



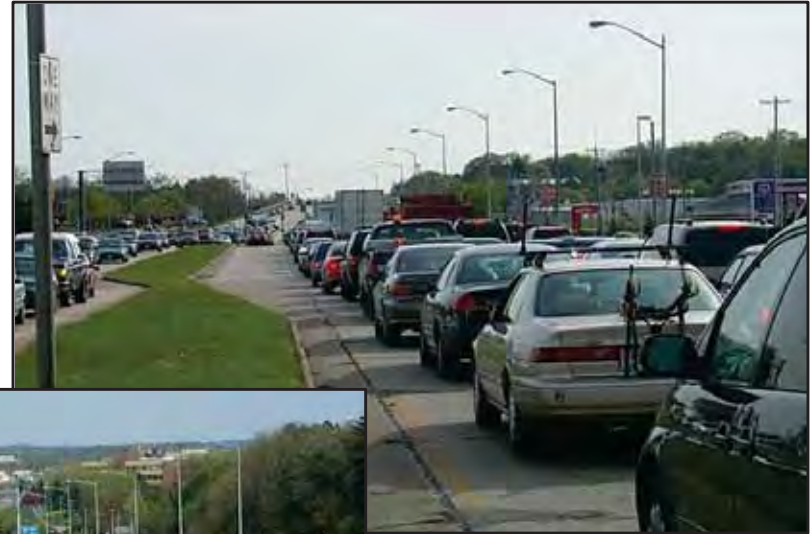
Verona Road (US 18/151) Project



Public Informational Meeting
November 13, 2012



US 18/151 (Verona Road) Project



County PD to Seminole Highway
Dane County

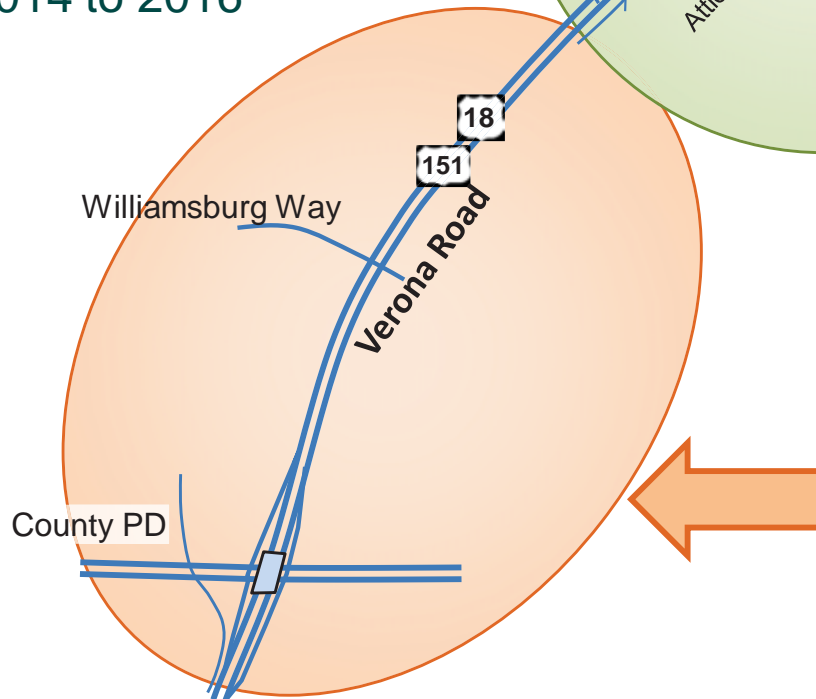
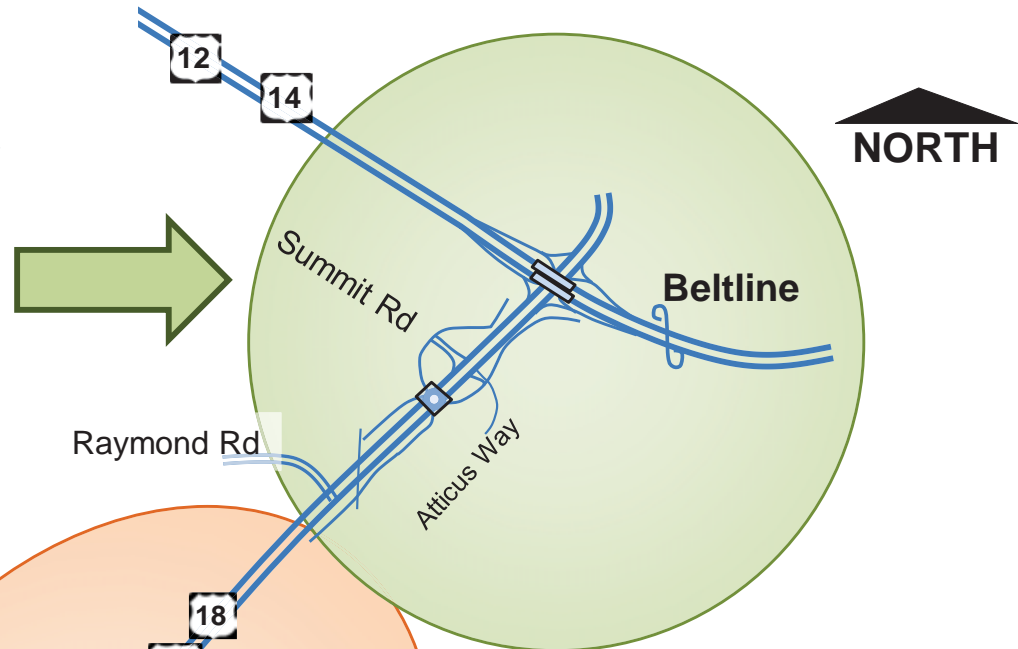


Project Area Stages 1 and 2



Stage 1

- Verona Road between Raymond Road and Nakoma Road
- Beltline between Whitney Way and Seminole Highway
- Two phases of construction
 - Phase 1, 2013 to 2014
 - Phase 2, 2014 to 2016

