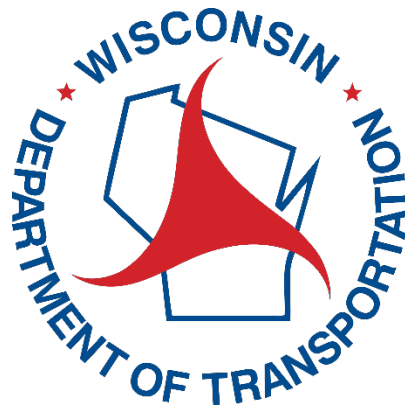


Public Involvement Meeting Handout

**US 12 and WIS 188/Tetiva Road Intersection
Dane County**

Project ID: 1670-01-06



**February 16, 2022
4:30 p.m. – 6 p.m.
Roxbury Town Hall
7167 Kippley Rd
Sauk City, WI 53583**

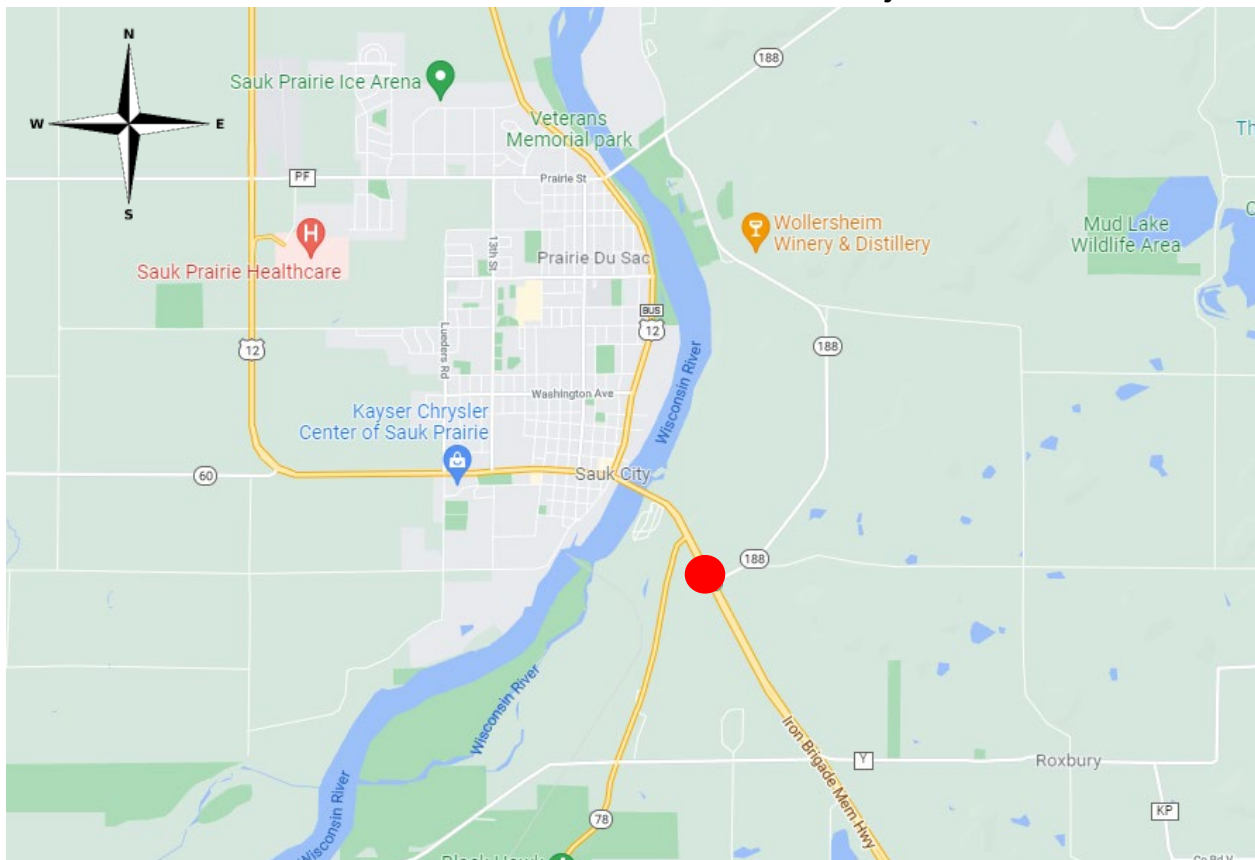
Purpose of the meeting

The goal of the public involvement meeting is to inform the public of the projects purpose and need and the proposed alternatives. The Wisconsin Department of Transportation (WisDOT) seeks input and feedback through a transparent relationship with local stakeholders. A local official meeting was held virtually on February 14, 2022. The in-person public involvement meeting will start with a brief presentation at 4:30 p.m. and the remainder of the meeting will follow an open house format. WisDOT staff will be available for questions.

Project information

WisDOT is proposing to improve the intersection of US 12 and WIS 188/Tetiva Road in the town of Roxbury in Dane County. US 12 is a rural 4-lane roadway with a posted speed limit of 55 mph. WIS 188 and Tetiva Road are stop controlled at US 12. There have been 10 crashes recorded at this intersection within five years, and five of those crashes resulted in an injury. Due to the high crash rate at this intersection, there is proposed Highway Safety Improvement Program (HSIP) funding available to improve the safety of this intersection.

US 12 and WIS 188/Tetiva Road intersection – Project Location



Alternatives

Graphics of each alternative will be available at the meeting and on the project website.

Alternative 1: J-Turn

This alternative would eliminate left turns and through movements from the sideroads. Instead, the traffic on the sideroads wanting to make a left turn or through movement would have to make a right turn onto US 12 and then a U-turn. There would be no effect to the US 12 through traffic or turning movements.

