US 12 Update

I-90/94 to Ski Hi Road - Sauk County

Spring 2006

US 12 enters design phase

Design efforts for the first section of the US 12 Bypass project from I-90/94 to Terrytown Road began in the fall of 2005. The Wisconsin Department of Transportation has been working with property owners, local officials, the Department of Natural Resources, the Federal Highway Administration, the Ho-Chunk Nation and other entities to finalize the design features of the highway improvement project.

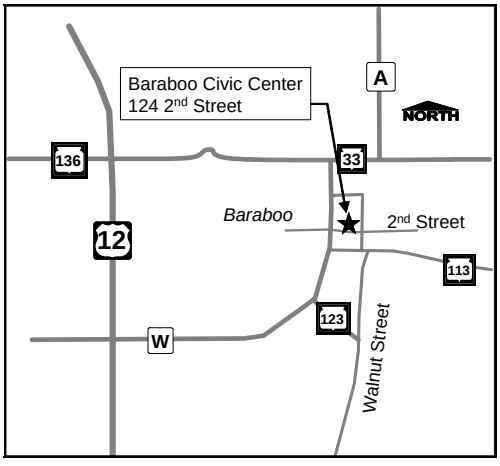
The project will include:

- An interchange near Fern Dell Road with four roundabouts
- An overpass of Shady Lane at proposed US 12
- An interchange at North Reedsburg Road with two roundabouts
- An interchange at WIS 33 with two roundabouts
- An overpass of Old 33 at proposed US 12
- An underpass of Terrytown Road at proposed US 12, including the Ice Age Trail
- Access roads at Old 33 and Fern Dell Road

Public information meeting May 10, 6 to 9 p.m. Baraboo Civic Center

You are invited to a public information meeting on Wednesday, May 10, 2006, at the Baraboo Civic Center (124 2nd Street) in Baraboo. The meeting will be conducted in an open house format from 6 to 9 p.m., with a half-hour formal presentation at 7 p.m. Topics that will be presented at the meeting include:

- Design process and schedule
- Proposed US 12 improvements
- Interchange locations and features



The meeting site is wheelchair accessible. Hearing impaired persons who need assistance at the meeting may contact the Wisconsin Telecommunications Relay System at (800) 947-3529.

WisDOT Southwest Region
Madison/La Crosse Offices

In this issue

Contact information

Scott Lawry, P.E.
WisDOT Project Manager
(608) 789-6308

Randy Byom, P.E.
WisDOT Project Supervisor
(608) 785-9395

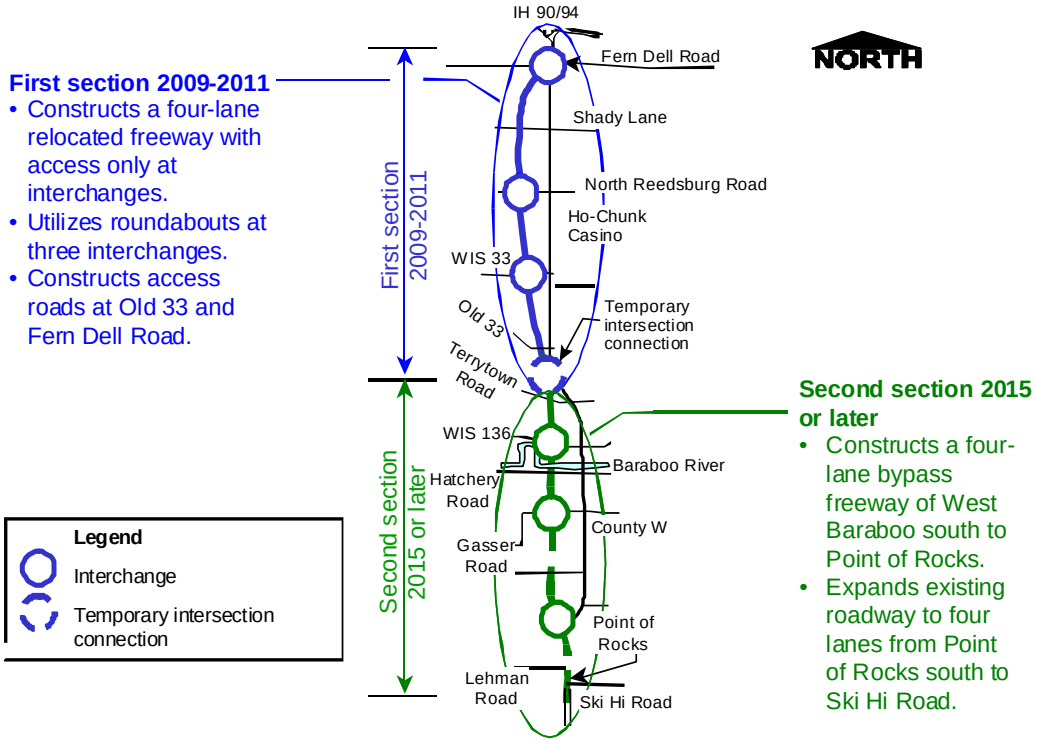
Joe Bunker P.E. or Kent Locy, P.E.
Strand Associates, Inc.
(608) 251-4843

