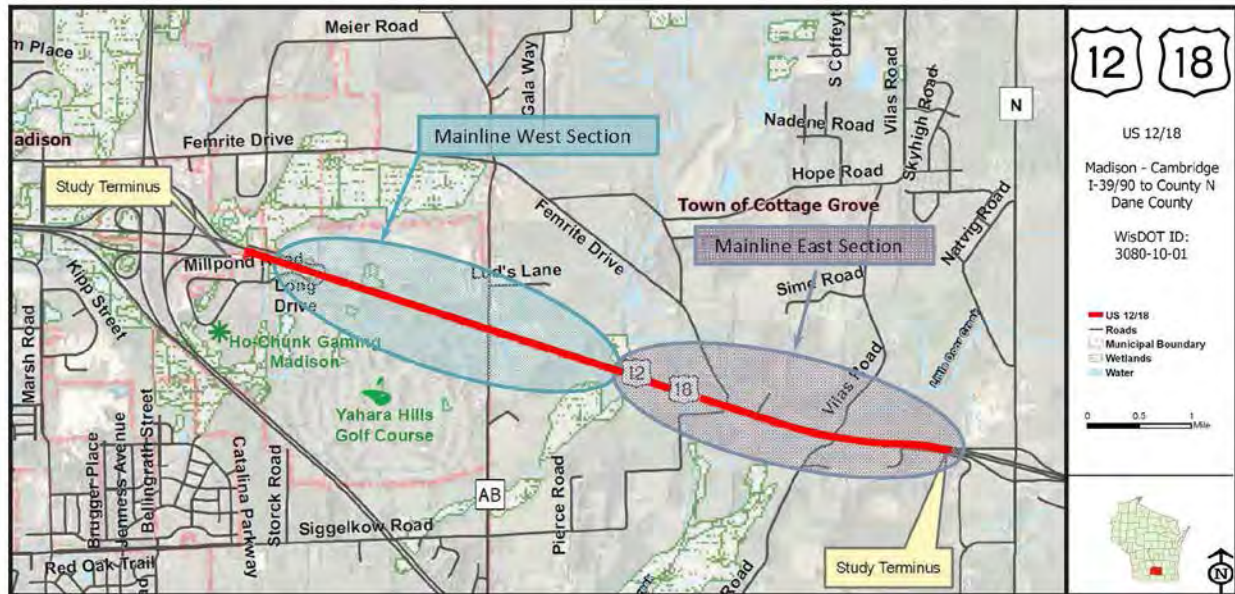


Recommended Alternative Summary

The planning study corridor has been split into a west section and an east section for consideration of roadway alternatives.

- West Section – East of the Beltline Interchange to County AB including interchange alternatives at County AB
- East Section – East of the County AB interchange to the County N interchange ramps.



The following is a summary of the recommended alternative:

Recommended West Section Alternative

County AB Interchange – The recommended alternative creates a full diamond interchange approximately 1,000 feet east of the existing County AB intersection with US 12/18. The interchange ramp terminals could be controlled by either traffic signals or roundabouts.

US 12/18 – The US 12/18 roadway would be reconstructed with two lanes in each direction plus auxiliary lanes to accommodate weaving movements for vehicles entering and exiting the highway. The roadway would be shifted to the north to fully use the existing right-of-way and minimize property acquisitions.

Frontage Road – A two-way frontage road would be constructed along the south side of US 12/18 between Millpond Road and County AB. The frontage road intersects with County AB approximately 1,300 feet south of US 12/18.

Local Roads – County AB would be reconstructed on new alignment approximately 1,200 feet east of the existing alignment between Hope Hollow Trail and Femrite Drive. This shift would accommodate future plans to widen County AB without impacting the nearby cemetery, church, and landfill. A new local road would be added to connect the old County AB to the new County AB. Femrite Drive would be realigned east of County AB to form a four-way intersection at

County AB and the new local road. Hope Road would connect into the realigned portion of Femrite Drive.

This alternative is recommended because it accommodates future plans to widen County AB without impacting the nearby cemetery, church, and landfill. In addition, modifications to the local road system would improve access for properties that will no longer have direct access to US 12/18.

East Section Recommended Alternative

US 12/18 - The recommended alternative includes improvements to the US 12/18 median and shoulders while maintaining the existing travel lanes. Direct access to US 12/18 at Siggelkow Road, Femrite Drive, and Vilas Road would be eliminated.

Siggelkow Road – A new bridge over US 12/18 would be constructed between Siggelkow Road and Femrite Drive approximately 400 feet west of the existing intersection with US 12/18. A portion of Siggelkow Road would be reconstructed to remove several sharp curves in the existing roadway.

Femrite Drive – A portion of Femrite Drive would be reconstructed north of the new bridge crossing. A new frontage road would be constructed along the north side of US 12/18 between Femrite Drive and Vilas Road to provide access to the properties on the north side of US 12/18.

Vilas Road – Vilas Road would be shifted approximately 150 feet to the east of the current location where it intersects US 12/18. A new bridge would be constructed over US 12/18.

This alternative is recommended because the general consensus of the public and design staff indicated that crossings of US 12/18 should be provided for the East Section at the side road locations where access is being removed.

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Website Information

US 12/18 Study Information:
www.wisconsin.gov/Pages/projects/by-region/sw/1218conv

I-39/90 Corridor Expansion Information:
www.i39-90.wi.gov