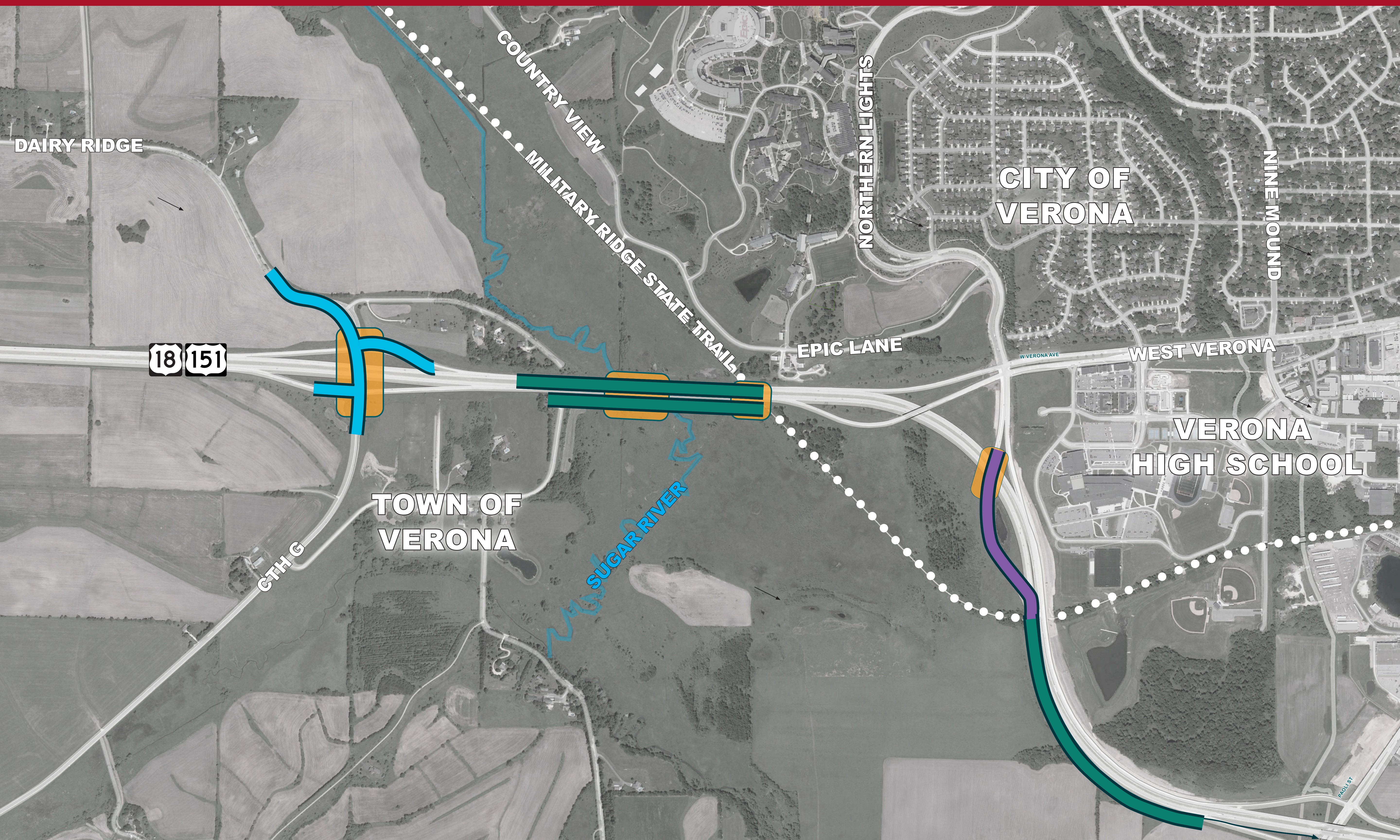


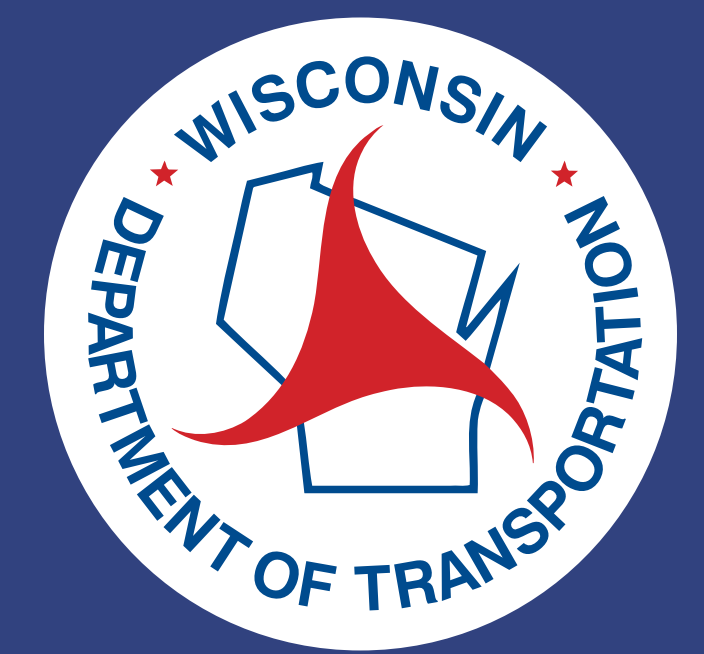
WELCOME

US 18/151 (County G to WIS 69) PUBLIC INVOLVEMENT MEETING

The Wisconsin Department of Transportation is preparing plans to improve US 18/151 by adding safety and operational improvements along US 18/151 between County G and WIS 69 including auxiliary lanes and interchange improvements.