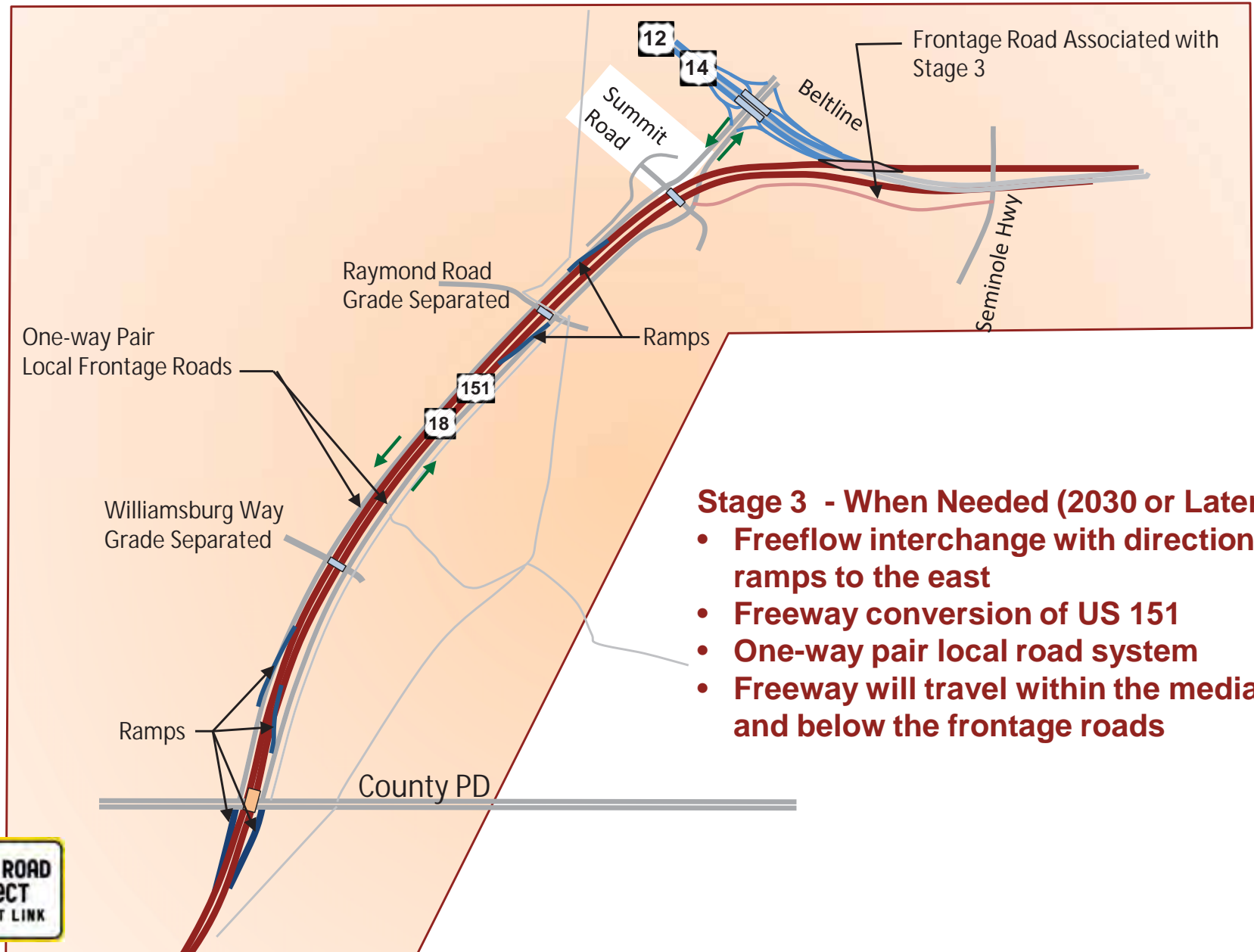


Stage 2

- Verona Road from County PD to Raymond Road
- County PD between Hardrock Road and Commerce Park Drive
- Construction 2017 to 2019



Project Area Stage 3





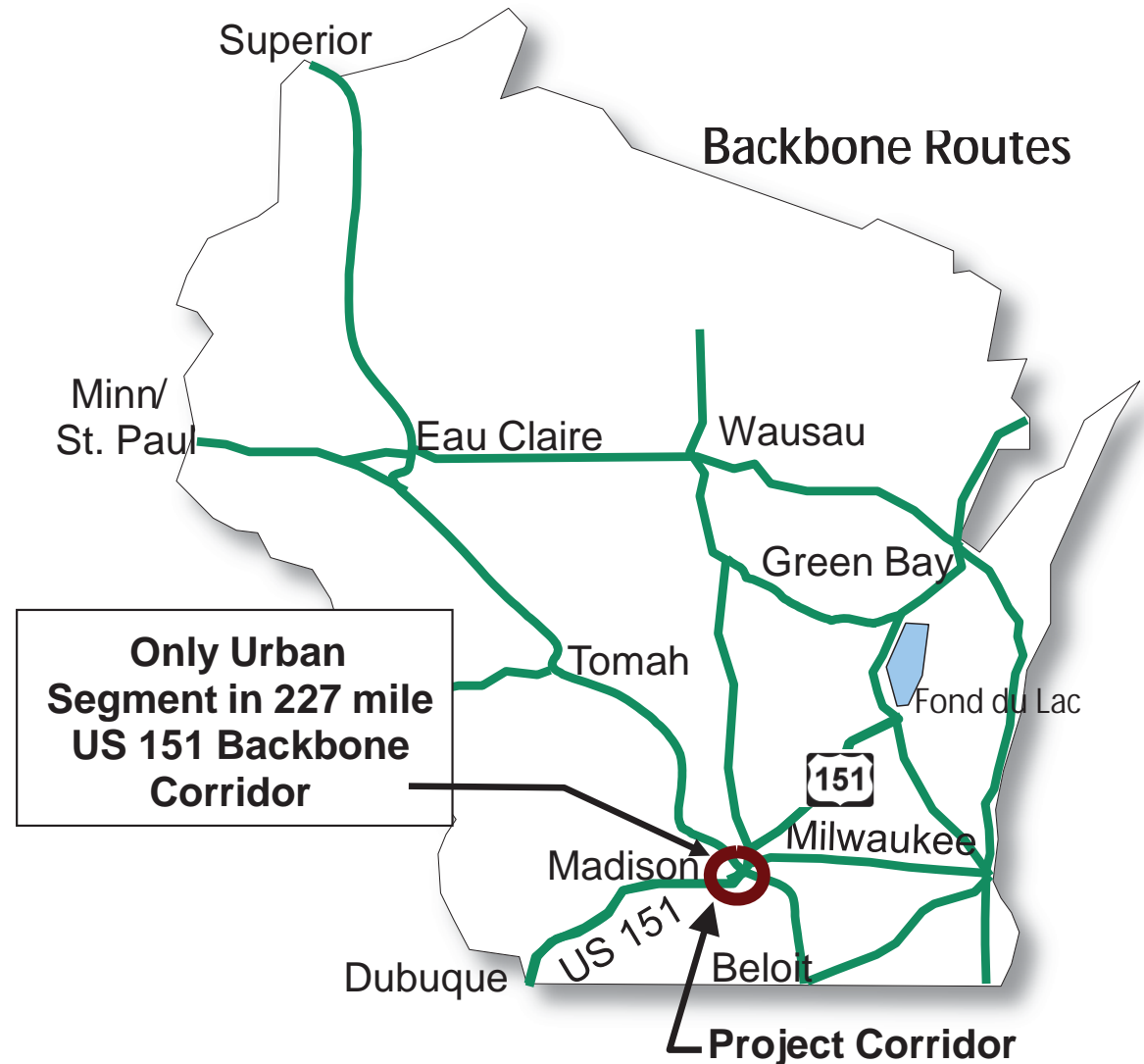
Why Improve Verona Road?

US 151's role in the State Transportation System

US 151 is a Connections
2030 Backbone Route in the
State Highway Plan.

Backbone Routes are the
state's most important
highways.

They make up only 3
percent of Wisconsin's
roadways, yet carry 34
percent of all auto travel
and 57 percent of all truck
travel.



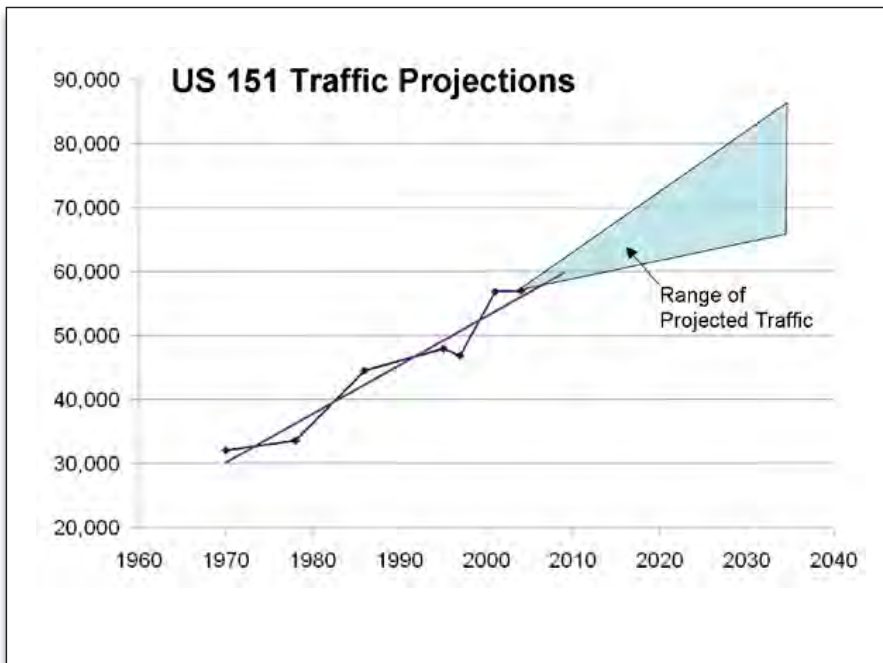


Why Improve Verona Road?



