

**5280-03-00**  
WIS 113 – Sunset Lane to CTH V  
Dane County

# Project 5280-03-00/70 Sunset Lane to CTH V WIS 113 Dane County

## Public Involvement Meeting

August, 2020



Welcome to the online public involvement meeting for **Project Design ID 5280-03-00** (construction ID 5280-03-70) on **Wisconsin Highway (WIS) 113** in Dane County.

## Who can I talk with about this project?

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**Karla Knorr, PE**

WisDOT Project Development Supervisor

**Alex Hagen, PE**

WisDOT Project Manager

**Megan Scherer, PE**

WisDOT Project Leader

### Who can I talk with about the project?

This is a list of people who are working on this project. Their contact information will be on the last slide of this presentation, which will include their emails and phone numbers, as well as the address of the Wisconsin Department of Transportation Southwest Region Office in Madison. Feel free to contact them with any comments, questions, or concerns regarding this project.

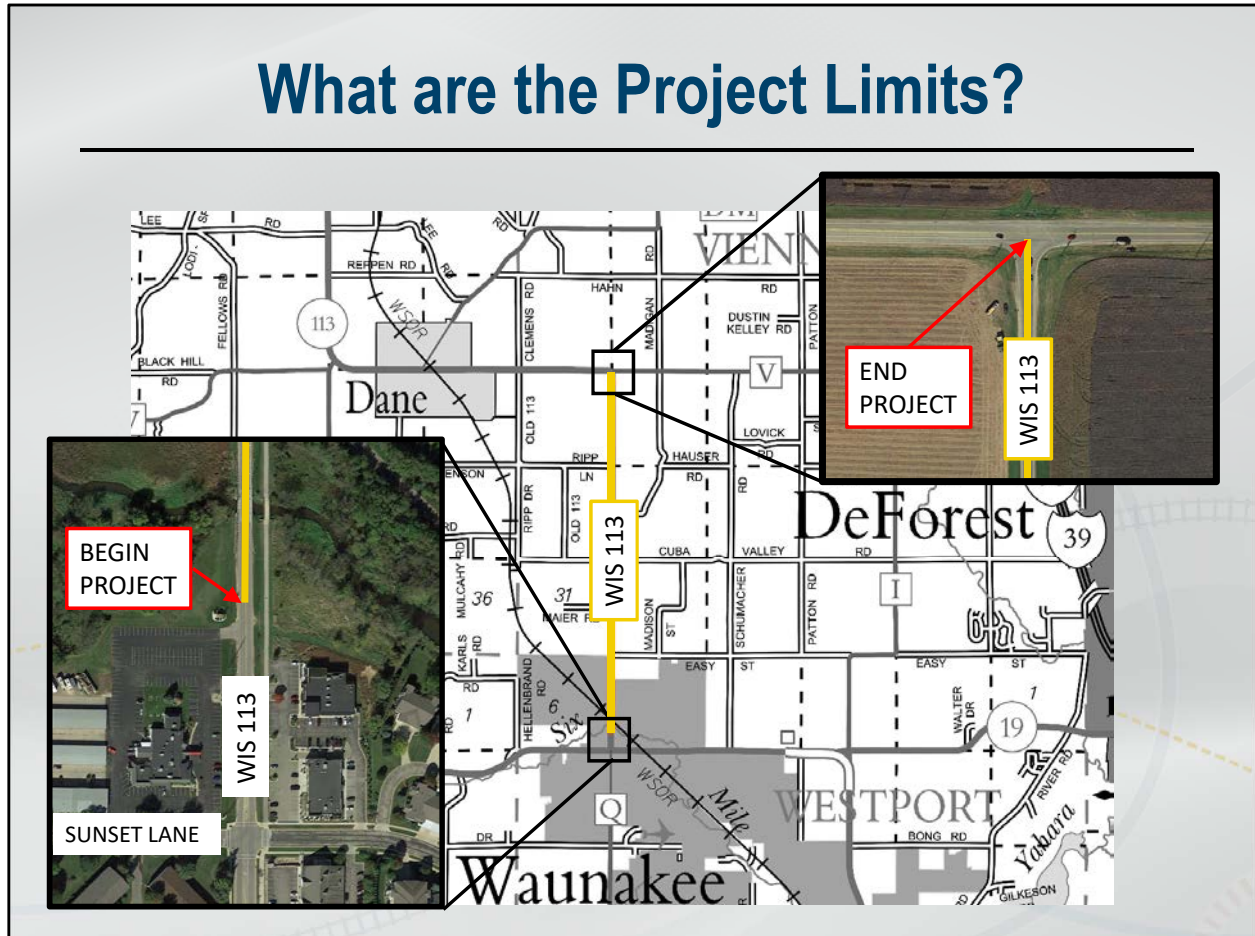
## Presentation Agenda

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- Project Limits
- Project Purpose & Need
- Design Overview
- Recent Activities
- Upcoming Schedule
