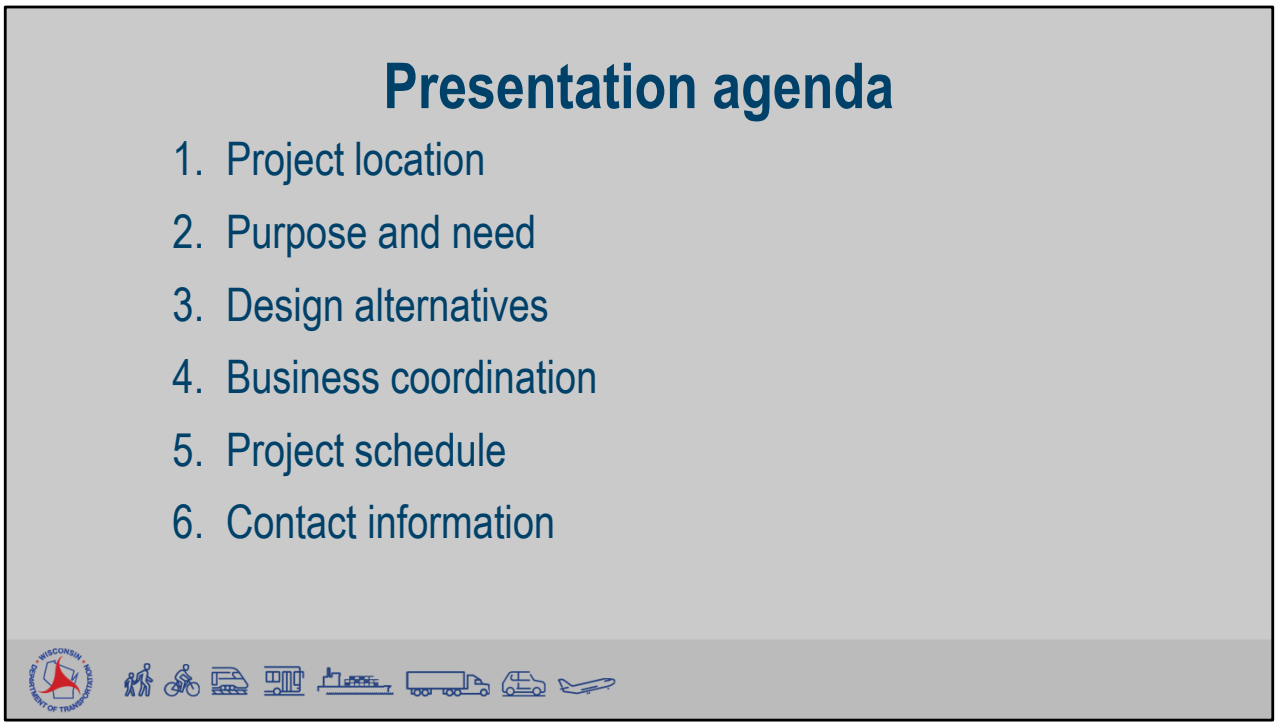
US 12 and WIS 188/Tetiva Road Intersection