Congestion: US 151 traffic has steadily risen from 30,000 vehicles per day in 1968 to 60,000 vehicles today. Capacity of the existing roadway has been exceeded.

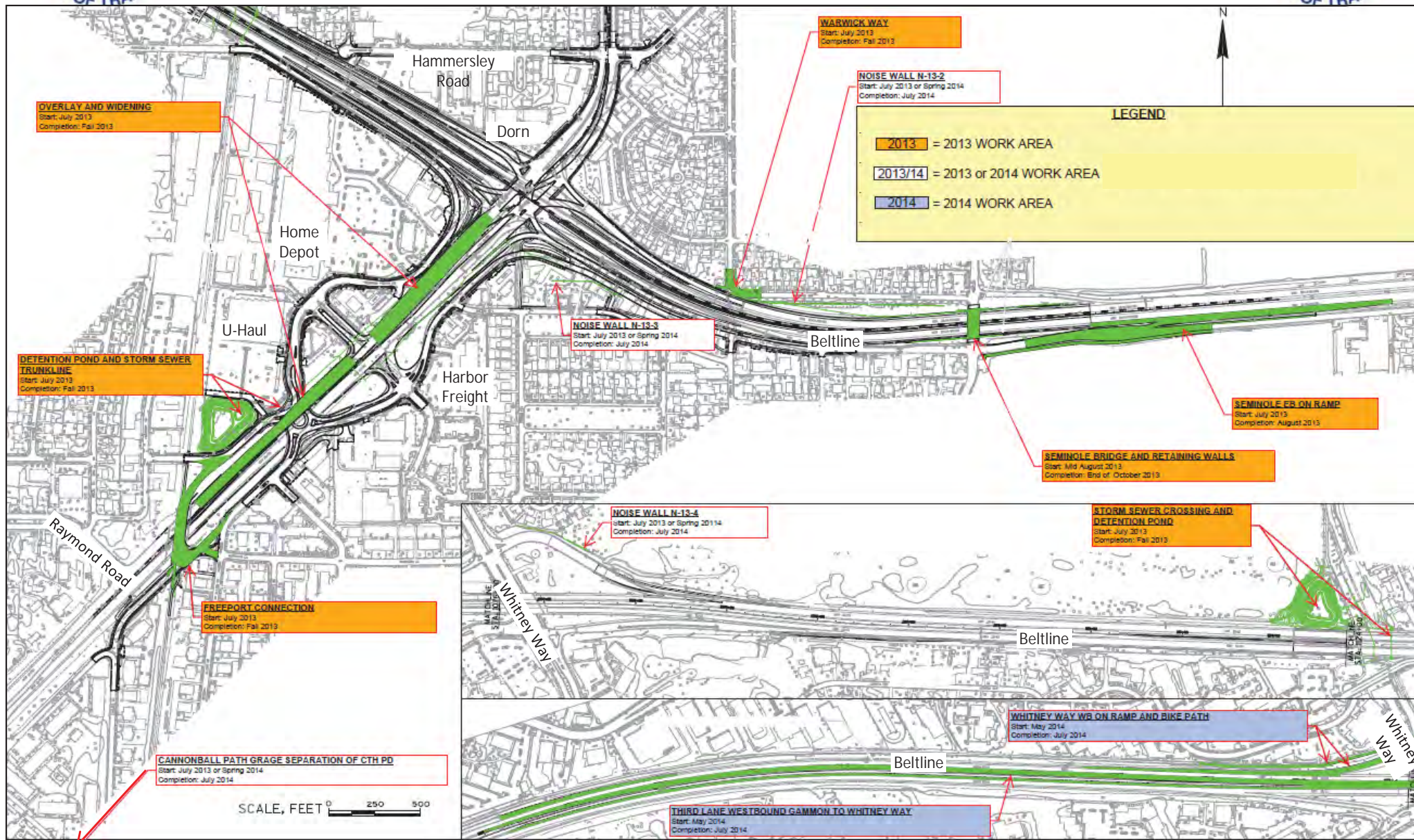
Safety: At-Grade intersection conflicts.





Stage 1 Features

Phase 1: 2013 to 2014 Construction





Stage 1 Features

Phase 1: 2014 Construction



To ease congestion during construction, the following intersections and digital message boards will be constructed in 2014.

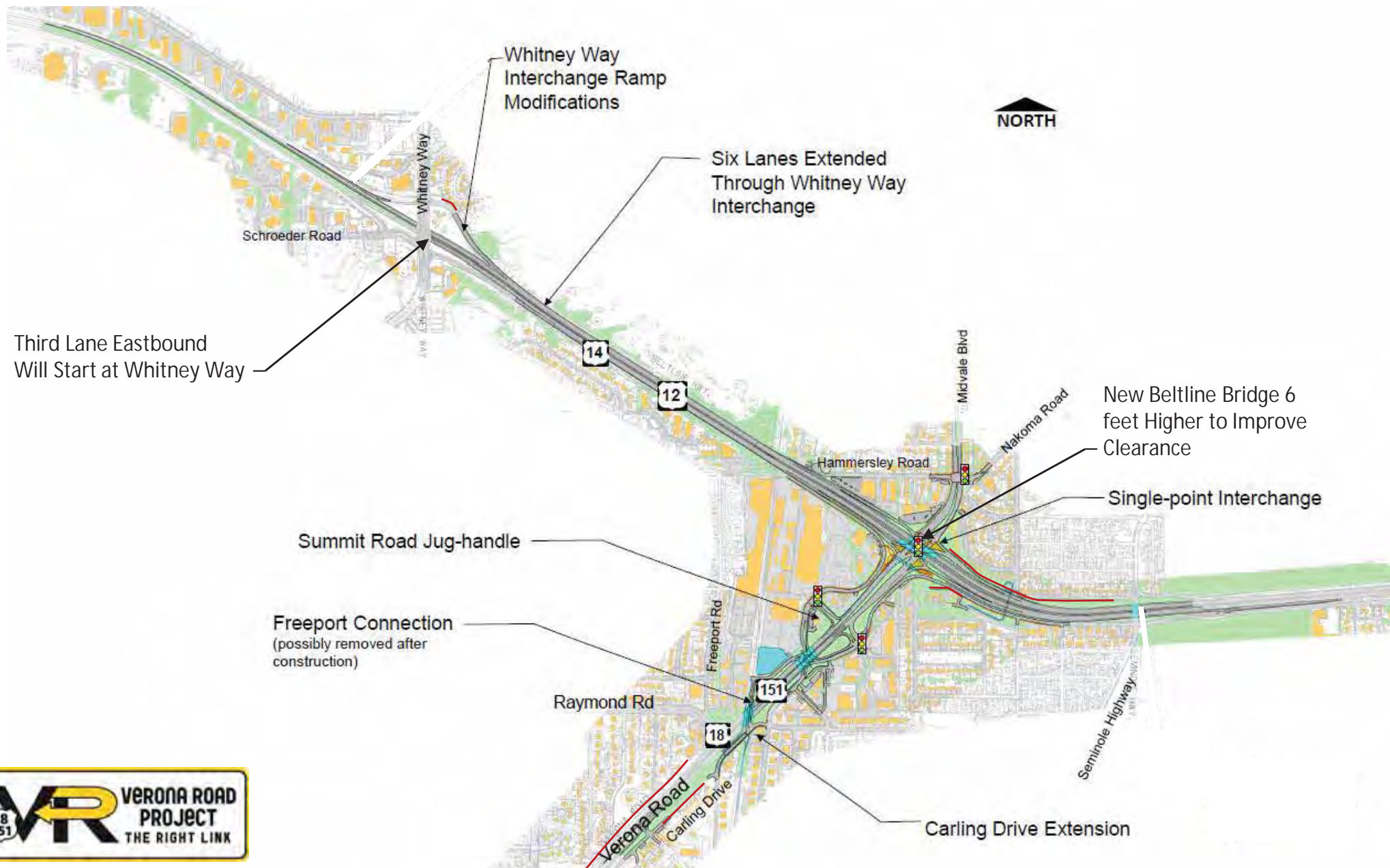
1. County M and County PB:
Signal and turn lane extensions proposed.
2. County M and County D (Fish Hatchery Road):
Signal and turn lanes proposed.
3. County D and Whalen Road:
Turn lane and bike accommodations proposed.
4. Seminole Highway and Lacy Road:
Turn lane additions.
5. County PD and Seminole Highway:
Eastbound left turn lane extension.
6. Seminole Highway and Sentinel Pass:
Signal and turn lane extensions.
7. Whitney Way and Gilbert:
Southbound left-turn lane extension.
8. Seminole Highway, Yuma and Nakoma:
Signal and revised pavement marking.
9. Digital Message Boards





