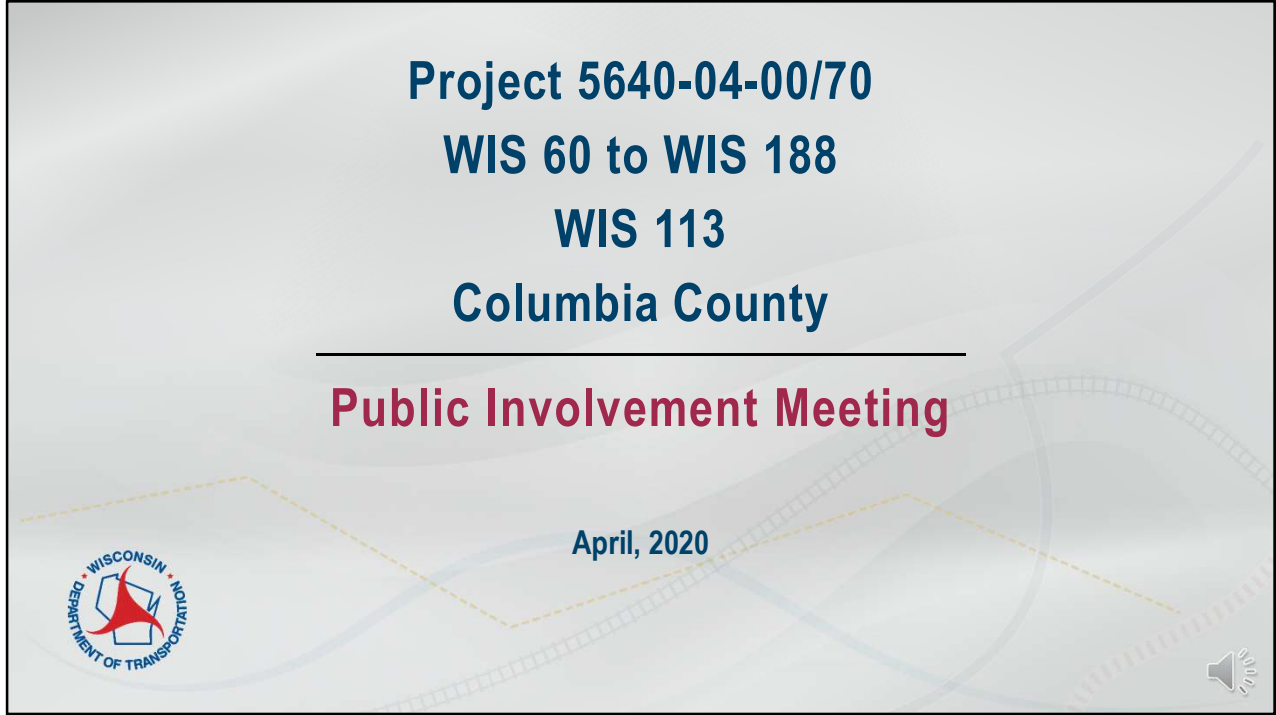


**5640-04-00**  
WIS 113 – WIS 60 to WIS 188  
Columbia County

A graphic for a public involvement meeting. It features a light gray background with a faint map of a road network. The text is centered and reads: "Project 5640-04-00/70", "WIS 60 to WIS 188", "WIS 113", and "Columbia County". Below this, a horizontal line is followed by "Public Involvement Meeting" in a larger, bold, red font. Underneath that, "April, 2020" is written in a smaller blue font. In the bottom left corner, there is a circular logo for the Wisconsin Department of Transportation, featuring a red and white stylized mountain and the text "WISCONSIN DEPARTMENT OF TRANSPORTATION". In the bottom right corner, there is a small speaker icon.

Welcome to the online public involvement meeting for **Project Design ID 5640-04-00** (construction ID 5640-04-70) along **Wisconsin Highway (WIS) 113** in Columbia County.

