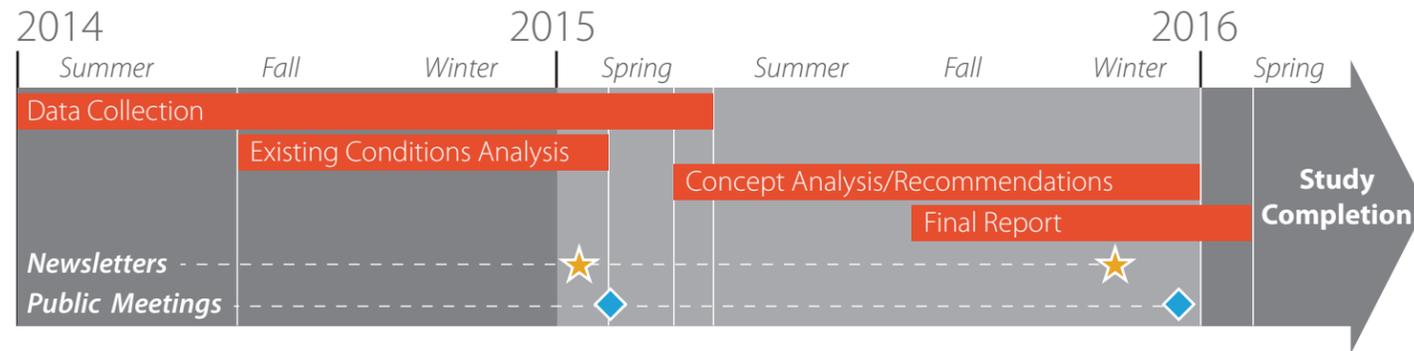


Study Timeline



TWO-YEAR WIS 19 STUDY NEARS COMPLETION

Project ID: 5290-00-09

Get Involved!

What We Ask Of You

- ✓ Attend a public meeting.
- ✓ Review meeting materials.
- ✓ Contact a study representative to discuss concerns and provide comments.
- ✓ Add your email to our list to receive study information updates.
- ✓ Document your comments by filling out a form at a public meeting or on the website.

www.dot.wisconsin.gov/projects/sw.htm

Public Involvement Meetings

We are conducting two public involvement meetings and would greatly appreciate your attendance. Your input is needed! Come to a meeting, engage with the study team, talk with your fellow citizens, and be part of the study process. Comment sheets are available on the study website or in person at the public meetings.

Thank you for your involvement!

Meeting #1 Sun Prairie

**Wednesday, December 9
5 to 7 p.m.**

Prairie View Middle School
400 North Thompson Road
Sun Prairie, WI 53590

Meeting #2 Waunakee

**Thursday, December 10
5 to 7 p.m.**

Waunakee Middle School
1001 South Street
Waunakee, WI 53597

*A short presentation will be given at 5:45 p.m. at each location. Both venues will present the same information.

Contact Information

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WIS 19 is Rural...



...And Urban

The Wisconsin Department of Transportation is completing a two-year evaluation of Wisconsin State Highway (WIS) 19. The WIS 19 Safety and Operations Study is a planning-level corridor preservation analysis extending over 30 miles in northern Dane and Jefferson counties. The study is evaluating existing and future traffic operations, user safety, and access locations along the rural and urban arterial highway. An environmental scan and a robust public involvement program is also included as a part of this study process.

As an arterial highway, WIS 19 is expected to provide high levels of mobility as it connects major communities to one another. Like many other arterial roadways, WIS 19 also serves an important role in providing direct access to developed lands, especially within urbanized areas such as Waunakee, Sun Prairie, Marshall and Waterloo. This dual role makes preservation of the corridor's mobility function vitally important.

A major element of the WIS 19 study is to anticipate future demand and manage corridor performance over time. Performance issues are mitigated with proactive, cost-effective improvements that address deficiencies primarily within the existing corridor right of way.

After evaluating existing and future land use, safety and operational conditions along WIS 19, deficiencies and concerns were identified and potential improvement concepts to preserve and improve safety and mobility were made. Throughout the study limits, deficiencies have been generally categorized as:

- ✓ Poor operational service (reflected in high levels of congestion and delay)
- ✓ Lack of turn lanes and long vehicle queues at intersections
- ✓ Lack of pedestrian crosswalks and/or shoulders for bicyclists
- ✓ High numbers of crashes
- ✓ Substandard geometrics and structure deficiencies
- ✓ Speed concerns expressed by the public

