

# US 12 Bypass Alternate Alignment Informational Meeting

***February 26, 2008***



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USH 12 Sauk County



# US 12 South Section Preliminary Design Overview (from Nov. '07 Public Meeting)

## Interchanges

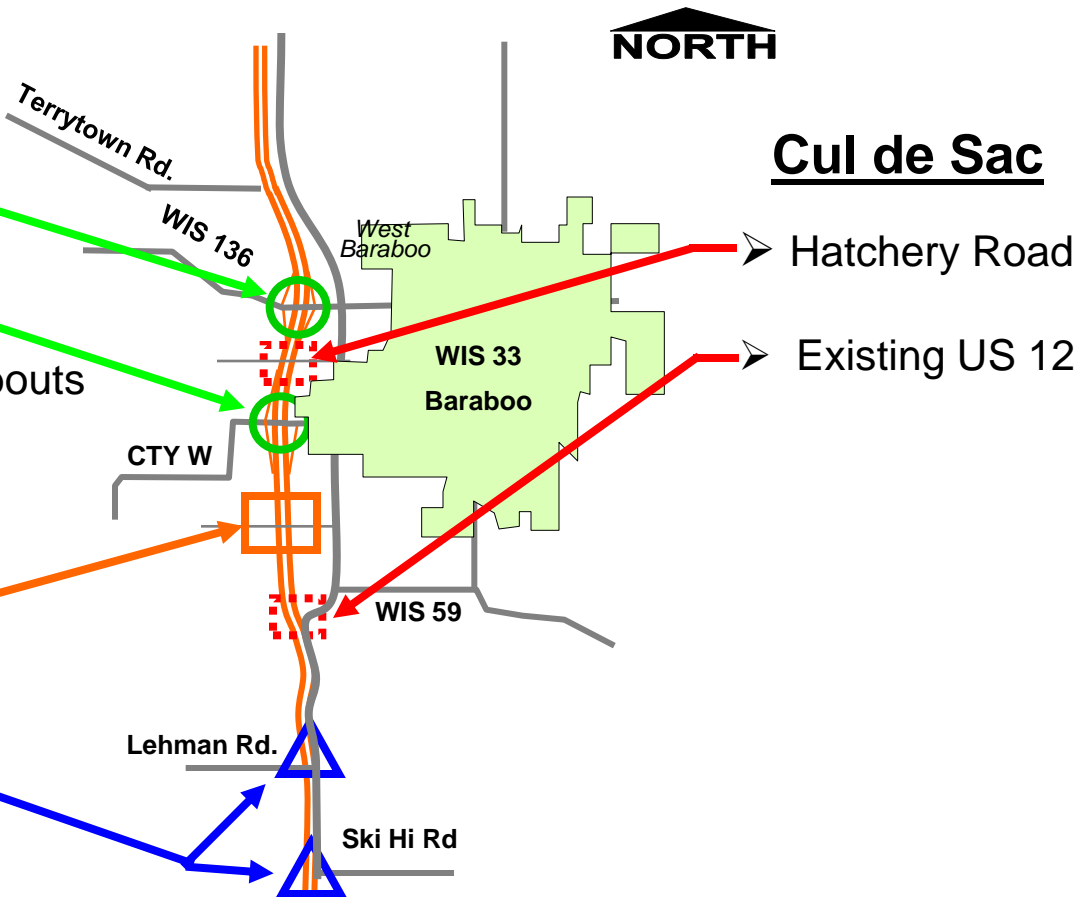
- US 12 Over WIS 136
- US 12 Over CTH W
- All Interchanges utilize Roundabouts