## Who can I talk with about the project?

---

**William Strobel, PE**

WisDOT Project Development Supervisor

**Lalitha Balachandran, PE**

WisDOT Project Manager

**Jeremy Rach**

WisDOT Project Leader

**Emily Kendall**

WisDOT Design Engineer



### 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

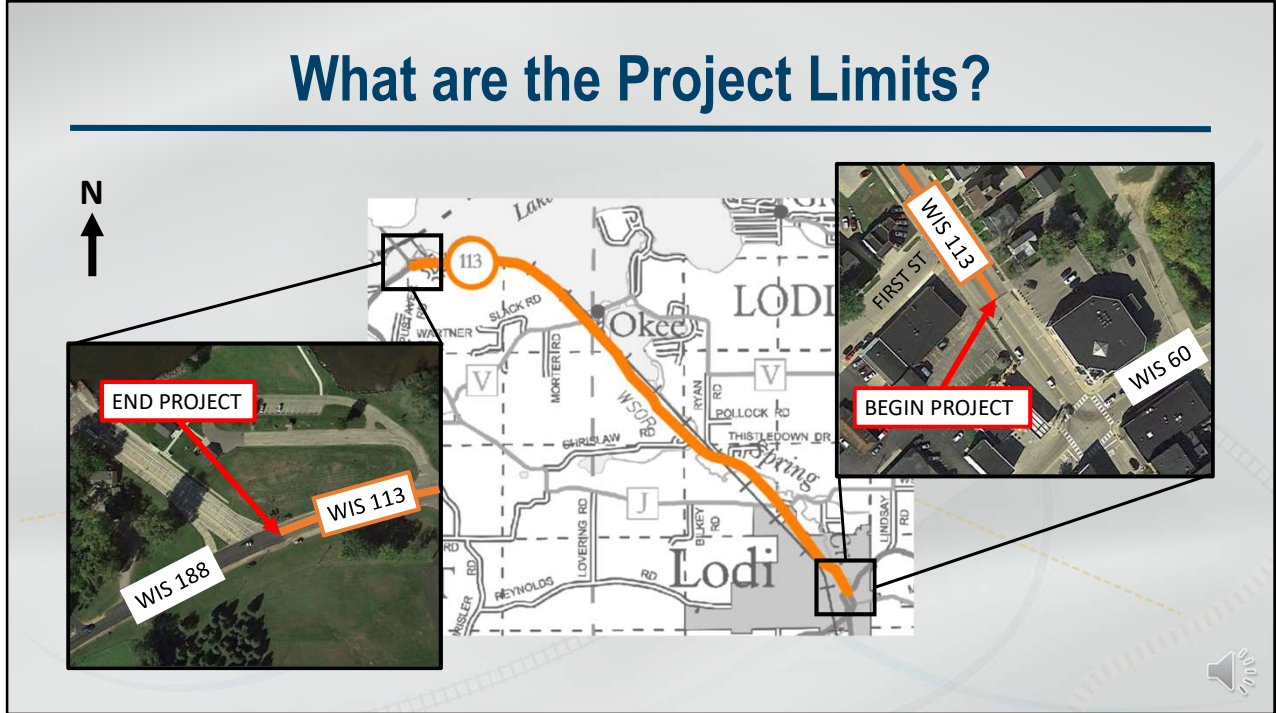
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- Project Limits
- Project Purpose & Need
- Design Overview
- Recent Activities
- Upcoming Schedule
- Contact Information



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?



