

## List of Exhibits

Exhibit 1: Project Location Map

Exhibit 2: Preferred Alternative Overview

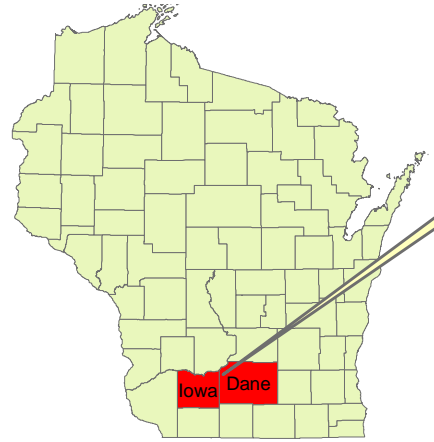
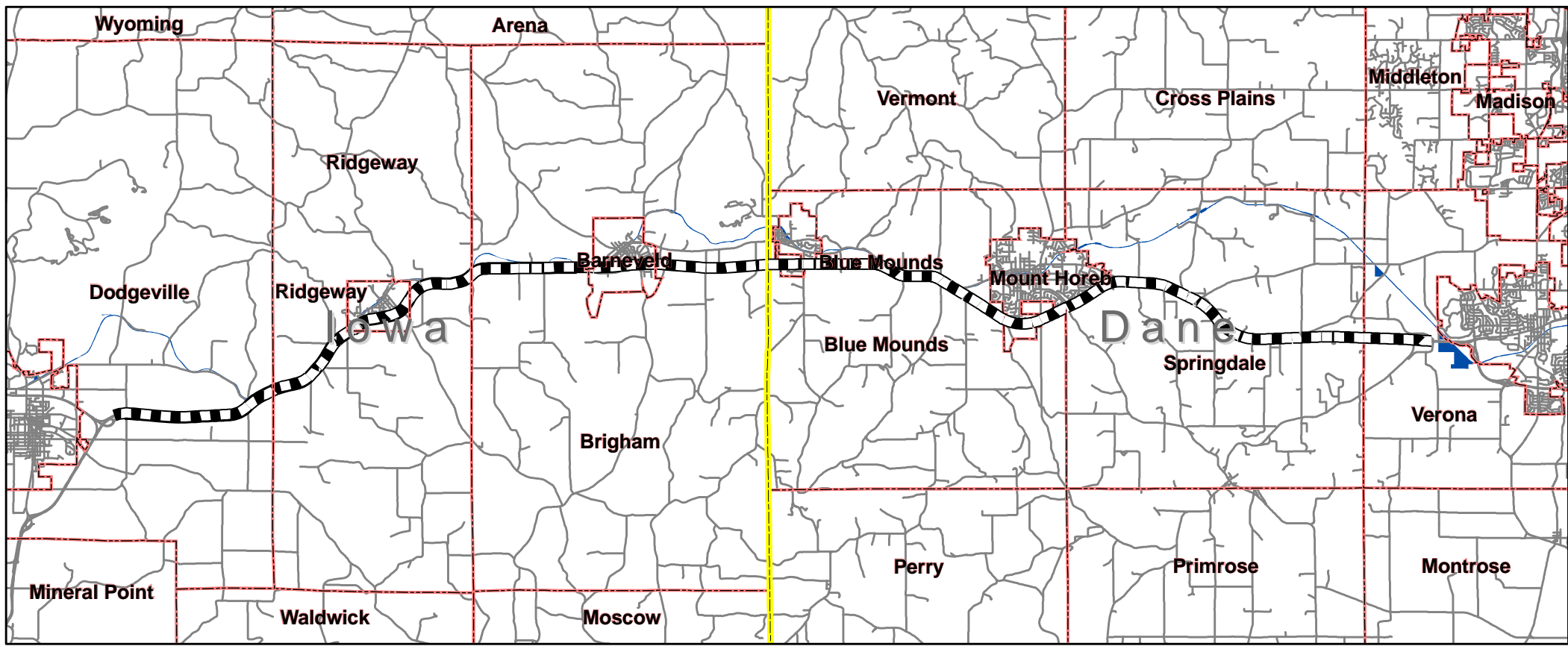
Exhibit 3: Preferred Alternative - Detail

Exhibit 4: Alternatives Not Selected

Exhibit 5: Noise Receptor Locations






Exhibit 6: LOS Summary Table

Exhibit 7: Roadway Characteristics and Design Notes



Study Location

**Legend**

-  US 18/151 Study Corridor
-  Roads
-  Dane/Iowa County Boundary
-  Municipal Boundary
-  Military Ridge Trail Right-of-Way



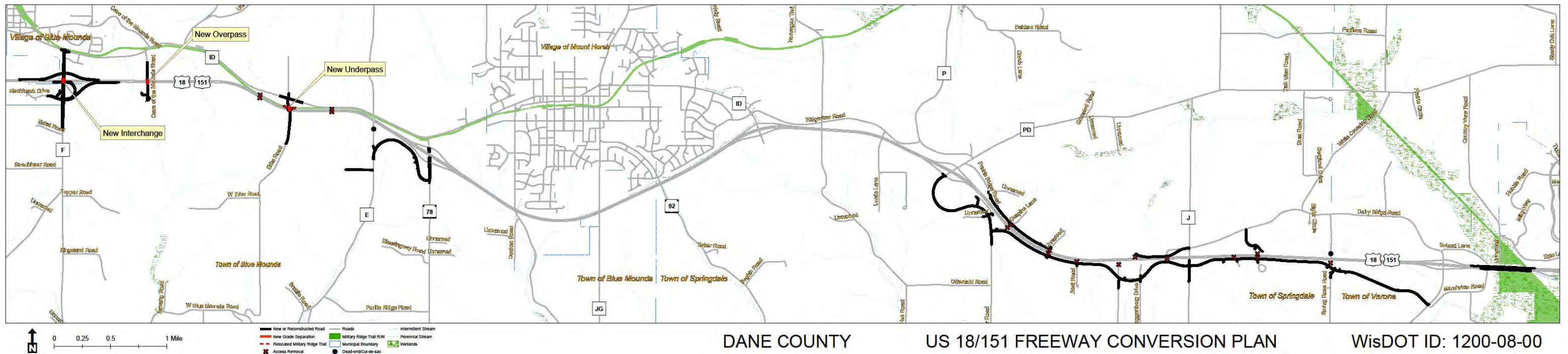
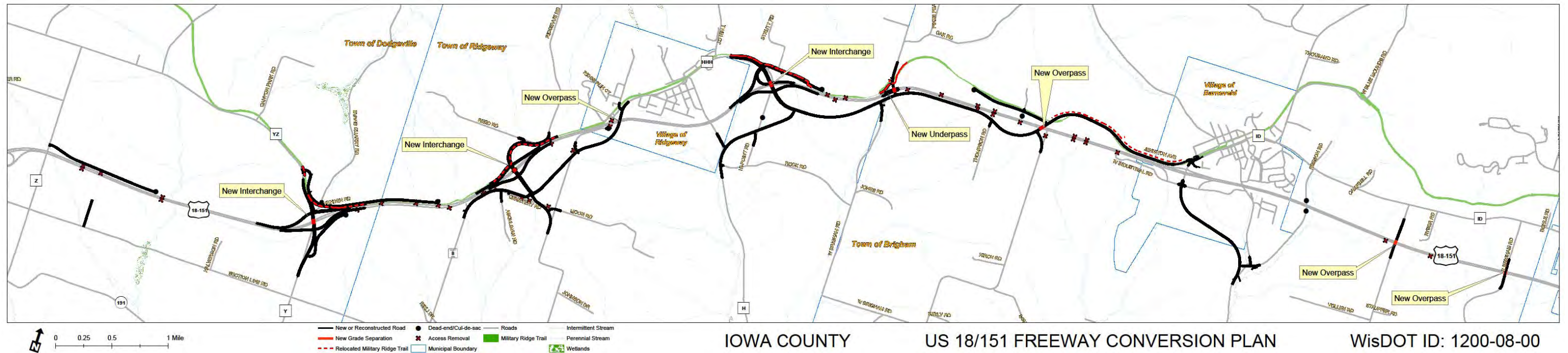
N  
 US 18/151 FREEWAY CONVERSION PLAN  
 DODGEVILLE TO VERONA  
 WisDOT ID: 1200-08-00  
 0 5 10 Miles