Stage 1 Features

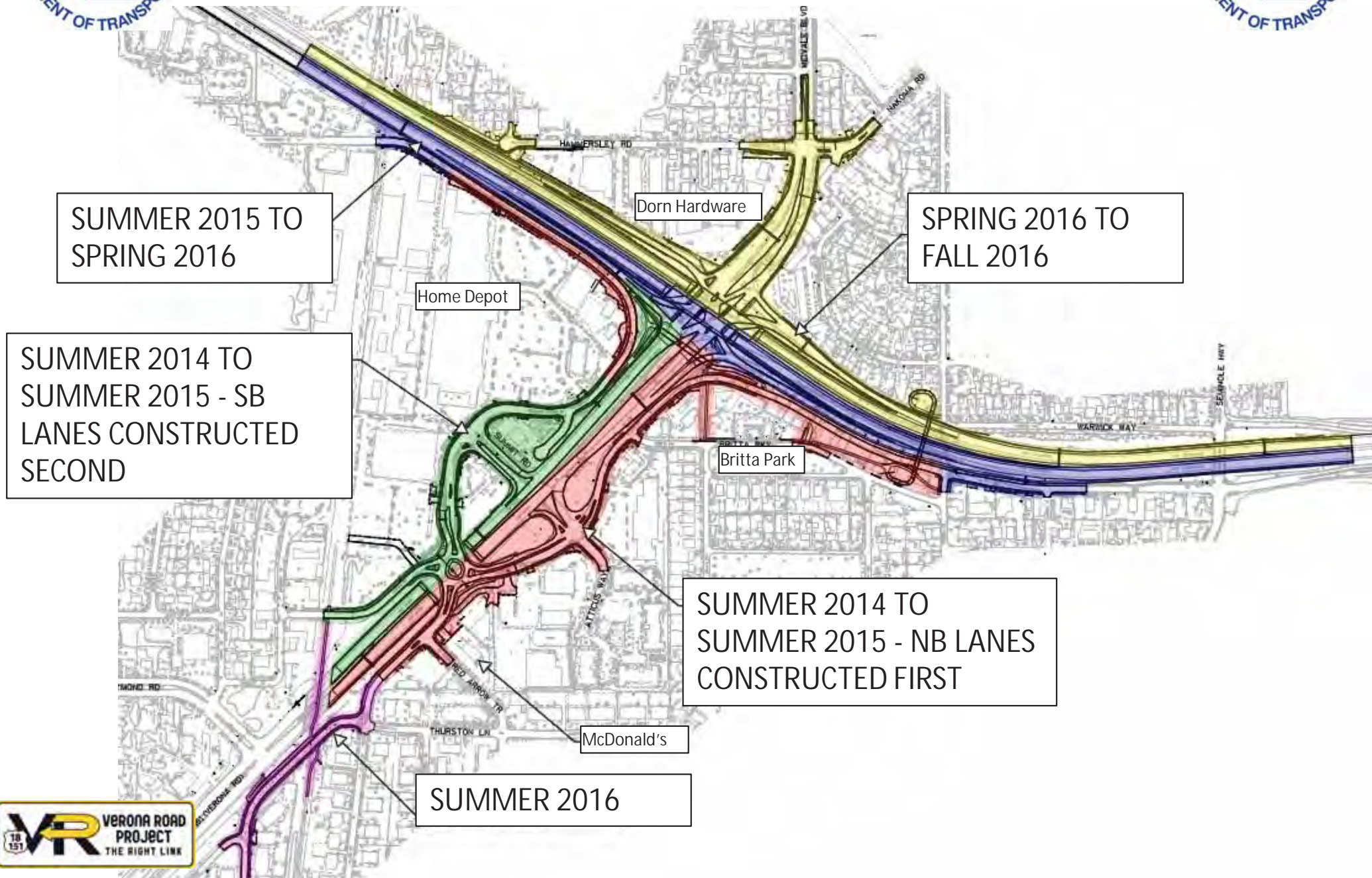
Phase 2: 2014 to 2016 Construction



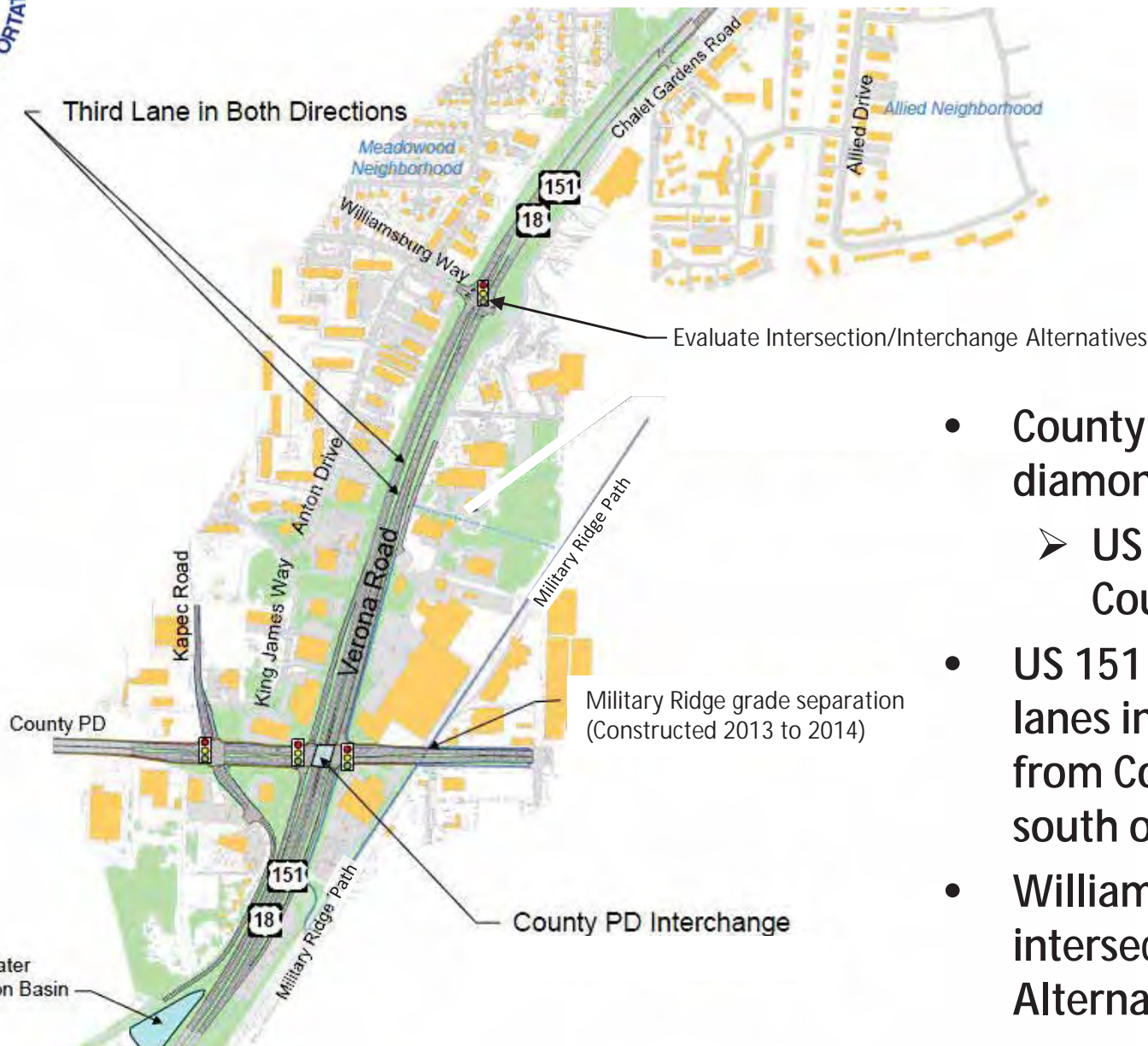


Stage 1 Features

Phase 2: 2014 and 2016 Construction Sequence



Stage 2 Features



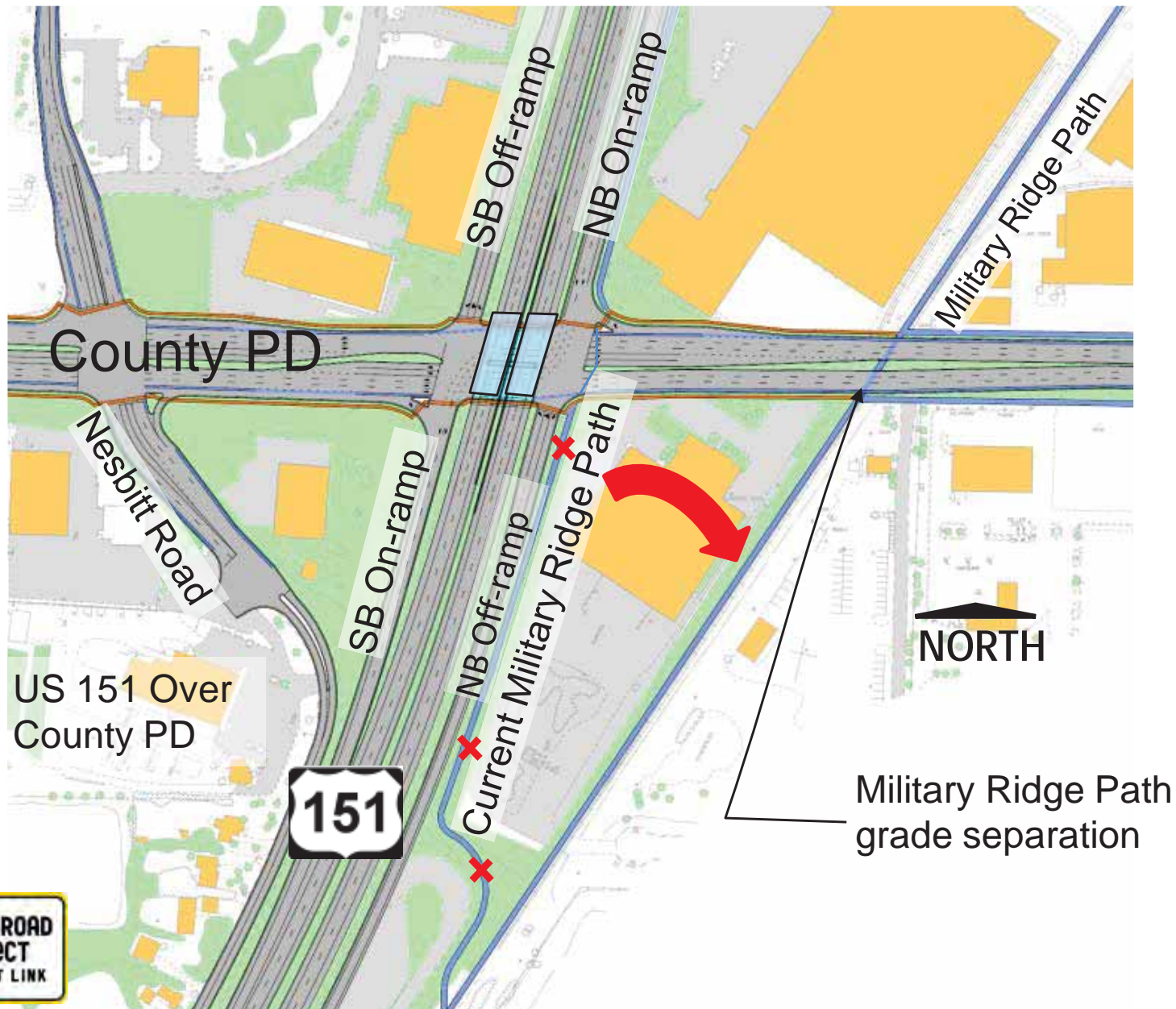
- County PD converted to a diamond interchange.
 - US 151 will travel over County PD
- US 151 expanded to three lanes in each direction from County PD to just south of Raymond Road
- Williamsburg Way intersection/interchange Alternatives Reviewed
- Construction 2017 to 2019