- Contact Information

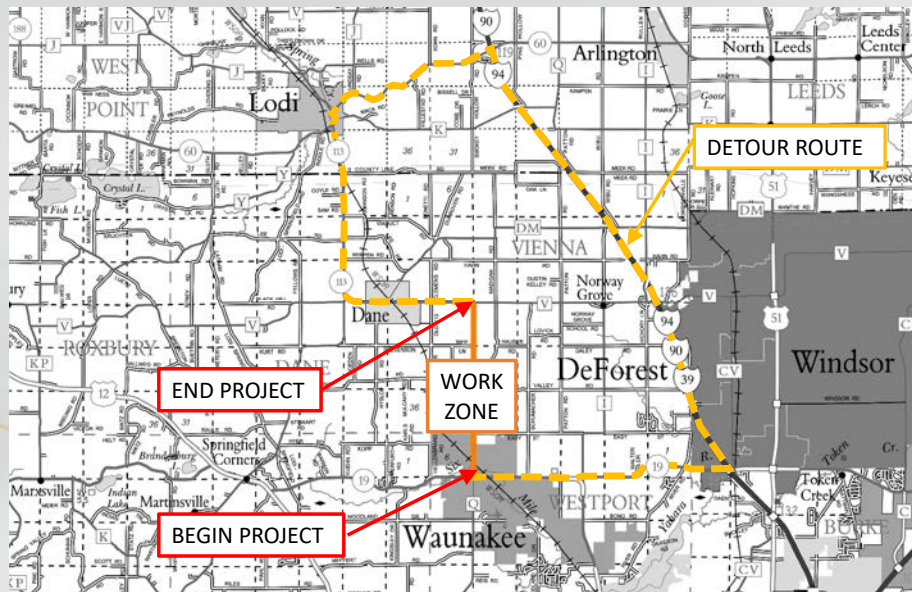
The presentation will follow the outline shown here. First discussing the project limits, second the purpose and need of the project, third the proposed design improvements, fourth the activities that have been completed thus far, fifth the next activities in the schedule, and finally ending with contact information.

## What are the Project Limits?



The proposed project begins in the Village of Waunakee 500' north of Sunset Lane / Wisconsin Highway 113 intersection and stretches north for 3.9 miles, shown in yellow, to County Highway V / Wisconsin Highway 113 intersection.

# What will happen to WIS 113 traffic?



## What will happen to WIS 113 traffic during construction?

The anticipated construction for this project is summer 2024 and the project will be using a detour route during construction. The reason for the detour is that the bridge over Six Mile creek will be replaced as part of this project. This means that during construction WIS 113 will be closed to thru traffic, but will remain open for local and business access. The proposed detour route, shown in yellow, will use WIS 19 to I-39/90/94 to WIS 60 for both northbound and southbound traffic.