Dane County

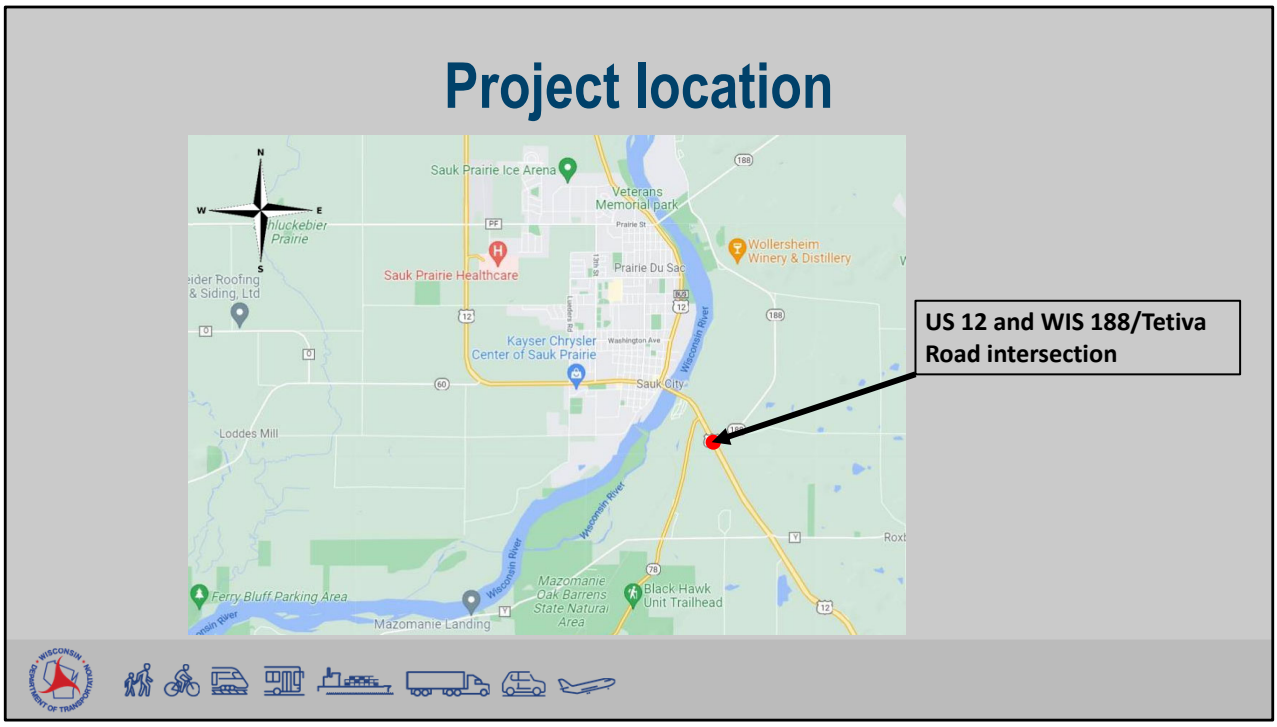
Public Involvement Meeting

February 2022

Hello, and welcome to the public involvement meeting for the proposed improvements at the US 12 intersection with Highway 188 and Tetiva Road near Sauk City in Dane County.



Here is an overview of today's presentation. We will show you the project location and explain the project's purpose and need. We will then cover design alternatives and business coordination. We will conclude the presentation with the project schedule and provide contact information for the project team.

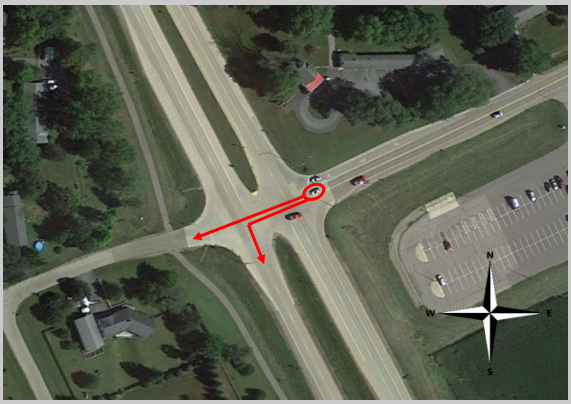


This project will take place at the US 12 intersection with Highway 188 and Tetiva Road near Sauk City in Dane County. The project limits will extend no more than 1,500 feet on US 12 and Highway 188.

Purpose and need

Intersection safety

- 10 crashes in recent history
  - Five resulted in serious or minor injuries
  - Primary issue is sideroad traffic entering or crossing US 12

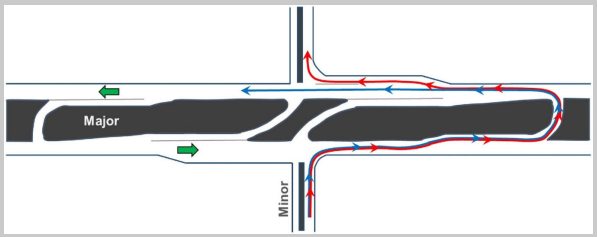


The purpose of this project is to improve safety at the intersection. There have been 10 crashes recorded at this intersection within five years with five crashes resulting in an injury. As a four-lane divided highway, vehicles continuing across the highway or making left turns from the side roads must cross multiple lanes of traffic and potentially wait in the median for an opening – as shown on this slide. This situation can be dangerous and puts drivers at higher risk for a crash.

Design alternatives

J- turn

- Advantages:
  - No affect to US 12 through traffic
  - Allows US 12 left turns onto sideroad
  - Reduced conflict points
  - Improve sight distance
- Disadvantages:
  - Driver confusion
  - Minimal right of way acquisition
  - Moderate impact to the multi-use path



As a part of the planning process for this project, several different intersection improvement alternatives were considered. The first alternative is a J-Turn.

The J-turn would eliminate left turns and through movements from the sideroads. The traffic on the side roads wanting to make a left turn or through movement would instead make a right turn onto US 12 and then a U-turn. This alternative still allows for left turn movements off of US 12 onto the sideroads.