## Cross Roads

- Gasser Road Over US 12

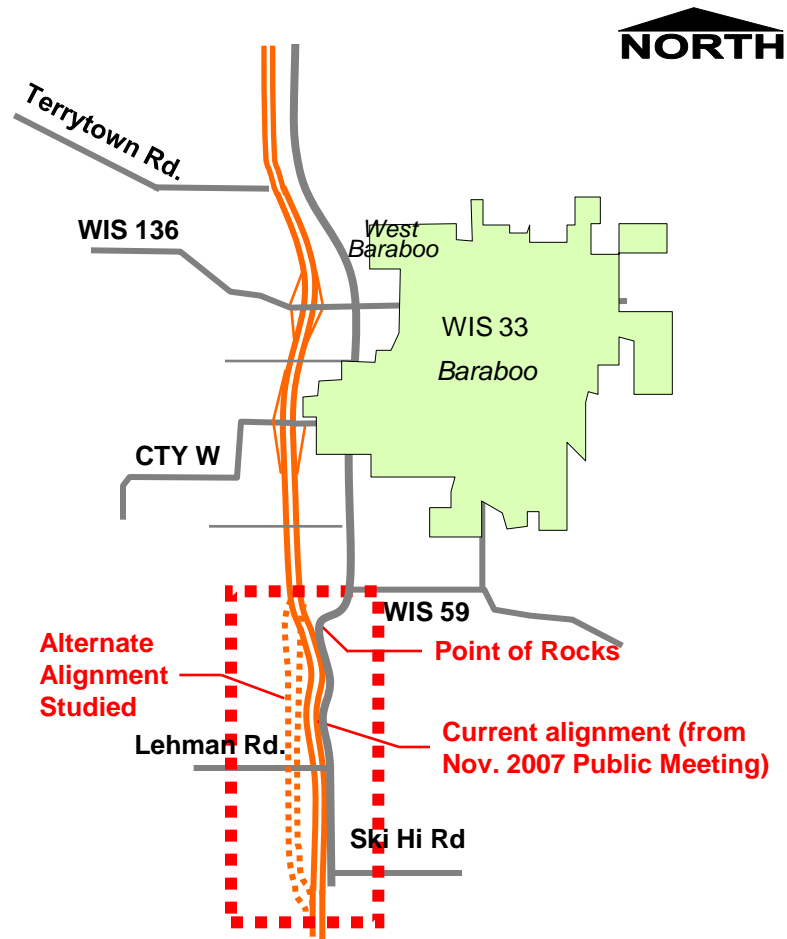
## At-Grade Intersections

- Lehman Road
- Ski Hi Road



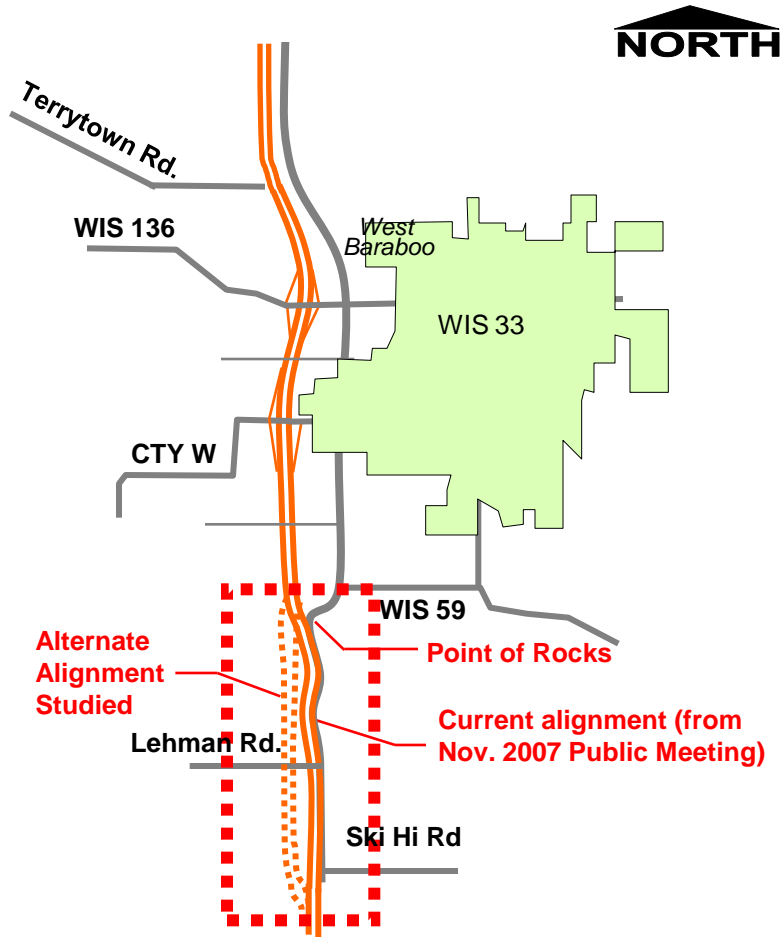
# US 12 South Section Alternate Alignment

- Brought forward by group of property owners in December 2007
- Continues west of existing US 12 from Point of Rocks to Ski Hi Road
- Interchange at Lehman Road
- Existing US 12 would remain in place up to Ski Hi Road and would become a local road