# Why do we need this project?

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## Pavement Deterioration



### Why do we need this project?

One reason we need the project is the pavement deterioration along WIS 113. The current pavement is deteriorating and has extensive cracking and rutting. Both photos show the extensive cracking and rutting along WIS 113. This pavement deterioration not only looks bad but also causes WIS 113 to have poor ride quality.

# Why do we need this project?

## Safety Concerns



Energy Absorbing Terminal (EAT)



Existing end of guardrail on WIS 113

Another safety concern is the existing guardrail end terminals at the Six Mile Creek Bridge. The existing guardrails have end terminals like the photo on the right. These existing guardrail end terminals will be replaced with the Energy Absorbing Terminals, shown in the photo on the left, which are standard on all WisDOT projects now. The Energy Absorbing Terminals have shown to be more safe in crash testing if a vehicle happens to leave the traveled way and strike the end of the guardrail section.

# Why do we need this project?

## Six Mile Creek Bridge Condition



East Bridge Face



West Bridge Face

Another reason we need the project is to replace the bridge over Six Mile Creek. The current structure has large spalls and exposed rebar at the abutments and wingwalls, there are diagonal cracks at the deck corners, and current bridge width is substandard and will not be able to meet future traffic demands. Due to the cost of the extensive repairs, it makes more sense to replace the current bridge with a wider bridge that meets current width standards.



## Why do we need this project?

### Americans with Disabilities Act (ADA) Compliance



Crosswalk at the W Verleen Avenue



Crosswalk at Lochmoore Drive

Another reason we need the project is the curb ramps located in the Village of Waunakee are not up to Americans with Disabilities Act (ADA) Standards. The photo on the left is of a curb ramp at the W Verleen Ave. intersection and the photo on the right is of a curb ramp at the Lochmoore Dr. intersection. These photos highlight the inadequacy of the curb ramps along WIS 113.

# Why do we need this project?

## Drainage Concerns



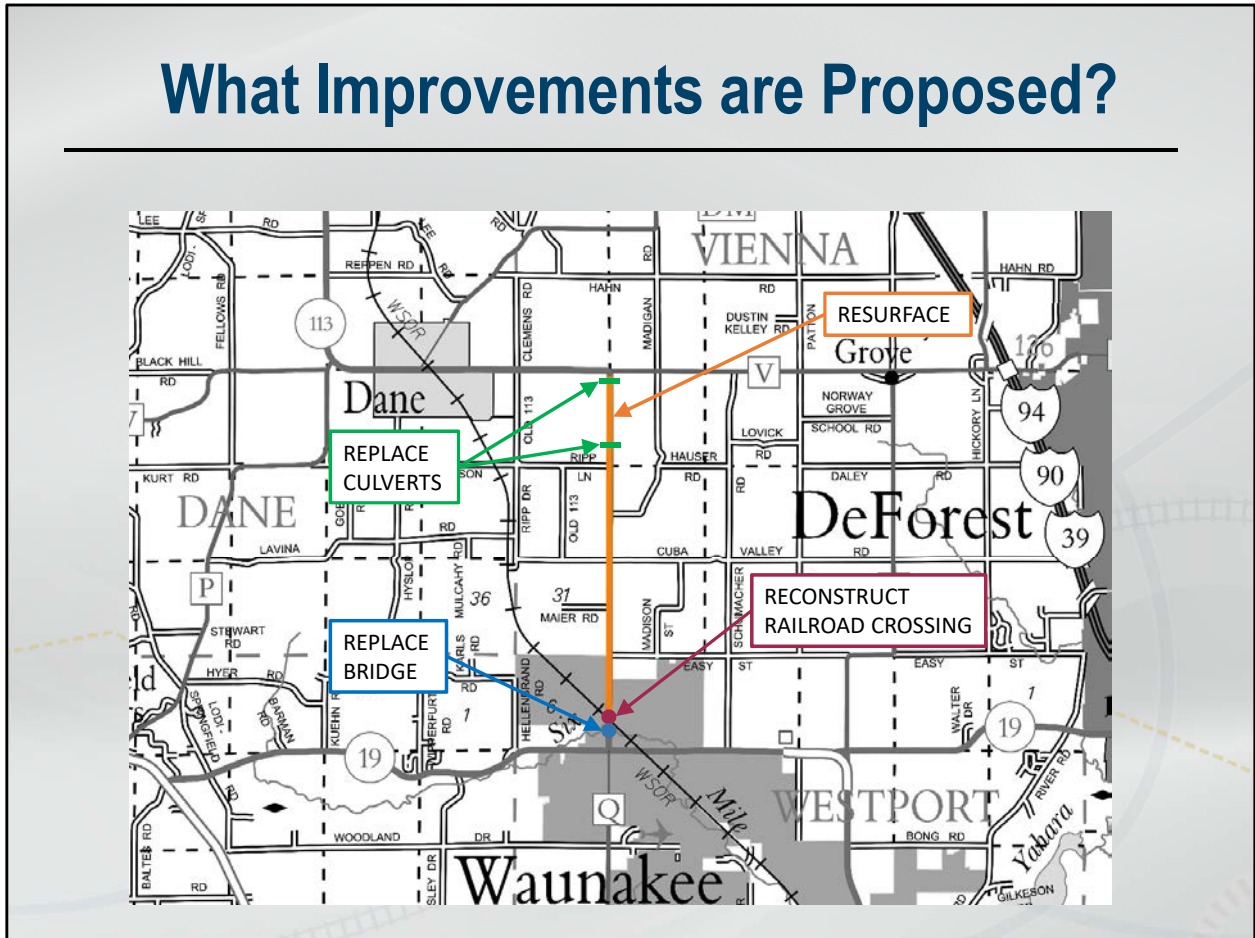
Culvert pipe 0.10 miles south of County Highway V