The US 12 traffic traveling through the intersection would not be affected.

A benefit to this alternative is that it would reduce the amount of conflict points and is expected to make the intersection safer. This alternative would also add offset right turn lanes which would improve the sight distance.

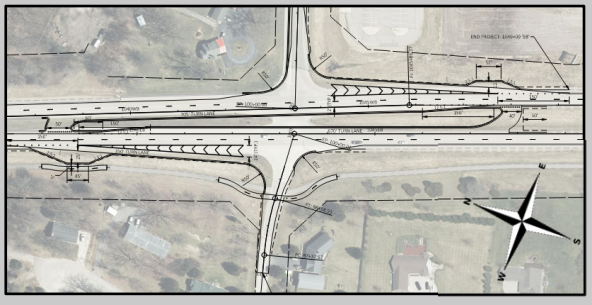
Some disadvantages of this alternative are how close the U-turns would be to the left turn to Highway 78. These back-to-back turn lanes might add some driver confusion.

This alternative would need to purchase a minimal amount of right of way and move the multiuse path slightly.

Design alternatives

Median U-turn

- Advantages:
  - No affect to US 12 through traffic
  - Reduced conflict points
  - Improve sight distance
- Disadvantages:
  - Driver confusion
  - Minimal right of way acquisition
  - Moderate impact to the multi-use path
  - Causes minor delays for additional turning movements



The second alternative is the median U-turn. This alternative like the J-turn would eliminate left turn and through movements from the sideroads, and also have no affect on the US 12 though traffic.

The one main difference from the J-turn alternative is that the traffic on US 12 would not be able to make a left turn but would have to travel past the intersection and make a U turn.

Like the J-turn this alternative would also significantly reduce the amount of conflict points and in turn is expected to make the intersection safer.

The median U-turn would also include offset right turn lanes which would improve the sight distance.

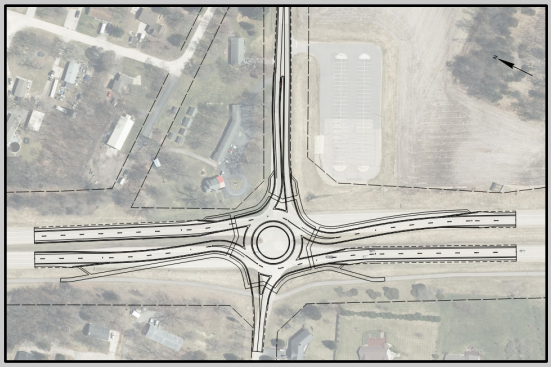
Some disadvantages of this alternative are how close the U-turns would be to the left turn to Highway 78. These back-to-back turn lanes might add some driver confusion.

This alternative would need to purchase a minimal amount of right of way and move the multiuse path slightly. Another disadvantage to this alternative is that it would cause minor delays for the turning movements.

Design alternatives

Roundabout

- Advantages:
  - Reduces conflict points
  - Reduces crash severity
- Disadvantages:
  - Minimal right of way acquisition
  - High impact to the multi-use path



The third alternative is a roundabout. A roundabout would also reduce the amount of conflict points and is expected to make the intersection safer.

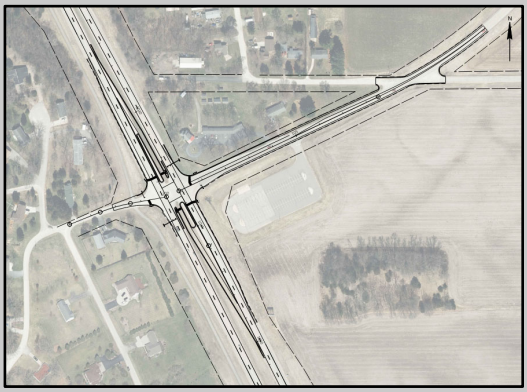
This alternative would reduce crash severity by slowing traffic down and reducing the likelihood of a right-angle collisions.

Some disadvantages to this alternative would be that it would require some right of way acquisitions. This alternative would also have the greatest impact to the multi-use path.

Design alternatives

Traffic signal

- Advantages:
  - Reduces crashes
  - Driver familiarity with adjacent intersection
  - Continuity of intersection operations
- Disadvantages:
  - Affect to US 12 through traffic
  - Minimal right of way acquisition
  - Low impact to the multi-use path



The final alternative is a traffic signal, which will provide controlled left turn and through movements from the sideroads. The traffic signal will help reduce the crashes that are caused from vehicles failing to yield while trying to access US 12 from the sideroad.