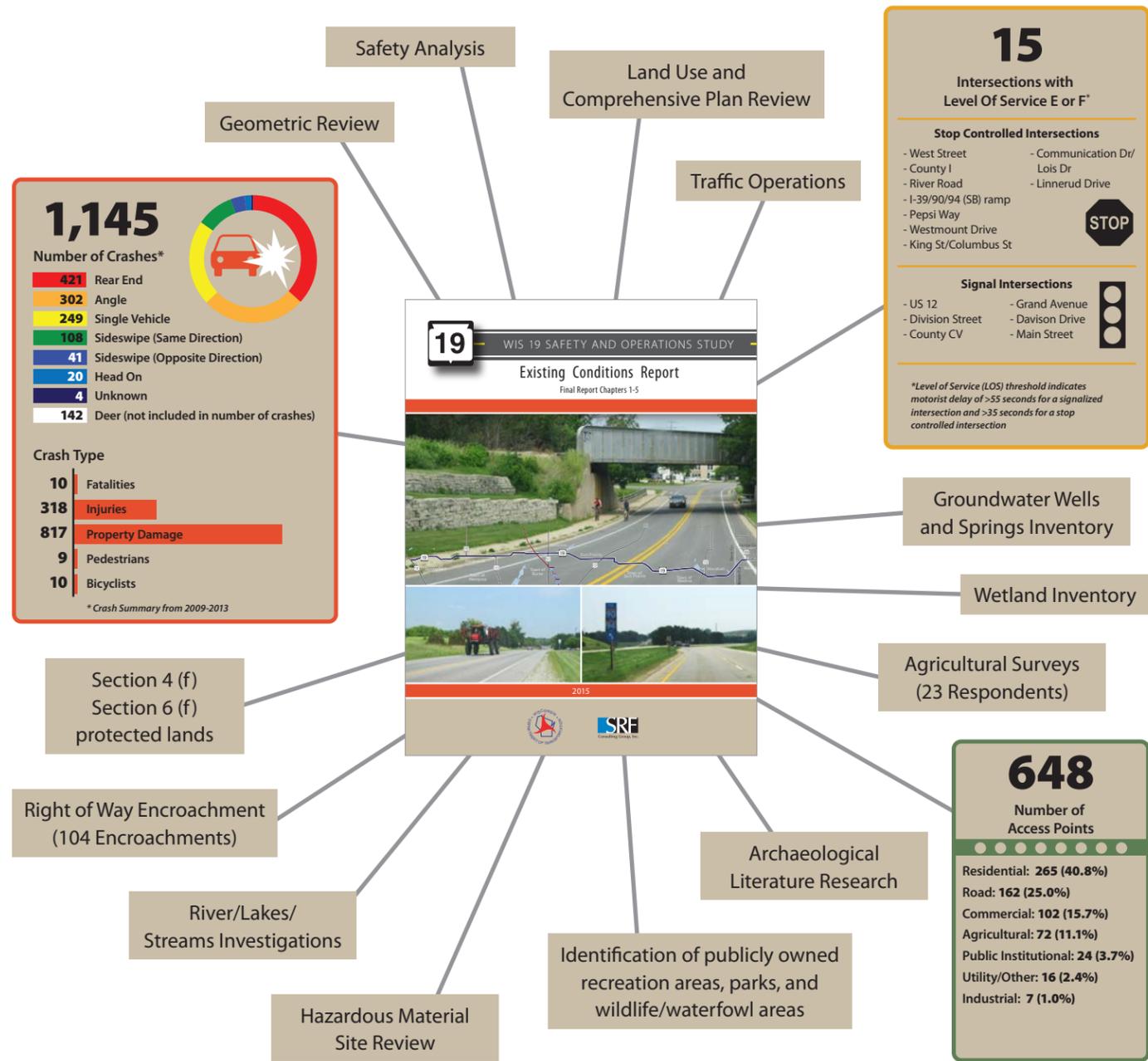
Potential improvements have been developed to address the identified deficiencies and are now under review by community officials and the public at-large during public meetings scheduled for December 2015.

Upon its completion in February 2016, the WIS 19 Safety and Operations Study will provide transportation officials and communities with a management plan that extends the functional life of the existing WIS 19 corridor.

Data Collection and Existing Conditions

The data collection and existing conditions phase of the WIS 19 Safety and Operations Study was extensive and led to many of the potential improvements you'll see as part of this

study. An Existing Conditions Report was compiled in June 2015 and documents many elements including:



Components Contributing to the WIS 19 Highway Preservation Plan

Highway Improvements Component

A series of improvements and concepts have been developed to address deficiencies and concerns throughout the corridor. These concepts represent the early planning stage of a highway preservation plan. Further analysis, design, or construction of any of these potential improvements related to WIS 19 is only likely to result if:

1. Operational or safety conditions worsen
2. Land use changes
3. It occurs in conjunction with necessary routine highway maintenance or overlapping improvement projects

Primary Improvement Strategies for WIS 19 include:

- ✓ Roundabout installations
- ✓ Traffic signal installations/reconstructions
- ✓ Improved stop sign intersections
- ✓ Median installations
- ✓ Left turn lane additions
- ✓ Passing lane installation
- ✓ Improved intersection geometry
- ✓ Improved pedestrian and bike facilities

Access Management Component

WisDOT access spacing guidelines were reviewed to determine where access along WIS 19 exceeds best practice, and if spacing was a contributing factor to rear end collisions, traffic queues, or area of public concern. Inappropriate driveway spacing presents an access management issue, as large numbers of clustered driveways increase the number of potential conflict points on the roadway.

Access management strategies can be implemented in a case by case basis and would only occur if:

1. Operational or safety conditions worsen
2. Land use changes
3. There is a specific need
4. It happens in conjunction with necessary routine highway maintenance or overlapping improvement projects

Access Management Strategies for WIS 19 include:

- ✓ Remove driveways
- ✓ Relocate driveways
- ✓ Consolidate driveways
- ✓ Construct frontage roads
- ✓ Restrict access near side-roads
- ✓ Restrict access near interchanges

Traffic Signal Sample Concept



Roundabout Sample Concept



Above are example conceptual drawings. For a list of intersections recommended for improvements and specific location concept drawings, please attend a public meeting or visit the project website www.dot.wisconsin.gov/projects/sw.htm

Study Limits (US 12 To WIS 89)