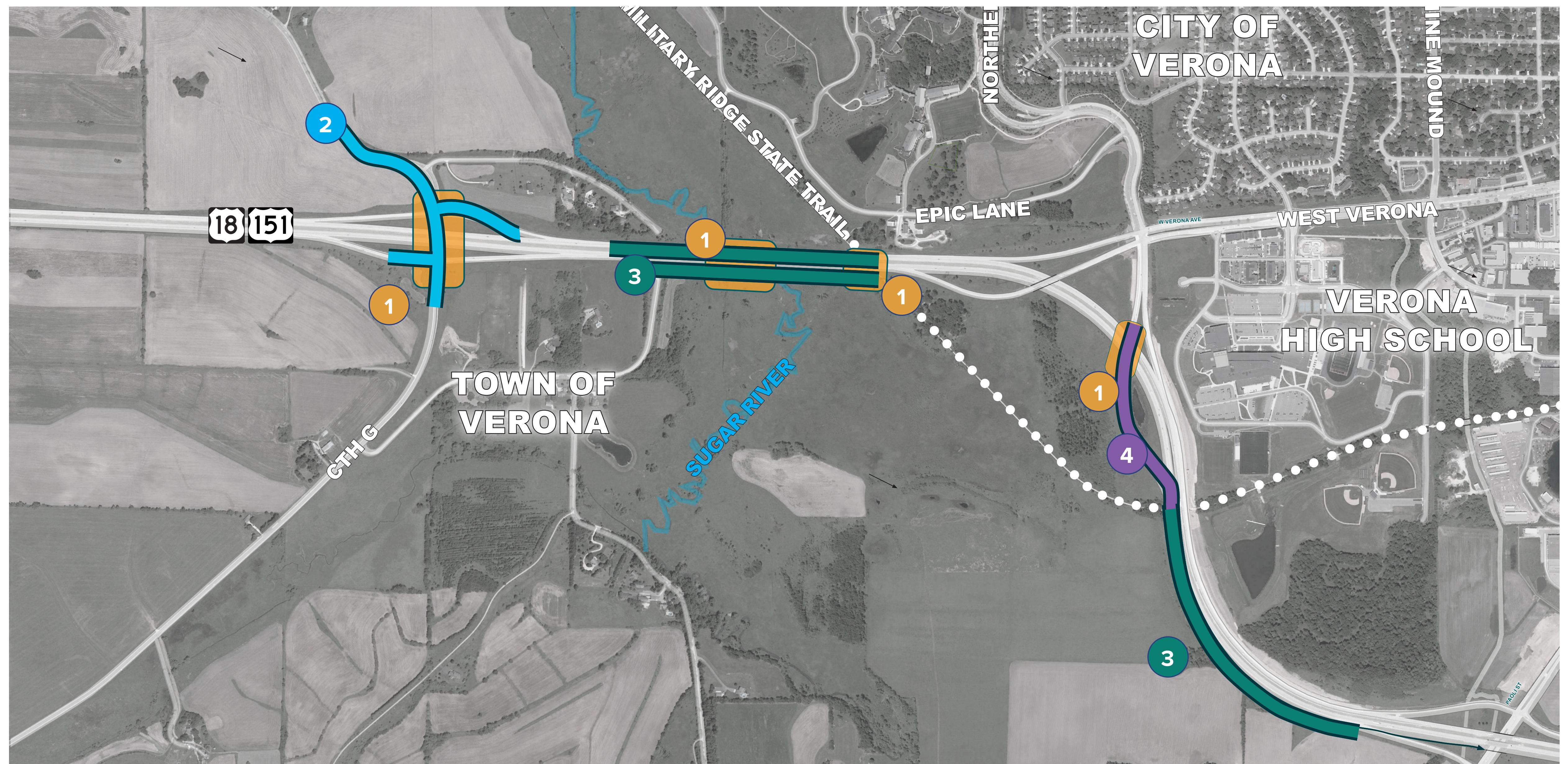


Project Overview



US 18/151 project will address traffic growth and emerging operational deficiencies

BUILD ALTERNATIVES:



1 BRIDGE WIDENINGS
 County G, US 18/151 over the Sugar River, West Verona Ave on ramp, and over the Military Ridge State Trail Bicycle/Pedestrian box culvert

