

US 12 Bypass South Section Public Information Meeting

January 13, 2010



USH 12 Sauk County



US 12 South Section Preliminary Design Overview

Interchanges

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

Cross Roads

- Gasser Road Over US 12

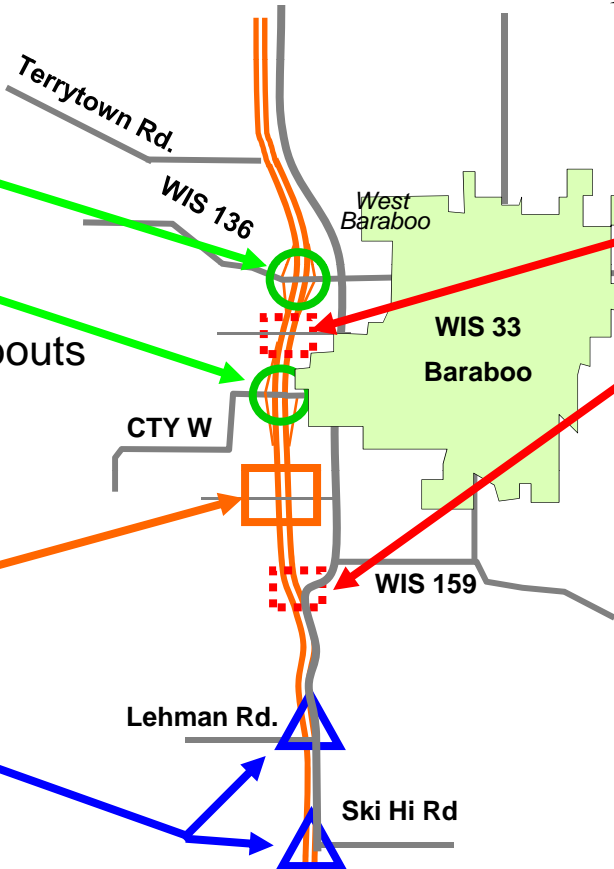
At-Grade Intersections

Lehman Rd.
Ski Hi Rd

NORTH

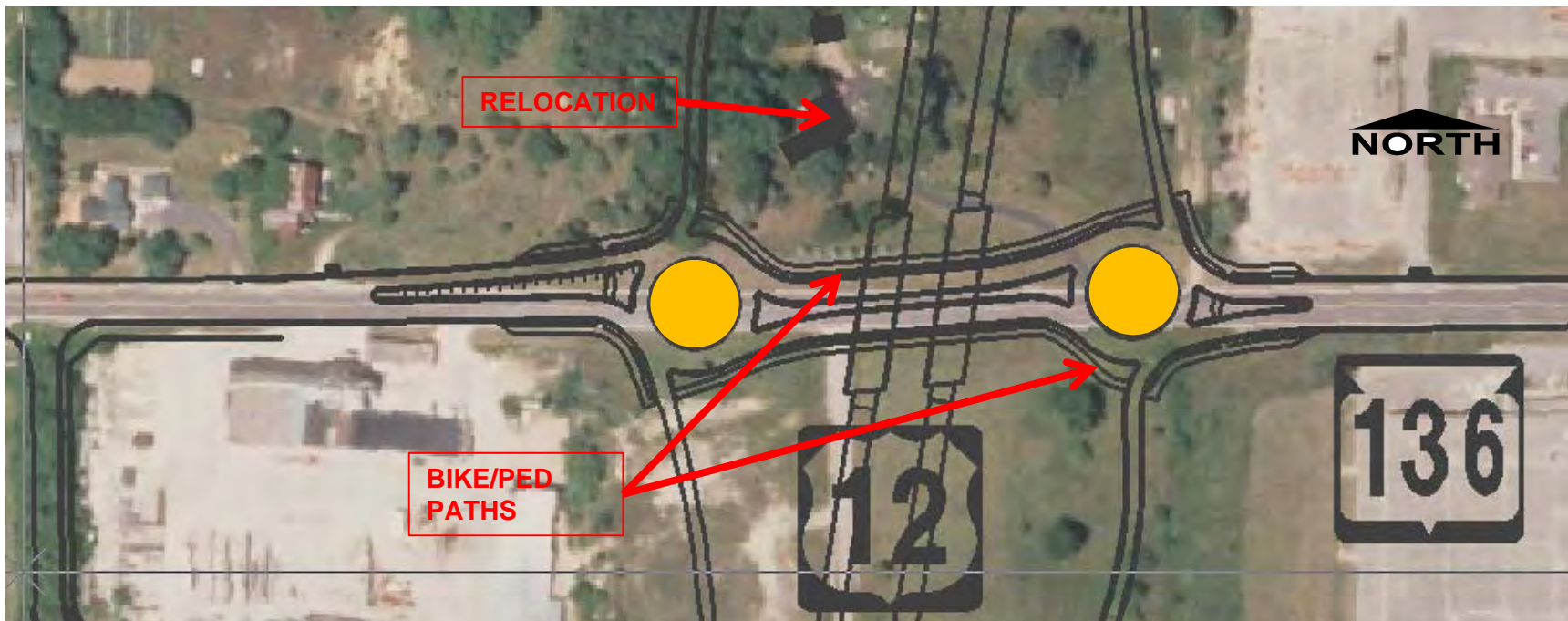
Cul de Sac

- Hatchery Road
- Existing US 12



WIS 136 Interchange

- WIS 136 passes under US 12.
- Interchange includes roundabouts at ends of ramps.
- Roundabouts will be dual lane to match existing 4-lane section to the east.
- Provides 10' bike/pedestrian path through roundabouts.