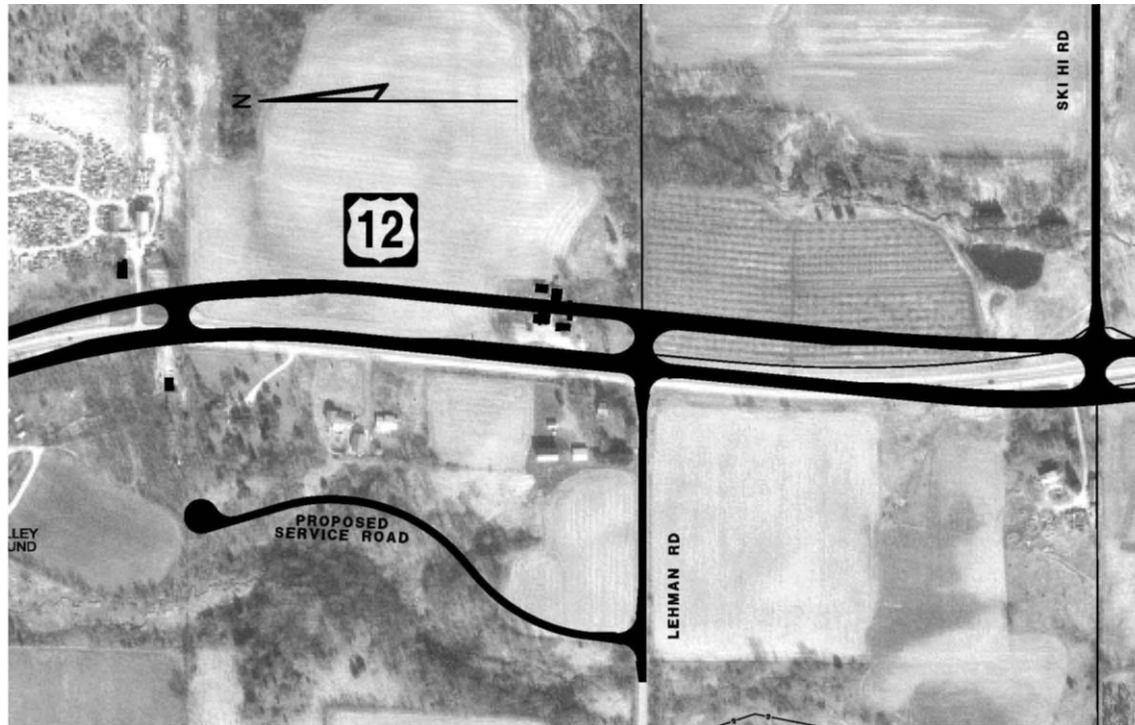
# US 12 South Section Alternate Alignment - Tasks completed

- Preliminary design
- Factors considered:  
access, real estate,  
constructability/staging,  
cost, environment,  
jurisdiction and  
safety/operations
- Compare to current  
alignment (from Nov.  
2007 Public Meeting)