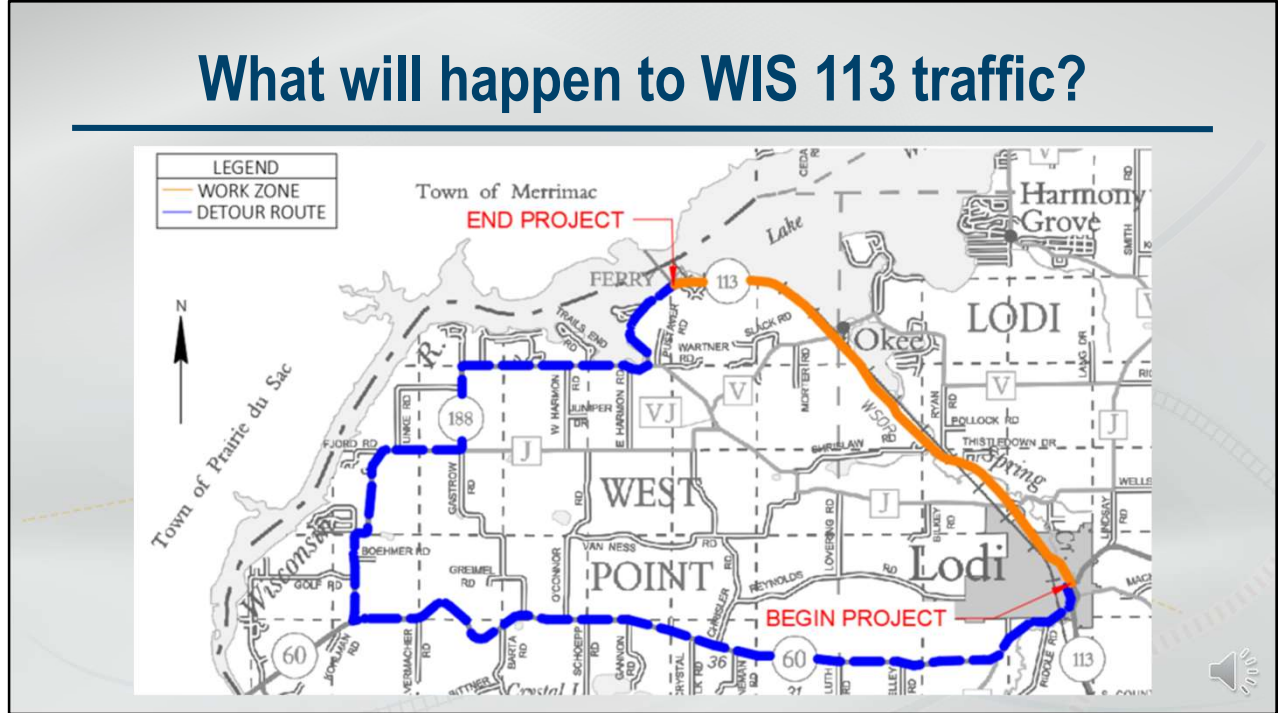
### What are the project limits?

The proposed project begins in the City of Lodi 200 feet north of the Wisconsin Highway 60 / Wisconsin Highway 113 intersection and stretches northwest for 6.2 miles, shown in orange, to the Wisconsin Highway 188 / Wisconsin Highway 113 intersection at the Merrimac Ferry Landing.

5640-04-00

WIS 113 – WIS 60 to WIS 188  
Columbia County

## What will happen to WIS 113 traffic?



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

The anticipated construction for this project is summer 2023 and project will be using a detour route during construction. The reason for the detour is that the road is too narrow for flagging operations. 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 blue, will use WIS 60 and WIS 188 for both northbound and southbound traffic.

## Why do we need this project?

### Safety Concerns



View of blind curve from the County Highway V intersection



### Why do we need this project?

One reason for the project is safety concerns. A safety concern for this project is a blind curve located just south of the County Highway V intersection. The blind curve makes it difficult for vehicles at the intersection to see northbound traffic and the curve makes it difficult for northbound traffic to see vehicles at the intersection. At this location there have been two crashes caused by the blind curve. Similarly, there have also been concerns brought up by the public about this location.

## 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. 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?

### Pavement Deterioration



WIS 113 pavement rutting



Crosswalk at the Chestnut Street and Fair Street intersection crossing WIS 113

Another reason we need the project is the pavement deterioration along WIS 113. The current pavement is deteriorating and has extensive cracking and rutting. The photo on the right shows extensive cracking at the Chestnut Street/Fair Street intersection and the photo on the left highlights some of the 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?

### Americans with Disabilities Act (ADA) Compliance



Crosswalk at the Chestnut Street intersection crossing Chestnut Street



Crosswalk at the First Street intersection crossing WIS 113

Another reason we need the project is the curb ramps located in the City of Lodi are not up to Americans with Disabilities Act (ADA) Standards. The photo on the left is of a curb ramp at the Chestnut Street intersection and the photo on the right is of a curb ramp at the First Street intersection. These photos highlight the inadequacy of the curb ramps along WIS 113.