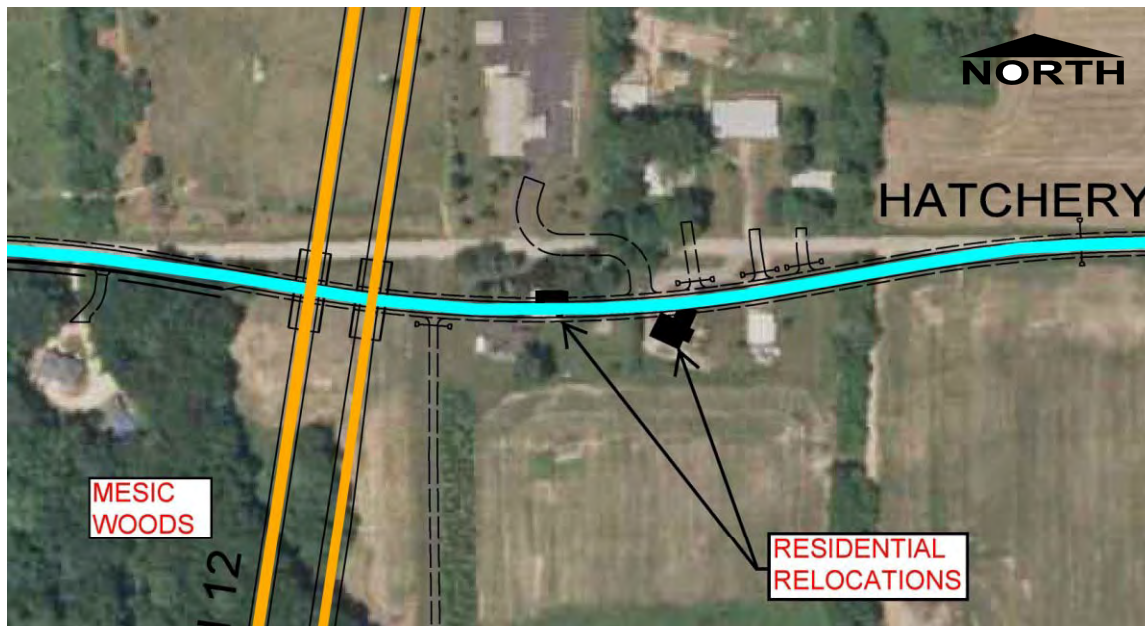
Hatchery Road Design Study

- Hatchery Road Background
 - Environmental Impact Statement (EIS) calls for cul de sacs at US 12 Bypass.
 - Since the time the EIS was completed, interested citizens, the Town of Baraboo and local Emergency Management officials have asked for a through roadway with no access to the US 12 bypass.
- Additional study that has been completed
 - Hatchery Road connection design alternatives
 - EMS response travel time study - cul de sac option
 - User delay analysis - cul de sac option



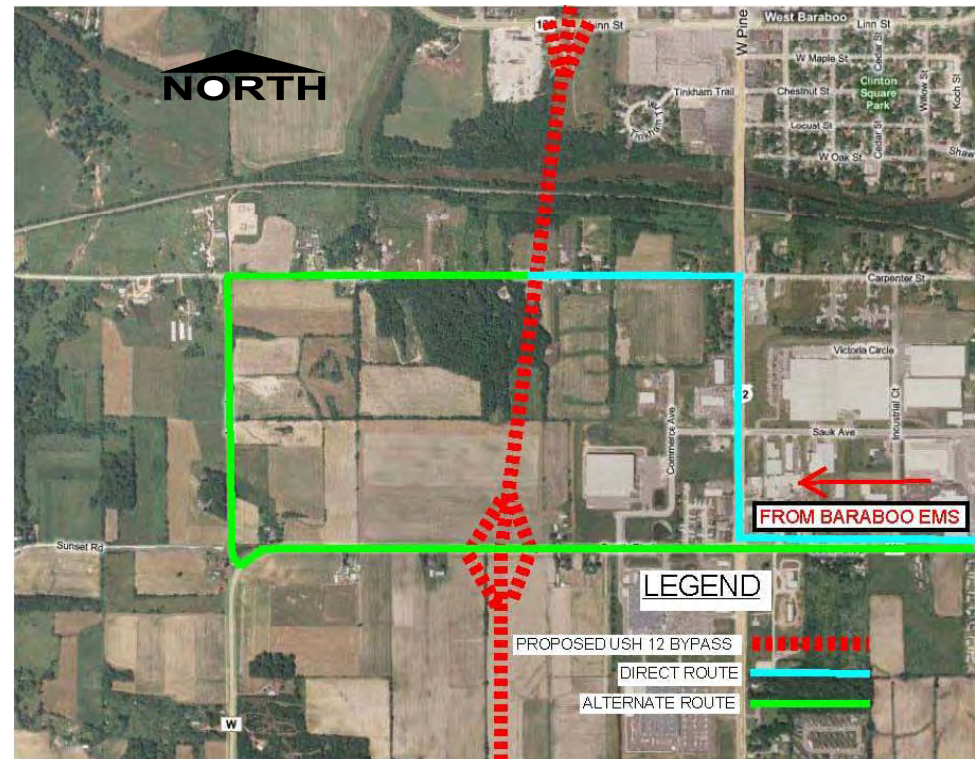
Hatchery Road Connection Design Alternatives

- Several Connection Alternates were studied
- Realigned Hatchery Road that passes under US 12 was determined to be the better option from a cost, environmental and real estate perspective.
 - Two US 12 bridges pass over Hatchery Road to match the existing terrain.
 - Impacts include two residential relocations and additional impacts to the Deep Mesic Woods.
 - Estimated cost \$3.1 million (inc. construction & real estate)



