

From: [Wischhoff, Peggy F - DOT](#)
To: [Keppers, Philip - DOT](#)
Subject: 1000-08-88 DSR & TMP comments
Date: Monday, November 02, 2015 12:36:12 PM

Hi Phil-

I have the following comments:

(Please note that there are comments and questions included below from Paul Vraney and Jill Mrotek Glenzinski regarding bike/pedestrian and ADA issues. If you feel a conference call would be helpful in answering and addressing these items, let me know and we'll set one up).

DSR

General comment: (All sections of DSR inserted text appears to be in italics. I am presuming this is just because it is being labeled as a Draft report)? Please make inserted text standard format for final DSR.

Section 1.0: Please provide a project description; include a few sentences that identify the main components of the project (i.e. what will the project consist of)?

Section 5.5: Please see comments below from Paul Vraney & Jill Mrotek Glenzinski (regarding bike/pedestrian and ADA issues):

Location #2—US 63/WIS 27/WIS 77 Intersection, City of Hayward, Sawyer County (AADT 2,100)

- Since the scope of project is freight mitigation along with no alteration of pavement and only median work, it appears the Type 1 curb ramps could be left in place and addressed at the next rehabilitation of this intersection. Furthermore, there may be some impacts to adjacent lighting with any curb ramp alterations. The design team should evaluate curb ramps and document if it is technically infeasible to make the curb ramp improvements to Type 2s. Refer to FDM 11-46-5 for further guidance.
- Median noses need to either provide a cut-through for pedestrian crossing or the median noses need to be pulled back so that they do not obstruct the pedestrian crossing, do not jog the pedestrian crossing out in front of median.

Location #5—WIS 35/77 & WIS 77 Intersection, Danbury, Burnett County (AADT 3,600)

- There is sidewalk in front of the BP gas station that is being replaced. The east side has businesses but there are no crossings. This might need at least a curb ramp on the corner with sidewalk.

Location #6—US 8 Intersection (Lake Ave and E 35d St), City of Ladysmith, Rusk County (AADT 7,100)

- When is the upcoming US 8 Ladysmith resurfacing project scheduled? Is it still scheduled within 2-3 years of this freight mitigation contract?
- Do these proposed curb ramp locations adequately match the existing crosswalk and curb ramp locations? For this interim period before the resurfacing project, are there any increased “barriers or challenges” to pedestrians with these proposed island curb ramp locations?
- Do these proposed curb ramp locations accommodate the future resurfacing project’s intersection curb ramp location? The goal would be not to redo any island curb ramps with the upcoming resurfacing project.
- We’ve commented on what improvements need to be done on the resurfacing project. The pork chop island curb ramps type 6 that are proposed look ok, except that the southeast ramp might consider pulling back a little so not so tight in the corner. Unsure if this ramps up or cut-through the pork chop island, not sure where the level landing is behind the ramp opening.
- Please coordinate with the surfacing project for curb ramp issues on other corners. Also the crosswalk pavement marking should be evaluated for improvements. The pavement marking if it stays would direct people to a corner of the island.

Location #7—US 8/WIS 35 and 208th St Roundabout, City of St Croix Fall, Polk County (AADT 13,500)

- Roundabout is fairly new and does not appear to have side path from background mapping—designer to confirm this. (Google Earth does not have current mapping).
- Outside colored truck apron is proposed for the two US 8 roundabout approaches.
- If no side path and if no known pedestrian usage (to be confirmed by designer), curb ramp accommodations for the truck apron would not be applicable here.

Section 5.14: (Please clarify if there are any incentive and/or disincentive clauses).

Section 6.0: (Noting that Environmental Document is pending approval).

Section 7.0: (Concur with comments identified in red ink).

Please include a Roadside Hazard Analysis

Please add acknowledgement that both Existing Typical Cross Sections and
Proposed Typical Cross Sections are included as Attachments. Plan sheets -
Please see comments regarding bike/ped/ADA issues noted above.

TMP

Please see comments on bike/ped/ADA issues, as they may impact work descriptions as
defined at each identified location.

Thank you-

Peggy F. Wischhoff, P.E.

Design Oversight Engineer

Wisconsin Department of Transportation
Bureau of Project Development
Hill Farms State Office Bldg. Room 651

phone: 608.261.6116 | fax: 608.267-1862

peggy.wischhoff@dot.wi.gov