

ENGINEERING/ENVIRONMENTAL STUDY  
FOR PROPOSED TRANSPORTATION  
IMPROVEMENTS ON

**US 14 (US 12/18 to WIS 92)  
and  
WIS 138 (Hill Road to Park Street)  
Dane County**



**Public Hearing  
August 14, 2008**

# Engineering/Environmental Study US 14 AND WIS 138 Dane County



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## Welcome

Thank you for attending today's public hearing concerning the location, design, and environmental aspects of proposed improvements on US 14 (US 12/18 to WIS 92) and WIS 138 (Hill Road to Park Street). The public hearing is part of the process for involving citizens in transportation decisions.

The hearing includes those aspects that may require a change in the state trunk highway system under section 84.02(3), Wisconsin Statutes, designation of access control under section 84.25, Wisconsin Statutes, designation of freeways and expressways under section 84.295, Wisconsin Statutes, and those aspects that may require a Clean Water Act permit from the U.S. Army Corps of Engineers for placement of fill material into waters of the United States. The U.S. Army Corps of Engineers is a cooperating agency for purposes of the project's environmental document.

The open house hearing offers two formats for presenting your testimony (see below). You are encouraged to review the displays, ask questions, and provide testimony. Copies of the Environmental Assessment that evaluates the project's environmental effects are also available for review.

## When You Arrive

Sign in and review this public hearing packet. Review the displays and discuss the proposed improvements with the project team. You may want to make some notes to help organize your testimony. Decide whether you want to provide oral testimony, written testimony, or both.

### ***Oral Testimony***

A court reporter is available to record your testimony. Tell the court reporter your name, address, and who you represent if applicable. Make specific comments about the proposed improvements including reasons for supporting or opposing particular project design features.

### ***Written Testimony***

Written testimony may be presented today or after the public hearing. You may leave written testimony by filling out the comment form at the back of this handout and placing it in the comment box.

If you want to provide written testimony after the hearing, complete the comment form or use your own format and send to WisDOT at the address listed on page 6. Written comments must be postmarked no later than 5:00 p.m. on Tuesday, September 2, 2008 to be included in the official public hearing record.

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## Project Information

### Location

The US 14 project extends from the US 12/18 beltline in Madison to WIS 92 near the village of Brooklyn (see location map). Proposed improvements on WIS 138 extend from Hill Road to Park Street.

### Key reasons for proposed improvements

#### Address increasing traffic demand

US 14 is an important regional transportation link serving the Madison metropolitan area and surrounding communities. It carries a mix of local and commuter traffic between Madison, Oregon, Brooklyn, Evansville and Janesville. Today's traffic on US 14 near the US 12/18 beltline is 28,000 vehicles per day. Traffic near Oregon is at 16,300 and traffic near WIS 92 is at 7,700. Within an approximate 20-year planning period (Design Year 2034) traffic is expected to reach 43,300 vehicles per day near US 12/18, 24,400 near Oregon and 11,200 near WIS 92.

Present traffic on WIS 138 is also high with 7,300 vehicles per day east of US 14 and 11,300 west of US 14. Within a 20-year period traffic is expected to reach 11,550 vehicles per day east of US 14 and 22,200 vehicles per day west of US 14.

WisDOT's highway design guidelines indicate 15,000 vehicles per day is the maximum traffic volume that can be safely handled at an acceptable service level on a two-lane rural highway like the existing two-lane segments of US 14.

#### Address emerging safety concerns

In 2003 through 2005, crash rates on US 14 ranged from 30% to 125% higher than the statewide average crash rate for similar highways. Safety concerns along existing US 14 include the following:

- Several side road intersections are angled, lack turn lanes, or connect to US 14 at curves.
- Numerous access points (driveways and side roads) cause conflicts between through traffic and turning traffic.
- There is limited sight distance at some curves and hills.
- The existing on-ramps from WIS 138 to US 14 have operational and safety problems due to high speed merging traffic.

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## US 14/WIS 138

### Dane County



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Safety concerns at the existing US 14/WIS 138 interchange include the following:

- Heavy morning traffic on the US 14 northbound on-ramp is causing substantial delay on northbound US 14 and in both directions on WIS 138.
- Both morning and afternoon traffic backups block intersections and obstruct sight distance, creating unsafe turning and crossing conditions.
- Park Street intersects with US 14 (on-ramp to southbound US 14, located at the southwest quadrant) at an angle less than 90 degrees, lacks adequate acceleration length and connects to US 14 at a curve.
- The northbound US 14 on/off-ramp (located in the southeast corner of the interchange), intersects US 14 at an angle less than 90 degrees, lacks adequate acceleration length and connects to US 14 at a curve.