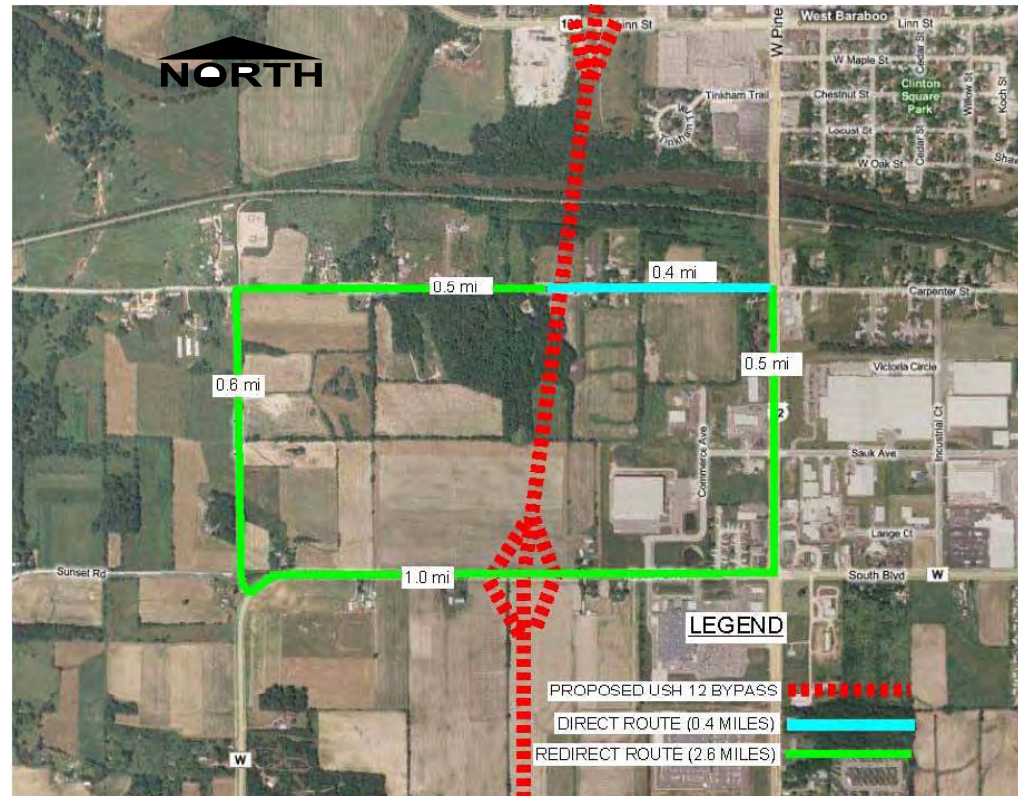
EMS Response Time - Cul de Sac Option

- Direct route: Baraboo EMS to 1st property on west side of US 12 bypass.
- Alternate route: Baraboo EMS to 1st property on west side of bypass via CTH W and Lovers Lane.
- WisDOT studied response times to properties on Hatchery Road west of the bypass and found that they are slightly longer but still within acceptable 9 minute standard.



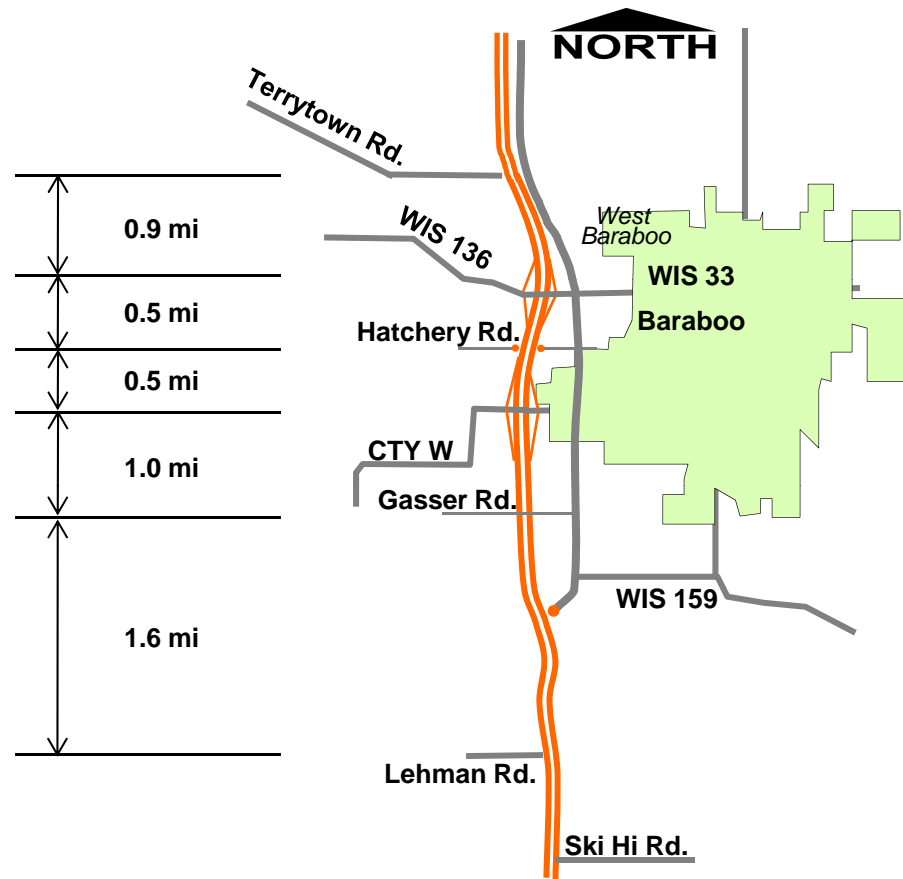
User Delay Analysis – Cul de Sac Option

- Extra operating cost incurred by the users of Hatchery Road that would have to take alternate routes to get to destinations across the proposed US 12 Bypass.
- **Worst case scenario**; the property just west of the bypass has the longest redirection route.
- Cost calculated to be \$490/day based on 402 vehicles per day (approx. \$1/day for each vehicle).
- Does not include future bridge maintenance and user delay to US 12 traffic.