STUDY LOCATION MAP

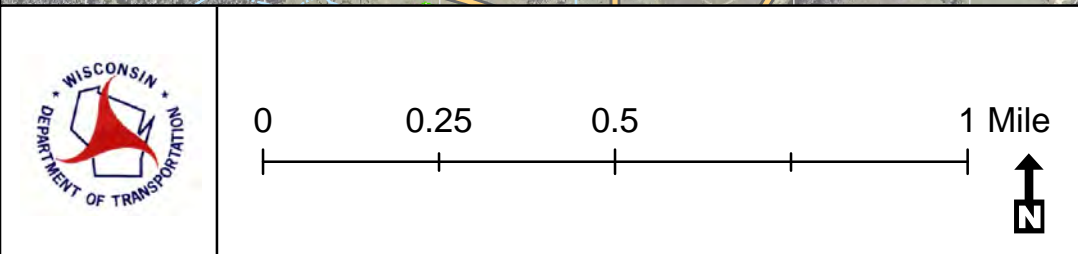
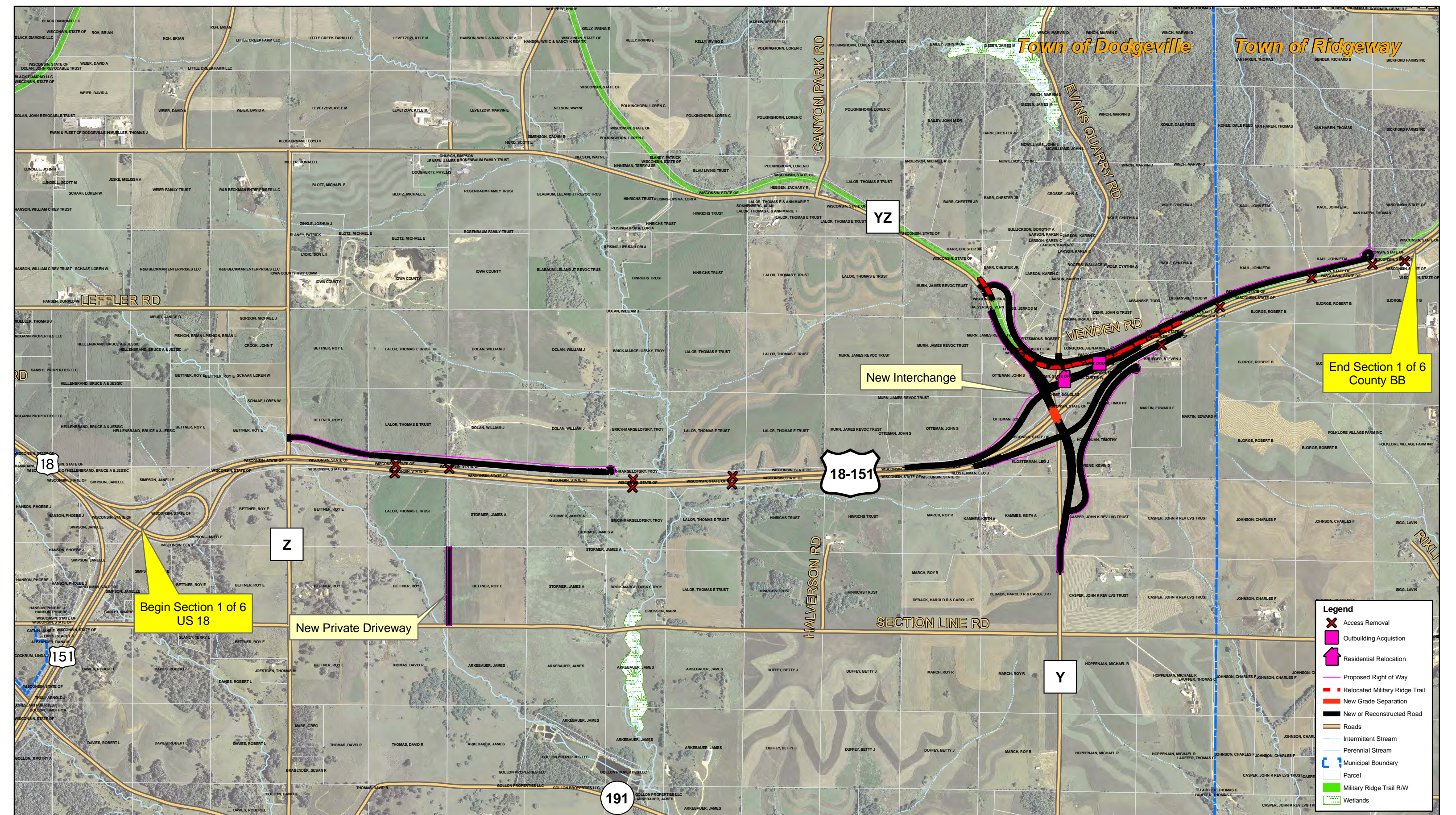
EXHIBIT 1



# Preferred Alternative - Overview





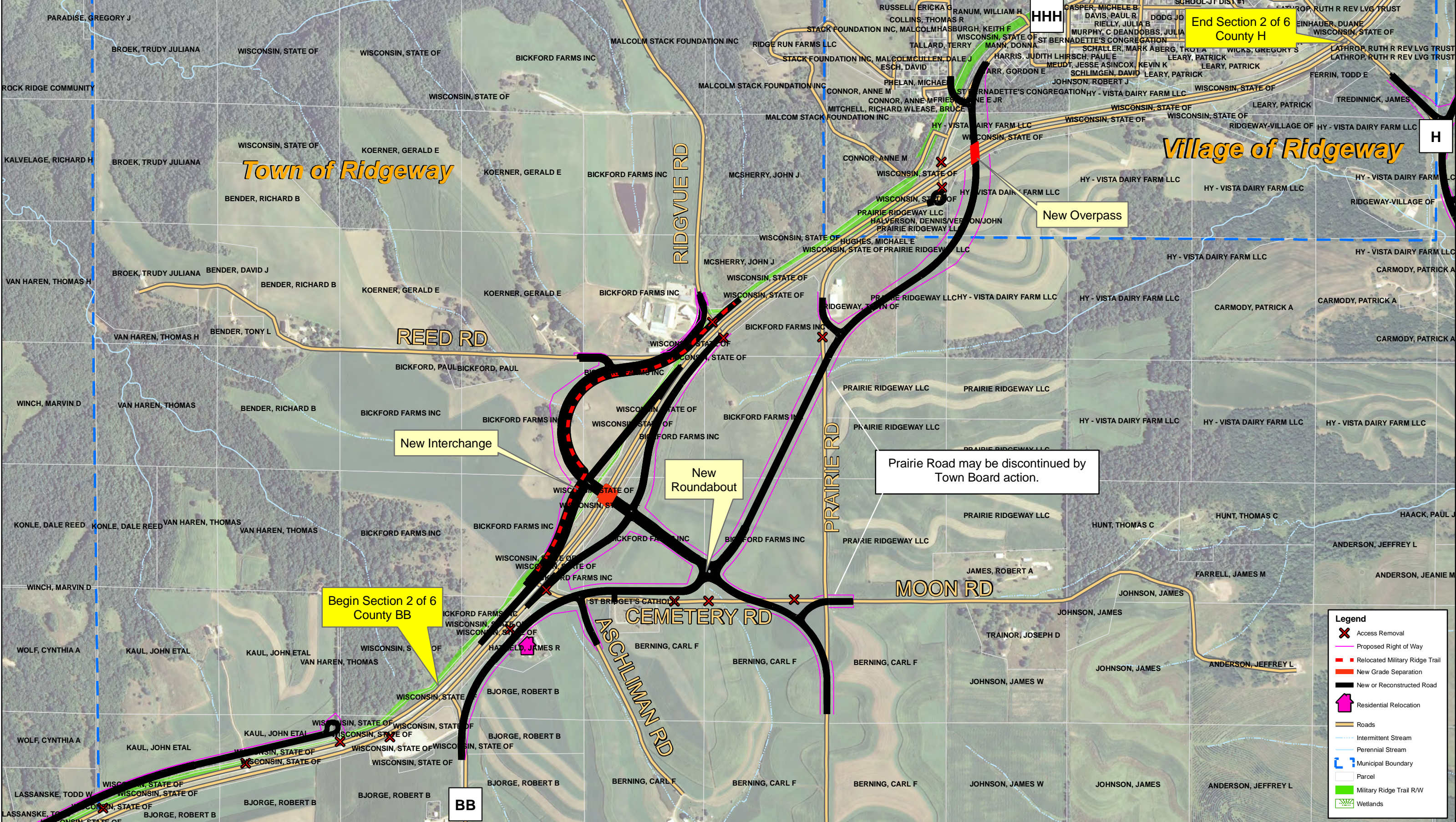



US 18/151 FREEWAY CONVERSION PLAN  
 DODGEVILLE TO VERONA  
 WisDOT ID: 1200-08-00  
 Map Date: December 2012