Culvert pipe 0.14 miles north of Ripp Lane

Another reason we need the project is the poor condition of culverts along WIS 113. Within the project limits there are two culvert pipes that are deteriorating and distressed.

# What Improvements are Proposed?



## What are the proposed improvements?

The proposed project includes resurfacing WIS 113 from Sunset Lane to County Highway V, shown in orange. Resurfacing includes removing 4 – inches of existing surface and paving back 4 – inches of new asphaltic material. The proposed project also includes replacing the bridge over Six Mile Creek, shown in blue, reconstructing the railroad crossing, shown in red, and replacing two culverts. The next collection of slides will explain each proposed improvement. First showing the typical sections of WIS 113, second explaining the Six Mile Bridge replacement, Third explaining railroad crossing reconstruction, the fourth explaining the drainage improvements and the fifth explaining the curb ramp improvements.

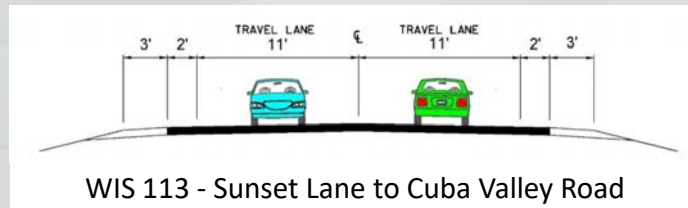
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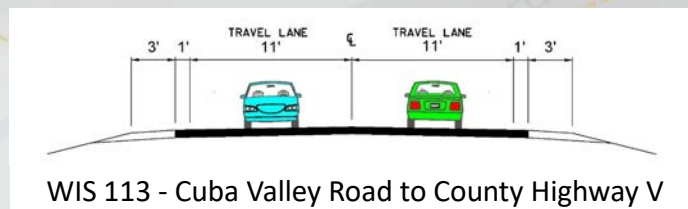
## Design Overview

### Typical Section – WIS 113

- Pavement
  - Milling – 4 inches
  - Paving – 4 inches



WIS 113 - Sunset Lane to Cuba Valley Road



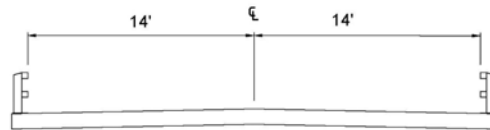
WIS 113 - Cuba Valley Road to County Highway V

The two typical sections shown here are from the south end of the project to Cuba Valley Road and from Cuba Valley Road to County Highway V. In both sections the pavement will be milled to a depth of 4 inches and paved back with a depth of 4 inches.