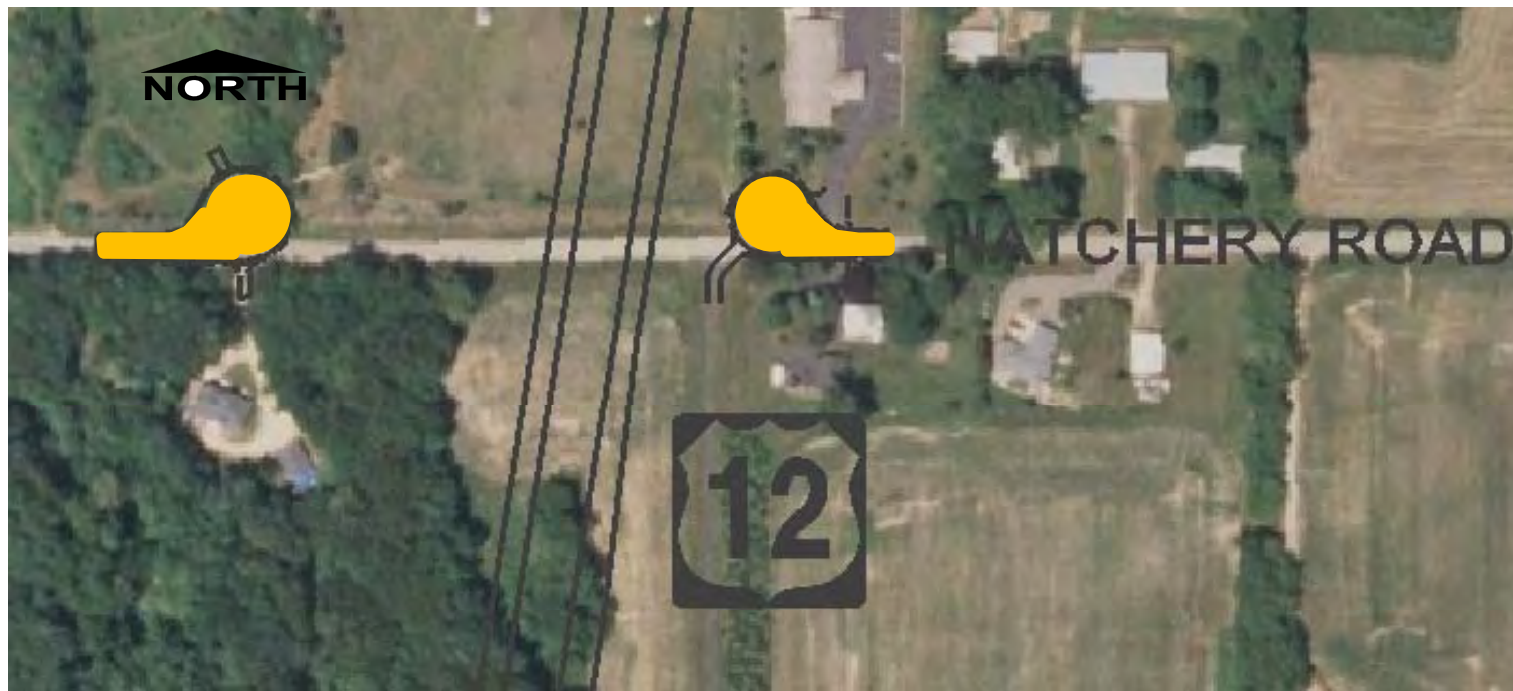
Access Overview

- WisDOT standard recommended access spacing is 2 miles.
- WIS 136 & CTH W access spacing is 1 mile.
- Hatchery Road located half way between interchanges.



WisDOT's Decision on Hatchery Road

The studies confirm that the cul de sac option is the preferred alternative when it comes to balancing costs/impacts and benefits.