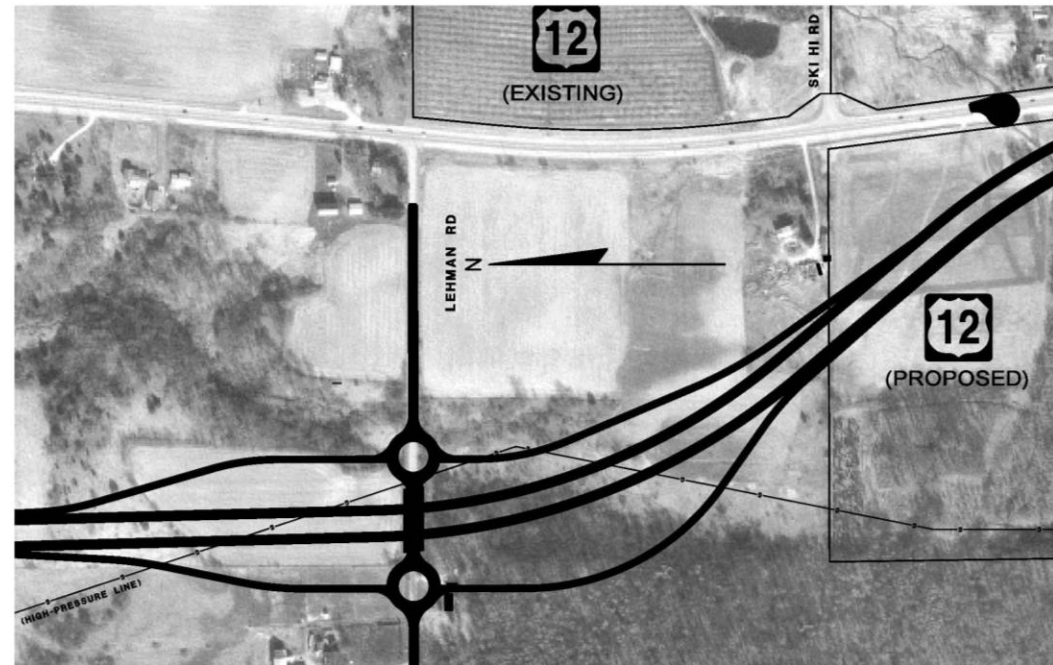
# Access – Current Alignment

- Current alignment (partial access control)
  - Properties would access US 12 directly or via Lehman Road or Ski Hi Road
  - Devil's Lake traffic may continue to use Ski Hi Road



# Access – Alternate Alignment

- Alternate alignment (full access control)
  - Properties would access US 12 via Lehman Road interchange
  - Ski Hi Road would not intersect with US 12
  - Lehman Road interchange may promote the use of Ski Hi Road as the entrance to Devils Lake rather than STH 159



# Real Estate

## Current Alignment

- Requires approximately 50 acres of R/W from Point of Rocks to Ski Hi Road.
- Requires 4 relocations.
- **Total estimated real estate cost: \$1.4 - \$1.8 million.**

## Alternate Alignment

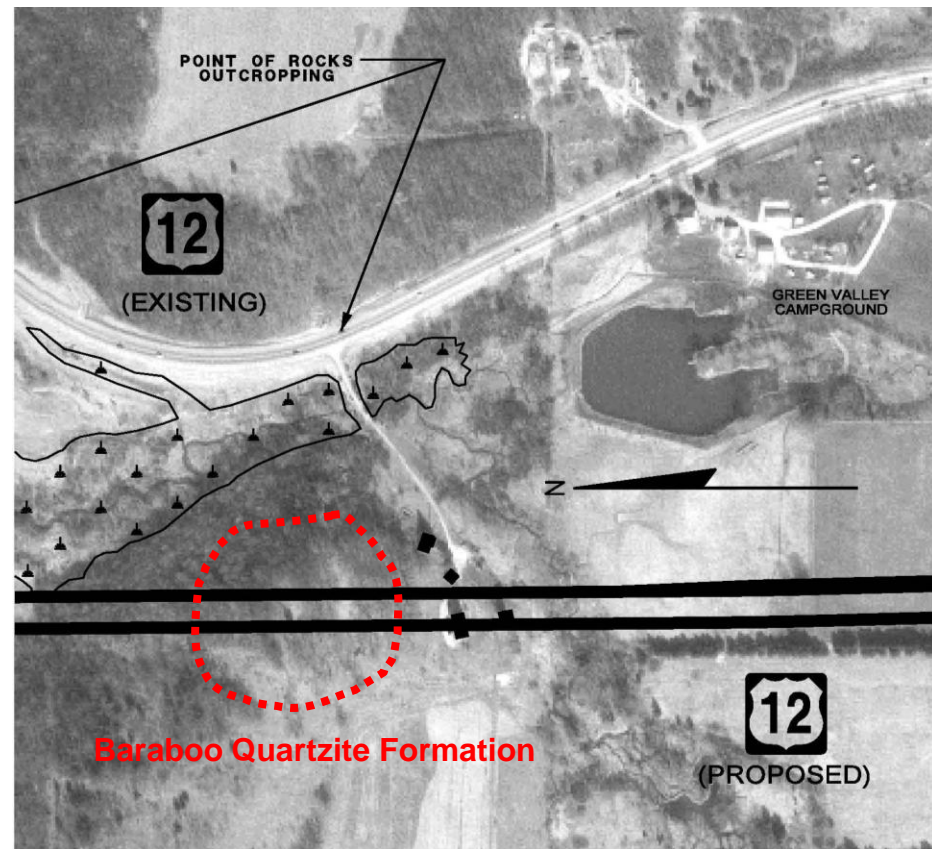
- Requires approximately 82 acres of R/W.
- Requires 2 relocations.
- Real Estate acquisition for alternate alignment may be more complex due to lands with conservation easements.
- **Total estimated real estate cost: \$1.0 - \$1.6 million**





# Constructability/Staging

- Construction staging of **alternate alignment** may be easier and less costly; traffic can continue to use existing US 12 while the bypass is being constructed.
- Construction of **alternate alignment** involves a difficult and costly rock cut through Baraboo Quartzite formation.





