

Public Involvement Handout

US 18, WIS 23

US 18/WIS 23 Intersection, US 18/Johns Street Intersection,
WIS 23 from 0.04 Miles south of Pine Street to Rowe Road
Iowa County

Project IDs:

1662-00-07/77

1662-00-08/78

5255-01-04/74



March, 2024

Purpose of the outreach

Thank you for your interest in the US 18 and WIS 23 projects currently in design in the City of Dodgeville in Iowa County. There are three projects that are being covered within this handout. The first project is at the intersection of US 18 and WIS 23. The second project is the intersection of US 18 and Johns Street. The third project is on WIS 23 from 0.04 miles south of Pine Street to Rowe Road.

The purpose of our outreach is to:

- Provide you with background information about the safety issues at these locations
- Provide information about the proposed improvements
- Obtain your input and answer questions



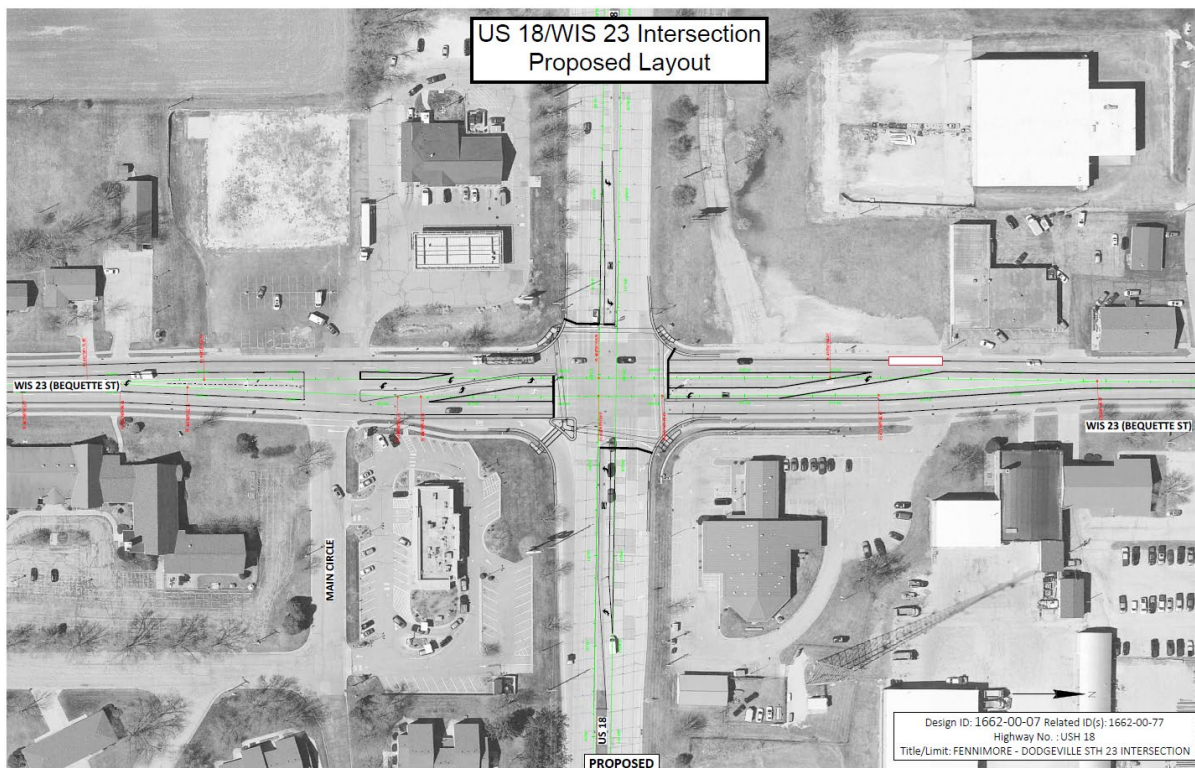
Project overview

US 18/WIS 23 Intersection – US 18 is a four-lane divided roadway with right and left turn lanes. The sideroad (WIS 23) is also a four-lane facility, with left turn lanes and one right turn lane. The intersection is currently controlled by overhead and post-mounted traffic signals.

Existing crash data during WisDOT’s review period indicated that there were 22 crashes at this location with a mix of right angle crashes, left turn crashes, rear ends, and sideswipes. The left turn lanes on all legs are negatively offset, creating a sight distance issue for opposing left turning vehicles. Additionally, the existing pedestrian facilities present at this location do not meet current ADA (Americans with Disabilities Act) standards.

