-03-00



**January 17, 2023
4 PM to 6 PM
Village of Raymond Town Hall**

Purpose of the meeting

The intent of this meeting is to receive public input regarding the reconstruction of the County U and 7 Mile Road intersection into a single lane roundabout. Public input is a vital and critical component in shaping this project. With design still being in its early stages we encourage the public to assist us with our design process.

The meeting will be held as an open house format. Racine County, the Wisconsin Department of Transportation (WisDOT), and project team representatives will be available to review project information and answer any questions or concerns.

Project information

The intersection of County U and 7 Mile Road, located in the Village of Raymond, has experienced a history of severe right-angle crashes. Drivers have difficulty crossing the free-flowing County U from the minor stop controlled 7 Mile Road due to high speeds and lack of gaps on County U. There were 23 crashes from 2015 to 2019, 19 of which resulted in injury. Including two A-level (incapacitating) crashes and six B-level (non-incapacitating) crashes. Therefore, WisDOT is proposing to improve the intersection of County U and 7 Mile Road. Proposed improvements include reconstructing the existing intersection into a single lane roundabout. The construction of the roundabout will extend approximately 500 feet down each leg of the intersection. The project is proposing curb and gutter as well as storm sewer and flat bottom ditches to control drainage.

Environmental studies, including hazardous materials, archeological studies and historical studies are ongoing. Impacts to wetlands are expected to be minimal.

Proposed traffic impacts

Construction is scheduled to begin in 2024 but the exact timing is not known at this time.

The construction traffic control plan will be developed throughout the design process. Current design is in the preliminary stage. The general traffic control plan is to anticipate a full closure with a detour.

Temporary driveway closures may be necessary during parts of the construction process. The project team will contact homeowners in advance before closing a driveway.

Real estate

Additional right of way will be required for this project. In general, at all four quadrants the project will require permanent and temporary easement acquisitions. Racine County expects to begin real estate acquisitions in the spring of 2023.

Project update/next steps

The following is the current anticipated schedule for the project.

- Environmental document approval: Early 2023
- Second public outreach: Late Springtime 2023-updates on traffic control and construction staging
- Real Estate Acquisition: Springtime 2023
- Final Plans: Winter 2023
- Construction: 2024

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 January 31, 2023, 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. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

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General information for all roundabouts

Roundabouts are becoming more common in the U.S. because they provide safer and more efficient traffic flow than standard intersections. By keeping traffic moving one-way in a counterclockwise direction, there are fewer conflict points and traffic flows smoothly.

Crash statistics show that roundabouts reduce fatal crashes about 90%, reduce injury crashes about 75%, and reduce overall crashes about 35%, when compared to other types of intersection control.

When driving a roundabout, the same general rules apply as for maneuvering through any other type of intersection.

Truck apron

Large vehicles need more space when driving in a roundabout. A truck apron is a paved area on the inside of the roundabout for the rear wheels of large trucks to use when turning, sometimes referred to as off-tracking. Truck aprons are not to be used by cars, SUVs or pickup trucks.

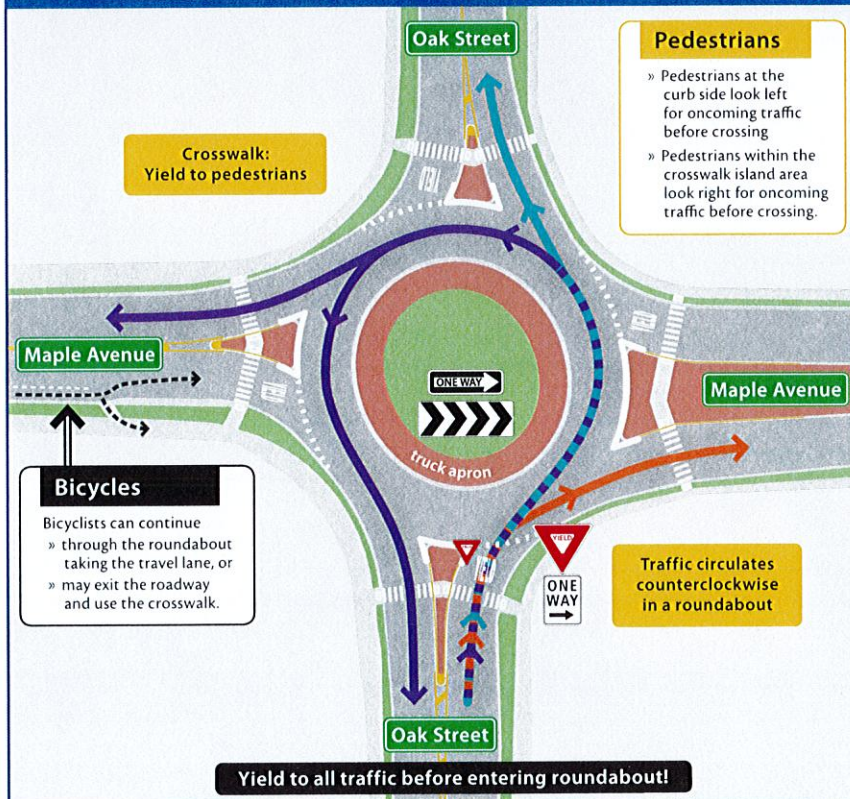
Steps for driving a roundabout:

1. Slow down. Obey traffic signs.
2. Yield to pedestrians and bicyclists.
3. Yield to traffic on your left already in the roundabout.
4. Enter the roundabout when there is a safe gap in traffic.
5. Keep your speed low within the roundabout.
6. As you approach your exit, turn on your right turn signal.
7. Yield to pedestrians and bicycles as you exit.

Emergency vehicles in the roundabout

- Always yield to emergency vehicles.
- If you have not entered the roundabout, pull over and allow emergency vehicles to pass.
- If you have entered the roundabout, continue to your exit, then pull over and allow emergency vehicles to pass.
- Avoid stopping in the roundabout.

Driving a one-lane roundabout



<< Driving a one-lane roundabout

This example shows the traffic movement patterns through a one-lane roundabout.

The one-lane roundabout is known as one of the safest and most efficient intersections.