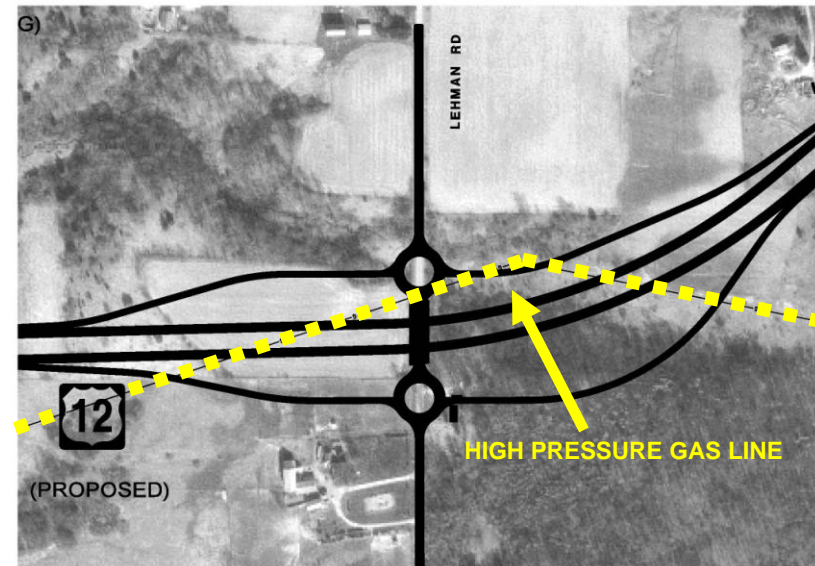
# Cost – Current Alignment

- Cost of current alignment from Point of Rocks to Ski Hi Road approximately \$14.1 Million. Major items include:
  - Approx. 560,000 cy excavation (\$3.1 Million)
  - Approx. 46,000 sy pavement (\$3 Million)
  - Two US 12 structures over Skillet Creek Tributary (approx \$2.1 Million)