As traffic increases over time, these safety and operational problems will result in higher potential for crashes and longer traffic delays.

#### **Enhance local planning**

Finalizing plans now for future improvements to US 14 and WIS 138 will assist local officials and other interests in making land use and development decisions in the corridor. The highway plans will also contribute an important transportation element to comprehensive plans in the communities served by US 14.

#### **Proposed improvements**

Proposed improvements on US 14 and WIS 138 are summarized below. The proposed construction time frames are subject to change depending on funding availability and WisDOT's prioritization of statewide transportation improvement projects.

##### **US 12/18 to County MM**

- Segment length approximately 7.3 miles
- Resurface existing four-lane highway
- No new right-of-way required
- Proposed construction in 2012

##### **County MM to WIS 138**

- Segment length approximately 2.5 miles
- Expand existing two-lane highway to four lanes (construct southbound lanes)
- Reconstruct existing highway (future northbound lanes) by replacing pavement and base
- No new right-of-way required
- Proposed construction in 2009

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## US 14/WIS 138

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#### US 14/WIS 138 interchange

- Length along WIS 138 approximately 0.4 mile
- Reconstruct existing partial interchange to full diamond with roundabouts at the ramp terminals
- Reconstruct/widen WIS 138 from Hill Road to Park Street to improve turning capacity
- No new right-of-way anticipated
- Proposed construction in 2011

#### WIS 138 to WIS 92

- Segment length approximately 3.6 miles
- Construct northbound lanes of future four-lane highway on land purchased and preserved by WisDOT in 1970
- Limit access to side road intersections and purchase access rights along the side roads to improve safety and operations within the intersections
- Proposed construction in 2015

### Environmental impacts

The Environmental Assessment available at today's public hearing evaluates the environmental effects of the proposed US 14 and WIS 138 improvements. While no new right-of-way is anticipated to be required, the proposed improvements will convert approximately 4.1 acres of wetland and 1.4 acres of upland habitat to roadway use. There are 6 stream crossings in the project corridor but no new structures or structure replacements are required. The preliminary noise analysis indicates traffic noise impacts will occur at approximately 8 first-row condos west of US 14 in the County MM to WIS 138 segment and at the church located at the US 14/Rutland-Dunn Townline Road intersection.

### Measures to minimize adverse effects

Measures to minimize adverse effects of the proposed US 14 and WIS 138 improvements include the following:

- A traffic management plan will be developed in future final design phases to ensure reasonably convenient access to farms, homes, businesses, community services and local roads during construction. WisDOT will also coordinate construction sequencing and traffic operations with local fire, police, and emergency services to minimize delays.
- Strict erosion control and storm water management practices will be implemented to protect water quality in accordance with Wisconsin Administrative Code Chapter TRANS 401, *Construction Site Erosion Control and storm Water Management Procedures for Department Actions*, and the WisDOT/WisDNR Cooperative Agreement regarding erosion control and storm water management.

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- Wetland impacts that cannot be avoided or minimized further through roadway design refinements will be compensated by restoring former wetlands that have been altered by farming or other drainage changes, or by using an established WisDOT wetland mitigation bank site.
- The new highway sideslopes and backslopes will be planted with a variety of native grasses and shrubs.
- The preliminary noise analysis indicates a noise wall (at approximately 8 impacted condos located west of US 14 in the County MM to WIS 138 segment) would potentially meet cost effectiveness criteria in Wisconsin Administrative Code Chapter TRANS 405, *Siting Noise Barriers*. Factors in deciding whether a noise wall will be constructed include conducting a more detailed noise analysis following construction of the new southbound roadway to verify noise levels, more detailed evaluation of terrain and other land characteristics to determine whether construction of a noise wall is feasible, and coordination with local officials and property owners regarding the desirability of a noise wall at this location.