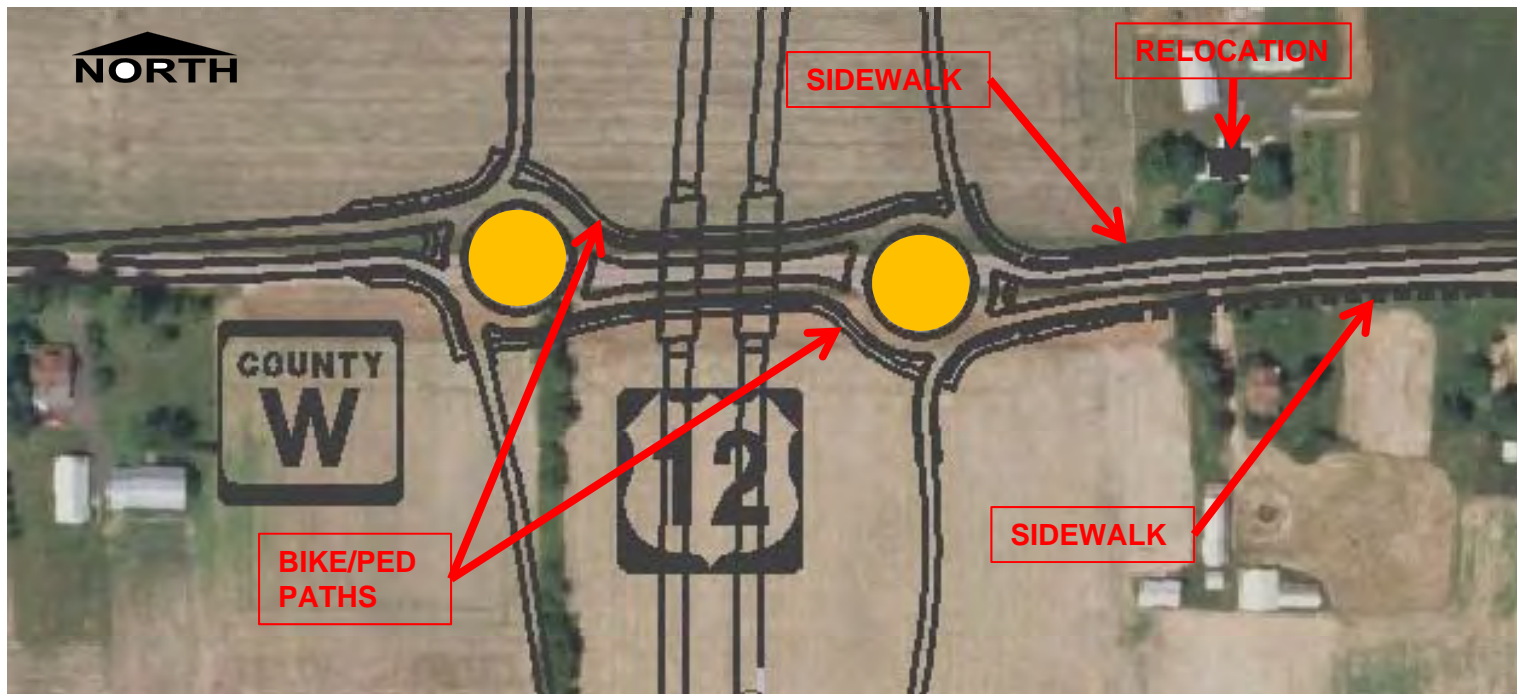
WisDOT's Decision on Hatchery Road

- Cost of the underpass (construction, real estate, long term maintenance).
- Underpass impacts (relocations, environmental).
- EMS response time is slightly longer but still within acceptable 9 minute standard.
- Current access spacing on and across US 12 less than typical 2 mile standard.
- Consistent with US 12 Growth Management Plan, which reflects agricultural and residential development to the west of US 12 and commercial to the east of US 12. Future development is viewed to be a local responsibility.
- CTH W interchange & existing US 12/CTH W intersection will handle future traffic resulting from cul de sacs.



