

USH 63

Cumberland – Spooner

South County Line – Woodyard Road (Project I.D. 1550-21-00)

Woodyard Road – CTH B (East) (Project I.D. 1560-31-00)

Washburn County

August 11, 2010 Town of Barronett Board Meeting Summary

Meeting called to order at 7:00 pm. Meeting held at the Town Hall.

WisDOT representatives David Ostrowski, Phil Keppers, and Greg Pesola attended this meeting to discuss realignment alternatives for several town road intersections and the CTH J intersection with the board and with citizens in attendance. The town road intersections discussed were Brickyard Road, South Heart Lake Road, Woodyard Road, and North Woodyard Road. CTH J, Brickyard Road, and South Heart Lake Road are on Project 1550-21-00, and Woodyard Road and North Woodyard Road are on Project 1560-31-00. A project information sheet for both projects was distributed to the town board and the citizens in attendance (see attached). Phil Keppers led the discussion for WisDOT.

Woodyard Road and North Woodyard Road

Drawings for four (4) realignment alternatives for these town road intersections were distributed to the town board and the citizens in attendance (see attached drawings). Phil Keppers described each of the alternatives, indicating that WisDOT is most comfortable at this time with Alternative No. 1. He indicated WisDOT is least comfortable with Alternative No. 4, because it increases the number of intersections from 2 to 3, and because of the close spacing of the 3 proposed intersections. The town board discussed the alternatives among themselves, then Chairperson Aaron Nielsen stated the board was not in favor of Alternatives 1 & 2. He indicated Alternative No. 2 is the least favorite option of local landowners. The adjacent landowners favored Alternative No. 4. In the end the board favored Alternative No. 3 to proceed to preliminary design, but asked that it be shifted to the south.

CTH J and South Heart Lake Road

Drawings for one (1) CTH J realignment alternative and two (2) South Heart Lake Road realignment alternatives were distributed to the town board and the citizens in attendance (see attached drawings). Phil Keppers described each of these alternatives. He indicated the CTH J realignment alternative is the only alternative that will improve intersection sight distance enough to make realignment worthwhile. He commented that South Heart Lake Road Realignment Alternative No. 1 is probably the best alignment alternative in the eyes of WisDOT. He indicated WisDOT does not favor South Heart Lake Road Realignment Alternative No. 2, because it increases the number of intersections from 1 to 2, which would be closely spaced (approx. 300 feet apart), and which would be hazardous to South Heart Lake Road traffic seeking to cross USH 63 because these vehicles would turn right onto USH 63, then would immediately turn left, with very little time to activate their left turn signal. This situation would increase the risk of being rear-ended by following USH 63 traffic. After discussing these alternatives, the board indicated they favored the CTH J realignment alternative and South Heart Lake Road Realignment Alternative No. 1 to proceed to preliminary design.

Brickyard Road

By means of the sketches received by WisDOT on July 21, 2010 Town Chairperson Aaron Nielsen requested this intersection be realigned to a 90° angle with USH 63. A drawing showing the existing intersection angles of Brickyard Road West (93° 51' 25.2") and Brickyard Road East (103° 01' 39.1") was distributed. Phil indicated these existing intersection angles are within the minimum range, and maybe even within the desirable range, for acceptable intersection angle shown in WisDOT design standards (they are within the desirable range for new intersections on tangent per FDM Chapter 11-25). He indicated WisDOT does not think the realignment of this intersection is warranted. The Town Chairperson and board commented that vehicles on USH 63 traveling from the north and turning right to go west on Brickyard Road are cutting the corner too much. They asked if the intersection can be made bigger? The comment was also made that there is lots of truck traffic west of USH 63 on Brickyard Road. There is a gravel pit on Brickyard Road west of USH 63. The Chairperson and board asked for a right turn lane on USH 63 onto Brickyard Road (for southbound vehicles turning to go west on Brickyard Road). Phil indicated the need for these requested improvements at this intersection will be investigated during the data gathering and preliminary design phases of this project.

This meeting summary is based on notes taken during the meeting by Dave Ostrowski and myself, and on my memory of the meeting.

By Greg Pesola, WisDOT NW Region Superior Office PDS, 8/2/12