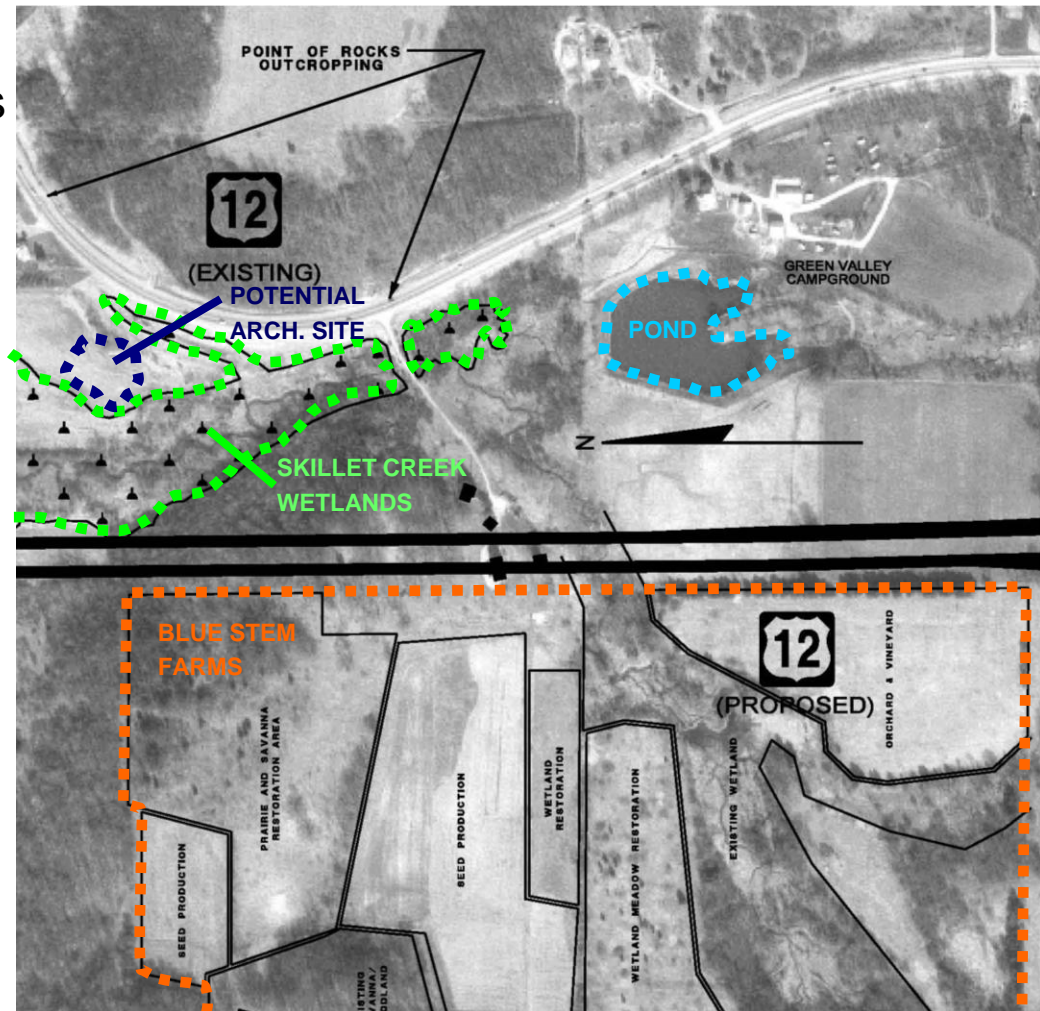
# Cost – Alternate Alignment

- Cost of alternate alignment from Point of Rocks to Ski Hi Road approximately \$19.1 Million. Major items include:
  - Approx. 1.0 Million cy excavation (\$4.6 Million)
  - Approx. 300,000 cy rock excavation (\$3.0 Million)
  - Approx. 61,000 sy pavement (\$3.5 Million)
  - Lehman Road structure over US 12 at interchange (approx. \$450,000)
- May involve costly relocation of a high pressure gas line, approx. cost: up to \$1.2 million.



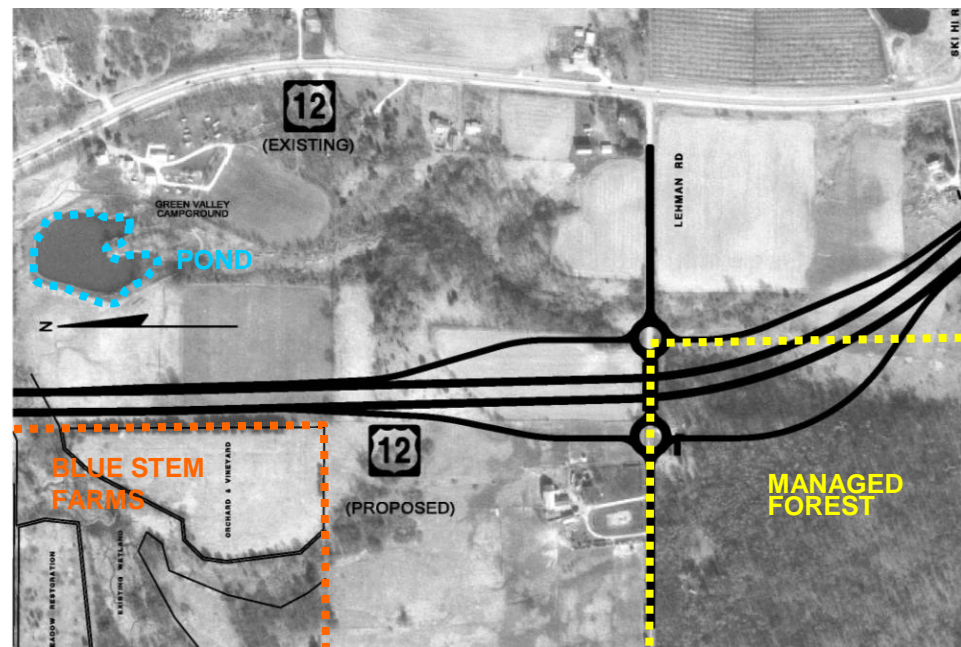
# Environment

- Alternate alignment impacts the Blue Stem Farm which is a habitat for many state & federally endangered plants.
- Alternate alignment has greater agricultural, upland and woodland impacts.
- Alternate alignment has greater ecology and habitat fragmentation impacts.
- Alternate alignment will require additional arch. And hist. investigation; if impacts are discovered avoidance is the first response.