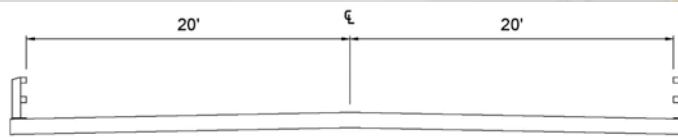
# Design Overview

## Replace Six Mile Creek Bridge

- Replacing with wider bridge to meet future traffic demand
- Replacing beam guard at all four corners of the bridge



Existing Six Mile Bridge typical section



Proposed Six Mile Bridge typical section

The bridge over Six Mile Creek at the south end of the project will be replaced. The bridge will be widened to help meet the increased traffic demand over the next 50 years. Beam guard at all 4 corners of the bridge will be replaced. Pedestrian bridge to the east will remain.

# Design Overview

## Reconstruct Railroad Crossing

- Reconstruct Crossing
- Add narrow median
- Add gates and lights



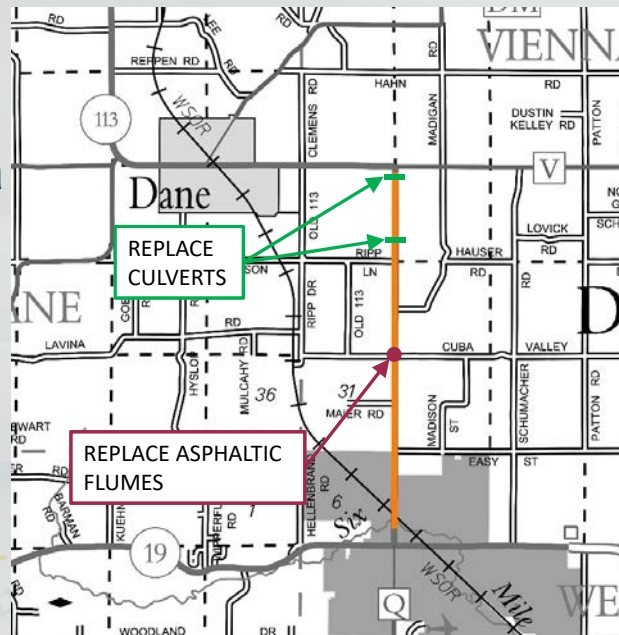
New crossing design to be similar to crossing at Mill Road in Waunakee, shown above.

The railroad crossing just north of the Six Mile Bridge will be reconstructed. To improve safety at the crossing, new gates and lights will be added as well as a narrow median to deter drivers from driving around the gates when closed. Crossing will be similar to the crossing at Mill Road also in Waunakee. Should be noted that unlike Mill Road, the WIS 113 crossing will not have bicycle bump outs.

# Design Overview

## Drainage

- Replace two existing culverts
- Replace flumes at Cuba Valley Rd intersection.



The proposed drainage improvements are as follows. There are two existing culverts along the project that were identified as being in poor shape. Those culverts will be replaced with the same size culvert that is currently in place. Additionally, the asphaltic flumes at WIS 113/Cuba Valley Road intersection will be replaced.

# Design Overview

## Curb Ramps

- Locations

- Railroad crossing
- W Verleen Avenue
- Lochmoore Drive
- Legends Drive
- Kopp Road



Next, I'll discuss the curb ramp improvements along the project. The locations of the curb ramps that are proposed to be improved to meet Americans with Disabilities Act (ADA) standards are at the following locations; Pedestrian path at railroad crossing, W Verleen Avenue, Lochmoore Drive, and Legends Drive. At Kopp Road curb ramps will be added. The curb ramp improvements will also consist of reconfiguring the intersection crosswalks at some locations.