Stage 2 Features

County PD Interchange





Stage 2 Features

Williamsburg Way Alternatives



4 Intersection/Interchange Alternatives Reviewed Criteria Included

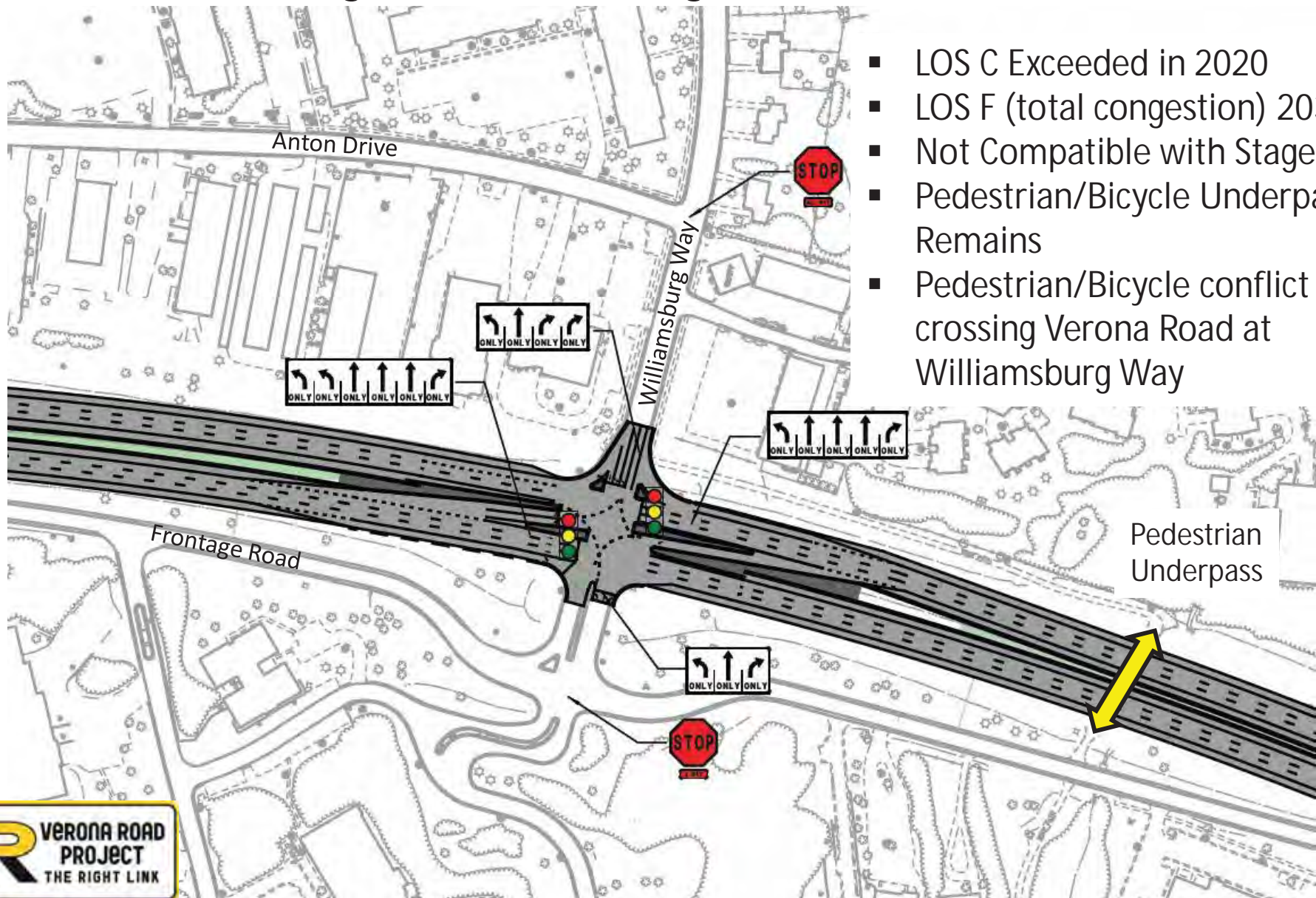
- Year the LOS C (Low/Moderate Congestion) exceeded - FHWA guideline
- Anticipated Year of LOS F (Total Congestion)
- Stage 3 Compatibility
- Pedestrian/Bicyclists/Transit Considerations
- Costs



Stage 2 Features

Williamsburg Way Alternatives

Signalize Existing Intersection

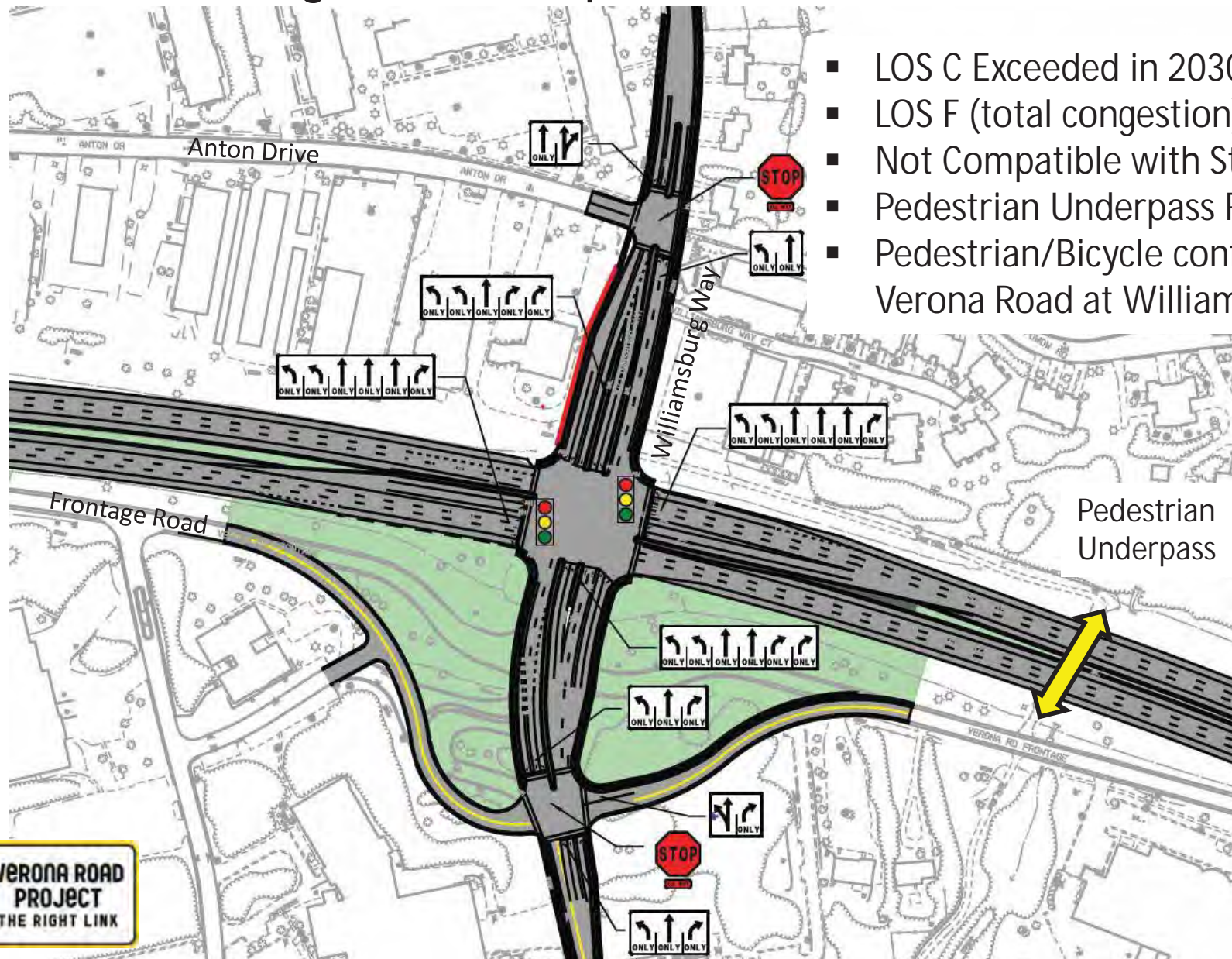




Stage 2 Features

Williamsburg Way Alternatives

Signalized Expanded Intersection



- LOS C Exceeded in 2030 (+10)
- LOS F (total congestion) 2042 (+12)
- Not Compatible with Stage 3
- Pedestrian Underpass Remains
- Pedestrian/Bicycle conflict crossing Verona Road at Williamsburg Way



Stage 2 Features

Williamsburg Way Alternatives

Modified Split Diamond Interchange

- LOS C Exceeded in 2040 (+20)
- LOS F (total congestion) 2065 (+25)
- More Compatible with Stage 3
- Pedestrian Underpass Removed
- Williamsburg and County PD utilize the same exit.
- All SB Ramp Traffic through signal at Williamsburg Way