2 COUNTY G/DAIRY RIDGE ROAD INTERCHANGE
 • Ramp terminal intersection improvements

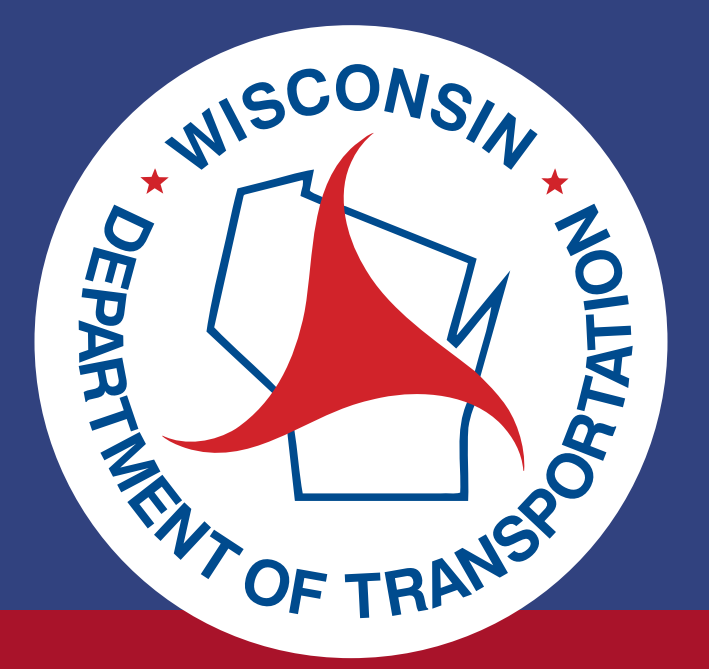
3 AUXILIARY LANES
 Add auxiliary lane both EB and WB between County G interchange & W Verona Ave interchange and EB between W Verona Ave and WIS 69.