The purpose of the project is to improve safety at the US 18/WIS 23 intersection by increasing sight distance for left turning vehicles and improving existing curb ramps to meet ADA requirements.

The project proposes to reconfigure the left turn lanes on all four legs to create positively offset left turn lanes. Existing traffic signals would be replaced with monotube traffic signals. These improvements address the right angle and left turn crashes, as well as a portion of the rear end crashes. Included in this work would be the reconfiguration of the north and south legs (WIS 23) of the intersection to allow for 1 through lane, 1 positively offset left turn lane, and 1 right turn lane in both directions. Curb ramp replacement within the intersection would also be included to provide ADA compliant pedestrian accommodations.



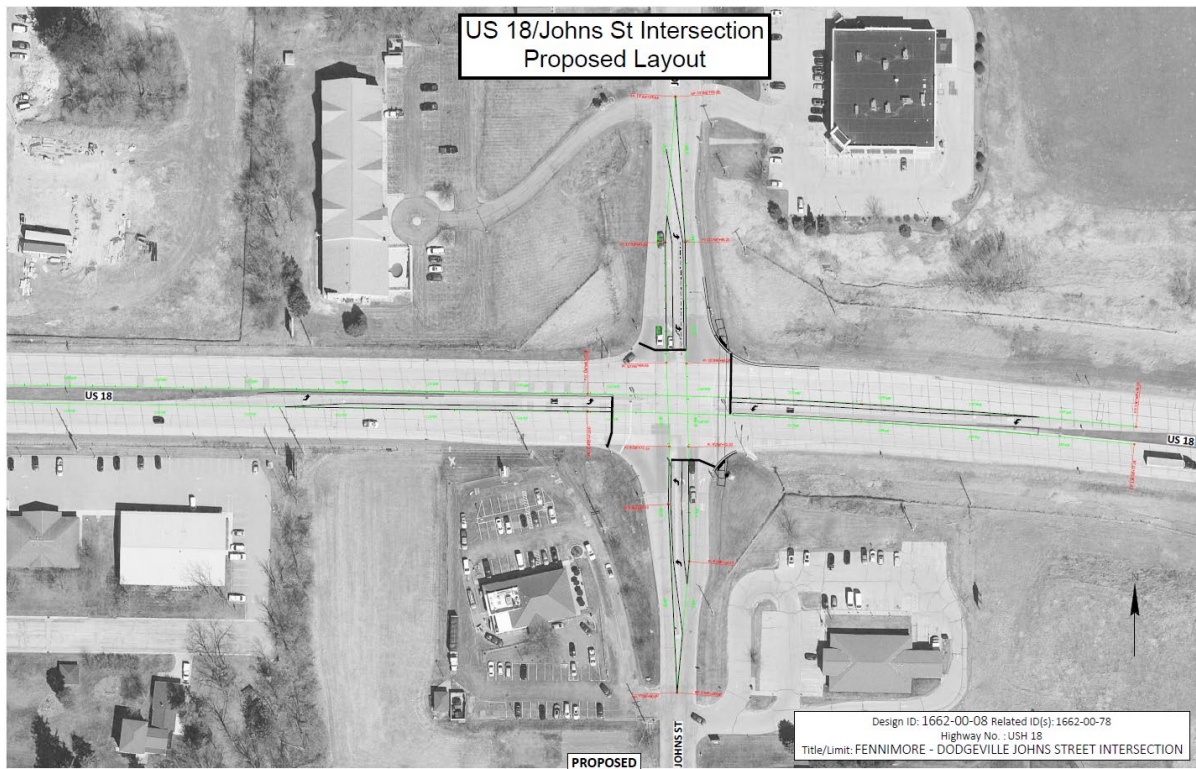
US 18/Johns Street Intersection – US 18 is a four-lane divided roadway with right and left turn lanes. The sideroad (Johns Street) is a two-lane facility, with right and left turn lanes and one through lane in each direction. The intersection is currently controlled by overhead and post-mounted traffic signals.

Existing crash data during WisDOT’s review period indicated that there were 23 crashes at this location including left turning vehicles that failed to yield and two angle crashes resulting from disregarding traffic control. The left turn lanes on all legs are negatively offset, creating a sight distance issue for opposing left

turning vehicles. Additionally, the existing pedestrian facilities present at this location do not meet current ADA standards.

