

Resolution No. 1-322

**U.S. HIGHWAY 18/151 DODGEVILLE - VERONA CORRIDOR
ROAD AND BRIDGE IMPROVEMENTS
in DANE AND IOWA COUNTY, WISCONSIN**

WHEREAS, Wisconsin Department of Transportation {WisDOT) conducted a Limited Access Study {ACCESS) for the USH 18/151 corridor from Dodgeville, Wisconsin to Verona, Wisconsin between 2002 and 2006; and,

WHEREAS, WisDOT developed the Limited Access Study into an Environmental Study from 2006 until 2014 and included public involvement meetings, local public official's meetings, and public hearings with extensive planning efforts across both Dane and Iowa Counties; culminating in an Environmental Impact Statement {EIS) and a Federal Highway Administration Finding Of No Significant Impact {EA-FONSI) in 2014; and,

WHEREAS, the Limited Access Study, Environmental Document, and Environmental Impact Statement Finding of No Significant Impact {FONSI) proposed the elimination of ALL public {existing local roads) and private {driveways) at-grade direct access points onto USH 18/151 in order to "provide safe travel without unreasonable indirection" and to "ensure adequate response time for emergency services"; And,

WHEREAS, WisDOT completed both the USH 18/151 Freeway Conversion Plan and the Limited Access Study Environmental Assessment {EA) such that the EA-FONSI is fully compliant with the National Environmental Protection Act {NEPA); and

WHEREAS, WisDOT intended for and the Federal Highway Administration {FHWA) approved of the conclusions of all of this design work, engineering studies, and impact statements allowing them to serve as the environmental document of record for the design and construction of the various Preferred Alternatives; and,

WHEREAS, due to project size and complexity, the proposed project was divided into six (6) main segments geographically based on land use, economic development, emerging safety concerns, and operational issues and concluded with recommendations for development of a Preferred Alternative selection for each individual segment; and,

WHEREAS, each of the six {6) Preferred Alternatives identified over/under passes and interchanges for local roads in order to make safety and other improvements to USH 18/151 and to maintain connectivity and redundancy along the corridor; and,

WHEREAS, for long-term corridor transportation preservation as part of the backbone system and for land-use transportation planning and coordination, each of the six {6) Preferred Alternatives led to independent conditions and conclusions for each location based on safety concerns and the nature of other accessibility or lack thereof; And,

WHEREAS, WisDOT is now proposing to abandon that previous public process, engineering, and significant financial investment to develop R-cut of J-Turn intersection safety projects via the use of Highway Safety Improvement Program (HSIP) dollars in a piecemeal intersection by intersection fashion (negating the priorities of economics, accessibility, safety, and mobility); and,

WHEREAS, the HSIP proposed R-cut and J-turn alternatives may be viewed by WisDOT as a low-cost design alternative; the R-cut and J-turn design can complicate and confuse traffic patterns especially during peak hour volumes which result in increased crash incident frequency; And,

WHEREAS, the Average Annual Daily Traffic (AADT) volume along USH 18/151 varies between 16,700 and 19,100 vehicles for Iowa County and between 19,800 and 27,400 vehicles for Dane County and correlates to one vehicle every four seconds (or less) which can be significantly higher than that during peak hour traffic; And,

WHEREAS, R-cut and J-turn intersections require right-hand to left-hand turn lane movements and vehicles driving 65 miles per hour (covering 95.3 feet per second) may result in insufficient queue times and queue lengths for vehicles attempting to accelerate and decelerate between vehicles to navigate those intersection types; And,

WHEREAS, the piecemeal (one intersection at a time) HSIP alternative does not address overall safety in the corridor as drivers would still have access options and alternatives that will be the same or less than the existing safety level of the corridor;

NOW THEREFORE, BE IT RESOLVED; the Iowa County Board of Supervisors is concerned that the installation of spot location R-Cut of J-Turn alternatives for the various side road intersections does not meet the original Limited Access Study, Environmental Study, Environmental Impact Statement, AND Environmental Assessment Finding of No Significant Impact as the Preferred Alternative agreed upon solution ; and

BE IT FURTHER RESOLVED, the R-Cut and J-Turn alternatives may not attain the HSIP goals of enhancing driver safety of decreasing overall crashes, or by resolving driver conflicts in decision making, or by reducing frequency and magnitude of crashes within the corridor; And,