PREFERRED ALTERNATIVE (DETAIL)  
 1B  
 US 18 TO COUNTY BB

EXHIBIT 3  
 1 OF 6



0 0.25 0.5 Mile
















US 18/151 FREEWAY CONVERSION PLAN  
 DODGEVILLE TO VERONA  
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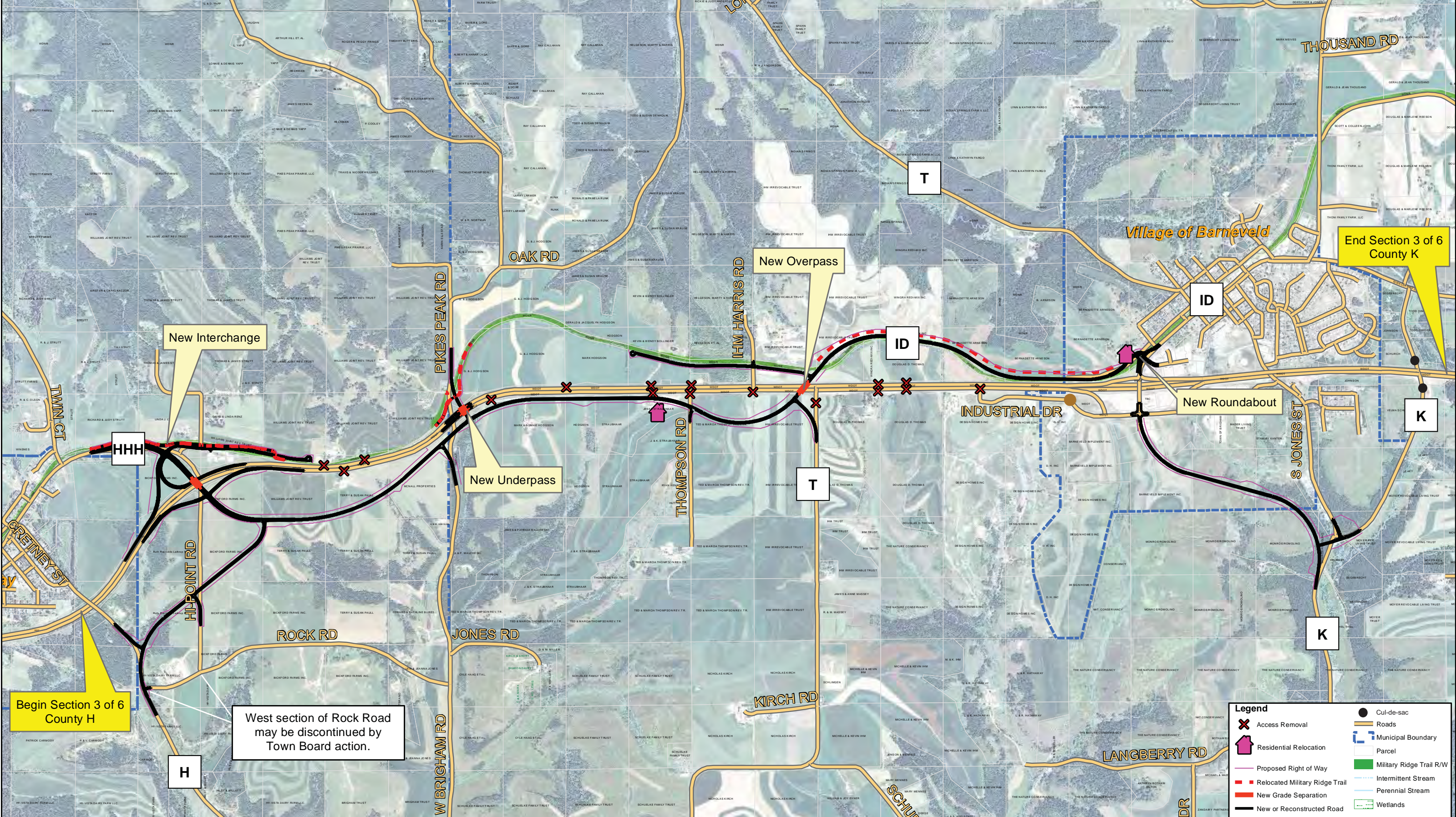
PREFERRED ALTERNATIVE (DETAIL)  
 2B  
 COUNTY BB TO COUNTY H

EXHIBIT 3  
 2 OF 6

**Legend**

-  Access Removal
-  Proposed Right of Way
-  Relocated Military Ridge Trail
-  New Grade Separation
-  New or Reconstructed Road
-  Residential Relocation
-  Roads
-  Intermittent Stream
-  Perennial Stream
-  Municipal Boundary
-  Parcel
-  Military Ridge Trail R/W
-  Wetlands





Begin Section 3 of 6 County H

West section of Rock Road may be discontinued by Town Board action.

End Section 3 of 6 County K

Legend	
	Access Removal
	Residential Relocation
	Relocated Military Ridge Trail
	New Grade Separation
	New or Reconstructed Road
	Cul-de-sac
	Municipal Boundary
	Parcel
	Military Ridge Trail R/W
	Intermittent Stream
	Perennial Stream
	Wetlands