## Why do we need this project?

### Drainage Concerns



Culvert pipe 1.49 miles north of County Highway J

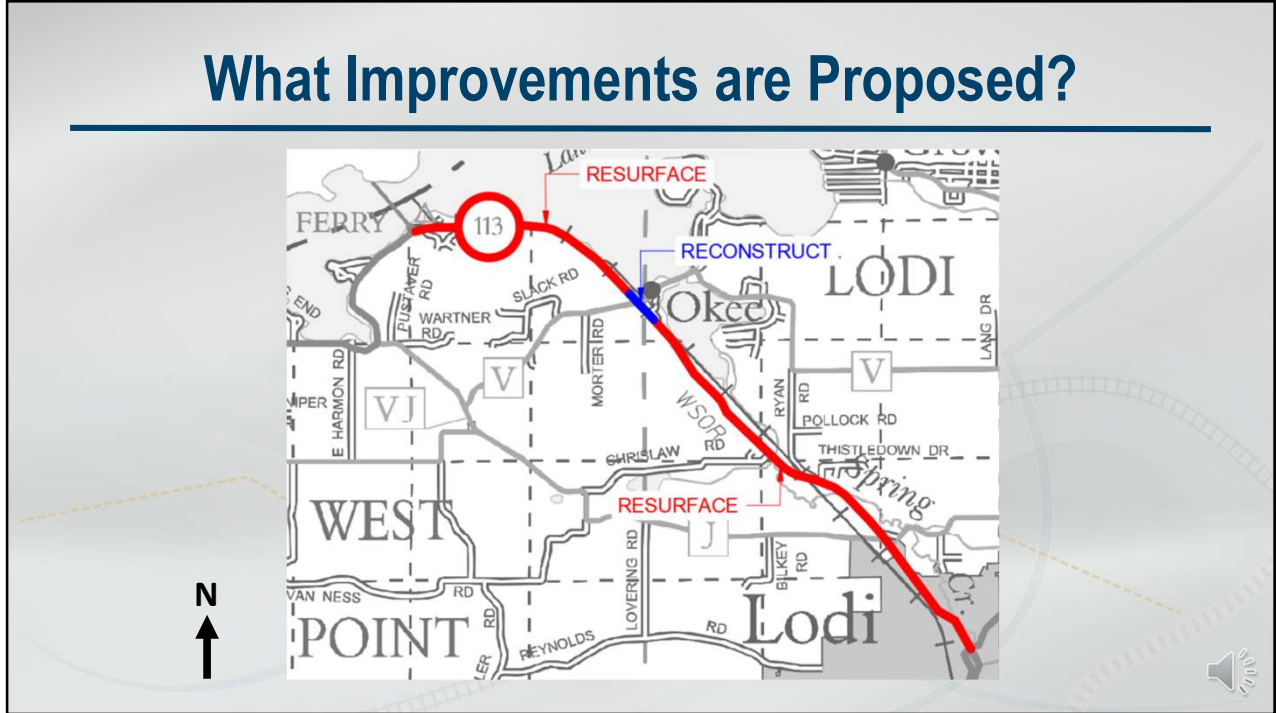


Culvert pipe 0.75 miles north of Old Sauk Road



Another reason we need the project is the poor condition of culverts along WIS 113. Within the project limits there are 5 culvert pipes that are deteriorating and distressed. The two photos are two of the five culvert pipes that are within the project limits that need replacement.

## What Improvements are Proposed?



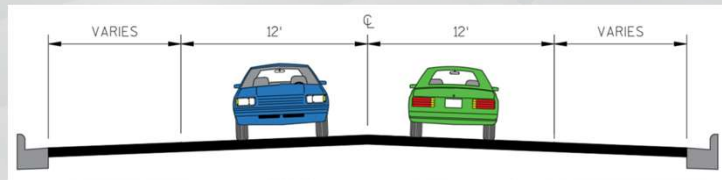
### What are the proposed improvements?

The proposed project includes resurfacing parts of WIS 113, shown in red. These resurfacing sections include removing 3 1/2 – inches of existing surface and paving back 3 1/2 – inches of new asphaltic material. The proposed project also includes a reconstruct section, shown in blue. The reconstruct section is located just south of the County Highway V intersection and consists of lowering the roadway 8 feet. The next collection of slides will explain each proposed improvement. First showing the typical sections of WIS 113, second explaining the curb ramp improvements, third explaining the drainage improvements, and finally explaining the vertical improvements for the reconstruct section at the County Highway V intersection.