# Environment

- Both alignments will have water quality impacts to Green Valley Campground pond and Skillet Creek Tributary.
- Alternate alignment may invite development along existing US 12 from Point of Rocks to Ski Hi Road; indirect cumulative effects.





# Jurisdiction – Current Alignment

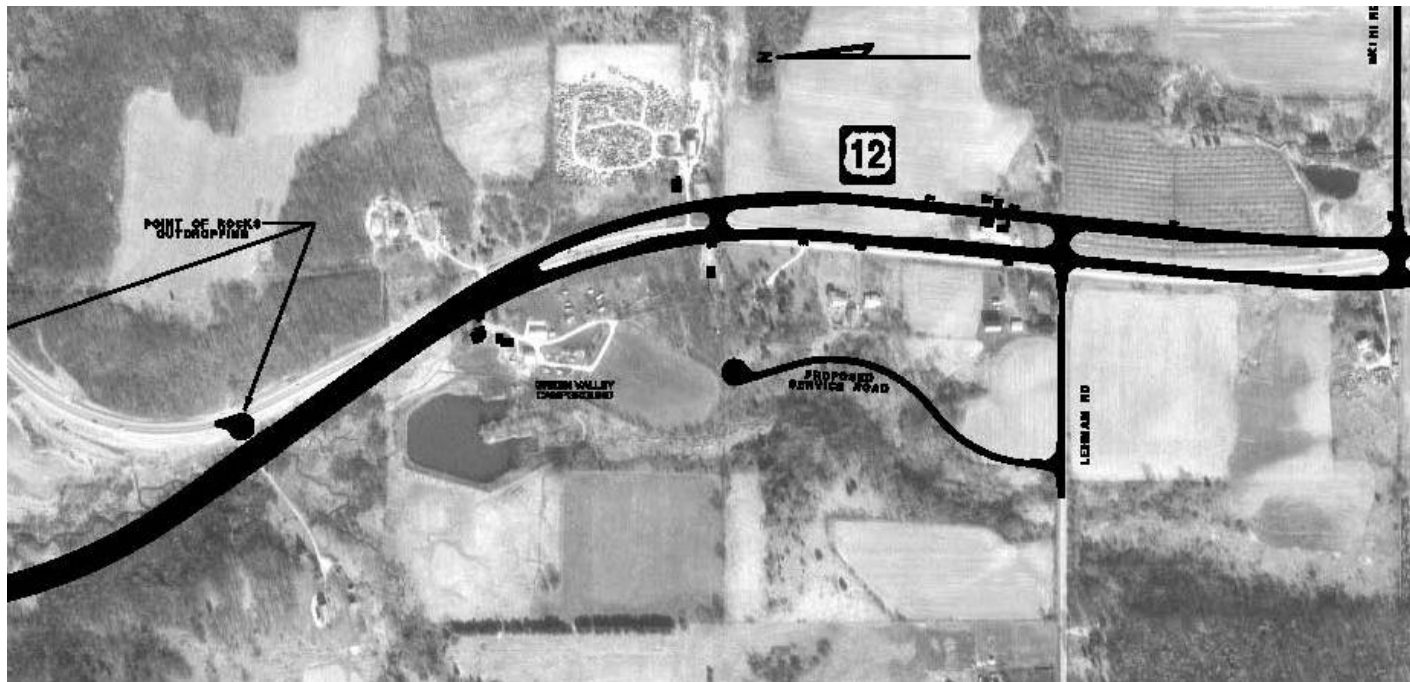
- Approx. 2 mi of existing US 12 from CTH W to Point of Rocks would transfer to local jurisdiction.
- Would require asphalt overlay before transfer @ approx. \$600,000.