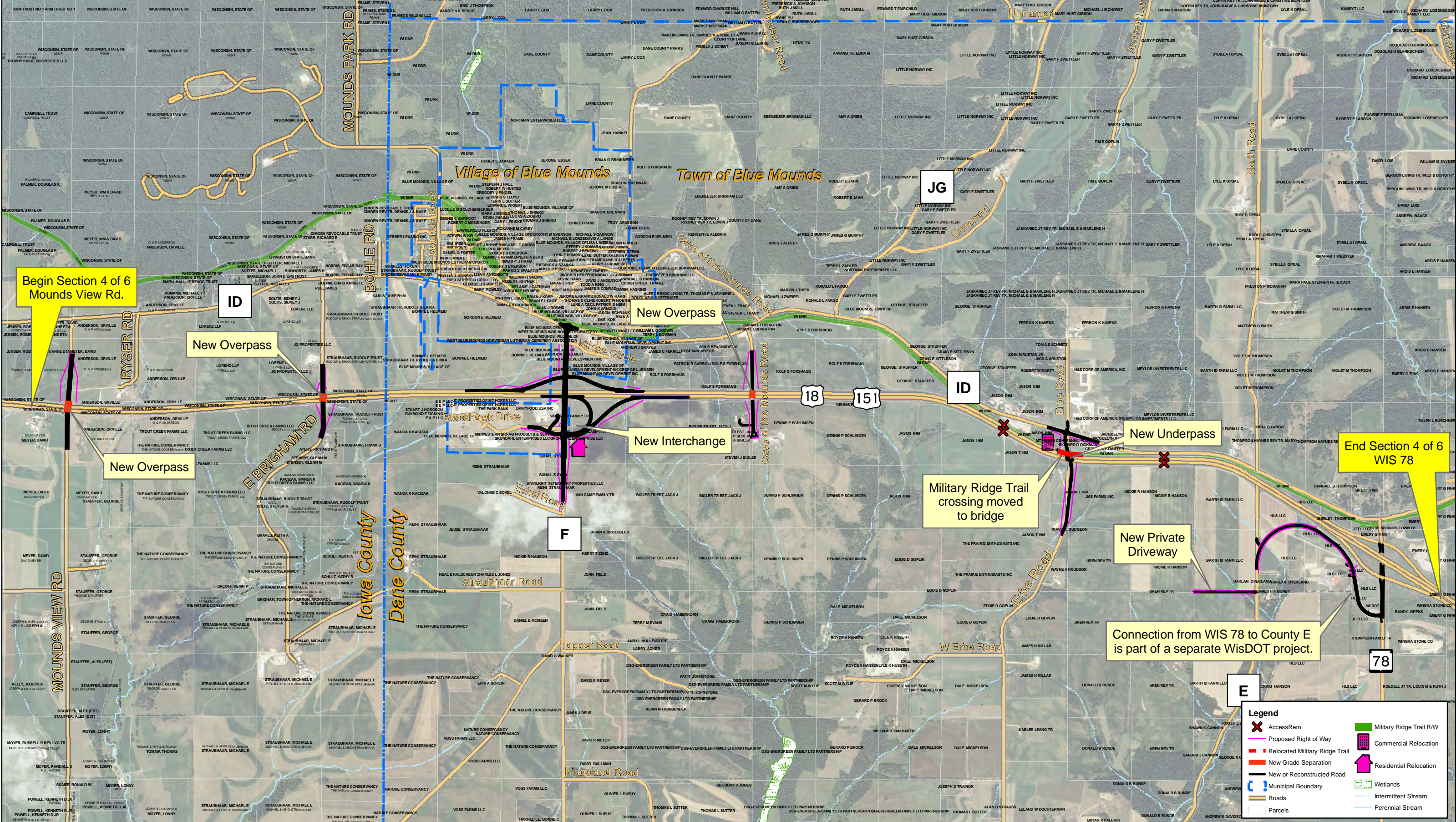
0 0.5 1 Mile

US 18/151 FREEWAY CONVERSION PLAN  
DODGEVILLE TO VERONA  
WisDOT ID: 1200-08-00

PREFERRED ALTERNATIVE (DETAIL)  
3B  
COUNTY H TO COUNTY K

EXHIBIT 3  
3 OF 6





**US 18/151 FREEWAY CONVERSION PLAN**  
**DODGEVILLE TO VERONA**  
 WisDOT ID: 1200-08-00  
 Map Date: December 2012

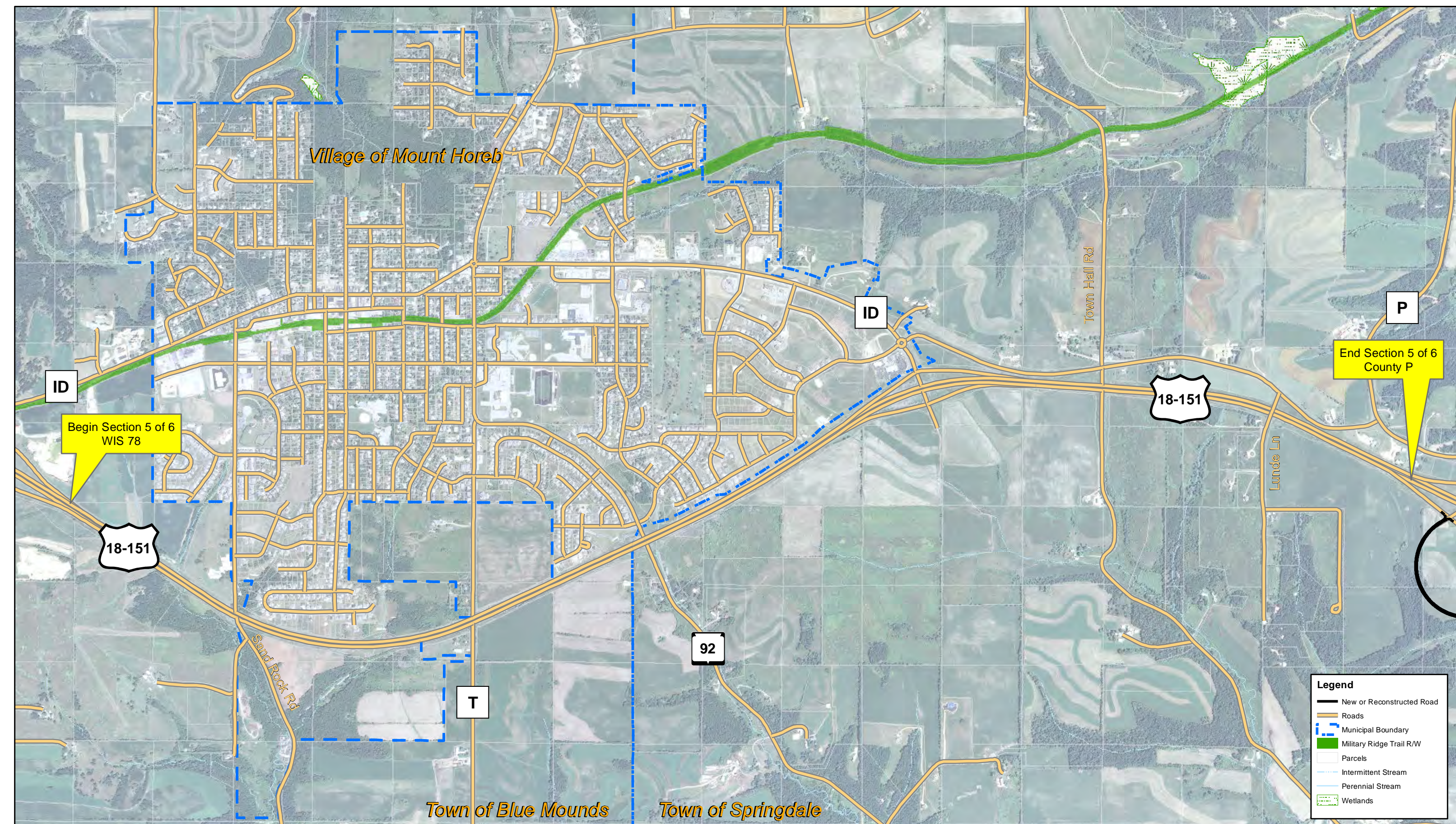

**PREFERRED ALTERNATIVE (DETAIL)**  
**4A**  
**MOUNDS VIEW RD. TO WIS 78**

**EXHIBIT 3**  
**4 OF 6**


**Legend**

- Access Rem
- Proposed Right of Way
- Relocated Military Ridge Trail
- New Grade Separation
- New or Reconstructed Road
- Municipal Boundary
- Roads
- Parcels
- Military Ridge Trail R/W
- Commercial Relocation
- Residential Relocation
- Wetlands
- Intermittent Stream
- Perennial Stream



0 0.375 0.75 Mile

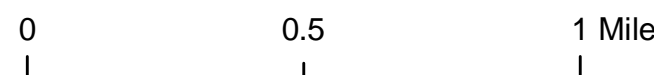
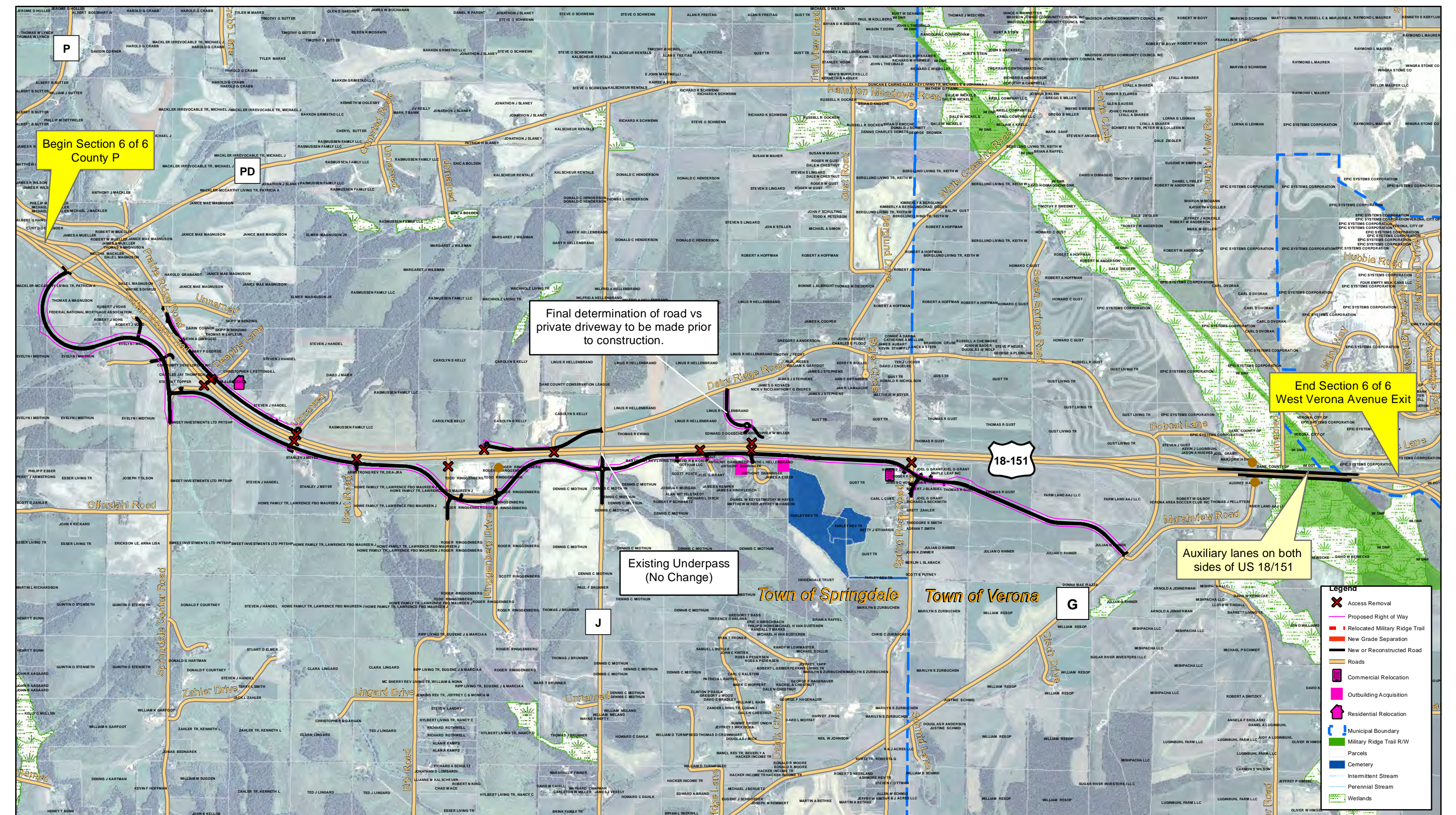