# Design Overview

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## Curb Ramps

- Railroad crossing
  - Improve the ramps to meet ADA standards.



At the pedestrian path railroad crossing the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards.

# Design Overview

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## Curb Ramps

- W Verleen Avenue
  - Improve the ramps to meet ADA standards.



At the W Verleen Avenue intersection the existing curb ramps will be realigned and updated to meet current Americans with Disabilities Act (ADA) standards.

# Design Overview

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## Curb Ramps

- Lochmoore Drive
  - Improve the ramps to meet ADA standards.



At the Lochmoore Drive intersection the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards.

# Design Overview

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## Curb Ramps

- Legends Drive
  - Improve the ramps to meet ADA standards.



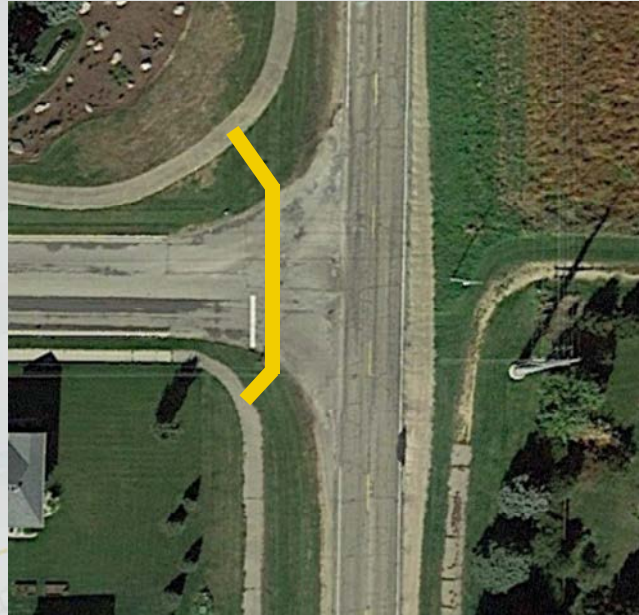
At the Legends Drive intersection the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards.

# Design Overview

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## Curb Ramps

- Kopp Road
  - New crosswalk on west side of WIS 113 crossing Kopp Road.



At the Kopp Road intersection new curb ramps will be constructed to create new crosswalk across Kopp Road.

## Recent Activity

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- 2019
  - Survey complete
  - Wetland determination complete
  - Sent initial coordination letters to the public
- 2020
  - Section 106 report was signed
  - Began drafting environmental report

### **What activities have been completed thus far for the project?**

In 2019, the survey and wetland determination for the project was completed. On February 14, 2019 initial coordination letters were sent out. In 2020, the Section 106 report was signed. In addition, the draft environmental report was started.

## What is Next?

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- Environmental Report Signed August 2020
- Right-of-Way Plat 2020
- Real Estate Acquisition 2020 -2021
  - At Sixmile Creek Bridge and railroad crossing locations.
- Final Plans August 2023
- Construction Summer 2024

### What is next?

As mentioned, the work on the environmental report has begun and we anticipate the report to be signed this August. The right-of-way plat is anticipated to be done by late 2020 and the real estate acquisition will start once the right-of-way plat is complete. The locations where right-of-way is needed is at the Six Mile Bridge and railroad crossing locations, NOT the entire project. The plans for the project should be finalized by August 2023 and construction is anticipated to begin the next summer, Summer 2024.

# Thank you for your time

If you have any comments, questions, or concerns please send us an email, give us a call, or send us mail at **2101 Wright St, Madison, WI 53704**



Thank you for taking you time to watch this presentation. If you have any comments, questions, or concerns about this project please send us an email, give us a call, or send us mail to the Wisconsin Department of Transportation Southwest Region Office in Madison. The list of people who are working on this project and their contact information will be displayed on the next slide. **Thank you for your time and have a great day.**



## Who can I talk with about this project?

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