Entrance Ramp for County PD

ANTON DRIVE

USH 18/151

Frontage Road

WILLIAMSBURG WAY

Access Removed

RAYMOND ROAD

Exit Ramp for
Williamsburg Way and
County PD

- NB Entrance Ramp and Frontage Road Access (possible roundabout)
- Flexibility with Arrowhead Development





Stage 2 Features

Williamsburg Way Alternatives

Modified Half Diamond Interchange



- LOS C Exceeded in 2040 (+20)
- LOS F (total congestion) 2065 (+25)
- Most Compatible with Stage 3
- Pedestrian Underpass Removed
- Williamsburg and County PD utilize the same exit, but separated
- Only Williamsburg Way utilizes signal

Entrance Ramp for County PD

ANTON DRIVE

USH 18/151

WILLIAMSBURG WAY

Access Removed

RAYMOND ROAD

County PD ramp traffic
proceeds under
Williamsburg Way

Exit Ramp for Williamsburg
Way and County PD





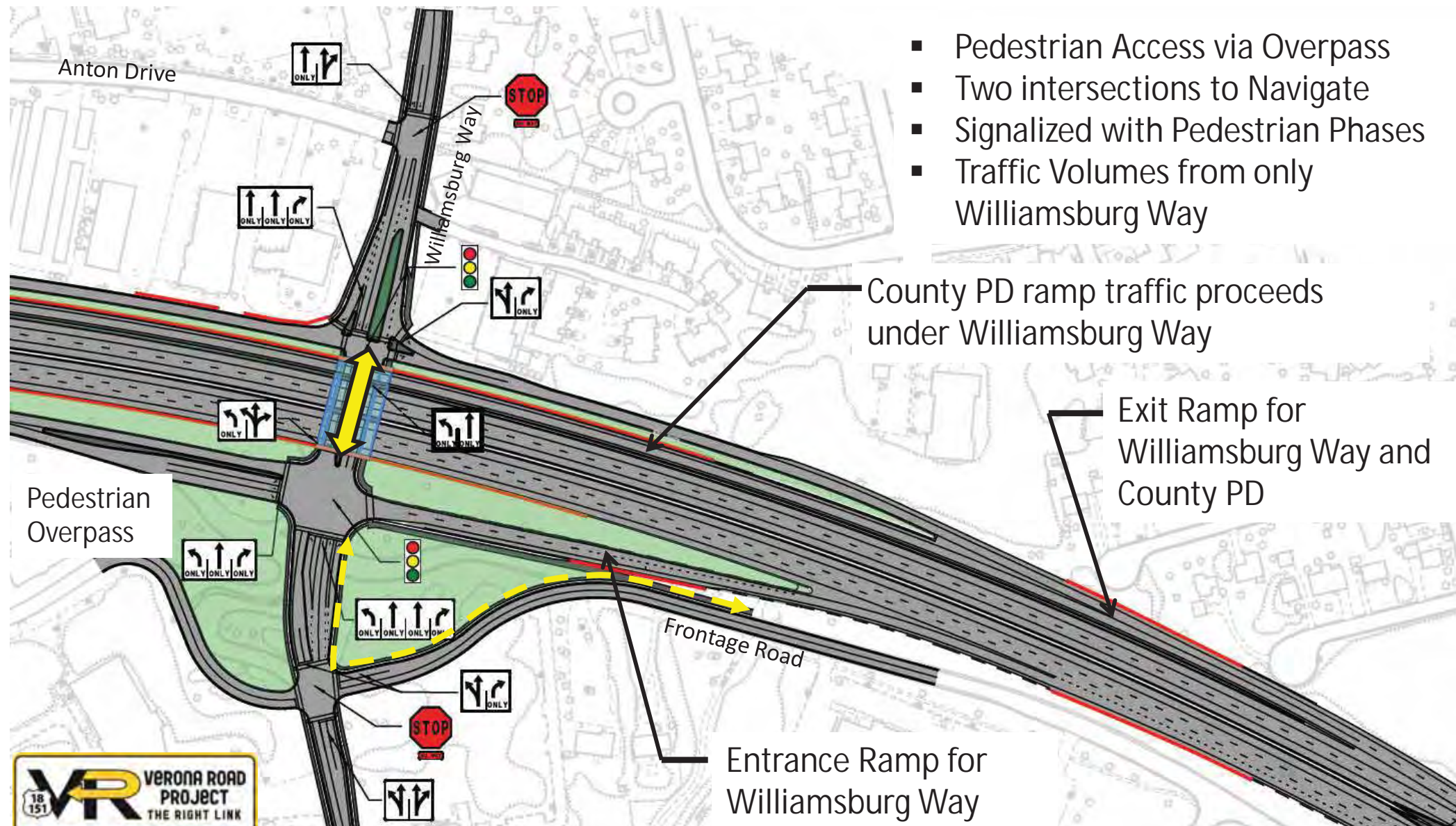
Stage 2 Features

Williamsburg Way Alternatives

Modified Half Diamond Interchange



- Pedestrian Access via Overpass
- Two intersections to Navigate
- Signalized with Pedestrian Phases
- Traffic Volumes from only Williamsburg Way





Stage 2 Features

Military Ridge Grade Separation



2 Options Considered: Overpass or Underpass

Criteria Included

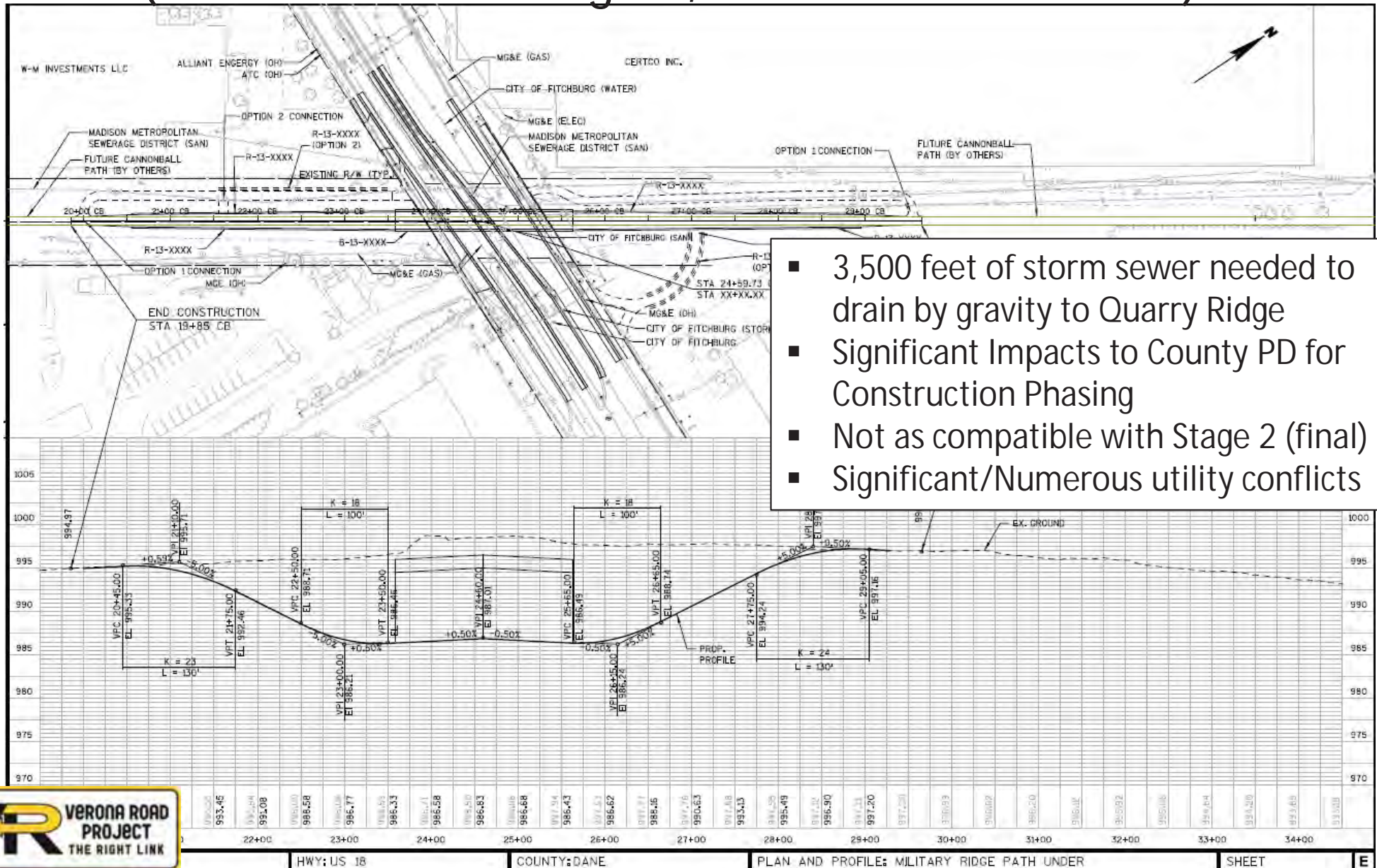
- Vertical Clearances
- Construction Phasing, Impacts to County PD
- Drainage
- Stage 2 Compatibility/Flexibility
- Utility Conflicts
- Costs