US 18/151 FREEWAY CONVERSION PLAN  
 DODGEVILLE TO VERONA  
 WisDOT ID: 1200-08-00

PREFERRED ALTERNATIVE (DETAIL)  
 5 - NO CHANGE TO EXISTING CONDITIONS  
 WIS 78 TO COUNTY P

EXHIBIT 3  
 5 OF 6





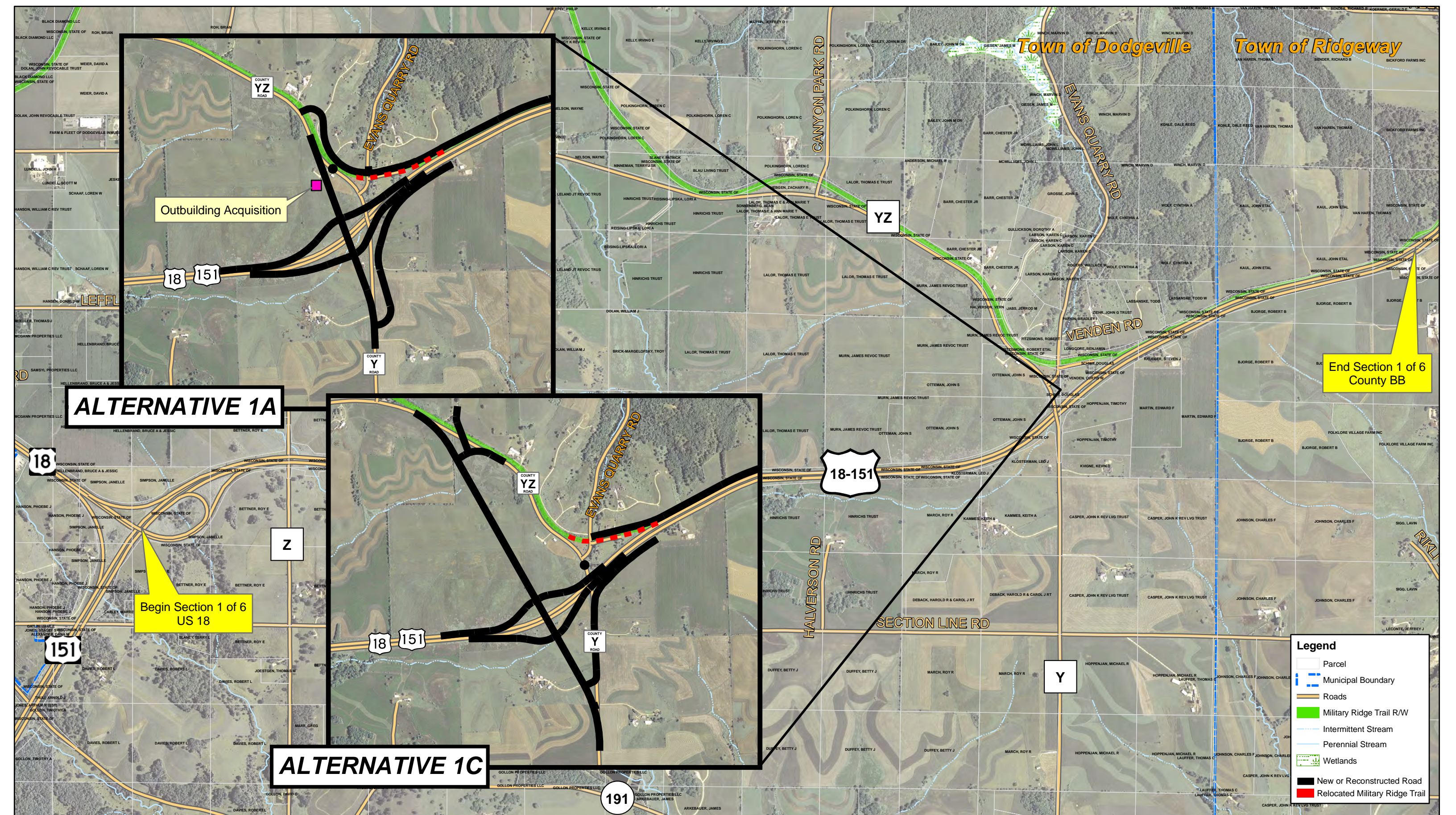
US 18/151 FREEWAY CONVERSION PLAN  
 DODGEVILLE TO VERONA  
 WisDOT ID: 1200-08-00  
 Map Date: December 2012

PREFERRED ALTERNATIVE (DETAIL)  
 6B  
 COUNTY P TO W. VERONA AVE. EXIT

EXHIBIT 3  
 6 OF 6

- Legend**
- Access Removal
  - Proposed Right of Way
  - Relocated Military Ridge Trail
  - New Grade Separation
  - New or Reconstructed Road
  - Roads
  - Commercial Relocation
  - Outbuilding Acquisition
  - Residential Relocation
  - Municipal Boundary
  - Military Ridge Trail R/W
  - Parcels
  - Cemetery
  - Intermittent Stream
  - Perennial Stream
  - Wetlands





**ALTERNATIVE 1A**

**ALTERNATIVE 1C**

Outbuilding Acquisition

End Section 1 of 6 County BB

Begin Section 1 of 6 US 18



0 0.45 0.9 Mile



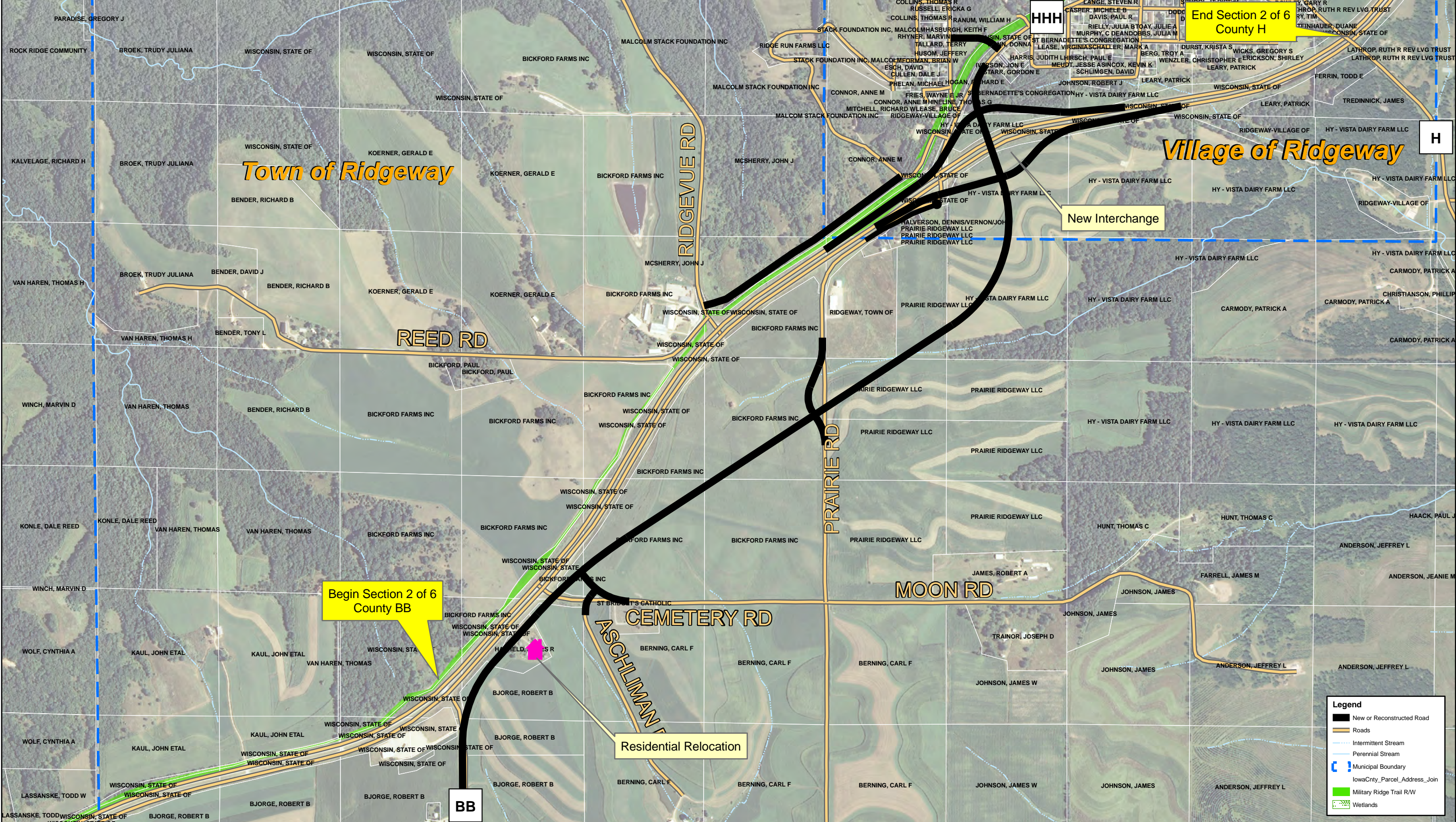

US 18/151 FREEWAY CONVERSION PLAN  
DODGEVILLE TO VERONA  
WisDOT ID: 1200-08-00

ALTERNATIVES 1A & 1C  
(NOT SELECTED AS PREFERRED)