Having a traffic signal at this intersection would accomplish the safety improvements desired by this project.

Drivers would have familiarity with this alternative because there would be continuity with the type of intersections controls used on this road in nearby areas.

Some disadvantages to this alternative would be that it affects the US 12 through traffic by adding small delays when the light is red.

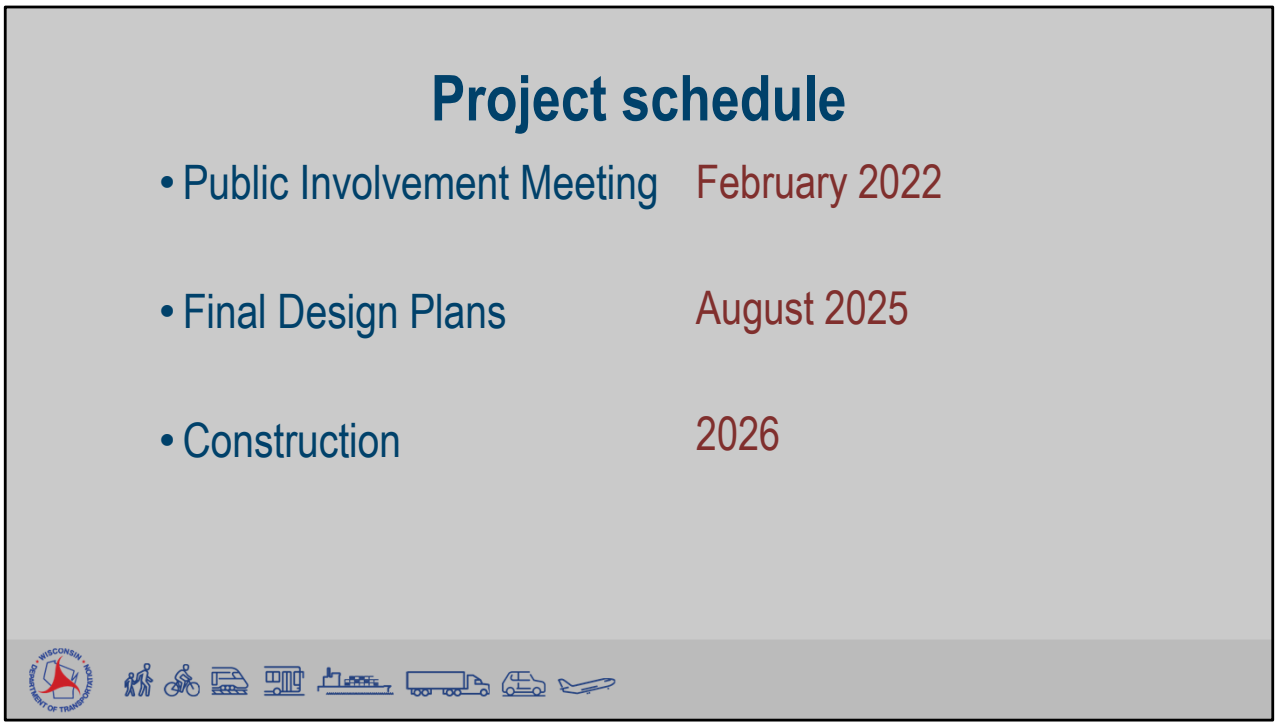
This alternative may have some small amount of right of way acquisition, and it would also have a minor impact to the multi-use path.

Business coordination

We're in this together!

- Visit **wisconsindot.gov/together**
  - Tips, tools and resources
  - New (2021) business coordination guide
- Project team is here to help
  - What information would help you…
    - Inform customers about the project?
    - Coordinate with suppliers?
    - Communicate with employees?

WisDOT's In This Together business coordination program has been around for many years. This program helps businesses during construction with tips, tools, and resources, including temporary business signage. You can find the new business coordination guide at wisconsindot.gov/together. We ask all businesses to check out this new In This Together resource and planning worksheet, and to continue to work with us as questions and comments arise.



This project is currently scheduled for construction in 2026. As the project moves forward, updated information will be added to the project website. More public involvement will occur as the project moves toward construction.

Information about this project can be found on the project website. This website will continue to be updated with the most recent information as the project progresses.

Please review the information and submit any feedback or comments by March 18, 2022.

You can submit comments to the project team in several different ways, including email, phone, and traditional mail. An online comment form is posted on the project website, or you can print and mail the form to the project team. Again, please submit comments by March 18, 2022.

Thank you for taking the time to watch this presentation and participate in our public involvement process.