## Design Overview

### Urban Typical Section - WIS 113

- Pavement
  - Milling – 3.5 inches
  - Paving – 3.5 inches
- Paving limits
  - Between curbs
- Existing curb and gutter will remain

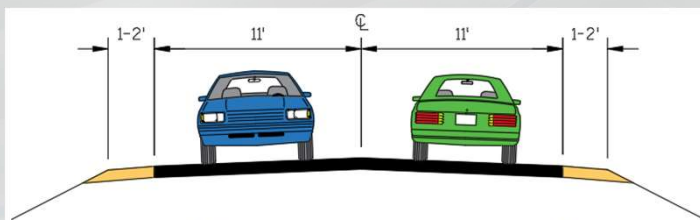


The typical sections for the project are broken into an urban typical section, shown on this slide, and two rural typical sections, shown on the next slides. The urban typical section is for the portion of WIS 113 located in the City of Lodi. As previously mentioned, the pavement will be milled to a depth of 3 1/2 – inches and paved back with a depth of 3 1/2 –inches. The limits for paving in the urban sections will be the existing curb and gutter, which will remain in place.

## Design Overview

### Rural Typical Section - WIS 113

- Pavement
  - Milling – 3.5 inches
  - Paving – 3.5 inches
- New shoulder aggregate

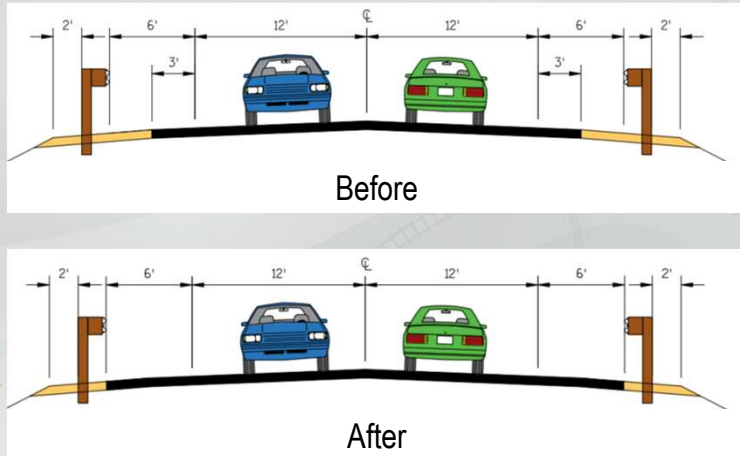


The rural sections of WIS 113 are locations outside the limits of the City of Lodi and are broken up into roadway with guardrail and roadway without guardrail. The typical rural section shown here is roadway without guardrail. In these sections the pavement will be milled to a depth of 3 1/2 –inches and paved back with a depth of 3 1/2 –inches. There will also be new shoulder aggregate.

## Design Overview

### Rural Typical Section - WIS 113

- Pavement
  - Milling – 3.5 inches
  - Paving – 3.5 inches
- New shoulder aggregate
- New centerline rumble strips
- Replace guardrail end terminals



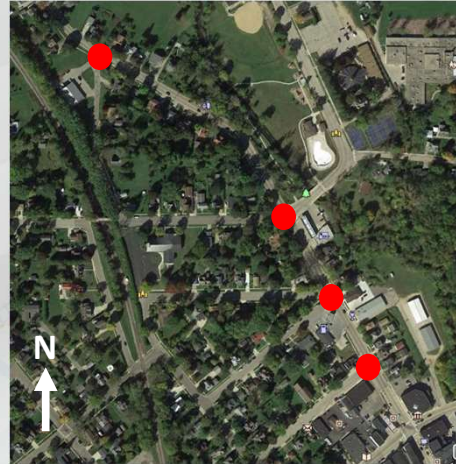
This rural typical section is of the roadway with guardrail. Similar to the previous rural typical section, the pavement will be milled to a depth of 3 1/2 –inches and paved back with a depth of 3 1/2 –inches. There will also be new shoulder aggregate and new centerline rumble strips. Additionally, the guardrail end terminals will be replaced with a safer end terminal called an energy absorbing terminal.