EXHIBIT 4

1 OF 4



0 0.25 0.5 Mile

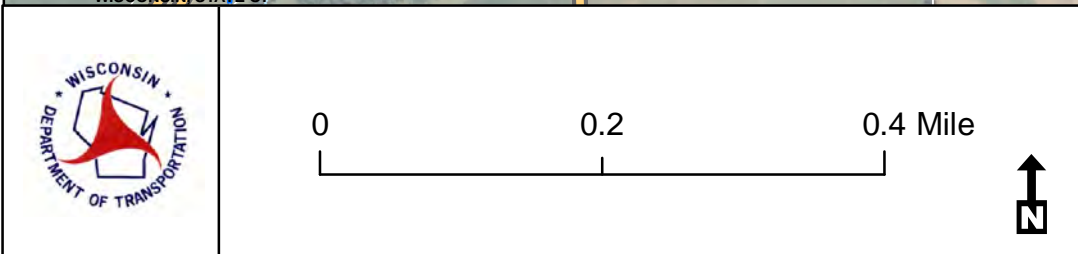
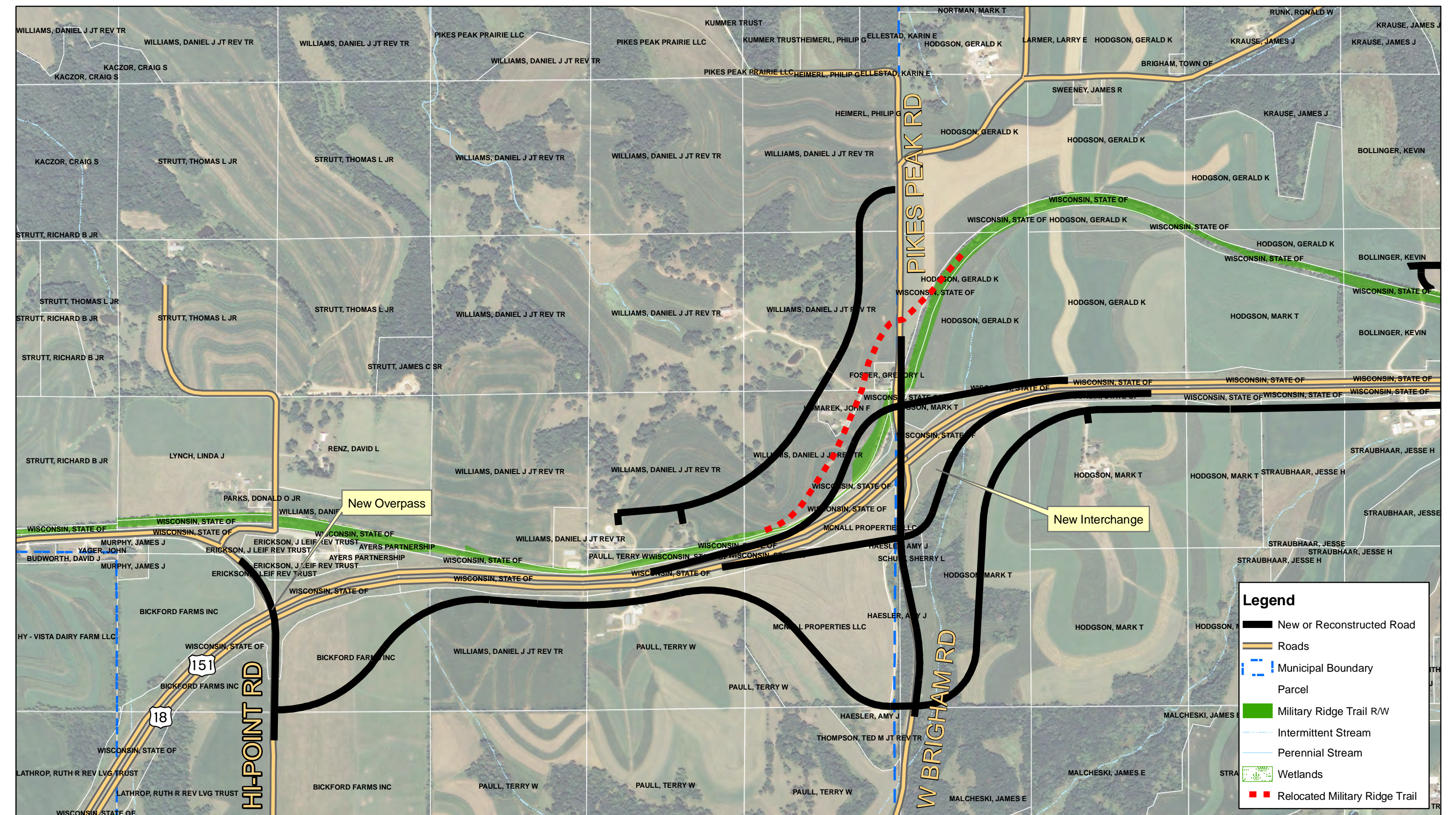


US 18/151 FREEWAY CONVERSION PLAN  
 DODGEVILLE TO VERONA  
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ALTERNATIVE 2A  
 (NOT SELECTED AS PREFERRED)

