

US 18/151

Freeway Conversion Study

Dane & Iowa Counties, WI



Study purpose and need

- Importance of US 18/151 for state mobility
 - Corridors 2030 Backbone Route
- Increasing traffic volumes
 - 10,000 – 14,000 (1995/96)
 - 14,500 – 23,100 (2009)
- Population growth and increasing property development

Study purpose and need, cont.

- **Preserve long-term safety and efficient operations**
- **Corridor preservation and management**
- **Improve control over the cost of proposed improvements**

Crash/Safety – US 18/151

- **Overall Crash Rate: Below Statewide Average**
- **Injury Rate: Below Statewide Average**
- **Fatality Rate: Below Statewide Average**
- **Severity Rate: Several Intersections Raise Concern**
 - **County F**
 - **County BB**
 - **County Y/YZ**
 - **County HHH/High Point Road**

Scope of US 18/151 Plan

Phase 1

Needs identification and concept development

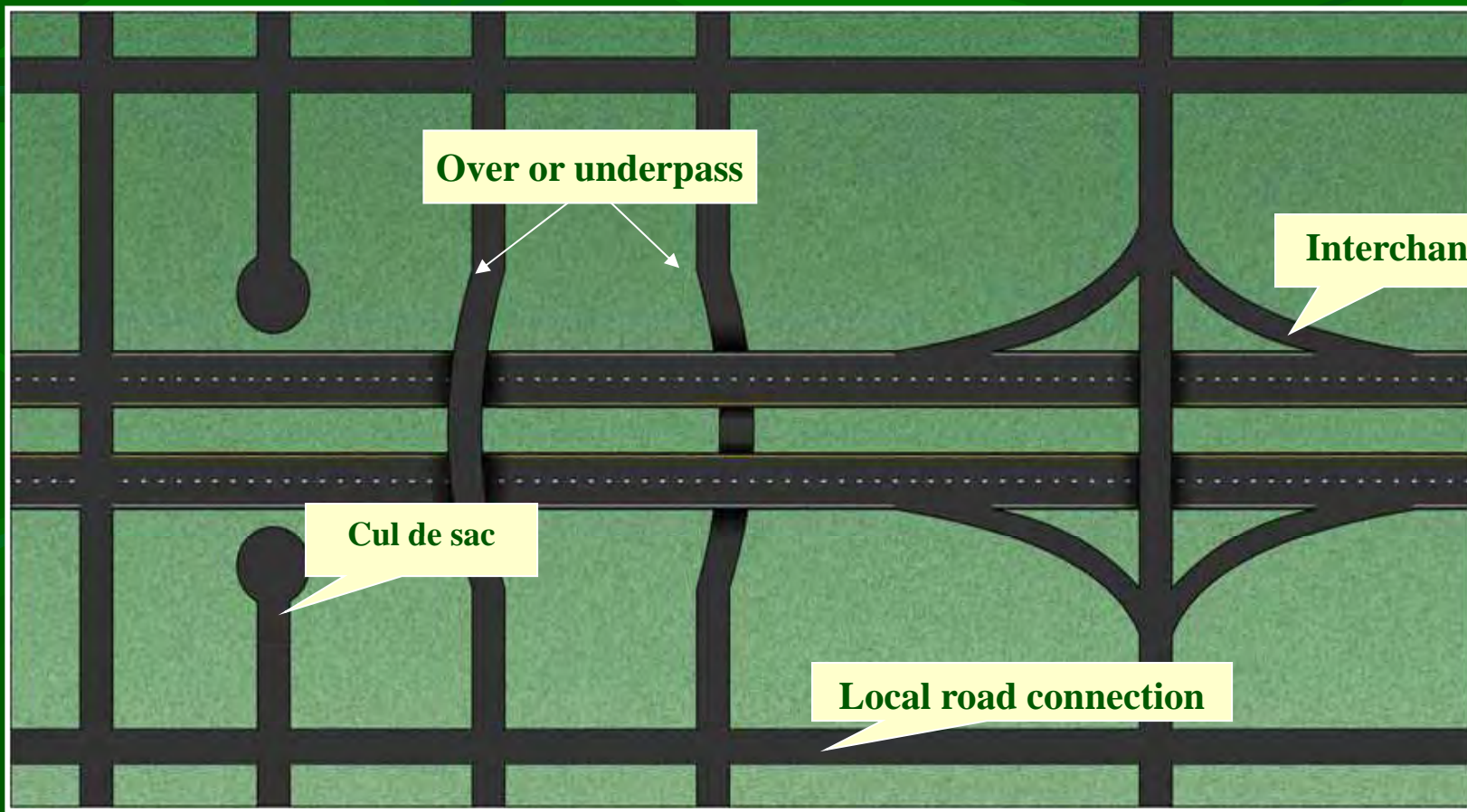
Phase 2

Refine concepts, select Preferred Alternative, complete preliminary engineering, Environmental Assessment (EA)