The purpose of the project is to improve safety at the US 18/Johns Street intersection by increasing sight distance for left turning vehicles and improving existing curb ramps to meet ADA requirements.

The project proposes to reconfigure the left turn lanes on all four legs to create positively offset left turn lanes. Existing traffic signals would be replaced with monotube traffic signals. These improvements would address all the right angle and left turn crashes, as well as a portion of the rear end crashes. The reconfiguration of the north and south legs (Johns Street) of the intersection to allow for 1 through lane, 1 positively offset left turn lane, and 1 right turn lane in both directions would be included in project work. Curb ramp replacement within the intersection would also be included to provide ADA compliant pedestrian accommodations.



WIS 23 from 0.04 miles south of Pine St to Rowe Rd – WIS 23 is currently a four-lane undivided roadway within the project limits. Multiple access points and side road intersections within the project limits are present. Beyond the southern limit of the project, WIS 23 is a 3-lane configuration with 1 northbound and 1 southbound lane and a TWLTL (two way left turn lane).

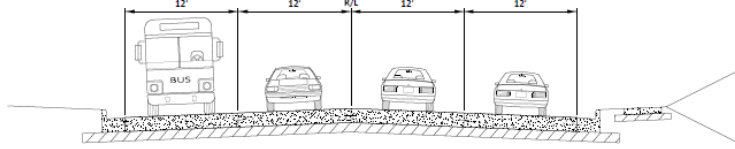
Existing crash data during WisDOT’s review period indicated that there were 35 crashes within this segment including rear end, angle, and sideswipe crashes generated by access points and side road intersections. The current four-lane configuration creates sight distance issues for left turners and misjudgments for other movements. The left turn lanes on all legs are negatively offset, creating a sight distance issue for opposing left turning vehicles.

The purpose of the project is to improve safety on WIS 23 by creating additional sight distance for motorists and providing clarity to vehicular turn movements.

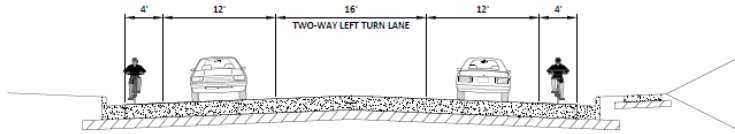
The proposed project consists of a road diet, where WIS 23 is reconfigured to one northbound lane, one southbound lane, and one TWLTL. This would match WIS 23 of the project limits. This would be

accomplished by removing existing pavement markings and repainting the roadway. The intersection at WIS 23 and King Street/County YZ would be reconfigured as part of this project, but the US 18 intersection would be improved as a separate project identified above. The road diet with TWLTL conversion would treat 20 of the segment's 21 crashes. The lane reassignments at King Street/County YZ would treat 3 of the 14 intersection crashes at this location.