Project description

The project will construct a relocated freeway facility from 1/4 to 1/2 mile west of existing US 12. The first portion of this improvement will be built from I-90/94 south to the existing four-lane roadway at Terrytown Road. Construction of this portion is scheduled for 2009 to 2011 with real estate acquisition to begin in fall 2006.

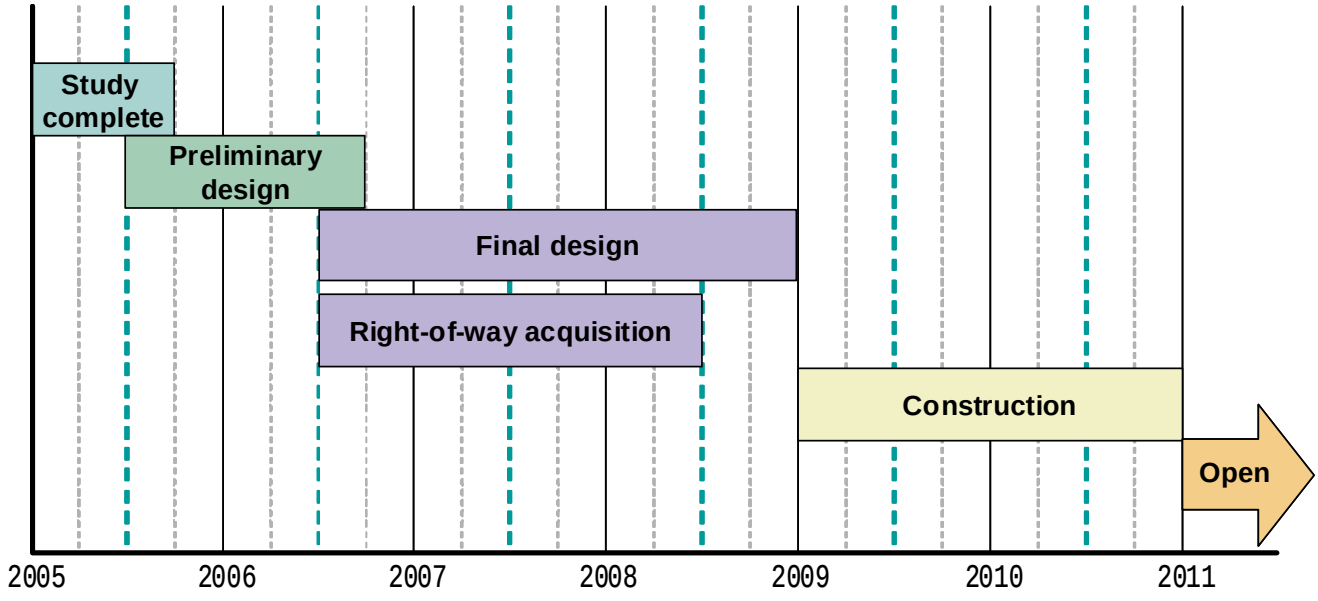
The second section of the improvement will construct a relocated freeway facility from Terrytown Road south to Ski Hi Road. This portion will not be constructed until 2015 or later, but the necessary right of way will be acquired between 2008 and 2010.

First section 2009-2011
- Constructs a four-lane relocated freeway with access only at interchanges.
- Utilizes roundabouts at three interchanges.
- Constructs access roads at Old 33 and Fern Dell Road.



Second section 2015 or later
- Constructs a four-lane bypass freeway of West Baraboo south to Point of Rocks.
- Expands existing roadway to four lanes from Point of Rocks south to Ski Hi Road.