Phase 3:

Implement Wis. Stats. 84.295 - official freeway designation and official mapping/recording on property deeds

Improvements needed for freeway conversion



Existing access to US 18/151

- Interchanges – 6
- Grade Separations (over/underpasses) – 7
- At-Grade Intersections – 34
- Commercial Driveways – 1
- Residential Driveways – 19
- Field Entrances – 16

Input to date

PHASE 1 (2005 - 2007)

- EMS/Police/Fire Survey
- School Bus Route Survey
- Agriculture Operations Survey
- Local Official Meetings
- Agriculture Operations Focus Group
- Public Information Meetings – 2 each in Iowa and Dane Counties
- Sub-area meetings -

Input to date, cont.

PHASE 2 (2008 – present)

- **Meetings with Highway Commissioners**
- **Local Official Meetings**
- **Subarea meetings – Ridgeway, Dodgeville, Blue Mounds, Springdale, Verona**
- **Public Information Meetings – November 2007, 2009 and 2012**
- **Individual contacts with various property owners and stakeholders**

Planning considerations

- **Access for Fire/EMS**
- **Use of ag land and effects on cross-highway farming operations**
- **Access to communities and community preferences**
- **Cost**

Planning considerations, cont.

- **Natural resource issues – special plant communities, conservation lands**
- **Maintaining county highway network connectivity**
- **Military Ridge Trail**
- **Accommodating property owner preferences to the extent possible**

Proposed changes to access

- **4 new interchanges (at Blue Mounds, Ridgeway, County BB west of Ridgeway, County Y east of Dodgeville)**
- **6 overpasses/underpasses (Cave of the Mounds Rd, Erbe Rd, East Brigham Rd, Mounds View Rd, West Brigham Rd, County T, County HHH)**
- **20 new miles of local road**

Proposed changes to access, cont

- **Alterations, removals and additions were made to the local road system to provide alternative routes to and across US 18/151 for all affected property owners.**
- **Total of 8.7 miles of new county road and 11.3 miles of local roads.**

Proposed Plan in Six Sections

- Corridor divided into six sections in order to creating maps at a readable scale
- Limits of each section were developed to keep continuous roads in the same section