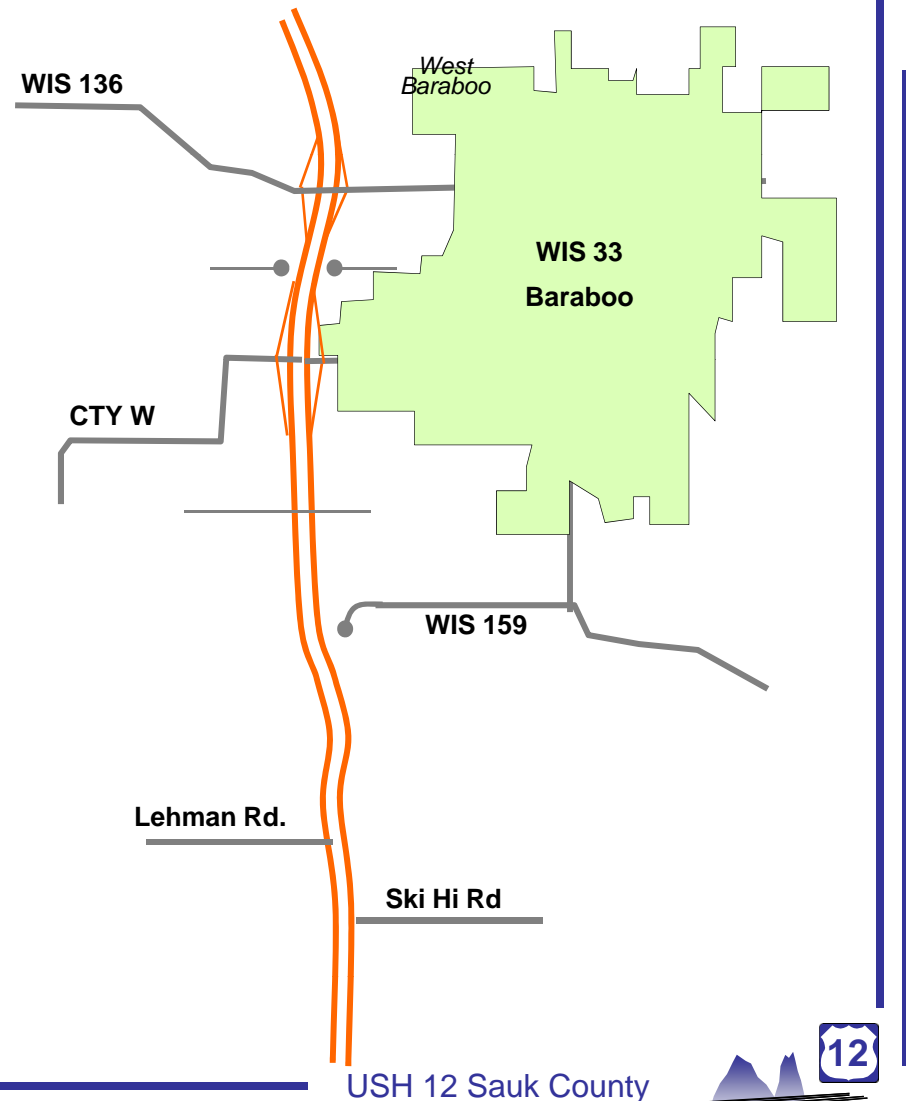
CTH W Interchange

- CTH W passes under US 12.
- Interchange includes single lane roundabouts at ends of ramps.
- Provides 10' bike/pedestrian path through roundabouts.
- Provides sidewalk on north and south side (at request of the City of Baraboo).
- 2-lane section matches proposed CTH W/South Blvd. project east of existing US 12.



CTH W Traffic Volumes

- WisDOT Traffic Studies projected 2038 volumes based on cul de sacs at both Hatchery Road and WIS 159
- CTH W
 - 11,000 veh/day in 2008
 - 13,000 to 15,000 veh/day in 2038
- Fern Dell/Moon Road Single Lane Roundabout currently accommodating approximately 20,000 veh/day (US 12 traffic) during construction



Gasser Road

- Gasser Road passes over US 12.
- 22' roadway with 4' paved shoulders (30' total width), 26' wide bridge.
- Approaches and bridge will accommodate snowmobiles.



Connection to Existing US 12

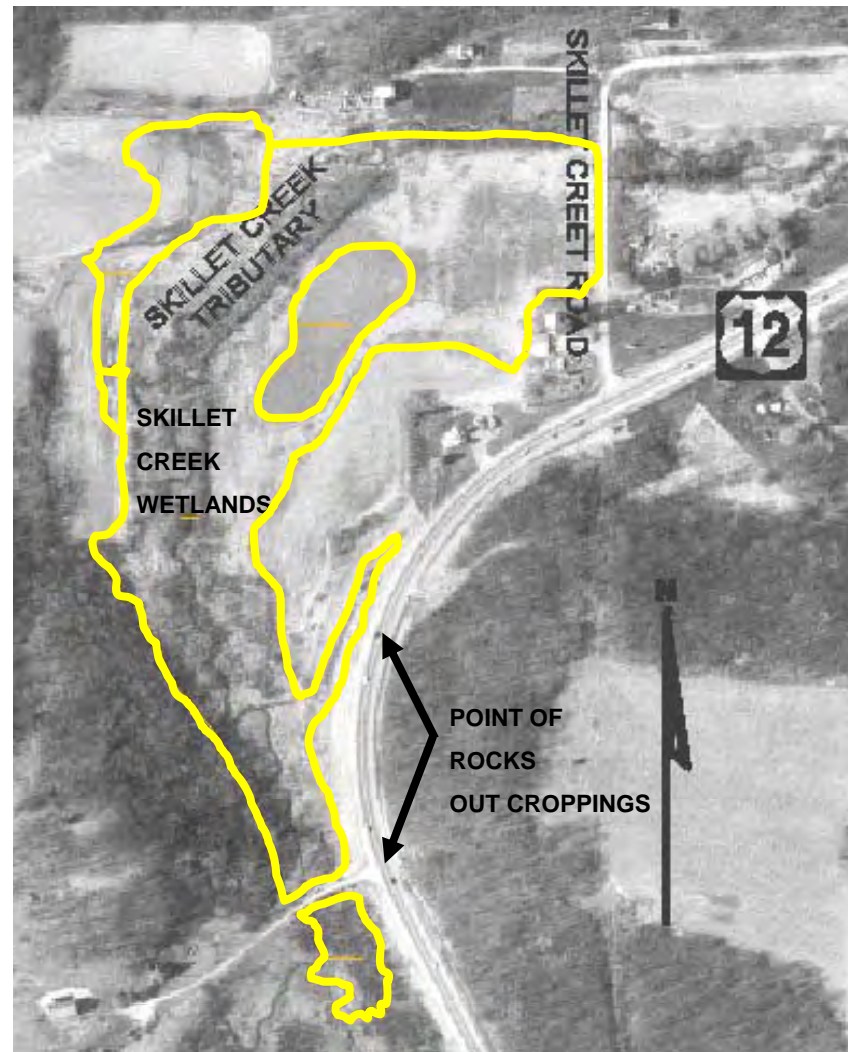
- Cul de Sac at Point of Rocks Outcropping.
- Safe option with minimized environmental impacts.
- CTH W interchange & existing US 12/CTH W intersection will handle future traffic resulting from cul de sac.