## Schedule/upcoming activities

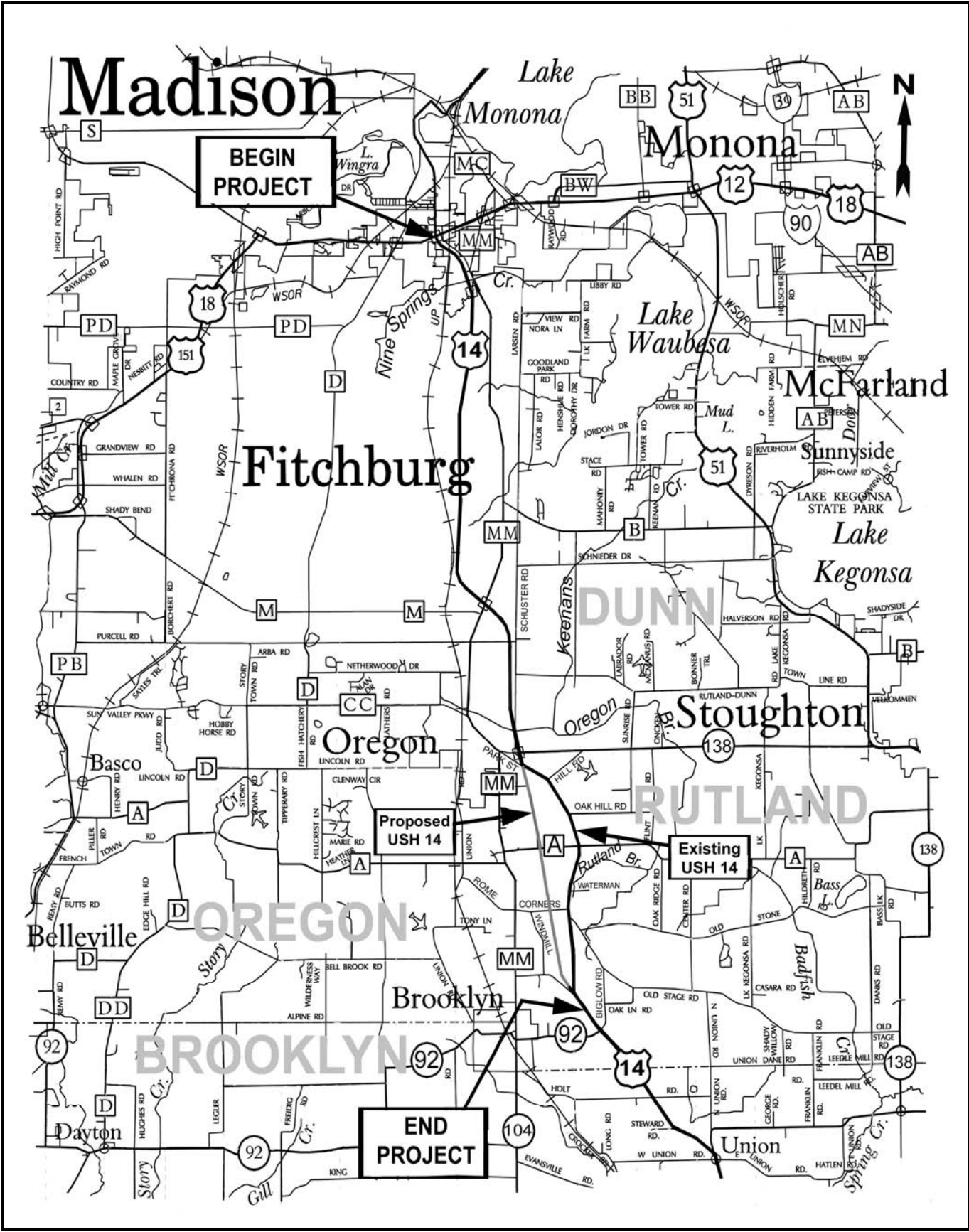
Key milestones for upcoming project activities include the following:

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|---|-------------------|
| • Review of public hearing comments               | Late summer 2008  |
| • Final environmental document                    | Early fall 2008   |
| • Preliminary plans for US 12/18 to County MM     | Summer 2009       |
| • Final plans for US 12/18 to County MM           | Summer 2011       |
| • Final plans for County MM to WIS 138            | Late fall 2008    |
| • Preliminary plans for US 14/WIS 138 interchange | Fall/winter 2008  |
| • Final plans for US 14/WIS 138 interchange       | Early summer 2009 |
| • Preliminary plans for WIS 138 to WIS 92         | Summer 2010       |
| • Final plans for WIS 138 to WIS 92               | Summer 2014       |

## Project contact:

For additional information about the proposed US 14 and WIS 138 improvements, contact the WisDOT Project Manager listed below. There will also be periodic news releases and newsletters in the final design phase to keep area citizens informed about the project.

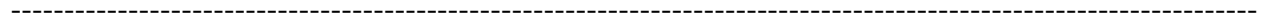
Mike Rampetsreiter, P.E.  
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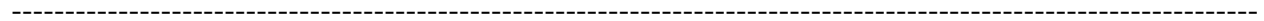
Project Location



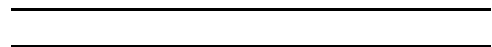
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Address \_\_\_\_\_



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