Section 1

Preferred Alternative 1B



Section 2

Preferred Alternative 2B



Section 3

Preferred Alternative 3A



Section 4

Preferred Alternative 4A

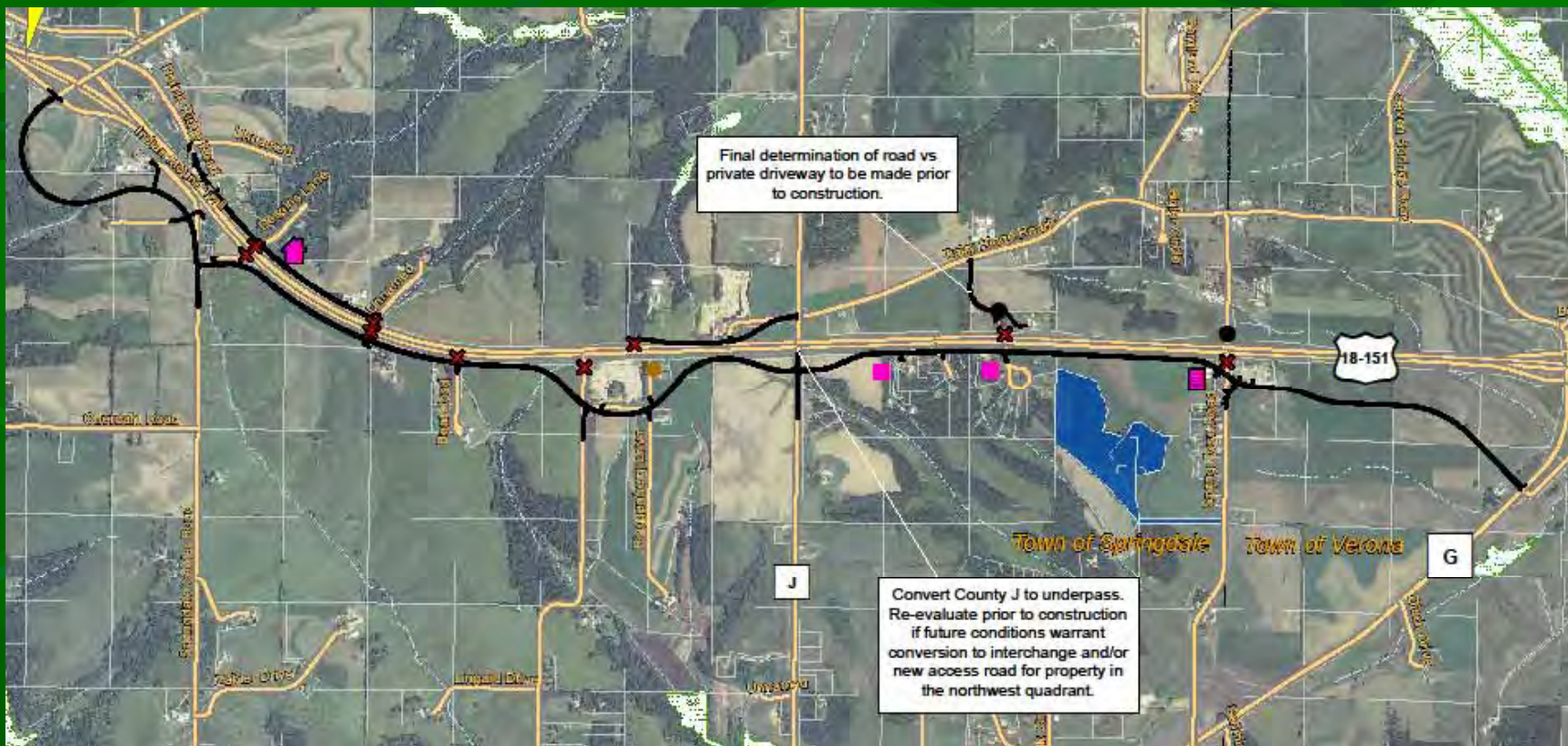


Section 5

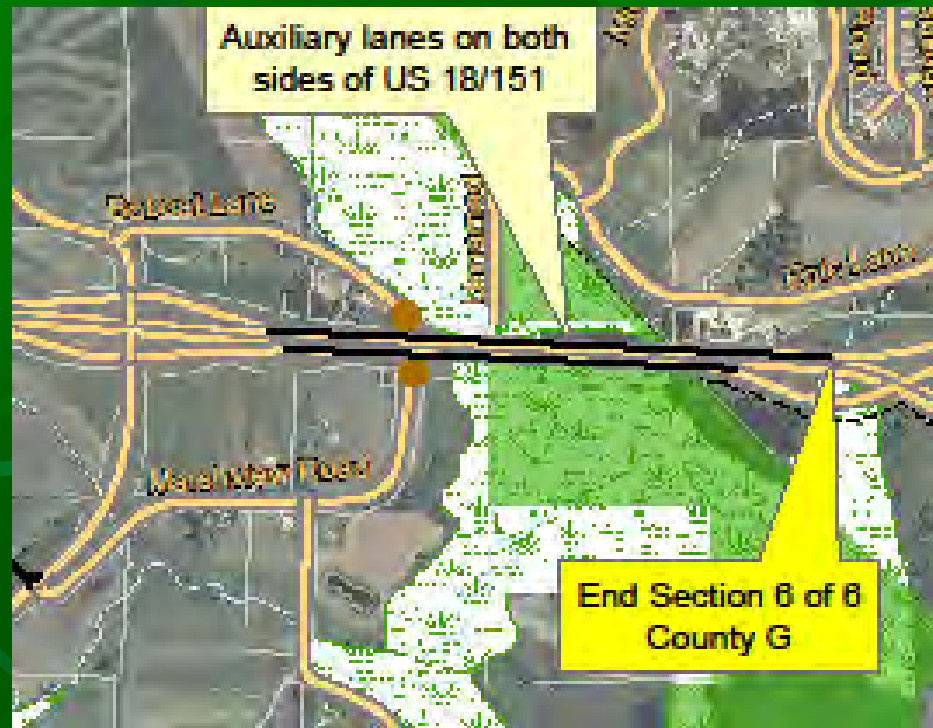
No Changes



Section 6 Alternative 6A



Section 6 Auxiliary Lanes



Military Ridge Trail Relocations

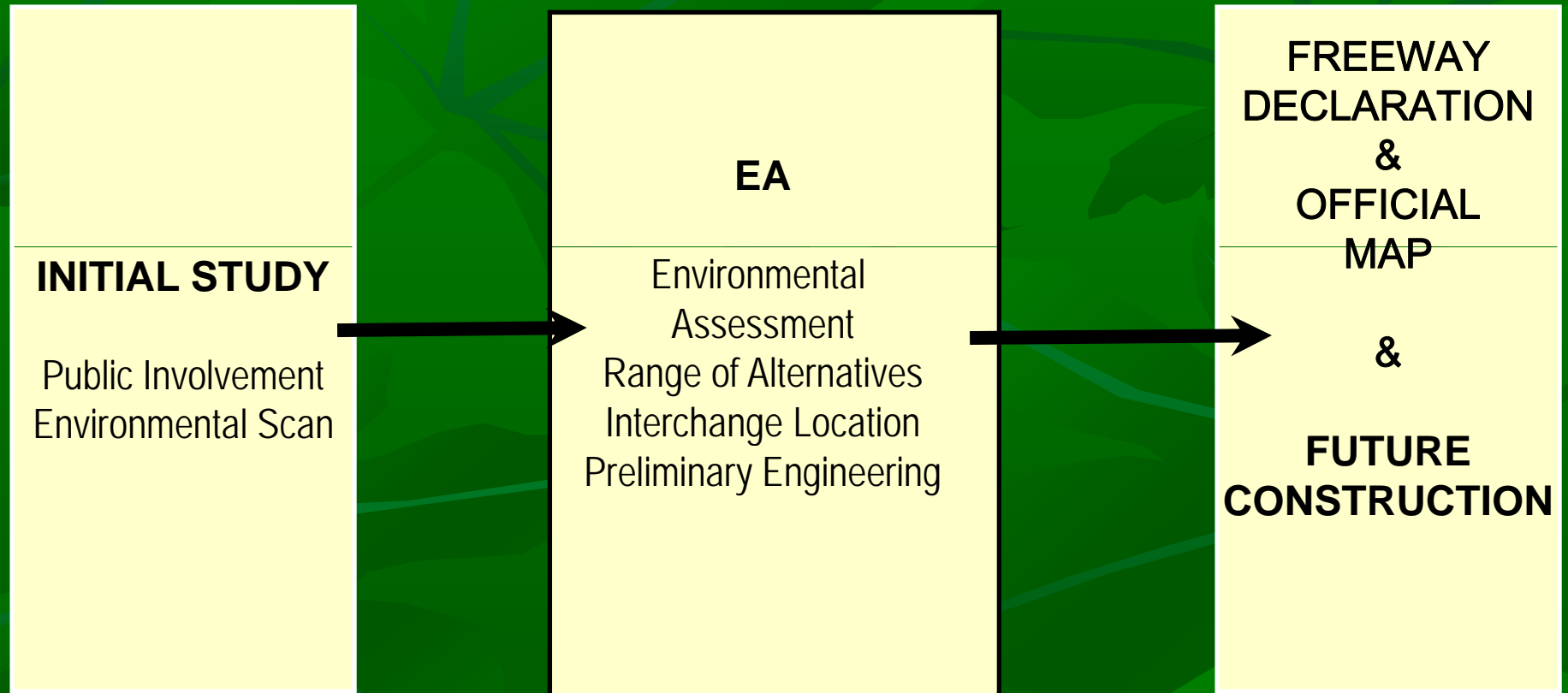
- Approximately 2.7 miles of the trail will be relocated to be adjacent to existing locations.



Summary of Effects

- Acquisition of 444 acres of right of way
- Miles of county highway: 8.7
- Miles of other local roads: 11.3
- Relocation of 2.7 miles of the Military Ridge Trail
- Acquisition of 6 residences and 12 other buildings

What is the Official Map process?



What will WisDOT officially map?

- **WisDOT will map land required for:**
 - **Interchanges**
 - **Grade separations (overpass/underpass)**
 - **Removal or alterations to existing public and private access points, including driveways**
 - **Alterations, removals, or additions to the local road system**

Staking of mapped land limits

- Limits of lands to be mapped will be staked to help property owners know which lands will be officially mapped.
- Staking will be completed prior to finalizing and recording official map.