EXHIBIT 4  
 2 OF 4



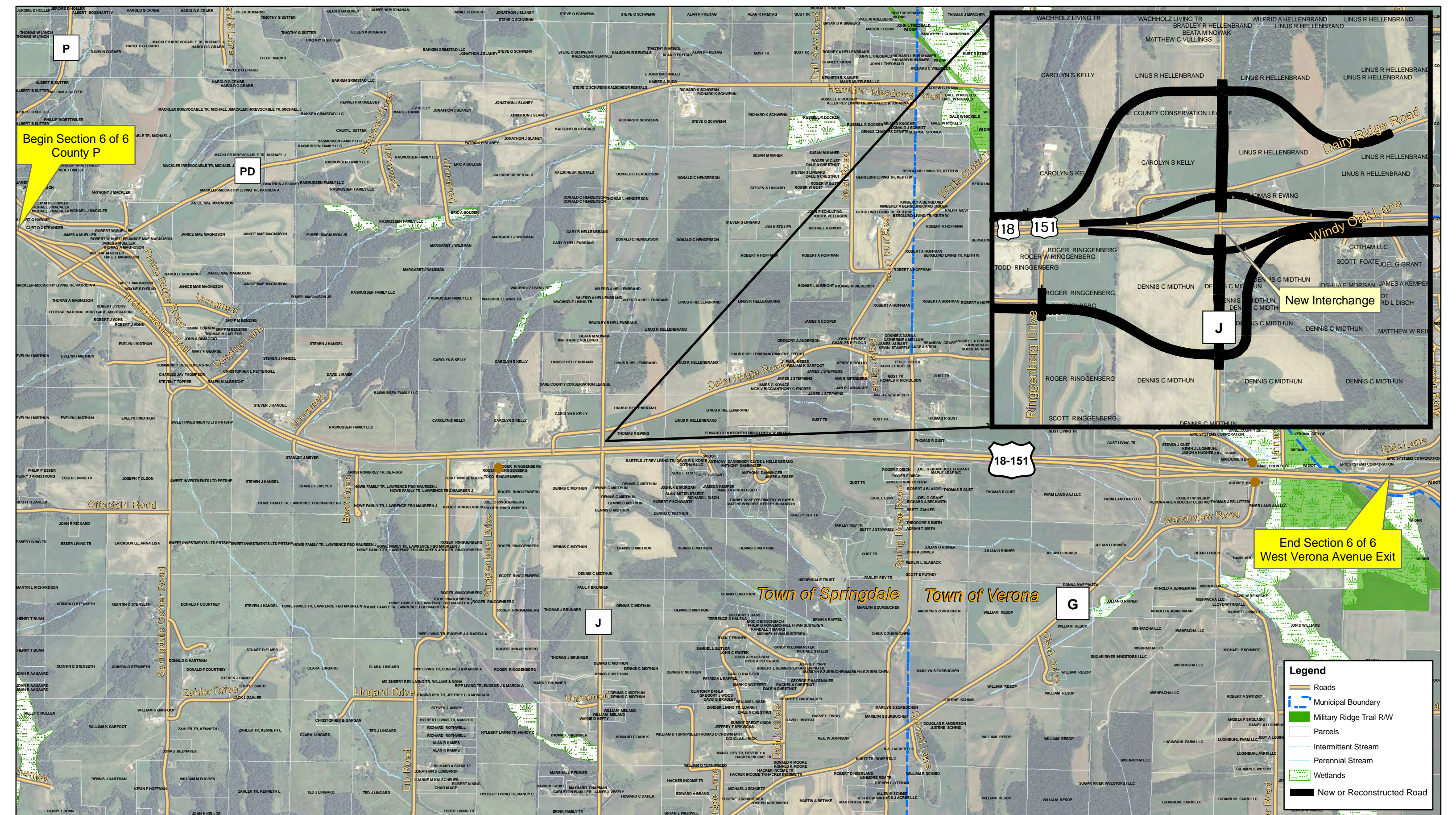


US 18/151 FREEWAY CONVERSION PLAN  
 DODGEVILLE TO VERONA  
 WisDOT ID: 1200-08-00

ALTERNATIVE 3A  
 (NOT SELECTED AS PREFERRED)

EXHIBIT 4  
 3 OF 4





Begin Section 6 of 6 County P

New Interchange

End Section 6 of 6 West Verona Avenue Exit

0 0.5 1 Mile

↑ N

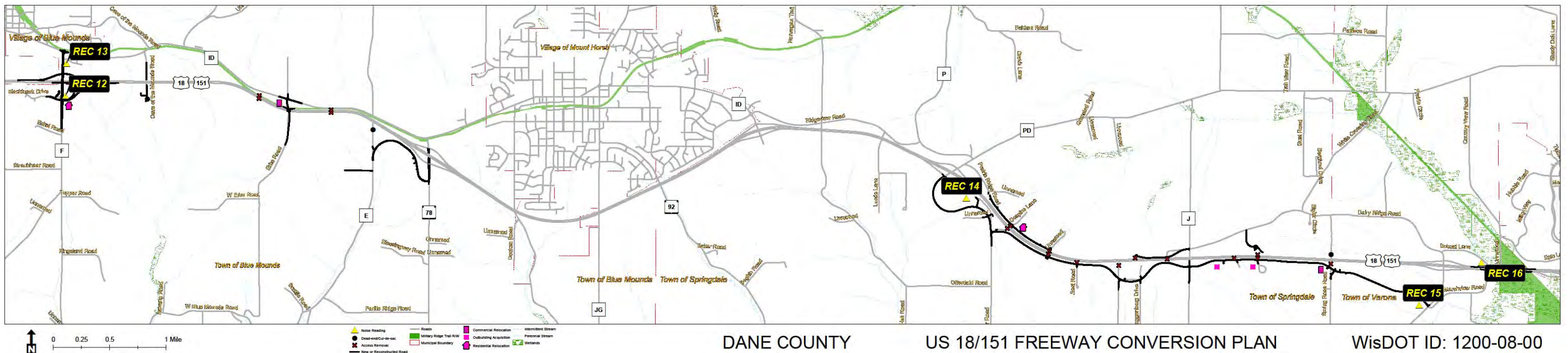
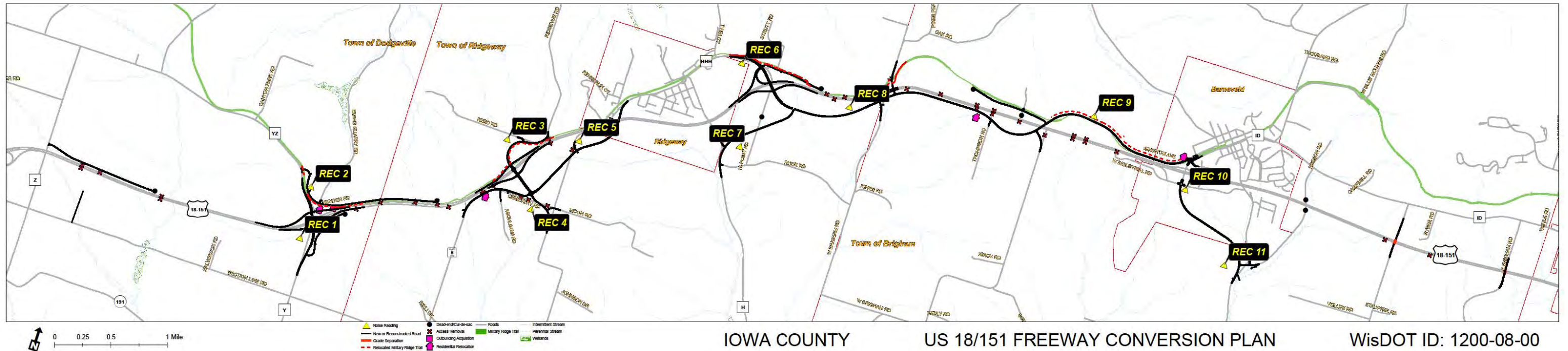
US 18/151 FREEWAY CONVERSION PLAN  
DODGEVILLE TO VERONA  
WisDOT ID: 1200-08-00

ALTERNATIVE 6A  
(NOT SELECTED AS PREFERRED)

EXHIBIT 4  
4 OF 4



# Traffic Noise Evaluation Noise Receptor Maps





## EXHIBIT 6

### Level of Service (LOS) Summary Table

Additional operational analysis was conducted for several intersections/interchanges as part of the US 18/151 Freeway Conversion Plan. This analysis includes:

- At the existing County ID interchange in Barneveld, proposed local road modifications will bring higher levels of traffic to the interchange, and will require the construction of a roundabout to connect an existing local street to a proposed extension of a county road. This roundabout will be at less than desirable spacing to the interchange ramp. Analysis was done for the interchange ramps and the intersection.
- No changes are proposed at the existing interchanges at County ID in Mount Horeb and WIS 78 in Mount Horeb. Analysis of the impact of future forecasted traffic levels was done at these interchange ramps to determine the expected level of service.
- County F (Village of Blue Mounds) is the site of a new proposed interchange where there is an existing intersection that does not meet desirable spacing from the proposed ramp termini on the north side of US 18/151. Analysis was done for the interchange ramps and the existing intersection north of the interchange.
- At the County PD interchange east of Mount Horeb, a local frontage road, Prairie Ridge Road, on the north side of US 18/151 would be extended to the east to allow for the closure of several driveways. This road connection to County PD is at less than desirable spacing to the north interchange ramps. Existing County P also connects to County PD at less than desirable spacing to the north interchange ramps. A proposed new frontage road on the south side of US 18/151 will connect to the interchange and bring additional traffic onto County PD. Analysis was done for the County P and Prairie Ridge Road intersections with County PD to determine the future level of service.

The operational analysis conducted in this report used Synchro/SimTraffic software, HCS 2010 software and SIDRA Roundabout software, all based upon procedures consistent with the WisDOT Facilities Development Manual (FDM).

Annual Average Daily Traffic (AADT) volumes and turning section movement counts at the intersections were used to predict future LOS. A summary of the analysis results are detailed in the table below. The analyses indicate that all of the intersections/interchanges would operate at LOS "A" through 2037/2040 in the peak hour.

Based on the Central Office traffic forecasts, the analysis estimate that all of the intersections / interchanges would operate at Level of Service (LOS) "A" through 2037 / 2040 in the peak hour. However, in general, the traffic volumes based on the Central Office forecasts only provided for general population growth, approximately 1.2 percent per year. If there are significant changes in growth, especially at localized areas, then the LOS would also change.

At time when design and construction is funded for further work, traffic volumes should be re-forecast and new LOS analysis should be conducted if the new forecasts are significantly higher.



A summary of the analysis results are detailed in the following table.