Point of Rocks/Skillet Creek Tributary Area

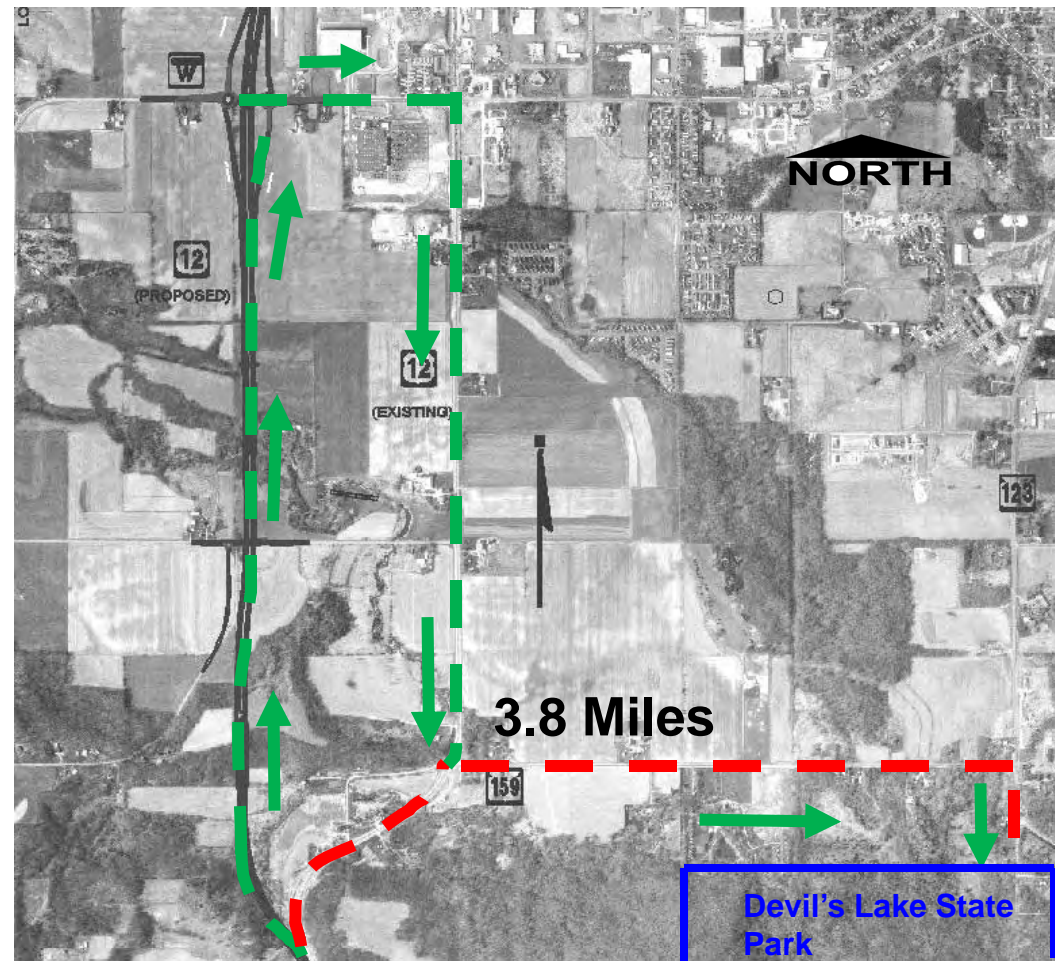
Environmental Constraints

- Point of Rocks outcroppings
 - Nationally recognized as a teaching tool for geologists
 - Eligible for the National Register of Historic Places
- Skillet Creek Tributary & wetlands
 - High quality wetlands
 - Floodplain
- Within boundary of Baraboo Range National Natural Landmark



Access to Devil's Lake

- CTH W will be main entrance to Devil's Lake State Park.
- Project will include wayfinding signs on US 12, CTH W, existing US 12 & WIS 159.
- Will add 3.8 additional miles to visitors coming from the south.
- WisDOT recognizes that Ski Hi Road will see additional traffic.



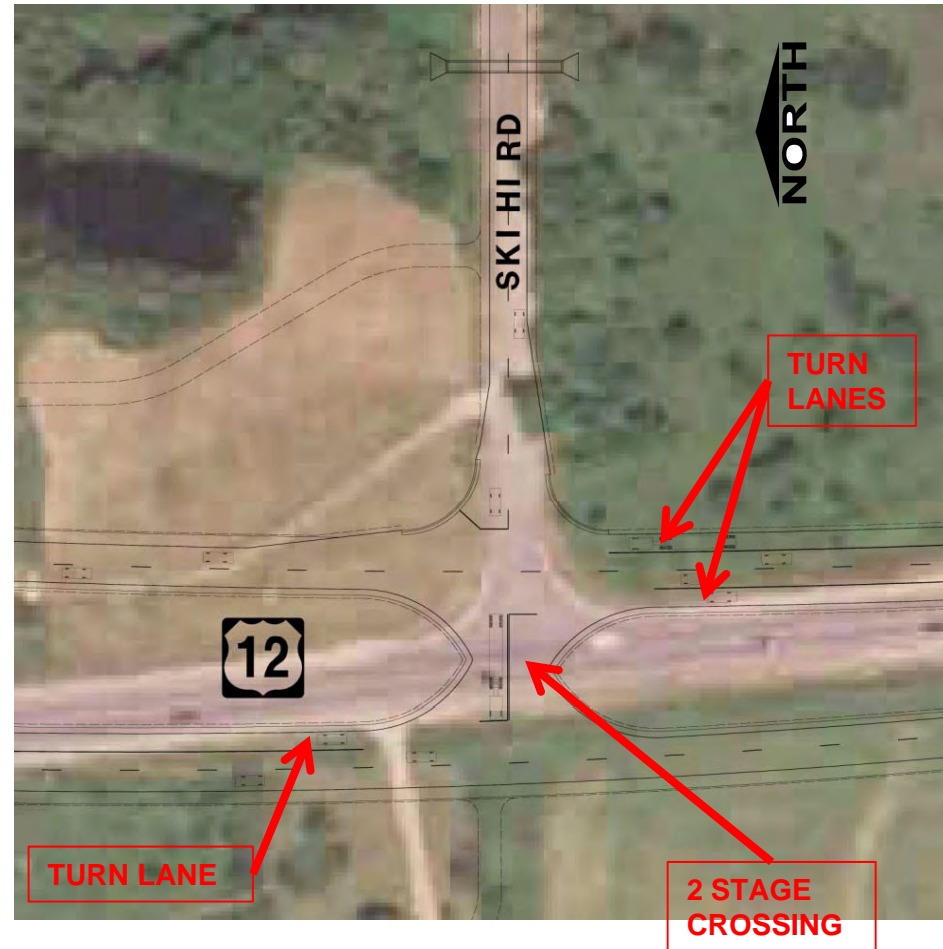
Lehman Road-Ski Hi Road Area

- Full access intersections with 100' wide median and turn lanes.
- Frontage road north of Lehman Road relocated next to US 12.
- US 12 shifted further east to accommodate frontage road.
- Design standards used for US 12 and 100' median will provide safe roadway and intersections.