BE IT FURTHER RESOLVED, the Limited Access Study identified six segments for improvement based on existing accesses, rural road accesses, and topography which would provide continuity for rural road users; And,

BE IT FURTHER RESOLVED, R-Cut and J-Turn intersections do NOT agree with Comprehensive plans for the townships and villages within the County between Dodgeville and Verona corridor; and the HSIP proposed at -grade intersections do NOT promote localized economic development opportunity and do NOT promote unimpeded free movement of goods and services through communities; And


BE IT FURTHER RESOLVED, the Limited Access Study's originally proposed Six Segment Preferred Alternative interchanges support local infrastructure and better serve the constituents, residents, taxpayers, and corridor users by creating safer connectivity throughout the area versus the one by one intersection approach; And

BE IT RESOLVED, Iowa County prefers implementation of the public vetted six segment Preferred Alternative improvements initially identified in the Limited Access Study, Environmental Study Impact Statement, and the FHWA approved of Environmental Assessment - Finding Of No Significant Impact and is NOT in favor of the current intersection by intersection analysis alternatives (HSIP R-Cut and J-Turn at-grade intersections) WisDOT is currently evaluating; And,

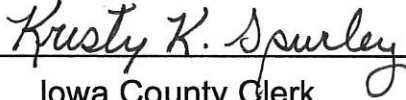
THEREFORE BE IT RESOLVED, the County Clerk shall send a copy of this Resolution to the Wisconsin Department of Transportation Southwest Region District Director Brett Wallace, the State Secretary of the Department of Transportation Craig Thompson, State Assembly Representatives: Todd Novak, Sondy Pope, and Travis Tranel along with State Senators: Jon Erpenbach and Howard Marklein .

Respectfully approved and submitted by the Iowa County Public Works Committee on 22nd Day of February, 2022.

Adopted by the Iowa County Board of Supervisors on March of 15, 2022.

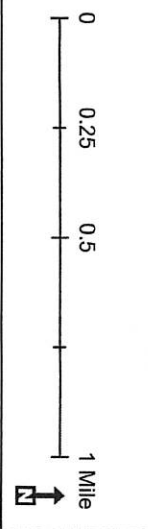
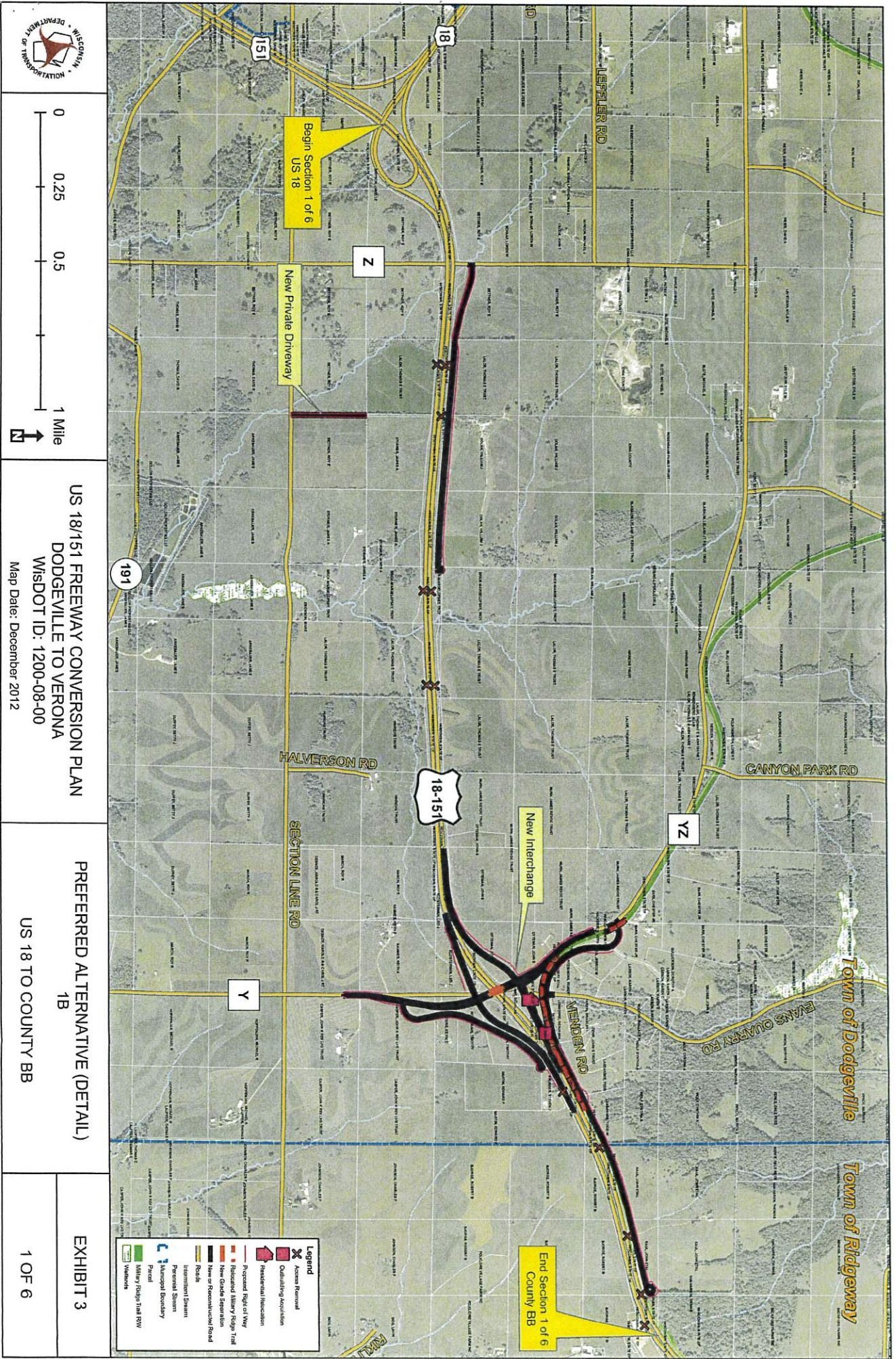