# Safety/Operations – Current Alignment

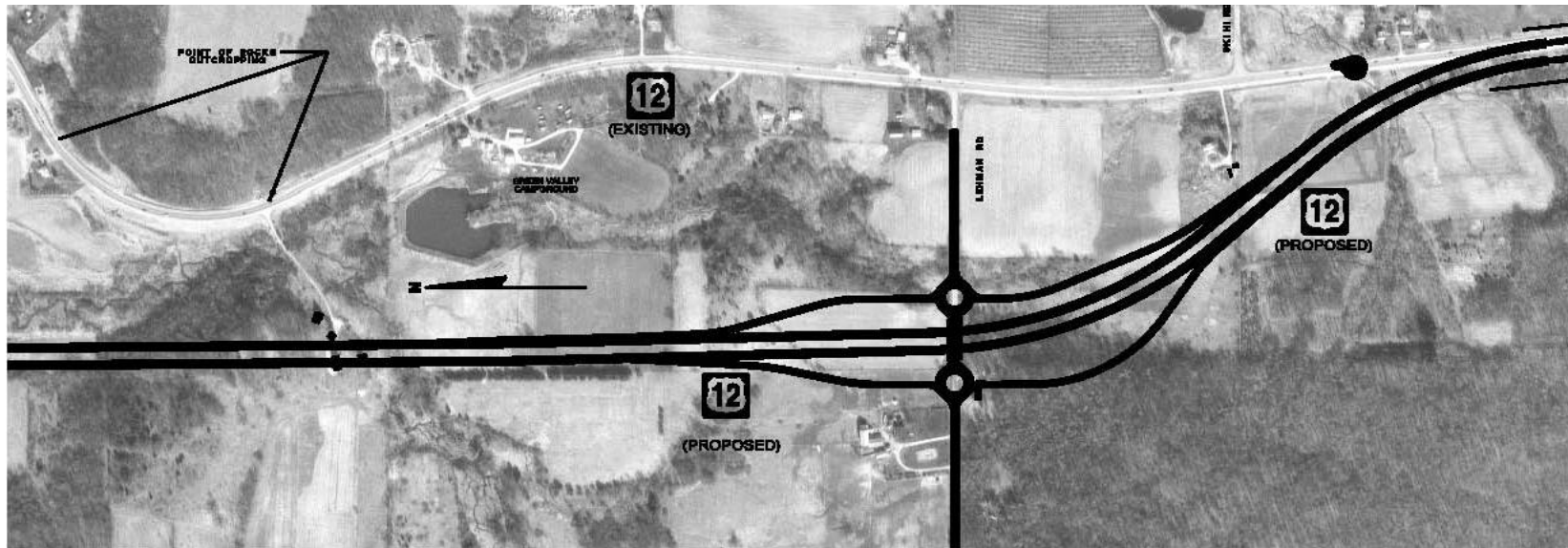
- Current alignment is partial access control from Point of Rocks to Ski Hi Road with access at side roads and selected driveways only.
- Current alignment has a 5% grade south of Point of Rocks; 3% is desirable.





# Safety/Operations - Alternate Alignment

- Alternate alignment is full access control from Point of Rocks to Ski Hi Road with access at Lehman Road interchange only.
- Alternate alignment has a 3% max. grade which is desirable standard
- Alternate alignment will leave existing US 12 in place as a local road and will not address dangerous curve at Point of Rocks or steep grade south of Point of Rocks.



# Public Comments received on Alternate Alignment (December '07 – February '08)

- 31 people signed 2 petitions requesting further coordination regarding the project.
- 9 property owners are opposed the Alternate Alignment.
- 102 others from various environmental groups including Baraboo, prairie enthusiasts and the Orchid Growers Guild are opposed Alternate Alignment.



# WisDOT's Decision on Alternate Alignment

After analyzing the alternate alignment WisDOT has decided to stay with the current alignment and not pursue the Alternate Alignment any further for the following reasons:

- Alternate alignment is more costly
- Alternate alignment will have more and greater environmental impacts
- Alternate Alignment has greater public opposition
- Current (approved) Environmental Impact Statement implications



# What's next for the South Section?

- **Current – Spring 2008**
  - Revise preliminary plans based on public input and additional agency coordination
  - Meet with affected property owners
  - Prepare preliminary R/W Plat
- **Spring - Summer 2008**
  - Finalized preliminary plans
  - Hold second Public Information Meeting for south section
- **Winter 2008**
  - Finalize R/W Plat
- **2009 - 2011**
  - Negotiate for purchase of right-of-way
- **2012 – 2014**
  - Complete final plans
- **2015 or later**
  - Begin construction on South section
- **Ongoing**
  - Agency Coordination
  - Coordination with Memorandum of Agreement Signatory Group

US 12 SOUTH SECTION SCHEDULE

	2007	2008	2009	2010	2013	2014	2015
PRELIMINARY DESIGN							
PUBLIC INFORMATION		★					
ROD REVISION		—					
RW PLAT, NEGOTIATION AND ACQUISITION		—					
FINAL DESIGN					—		
CONSTRUCTION						—	



# Questions or Comments?

Please Complete and Return the Land Owner Information Sheet  
By March 11, 2008

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