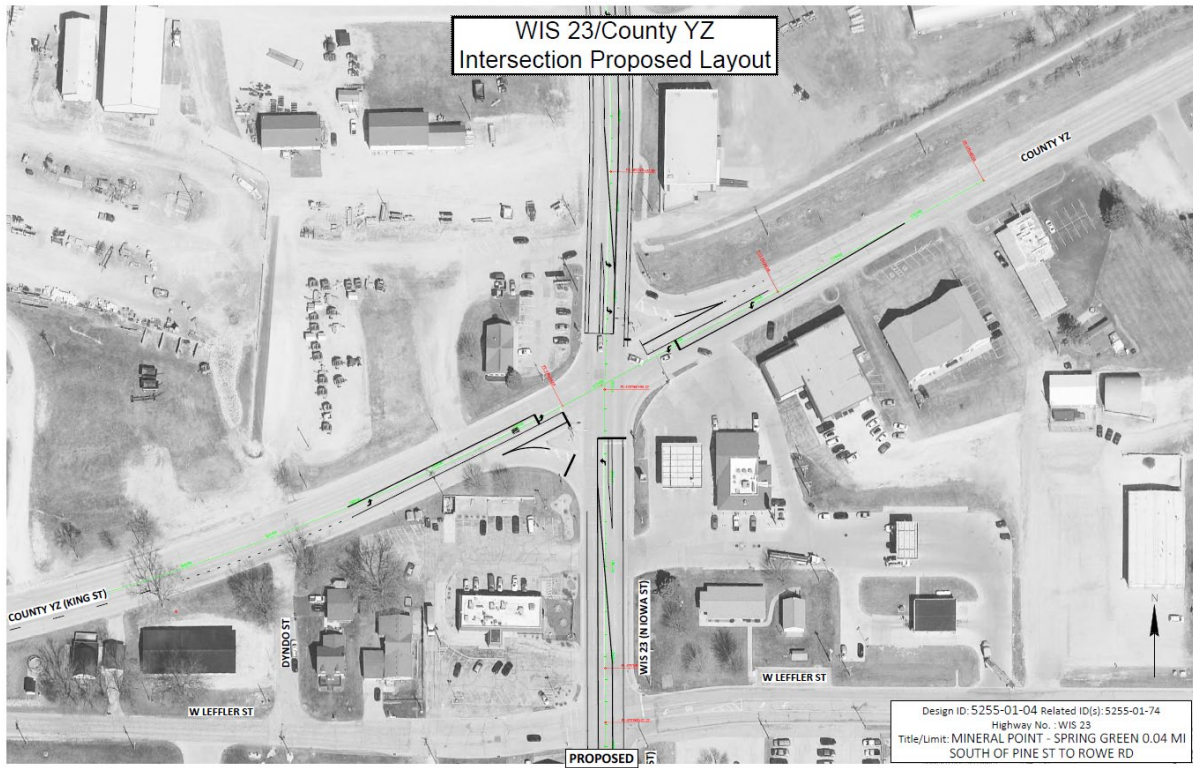
WIS 23 Typical Sections



EXISTING TYPICAL SECTION FOR WIS 23 (N IOWA ST)
60' NORTH OF LEFFLER ST TO 3250' NORTH OF COUNTY YZ



PROPOSED TYPICAL SECTION FOR WIS 23 (N IOWA ST)
60' NORTH OF LEFFLER ST TO 250' NORTH OF COUNTY YZ



Funding

WisDOT applied for, and was granted, federal improvement funds for these projects through the federal Highway Safety Improvement Program (HSIP). HSIP funds highway safety projects at sites that have experienced a high crash history. The overall objective of HSIP is to develop and implement stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways (State and local).

Environmental

An environmental document is being prepared to document potential impacts to environmental resources. No significant environmental impacts are anticipated.

Proposed traffic impacts

Construction is scheduled to begin in 2026. During construction, US 18 and WIS 23 are expected to remain open, with short term lane closures as construction is accomplished in stages. Short term staged turning movement detours are expected at the US 18/WIS 23 intersection and at the US 18/Johns Street intersection. Detour routes will be posted for these turning movements as work occurs within the respective turn lanes.

Real estate

No additional right of way is anticipated for this project.

Project update/next steps

- Local Officials Meeting conducted – February 29, 2024
- Public Outreach Mailers – March 1, 2024
- Completion of Environmental Documentation – April 15, 2024
- Completion of Final Plans – August 1, 2025
- Construction anticipated to begin – Spring 2026

Project website

Please reference the project website for additional information and updates regarding the project: <https://tinyurl.com/2xr74je9>



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 March 18th, 2024 or 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:

Chad Schroeder, PE
WisDOT SW Region - Madison
2101 Wright Street
Madison, WI 53704
(608)246-7935
ChadA.Schroeder@dot.wi.gov

Lisa Dreifuerst, PE
Oneida Engineering Solutions (OES)
5100 Eastpark Boulevard, Suite 300
Madison, WI 53718
(608)243-6478
LDreifuerst@oescgroup.com

Alex Valley, PE
Westwood Professional Services
8401 Greenway Blvd Suite 400
Middleton, WI 53562
(608)669-4409
Alexander.Valley@WestwoodPS.com

Public Comment Form

Project IDs 1662-00-07, 1662-00-08, 5255-01-04
US 18 and WIS 23, City of Dodgeville
US 18/WIS 23 Intersection, US 18/Johns Street Intersection, WIS 23 from 0.04 miles south of
Pine Street to Rowe Road
Iowa County

February 29, 2024

Please submit this form by mail by March 18th, 2024 to the address on the back of this sheet. Comments can also be e-mailed to LDreifuerst@oescgroup.com. 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.

Name: _____

Address: _____

Daytime Phone Number (optional): _____

Email Address (optional): _____

Please Print Comments (attach additional sheets if necessary)

The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.

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[Stamp or Pre-paid Postage]

Oneida Engineering Solutions (OES)
5100 Eastpark Boulevard, Suite 300
Madison, WI 53718
Attn: Lisa Dreifuerst, PE

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