John M. Meyers
Iowa County Chair

Attest and Notices sent by: 

Iowa County Clerk

3-16-2022
Dated

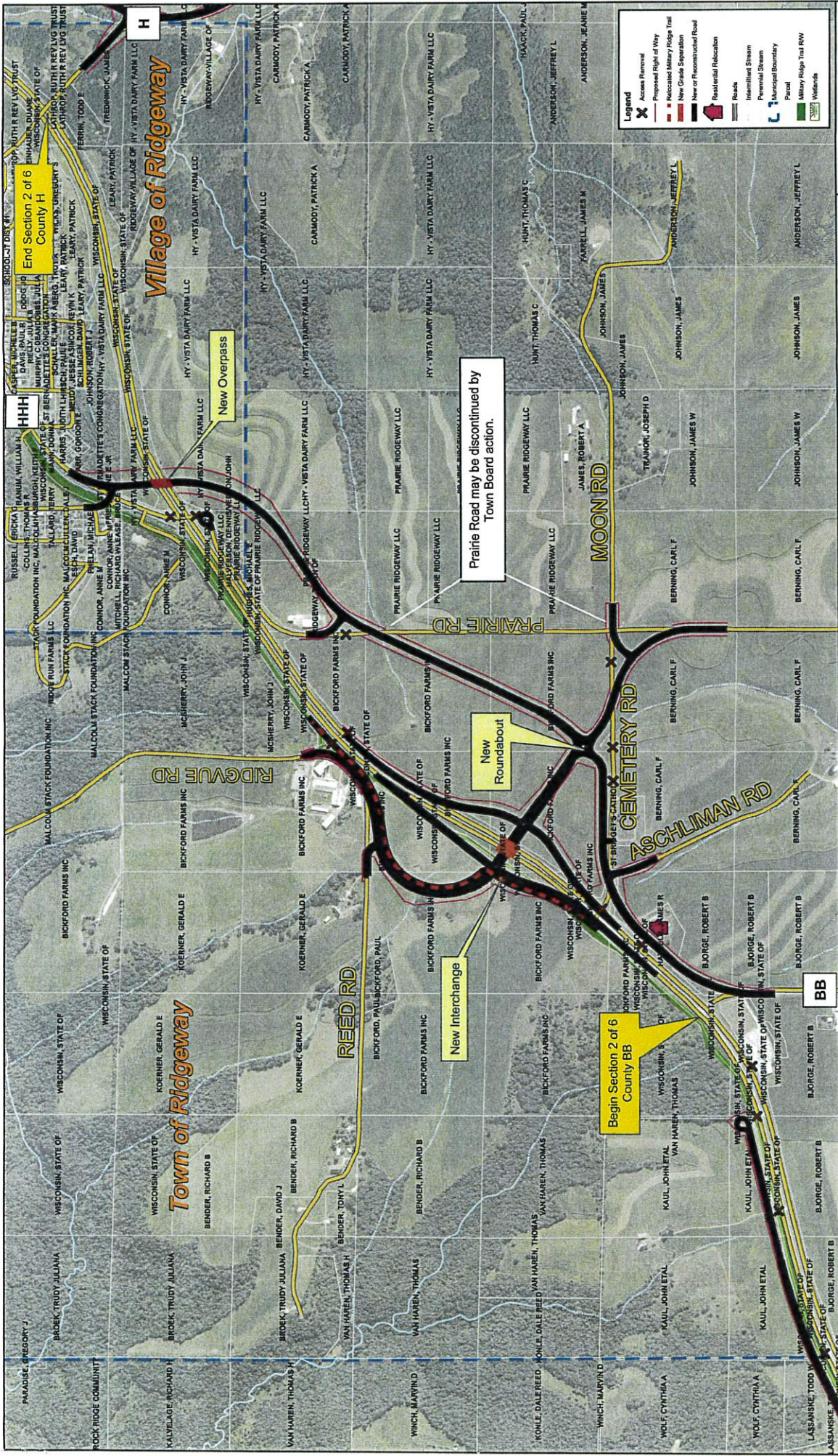


US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WISDOT ID: 1200-08-00
 Map Date: December 2012

PREFERRED ALTERNATIVE (DETAIL)
 1B
 US 18 TO COUNTY BB

EXHIBIT 3
 1 OF 6

- Legend**
- Access Removal
 - Outbuilding Acquisition
 - Residential Relocation
 - Proposed Right of Way
 - Railroad Military Right of Way
 - New Grade Separation
 - New or Reconstructed Road
 - Right-of-Way
 - Interim Stream
 - Perennial Stream
 - Municipal Boundary
 - Parcel
 - Military Right of Way
 - Wetlands



Legend

- Access Removal
- Proposed Right of Way
- Relocated Military Ridge Trail
- New Grade Separation
- New or Reconstructed Road
- Recreational Relocation
- Roads
- Intermittent Stream
- Perennial Stream
- Municipal Boundary
- Parcel
- Military Ridge Trail RW
- Wetlands

EXHIBIT 3

2 OF 6

PREFERRED ALTERNATIVE (DETAIL)