## Design Overview

### Curb Ramps

- Locations

- First Street
- Second Street / Locust Street
- Chestnut Street / Fair Street
- Gay Street

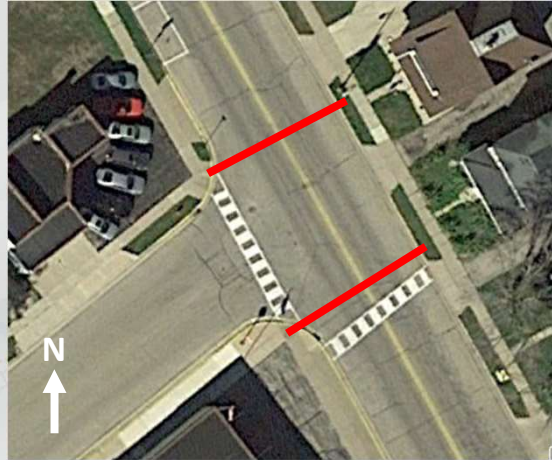


Next, I'll discuss the curb ramp improvements along the project. The locations of the curb ramps that are proposed to be improved to meet Americans with Disabilities Act (ADA) standards are at the following intersections; First Street, Second Street, Locust Street, Chestnut Street, Fair Street, and Gay Street. The curb ramp improvements will also consist of reconfiguring the intersection crosswalks at some locations.

## Design Overview

### Curb Ramps

- First Street
  - New northeast crosswalk
  - Reconfigure southeast crosswalk
  - Improve the ramps to meet ADA standards



At the First Street intersection, a northeast crosswalk will be added and the southeast crosswalk will be reconfigured to avoid the driveway in the southeast quadrant. The red lines show those proposed crosswalk locations. Additionally, the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards.



## Design Overview

### Curb Ramps

- Second Street/Locust Street
  - Improve the ramps to meet ADA standards

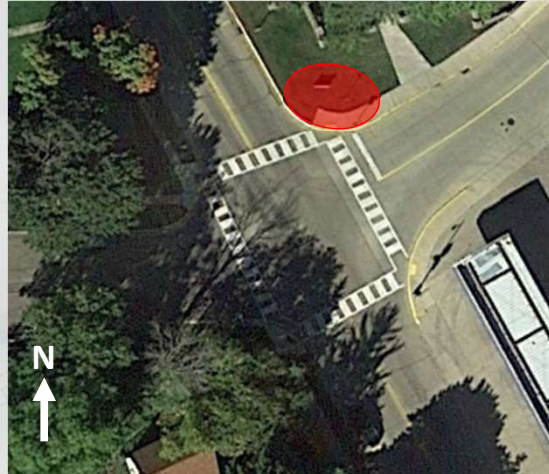


At the Second Street and Locust Street intersection the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards.

## Design Overview

### Curb Ramps

- Chestnut Street/Fair Street
  - Improve the ramps to meet ADA standards
  - Goeres Park
    - Approximately 300 square feet
    - Section 4(f)
      - De minimis determination



At the Chestnut Street / Fair Street intersection the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards. These curb ramp improvements will involve acquiring approximately 300 square feet of the Goeres Park land in the northeast quadrant, shown in red.

The existing curb ramp at the intersection of WIS 113 and Fair Street is located outside of WisDOT right-of-way, within Goeres Park's property line. As a public park owned by the Village of Lodi, Goeres Park is afforded special protections under Section 4(f) of the United States Department of Transportation Act. Working in conjunction with the village it has been determined that right-of-way needed to upgrade the curb ramps will not adversely affect the activities, features, or attributes of Goeres Park's and therefore a Section 4(f) De minimis determination will be made.

## Design Overview

### Curb Ramps

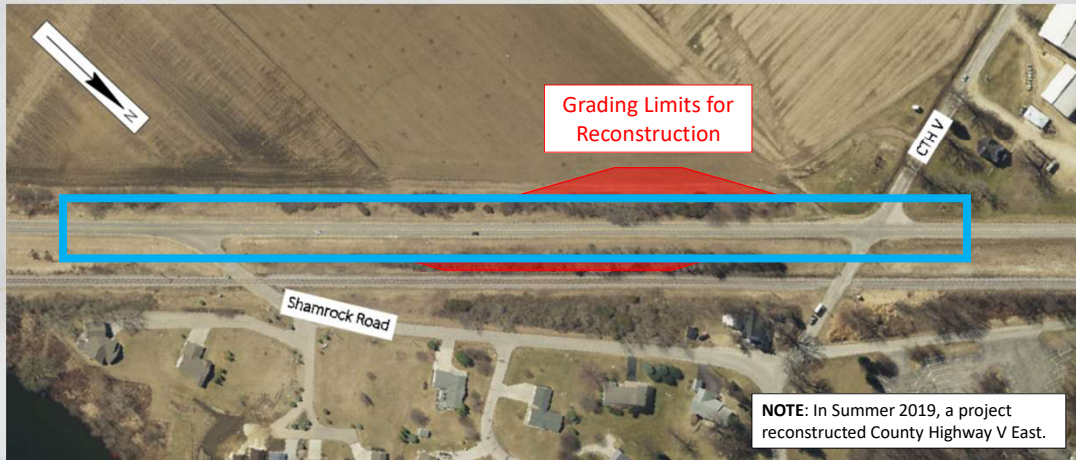
- Gay Street
  - Improve the ramps to meet ADA standards