<b>Section</b>	<b>Intersection/ Interchange</b>	<b>Distance to/from Ramp</b>	<b>2037/2040 AADT on County Hwy</b>	<b>2037/ 2040 LOS</b>
3	County ID/County K Interchange EB and WB ramps (Barneveld)	340 ft. to County ID roundabout on north side	700–2,900	A
3	County ID/County K intersection	340 ft. to County ID interchange north ramp terminus	700–2,900	A
4	County F Interchange EB and WB ramps (Blue Mounds)	1,040 ft. to County ID on north side	1,800	A
4	County F/ID Intersection (Blue Mounds)	1,040 ft. to County F interchange ramps on north side	1,800	A
4	WIS 78 Interchange EB and WB ramps (east of Blue Mounds)	460 ft to County ID on north side; 750 ft. to County E/WIS 78 intersection on south side	2,900 – 5,000	A
5	County ID Interchange EB and WB ramps (Mount Horeb)	350 ft. to roundabout at County ID on north side	4,846	A
6	County PD and County P (east of Mount Horeb)	893 ft. from north ramp termini to County P	2,600 - 4,630	A
6	County PD and Prairie Ridge Road (east of Mount Horeb)	453 ft. to Prairie Ridge Road	2,600 - 4,630	A

Note: Year 2040 used for County F Interchange and County P/PD analysis, all others used 2037 forecasts. This is due to the varying times when traffic counts, forecasts, and requests for analysis for each location/section were made.



**US 18/151 Freeway Conversion Plan  
Road Standards  
ID # 1200-08-00**

**Exhibit 7 - Roadway  
Characteristics**

Roadway Name	Roadway Type	Functional Classification	Design Class	Posted Speed mph	Design Speed mph	Traffic Counts (2008)	Traffic AADT (2010)	Traffic AADT (2030)	Traffic Counts (2012)	Traffic AADT (2017)	Traffic AADT (2037)	Number Roadways	Travel Way Width feet	Roadway Width feet	Shoulder Width feet	Clear Zone feet	Pavement Structure Depths (Asph/Base)	Local Municipality	Remarks
US 18/151	STH	Principal Arterial	A3	65	70	Varies				16700-27400	21000-37800	2	24	24	6 & 10	30	10" / 6"		Pavement structure = Concrete / Base
<b>Section 1:</b>																			
Frontage Rd (CR Z - 5500 ft east) - North of USH 18	Town	Local	T3	45	50	< 250 est.	--	--	--	--	--	1	20	26	3	14	4" / 8"	Town of Dodgeville	No township feedback on proposed standards was received.
CR YZ / CR Y Interchange	CTH	Major Collector	C2	55	60	760*	900	1000		1000	1200	1	24	36	6	30	6" / 12"		
Frontage Rd (CR Y - 2970 ft east) - South of US 18	Town	Local	T3	45	50	< 250 est.	--	--	--	--	--	1	20	26	3	14	4" / 8"	Town of Dodgeville	No township feedback on proposed standards was received.
Frontage Rd (CR Y - 7740 ft east) - North of US 18	Town	Local	T3	45	50	< 250 est.	--	--	--	--	--	1	20	26	3	14	4" / 8"	Town of Dodgeville	No township feedback on proposed standards was received.
<b>Section 2:</b>																			
CR BB Interchange	CTH	Major Collector	C1**	55	60	266*	--	--		1500	1900	1	24	32	4	24	5" / 10"		
CR HHH Overpass (Roundabout-6400 ft north to Ridgeway)	Town	Local	T4**	55	60	< 400 est.	--	--		1500	1900	1	22	32	5	30	4" / 8"	Town of Ridgeway	Town follows FDM standards (2008)
CR BB (Existing CR BB - Roundabout)	CTH	Minor Collector	C1	55	60	266*	--	--		210	230	1	24	32	4	24	5" / 10"		
Prairie Rd (Existing Prairie Rd - Roundabout)	Town	Local	T3	45	50	< 250 est.	--	--	--	--	--	1	20	26	3	14	4" / 8"		
Moon Rd (Existing Moon Rd - Prairie Rd)	Town	Local	T3	45	50	< 250 est.	--	--	--	--	--	1	20	26	3	14	4" / 8"		
Aschliman Rd (Existing Aschliman Rd - CR BB)	Town	Local	T2	45	40	< 250 est.	--	--	--	--	--	1	18	22	2	14	4"/8"		
<b>Section 3:</b>																			
CR HHH Interchange	CTH	Major Collector	C2	55	60	964*				1200	1400	1	24	36	6	30	6" / 12"		
Frontage Rd (CR HHH - 3100 ft east) - North of US 18	Town	Local	T3	45	50	< 250 est.	--	--	--	--	--	1	20	26	3	14	4" / 8"	Town of Ridgeway	Town follows FDM standards (2008)
CR H	CTH	Minor Collector	C1	55	60	323*				250	350	1	24	32	4	24	5" / 10"		
CR ID (CR H - Barneveld)	CTH	Major Collector	C3**	55	60	< 1500 est.	--	--		1000	1200	1	24	36	6	28	6" / 12"		
Pikes Peak (Existing Pikes Peak - CR ID)	Town	Local	T3	45	50	186*	--	--	160	170	210	1	20	26	3	14	4" / 8"	Town of Brigham	Town follows FDM standards (2008)
W Brigham (Existing W Brigham - CR ID)	Town	Local	T3**	45	50	106*	--	--	270	280	320	1	20	26	3	14	4" / 8"	Town of Brigham	Town follows FDM standards (2008)
CR T (Existing CR T - CR ID)	CTH	Local	L1**	55	60	185*	--	--		240	300	1	22	30	4	24	4" / 8"		
Thompson (east to CR ID) - North of US 18	Town	Local	T3	45	50	< 250 est.	--	--	--	--	--	1	20	26	3	14	4" / 8"	Town of Brigham	Town follows FDM standards (2008)
CR K ( Existing CR K northwest to CR ID Interchange)	CTH	Major Collector	C2	55	60	747*	1150	1300		500	700	1	24	36	6	30	6" / 12"		
<b>Section 4:</b>																			
Mounds View Road Overpass	Town	Local	T3	45	50	175*	--	--	--	--	--	1	20	26	3	14	4" / 8"	Town of Brigham	Town follows FDM standards (2008)
E Brigham Overpass	Town	Local	T5	45	50	482*	--	--	--	--	--	1	22	34	6	14	4" / 8"	Town of Brigham	Town follows FDM standards (2008)
CR F Interchange	CTH	Minor Collector	C3	55	60	1067*	1400	1600		3200	4000	1	24	36	6	30	6" / 12"		
Cave of the Mounds Road Overpass	Town	Local	T5	45	50	397*	--	--	--	--	--	1	22	34	6	14	4" / 8"	Town of Blue Mounds	No township feedback on proposed standards was received.
Erbe Road Underpass	Town	Local	T3	45	50	219*	--	--	--	60	100	1	20	26	3	14	4" / 8"	Town of Blue Mounds	No township feedback on proposed standards was received.
CR ID (near Erbe Rd)	CTH	Major Collector	C3	55	60	1782*	--	--	--	--	--	1	24	36	6	30	6" / 12"		
<b>Section 6:</b>																			
CR PD South App (Springdale Center Rd - CR PD Interchange)	CTH	Major Collector	C3**	55	60	2500	--	--		150	200	1	24	36	6	30	6" / 12"		Traffic AADT from year 2002
Prairie Ridge Rd (extension east 3920 ft) - North of US 18	Town	Local	T3	45	50	< 250 est.			200	250	450	1	20	28	4	14	4" / 8"	Town of Springdale	FDM shoulder width = 3'; Town of Springdale shoulder width = 4'; Town of Springdale min. pavement = 2.5" / 8" (2010)
Frontage Rd (CR PD east to Spring Rose Rd) - South of US 18	Town	Local	T5	45	50	<1000 est.	--	--	--	100	150	1	22	34	6	20	4" / 8"	Town of Springdale	Town of Springdale min. pavement = 2.5" / 8" (2010)
Frontage Rd (Spring Rose Rd east to CR G) - South of US 18	Town	Local	T5	45	50	<1000 est.	--	--	--	500	750	1	22	34	6	20	4" / 8"	Town of Verona	Town follows FDM standards (2010)

**NOTES**  
 \* - Data based on traffic counts taken by WisDOT  
 \*\* - Classification to the roadway changed based on the 2012 traffic projections. Suggested that traffic projections are verified at the time of design.  
**Bold** - Indicates the traffic volume used to determine the design class

The roadway characteristics were developed using 2011 FDM.

The pavement structure was based on past experience in the area and local standards. The pavement structure will need to be verified at the time of design. The pavement structure for the Frontage Road (CR PD east to Spring Rose Rd) - South of USH 18 and Frontage Road (Spring Rose Road east to CTH G) will be utilized by quarry traffic. The trucks should be considered during the pavement design process.