2B

COUNTY BB TO COUNTY H

US 18/151 FREEWAY CONVERSION PLAN

DODGEVILLE TO VERONA

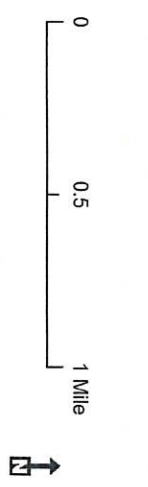
WisDOT ID: 1200-08-00

Map Date: December 2012

0 0.25 0.5 Mile

↑ N

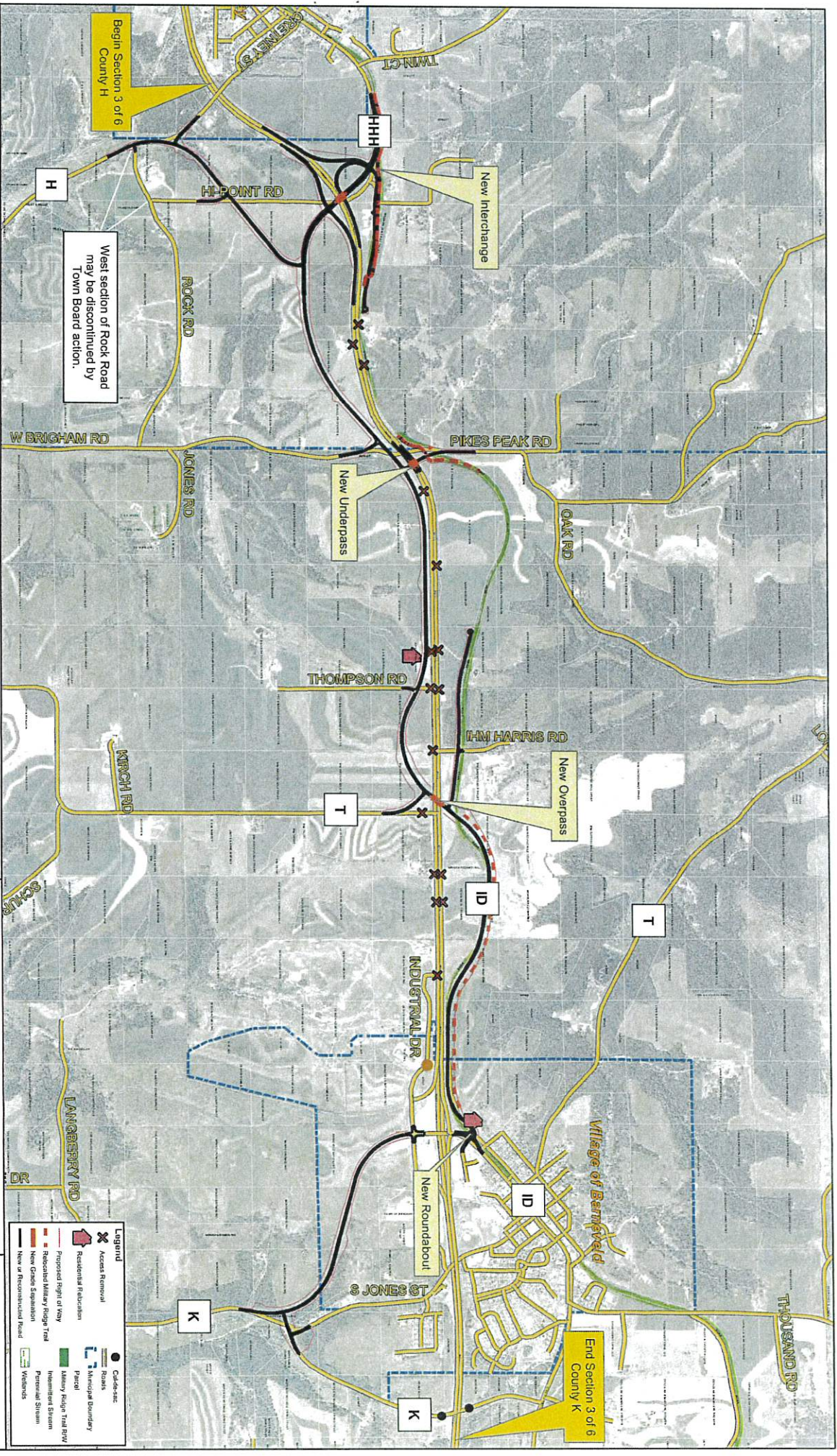
WISCONSIN DEPARTMENT OF TRANSPORTATION



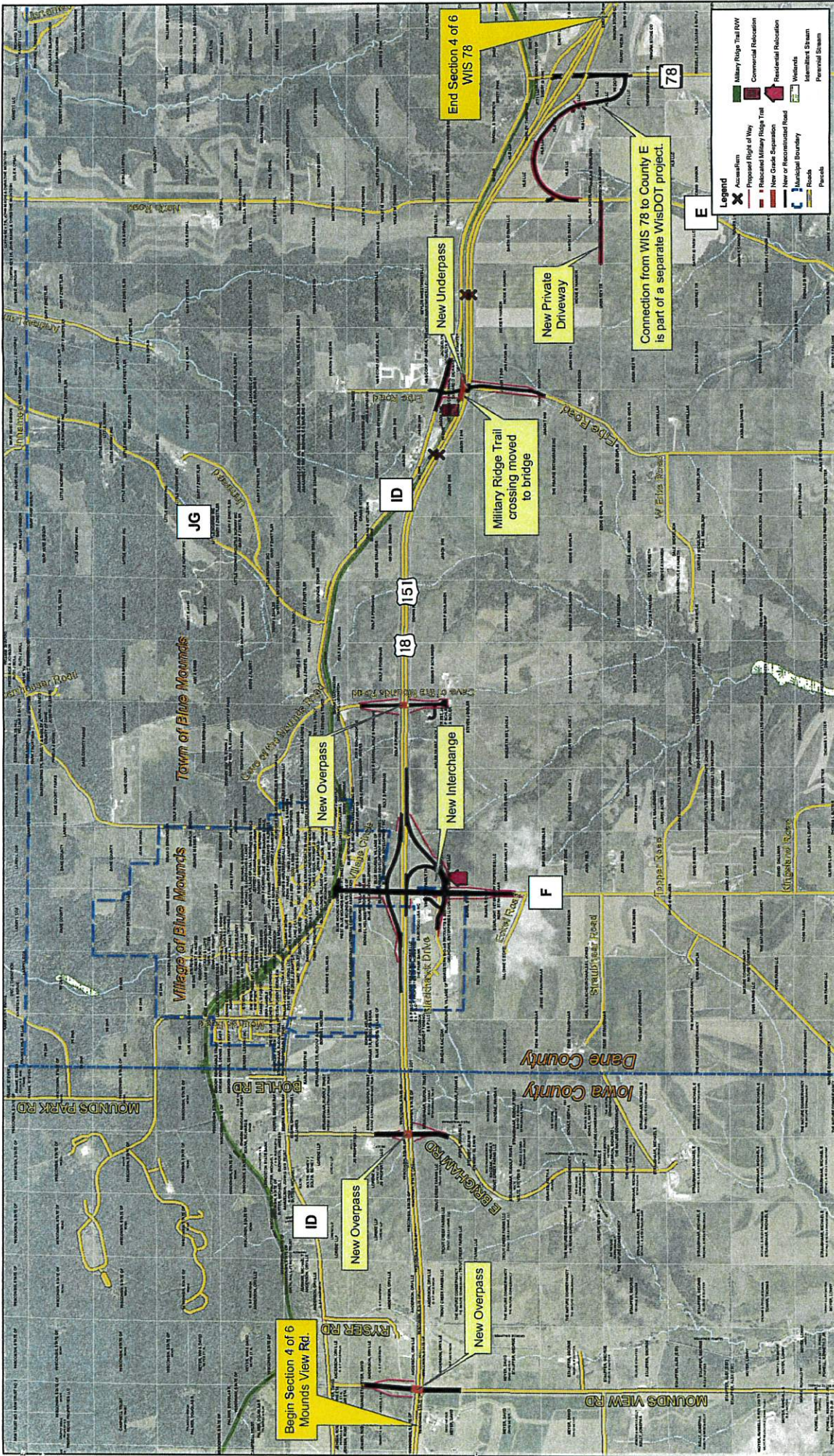
US 18/51 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WISDOT ID: 1200-08-00

PREFERRED ALTERNATIVE (DETAIL)
 3B
 COUNTY H TO COUNTY K

EXHIBIT 3
 3 OF 6



- | Legend | |
|--------|-------------------------------|
| | Access Removal |
| | Residential Relocation |
| | Proposed Right of Way |
| | Relocated Utility Ridge Trail |
| | New Grade Separation |
| | New or Reconstructed Road |
| | Cul-de-sac |
| | Recess |
| | Municipal Boundary |
| | Paved |
| | Agency Ridge Trail ROW |
| | Intermittent Stream |
| | Perennial Stream |
| | Wetlands |



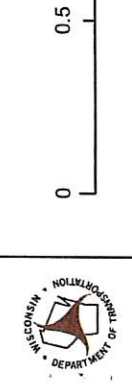
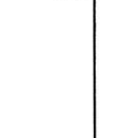
US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00
 Map Date: December 2012

PREFERRED ALTERNATIVE (DETAIL)
 4A

EXHIBIT 3
 4 OF 6

US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00
 Map Date: December 2012