Stage 2 Features

Military Ridge Underpass Option

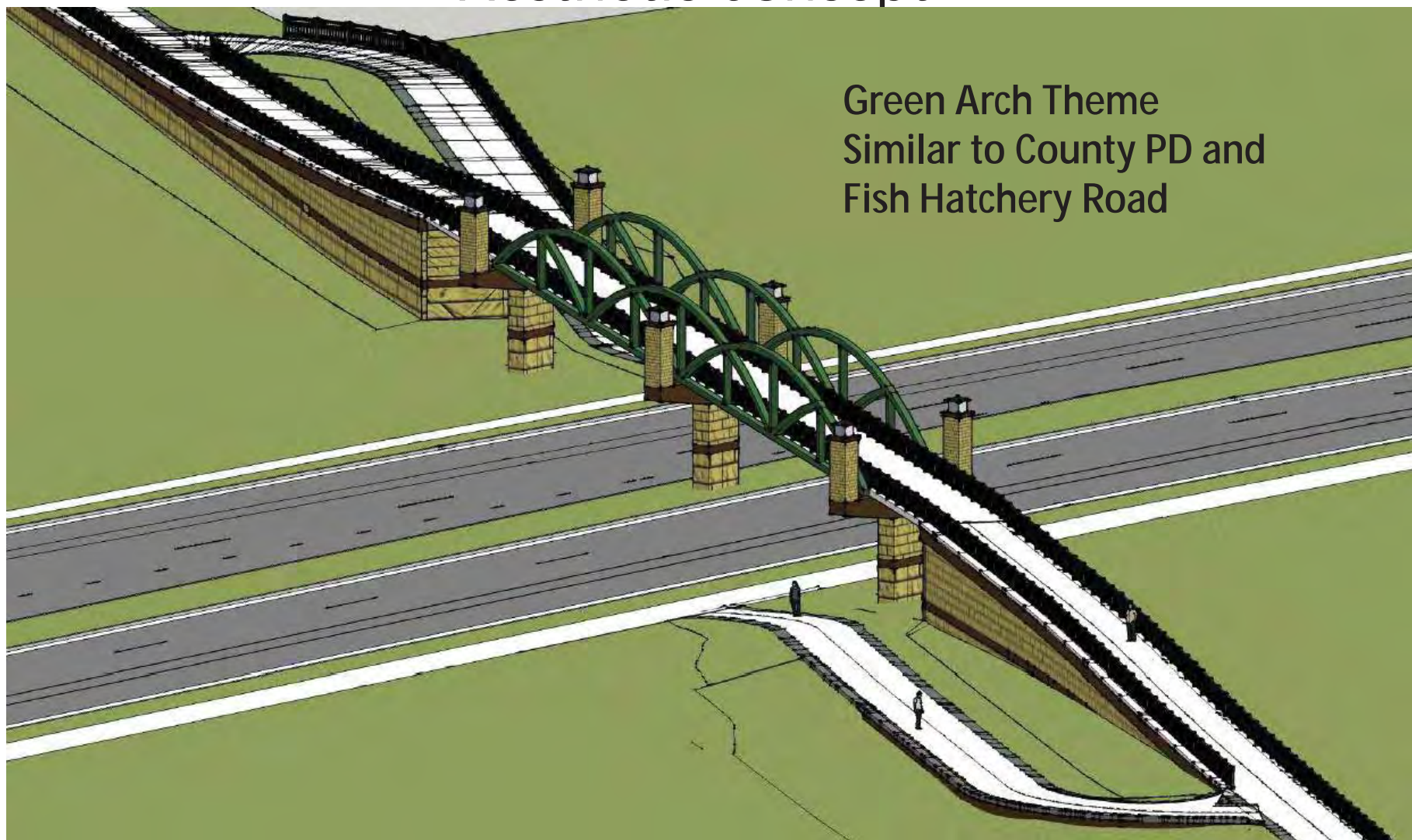
(Constructed in Stage 1, Phase 1: 2013/2014)





Stage 2 Features

Military Ridge Overpass Option Aesthetic Concept

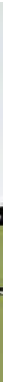




Stage 2 Features

Military Ridge Overpass Option

Aesthetic Concept





Stage 2 Features

Military Ridge Overpass Option

Aesthetic Concept





Noise Walls (Stage 1 and 2)



- 5 Noise Walls Eligible for the Project
- Decision to implement a noise wall at a location was determined by a vote of support from benefited receptors
- Benefited receptor receives an 8 decibel reduction in sound level
- Total of 87 benefited receptors
- 5 Noise Walls received vote of support to implement





Maintaining Traffic Flow



- Traffic Diversion Routes – 8 outlying intersections being reviewed for improvements
- High Priority to Success of Project
- Official Alternate Route established – potentially permanent
- Incident Management Plan (Increased Enforcement and Assistance in Work Zone)
- ITS features (Digital Message Signs and Interchange Cameras) installed early in project to communicate real time information to users
- Public Outreach
(Press Releases and Web Site)





Stakeholder Involvement



- WisDOT Verona Road Team coordination with:
 - Municipalities & Advisory Committees
 - MPO for Madison
 - General Public
 - Property Owners
 - Businesses & Organizations
 - Neighborhood Groups
 - Dane County Stakeholders Group discussing labor opportunities
- Open Houses will be Quarterly in 2013
- Extensive Public Communication Plan during construction focusing on:
 - Continuous updates of traffic lane and ramp changes
 - Tourism/Madison Area Events (Badger Sporting Events)
 - Freight
 - Local Community access
 - Alternate routes



Getty Images





Anticipated Project Schedule



Stage 1 (2011 to 2016)

Design	2011 to 2013
Right of Way Acquisition	2011 to 2013
Construction	2013 to 2016

Stage 2 (2013 to 2019)

Design	2013 to 2015
Right of Way Acquisition	2015 to 2016
Construction	2017 to 2019



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www.veronaroadproject.wi.gov