4 WEST VERONA AVE INTERCHANGE
 A second lane is proposed to the EB on-ramp from Verona Ave to US 18/151.

PROJECT SCHEDULE:



Wisconsin Manual on Uniform Traffic Control Devices (MUTCD) Signal Warrants



Traffic signals were identified as a potential alternative as part of a traffic study completed at the County Highway G/Dairy Ridge Road and US 18/151 interchange. A traffic signal warrant analysis was completed to determine if the installation of traffic signals at these intersections was justified. The standard warrants that were evaluated are outlined in the table below.

Warrant Name	Warrant Requirements	USH 18/151 & Dairy Ridge Rd/CTH G WB Ramp	USH 18/151 & Dairy Ridge Rd/CTH G EB Ramp
Warrant 1 Eight Hour Vehicle Volume	Applied under three conditions: <ul style="list-style-type: none"> • (a) Large volumes of intersecting traffic are present (movements that cannot occur simultaneously). • (b) Vehicles attempting to enter the major roadway from the minor roadway are seriously delayed from major roadway traffic. • (c) A combination of (a) and (b) at lower thresholds. 	Warrant Not Met 2/8 hourly traffic volumes meet thresholds.	Warrant Not Met 0/8 hourly traffic volumes meet thresholds.
Warrant 2 Four Hour Vehicle Volume	Applied where the 4-hour vehicular volume of intersecting traffic is the principal reason to consider installing a traffic signal.	Warrant Not Met 2/4 hourly traffic volumes meet thresholds.	Warrant Not Met 0/4 hourly traffic volumes meet thresholds.
Warrant 3 Peak Hour Vehicle Volume	Applied at intersections where traffic conditions are described as: <ul style="list-style-type: none"> • (a) For at least 1 hour on an average day, vehicles traveling on the major roadway delay vehicles on the minor roadway. • (b) Unusual cases where infrastructure attracts or discharges large numbers of vehicles in a short amount of time. 	Warrant Met A one hour period of the day exceeds the WisDOT MUTCD thresholds.	Warrant Not Met No one hour period of the day exceeds the WisDOT MUTCD thresholds.
Warrant 4 Pedestrian Volume	Applied at locations where high volume of pedestrians experience significant delay crossing the major roadway.	Warrant Not Applicable There are no pedestrian facilities currently provided at the intersection. Existing traffic counts do not indicate any pedestrian activity.	Warrant Not Applicable There are no pedestrian facilities currently provided at the intersection. Existing traffic counts do not indicate any pedestrian activity.
Warrant 5 School Crossings	Applied at intersections where school children crossing the major roadway is the principal reason to install a traffic signal.	Warrant Not Applicable There are no schools nearby.	Warrant Not Applicable There are no schools nearby.
Warrant 6 Coordinated Signal System	Applied at intersections which are located within a coordinated signal system corridor and a traffic signal is needed to maintain proper platooning of vehicles.	Warrant Not Applicable There are no adjacent coordinated signal systems.	Warrant Not Applicable There are no adjacent coordinated signal systems.
Warrant 7 Crash Experience	Applied at intersections whose crash severity and frequency are considered elevated and would be reduced by the installation of a traffic signal.	Warrant Not Met 0 crashes occurred at the intersection within the last 5 years.	Warrant Not Met 1 crash occurred at the intersection within the last 5 years.
Warrant 8 Roadway Network	Applied at a common intersection of two or more major routes to encourage concentration and organization of traffic flow. Major Route Criteria: <ul style="list-style-type: none"> • Serves as principal roadway for through traffic in a roadway system. • Rural/suburban highway navigating in and out, or through a city. • Appears as a major route on an official plan. 	Warrant Not Applicable CTH G and Dairy Ridge Rd do not meet the criteria of a major route.	Warrant Not Applicable CTH G and Dairy Ridge Rd do not meet the criteria of a major route.
Warrant 9 Intersection Near a Grade Crossing	Applied at intersections which are located near a grade crossing, e.g. a railroad crossing.	Warrant Not Applicable No grade crossings are located near the intersection.	Warrant Not Applicable No grade crossings are located near the intersection.