1 Mile
 0.5
 0



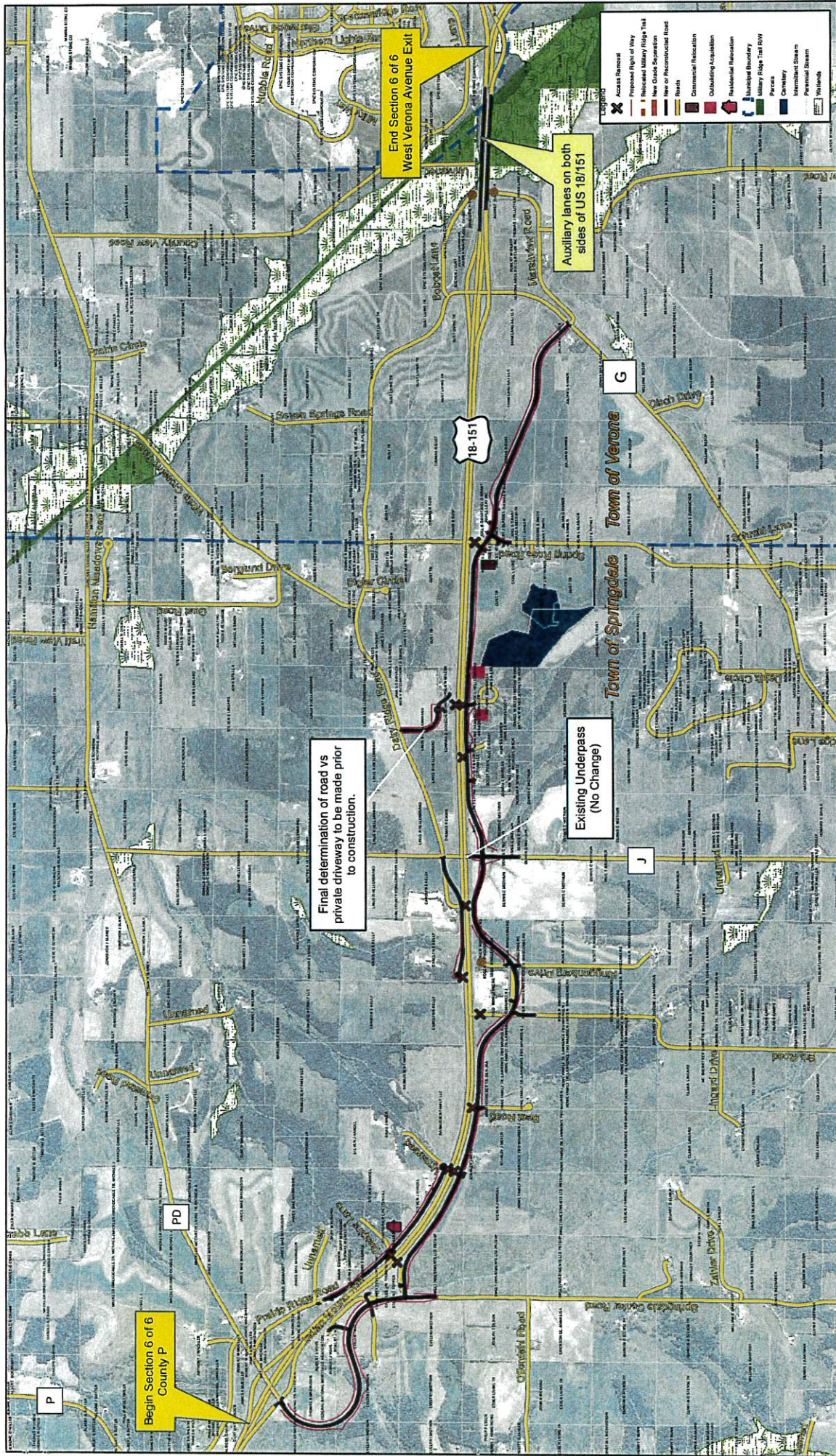


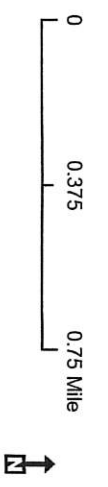
EXHIBIT 3

PREFERRED ALTERNATIVE (DETAIL)
6B

US 18/151 FREEWAY CONVERSION PLAN
DODGEVILLE TO VERONA
WisDOT ID: 1200-08-00
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COUNTY P TO W. VERONA AVE. EXIT