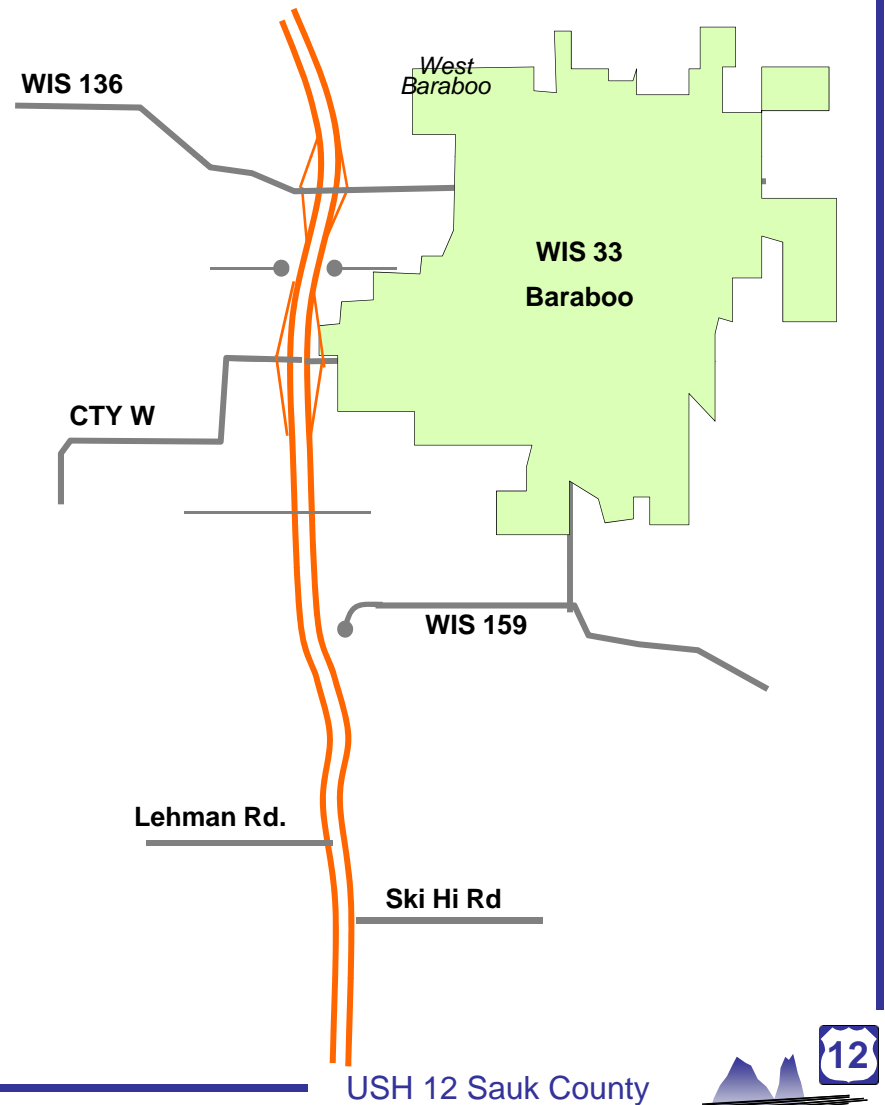
Ski Hi Road Intersection

- Full access intersection with 100' wide median and turn lanes.
- Design standards used for US 12 and 100' median will provide safe roadway and intersection.



Ski Hi Road Traffic Volumes

- Current Ski Hi Road Traffic (2008)
 - 350 to 400 veh/day
- WisDOT Traffic Studies project that 2038 volumes on Ski Hi Road will increase:
 - 1,200 to 1,600 veh/day with connection to US 12 near WIS 159
 - 1,600 to 2,000 veh/day with cul de sac at US 12 near WIS 159
 - Increase of 400 veh/day (approximately 40 veh/hour) on Ski Hi Road due to cul de sac



Ski Hi Road – End of Project







- Median narrows from 100' to 60' south of Ski Hi Road
- Matches into existing 4-lane section 0.75 miles south of Ski Hi Road.



What's next for the South Section?

- **Current – Summer 2010**
 - Finalize preliminary plans
 - Update Environmental Study
 - Prepare final R/W Plat
- **Winter 2010**
 - Begin to negotiate for purchase of right-of-way
- **2011 – 2014**
 - Complete final plans
- **2015 or later**
 - Begin construction on South Section

US 12 SOUTH SECTION SCHEDULE

	2010	2011	2012	2013	2014	2015	2016
PRELIMINARY DESIGN							
PUBLIC INFORMATION							
ROD REVISION							
R/W PLAT, NEGOTIATION AND ACQUISITION							
FINAL DESIGN							
CONSTRUCTION							



Questions or Comments?

Please Complete and Return the Comment Sheet
By January 27, 2010

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