How accurate is the official map?

- An official map is done to the same level of accuracy required for final highway plans and includes the accurate location of all property boundaries and current landowners

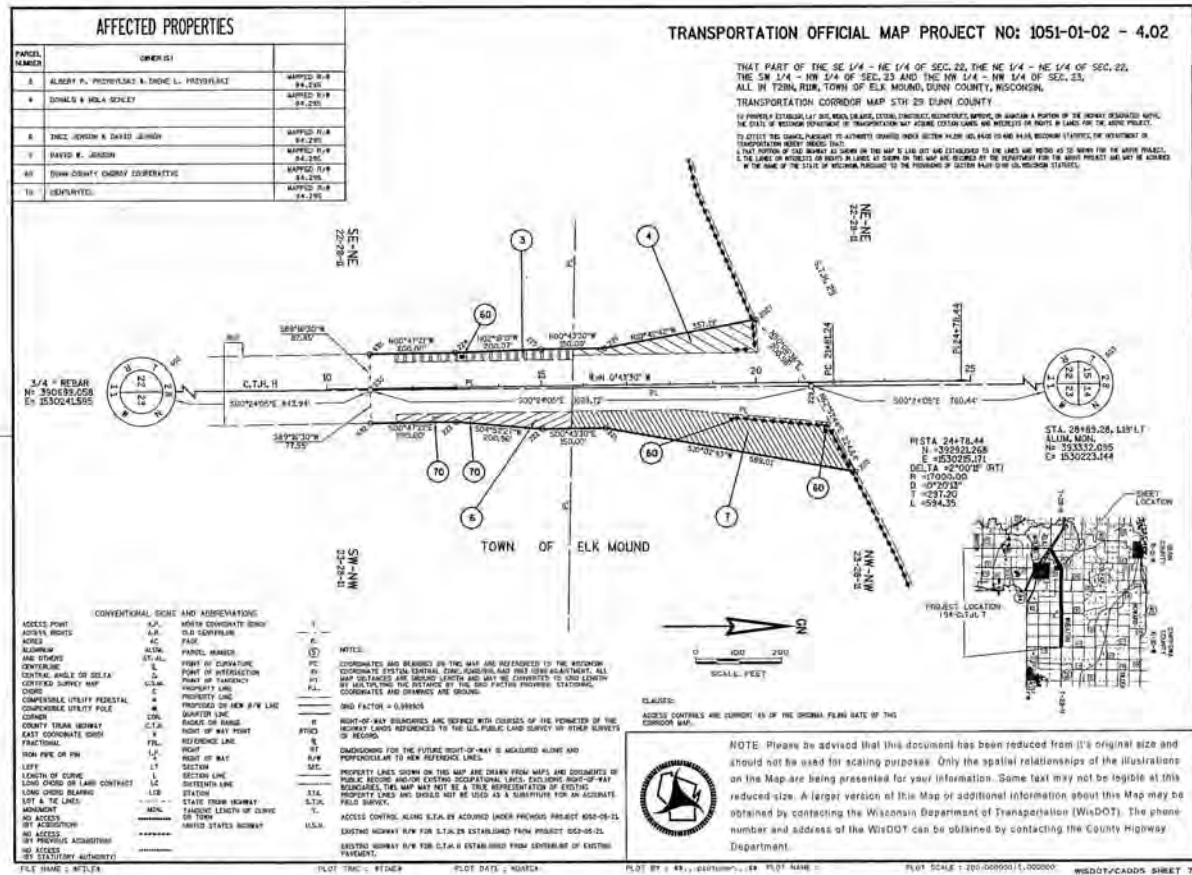
How does official mapping affect property owner rights?

- **If your property falls within the area shown on the WisDOT official map, then you will:**
 - **Receive a formal letter from WisDOT informing you of this**
 - **Have the official map notification recorded on your property**
- **You must notify WisDOT 60 days in advance of any alteration to your property or any structure on your property**

What are the rights of property owners?

- **WisDOT will either purchase the property at fair market value or allow the alteration to occur. If the property is acquired a later date, the owner will receive full compensation for the alteration.**
- **If a landowner makes any alteration to the property without notifying WisDOT, they will not receive any compensation for that improvement if/when WisDOT decides to purchase the property.**

Official Map example



Next steps

- **Completion of Environmental Assessment**
- **Official mapping**

Please notify project team of:

**Any possible effects to burial or
archeological sites**

**Other effects that may not be
known by the project team.**

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