Project schedule - Fern Dell Road to Terrytown Road



Roundabouts offer an effective alternative to signalized intersections

Roundabouts have been used throughout the world for decades and are currently gaining popularity in America. They are an effective alternative to conventional intersection treatments such as traffic signals and four-way stops. Roundabouts are substantially different than the traffic circles or rotaries that were built in America prior to the 1960s.

The roundabout essentially takes a standard intersection - which has 32 potential vehicle conflict points - and reduces it to only eight conflict points. The reduction in conflict points reduces the number of overall crashes. Additionally, the lower speeds of roundabouts greatly reduce crash severity. Roundabouts also offer an attractive operational alternative. Vehicles typically are always moving while traveling through the intersection, producing less overall delay than their signalized intersection counterparts.

The following bullets describe some of the main benefits of roundabouts:

- Entering traffic yields to circulating traffic.
- Circulating traffic is always moving.
- Very heavy traffic can be accommodated.
- No weaving distance is necessary.
- Speeds are reduced.

For additional information on roundabouts, please visit the Wisconsin Department of Transportation Web site for an informational brochure at the following link:

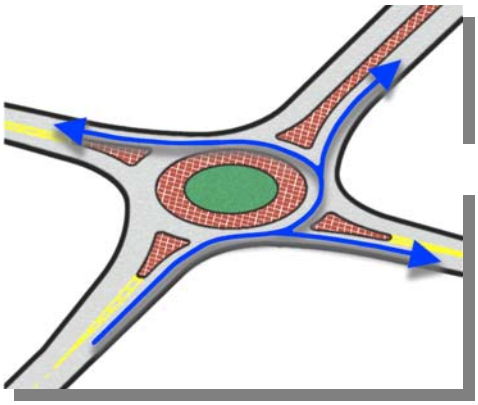
http://www.dot.wisconsin.gov/safety/motorist/docs/roundabout-brochure.pdf

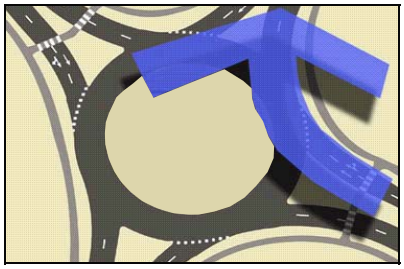
The recently constructed WIS 35 and Hanley Road Interchange in St. Croix County includes two roundabouts.

Strand Associates, Inc.
Attn: Joe Bunker
910 W. Wingra Drive
Madison, WI 53715

How to use a roundabout

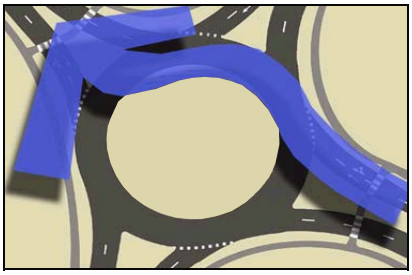
- Slow down.
- Watch for traffic signs. Move into the correct lane for the direction you wish to travel.
- Yield to pedestrians and bicyclists as you enter and exit the roundabout.
- Look to the left for traffic. Enter when it is safe.
- Keep your speed low within the roundabout.
- Exit to your destination.





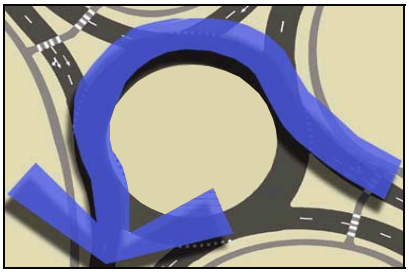
Right Turn

- Yield to all circulating traffic at the yield line.
- Use your right turn signal to let others know that you are exiting the roundabout at the next exit.
- When sufficient space and time to enter traffic occurs, enter the roundabout.
- Stay to the right and proceed immediately out of the roundabout and into a successful right-hand turn.



Straight

- Yield to all circulating traffic at the yield line.
- When sufficient space and time to enter traffic occur, enter the roundabout.
- Maintain your path upon entering until you come to the desired exit.
- Use your right turn signal to let others know that you are exiting the roundabout at the next exit as soon as you pass the exit prior to the desired exit.



Left Turn

- Yield to all circulating traffic at the yield line.
- When sufficient space and time occur, enter the roundabout. You should enter to the inside path of the circulatory roadway.
- Use your right turn signal to let others know that you are exiting the roundabout at the next exit as soon as you pass the exit prior to the desired exit.
- Stay to the left, the inside path, until you come to the desired exit.