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

## Design Overview

### Vertical Improvements at CTH V Intersection



Another element of the proposed design, is the vertical improvement at the County Highway V intersection. The vertical improvements are located within the reconstruct section of the project, which is shown by the blue box. The reconstruction will consist of lowering the roadway 8 feet to improve sight distances. To lower the roadway, the surrounding land would need to be graded and the grading limits for the proposed reconstruct section are shown in red.

As a note, in 2019, a project reconstructed County Highway V East. As part of the project, County Highway V East was reconfigured and this is not reflected in the image shown.

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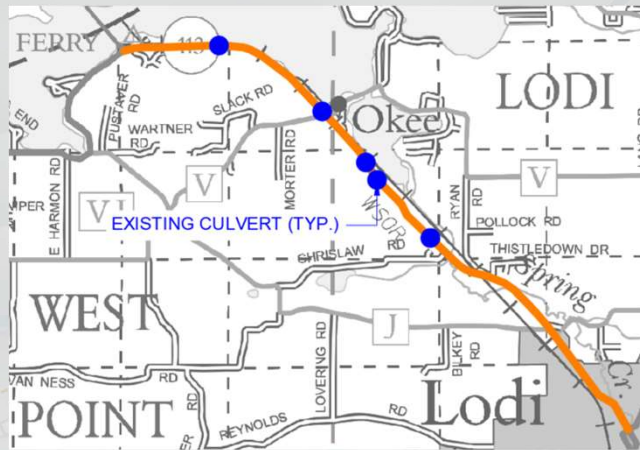
WIS 113 – WIS 60 to WIS 188

Columbia County

## Design Overview

### Drainage

- Replace 5 Existing Culverts
- New drainage at the County Highway V intersection in reconstruct section



The proposed drainage improvements are as follows. There are five existing culverts along the project that were identified as being in poor shape. Those culverts will be replaced with the same type of culvert that is currently in place. Additionally, in the reconstruct section of the project, there will be new drainage to account for the 8-foot lower roadway.

## Recent Activity

- 2019
  - Survey completed
  - Wetland determination completed
  - Sent initial coordination letters to the public
  - Completed Highway Safety Improvement Program (HSIP) application
  - HSIP application was approved
- 2020 and beyond
  - Section 106 report was signed
  - Design of reconstruct near County Highway V intersection began
  - 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. Lastly in 2019, a Highway Safety Improvement Program (HSIP) application was completed and approved. The application was to be able to reconstruct the County Highway V and WIS 113 intersection to improve the sight distances.

In 2020, the Section 106 report was signed. In addition, both the design of the reconstruct section near County Highway V intersection and the draft environmental report were started.

## What is Next?

- |  |                    |
|--|--------------------|
| • Soil Testing                                   | Spring/Summer 2020 |
| • Environmental Report Signed                    | July 2020          |
| • Right-of-Way Plat                              | February 2021      |
| • Real Estate Acquisition                        | February 2021      |
| ▪ At curb ramp locations and reconstruct section |                    |
| • Final Plans                                    | August 2022        |
| • Construction                                   | Summer 2023        |



### What is next?

Currently, the soil testing is scheduled for this spring, but due to COVID-19 the testing could be pushed into this summer. As mentioned, the work on the environmental report has begun and we anticipate the report to be signed this July. The right-of-way plat is anticipated to be done by February 2021 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 curb ramp locations and at the reconstruct section, NOT the entire project. The plans for the project should be finalized by August 2022 and construction is anticipated to begin the next summer, Summer 2023.

## 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.**



## Project Contact Information

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