This alternative greatly reduces the amount of conflict points at this intersection and therefore is expected to improve safety. The J-turn would also include offset right turn lanes which would improve the sight distance at the intersection.

The U-turn location between WIS 188 and WIS 78 could cause driver confusion. People could assume the left turn lane for the U-turn is the left turn for WIS 78. This alternative could also include a minimal amount of right of way acquisition and some moderate impacts to the multi-use path.

Alternative 2: Median U-turn

This alternative, like the J-turn, would eliminate the left turn and through movements from the sideroads. The one main difference from the J-turn is that this alternative would not allow for left turning movements off of US 12 onto the sideroads. Instead, traffic would have to travel past the intersection and make a U-turn.

This alternative greatly reduces the amount of conflict points at this intersection and therefore is expected to improve safety. A median U-turn would include offset right turn lanes which would improve the sight distance at this intersection. This alternative also has a smaller construction footprint than the J-turn alternative.

The U-turn location between WIS 188 and WIS 78 could cause driver confusion. People could assume the left turn lane for the U-turn is the left turn for WIS 78. This alternative would also include a minimal amount of right of way acquisition and some moderate impacts to the multi-use path.

Alternative 3: Roundabout

This alternative would help reduce the amount of conflict points at the intersection which is anticipated to reduce the severity of crashes. Roundabouts are shown to reduce the severity of crashes by slowing traffic down and reducing the likelihood of a right-angle collision.

A roundabout would require the highest right of way acquisition out of all of the alternatives. In addition, this alternative has the greatest impacts to the existing multi-use path in order to match the new intersection configuration.

Alternative 4: Traffic signal

A traffic signal would provide controlled movements through the intersection. This alternative is expected to reduce the crashes that are caused from the vehicles failing to yield while trying to access US 12 from the sideroads. A traffic signal is also located at US 12 and WIS 78. This intersection control would be familiar to the public.

Some disadvantages of this alternative would be that it affects the through traffic on US 12 by adding minor delays when the light is red. This alternative could also include a minimal amount of right of way acquisition and some moderate impacts to the multi-use path.

Project update/next steps

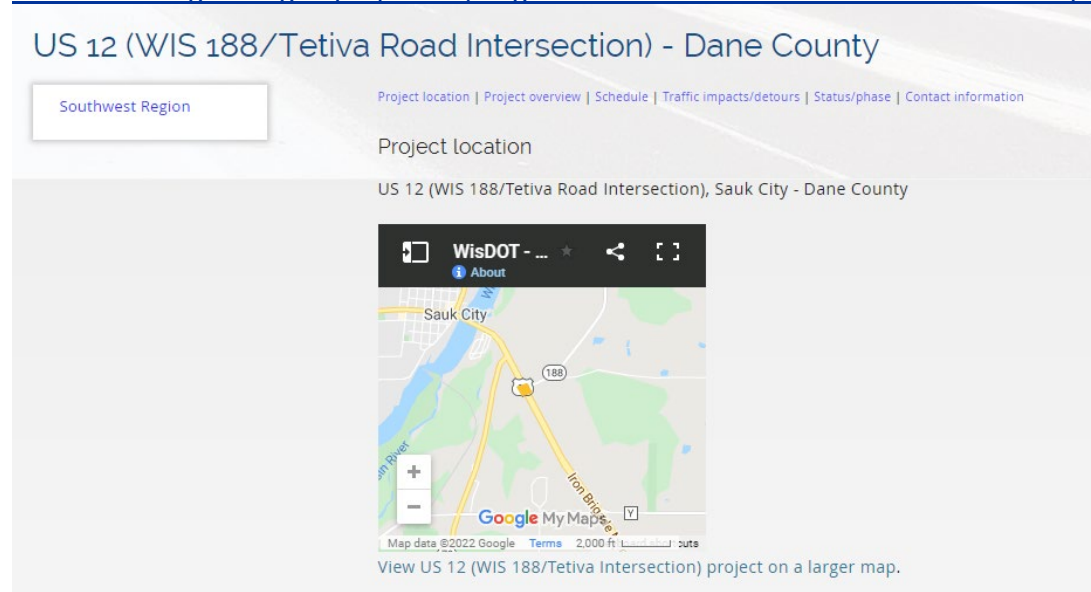
- Local Official Meeting: February 14, 2022
- Public Involvement Meeting: February 16, 2022
- Final Design Plans: August 2025
- Construction: Summer 2026

More public involvement will occur as the project moves toward construction.

Project website

Visit wisconsindot.gov and search “US 12 and WIS 188” and select the first result. Or scan the QR code with your smartphone camera.

wisconsindot.gov/Pages/projects/by-region/sw/us12-wis188intersection/default.aspx



The screenshot displays the project website for the US 12 (WIS 188/Tetiva Road Intersection) project in Dane County. The page features a navigation menu with links for Project location, Project overview, Schedule, Traffic impacts/detours, Status/phase, and Contact information. A 'Southwest Region' button is visible. The main content area shows the project location as 'US 12 (WIS 188/Tetiva Road Intersection), Sauk City - Dane County'. Below this is an embedded Google My Maps view showing the project location on a map of Sauk City, Wisconsin. The map includes labels for 'Sauk City', 'Iron Bridge', and 'WIS 188'. A QR code is located to the right of the map, intended for scanning with a smartphone camera to access the project website.

Public input/comments

We encourage you to talk to the project representatives at the meeting. There are comment sheets available at the meeting and online. Please mail any written comments about the project before March 18, 2022 or leave them in the comment box tonight. You can also email or call the contact 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:

Cody Kammerzelt, P.E.

WisDOT Project Manager

Wisconsin Department of Transportation

2101 Wright St

Madison, WI 53704

(608) 243-5995

cody.kammerzelt@dot.wi.gov