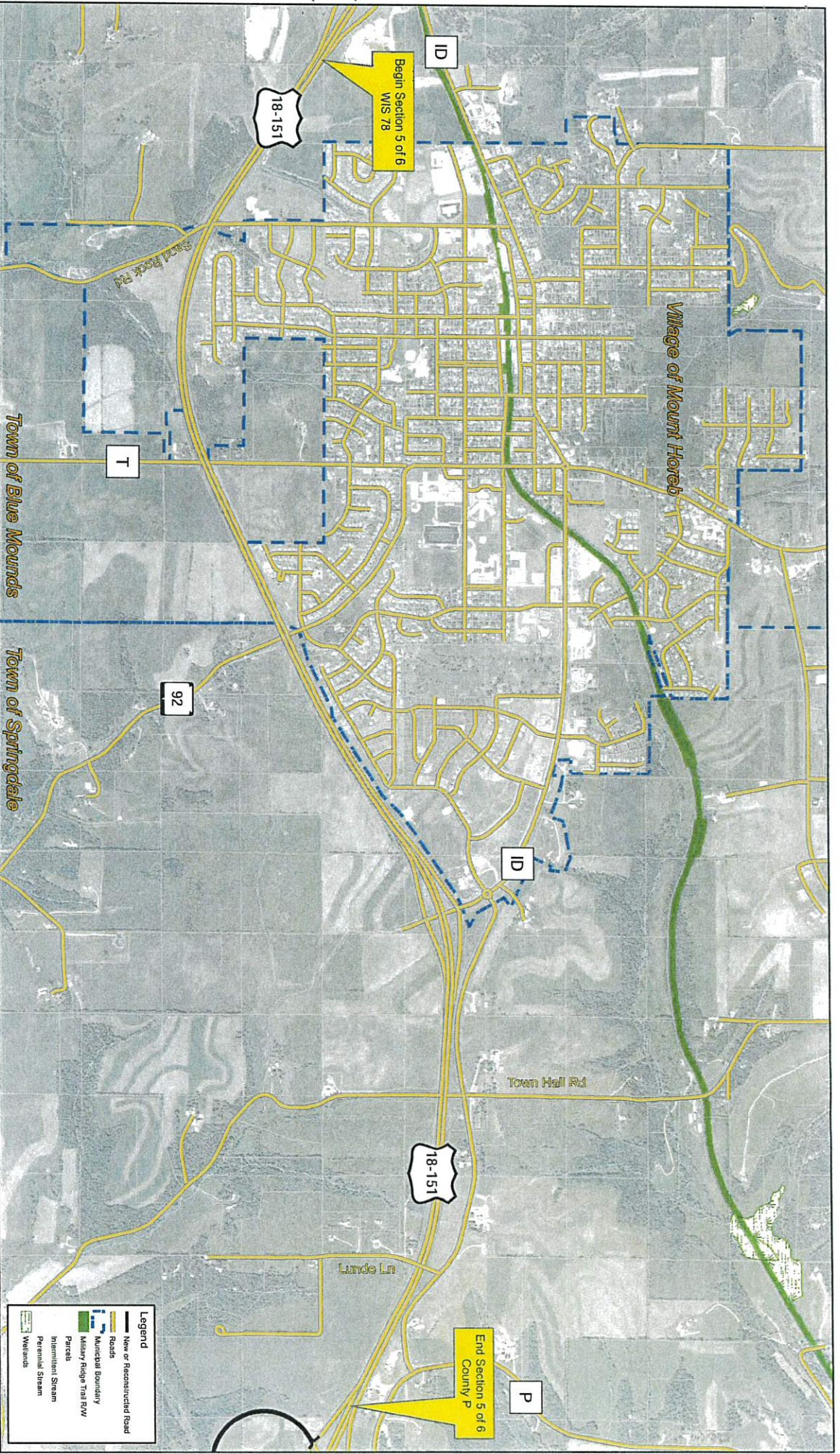




US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WISDOT ID: 1200-08-00

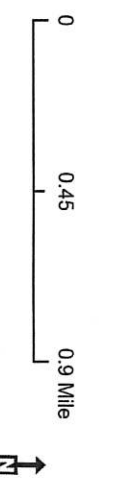
PREFERRED ALTERNATIVE (DETAIL)
 5 - NO CHANGE TO EXISTING CONDITIONS
 WIS 78 TO COUNTY P

EXHIBIT 3
 5 OF 6



Legend

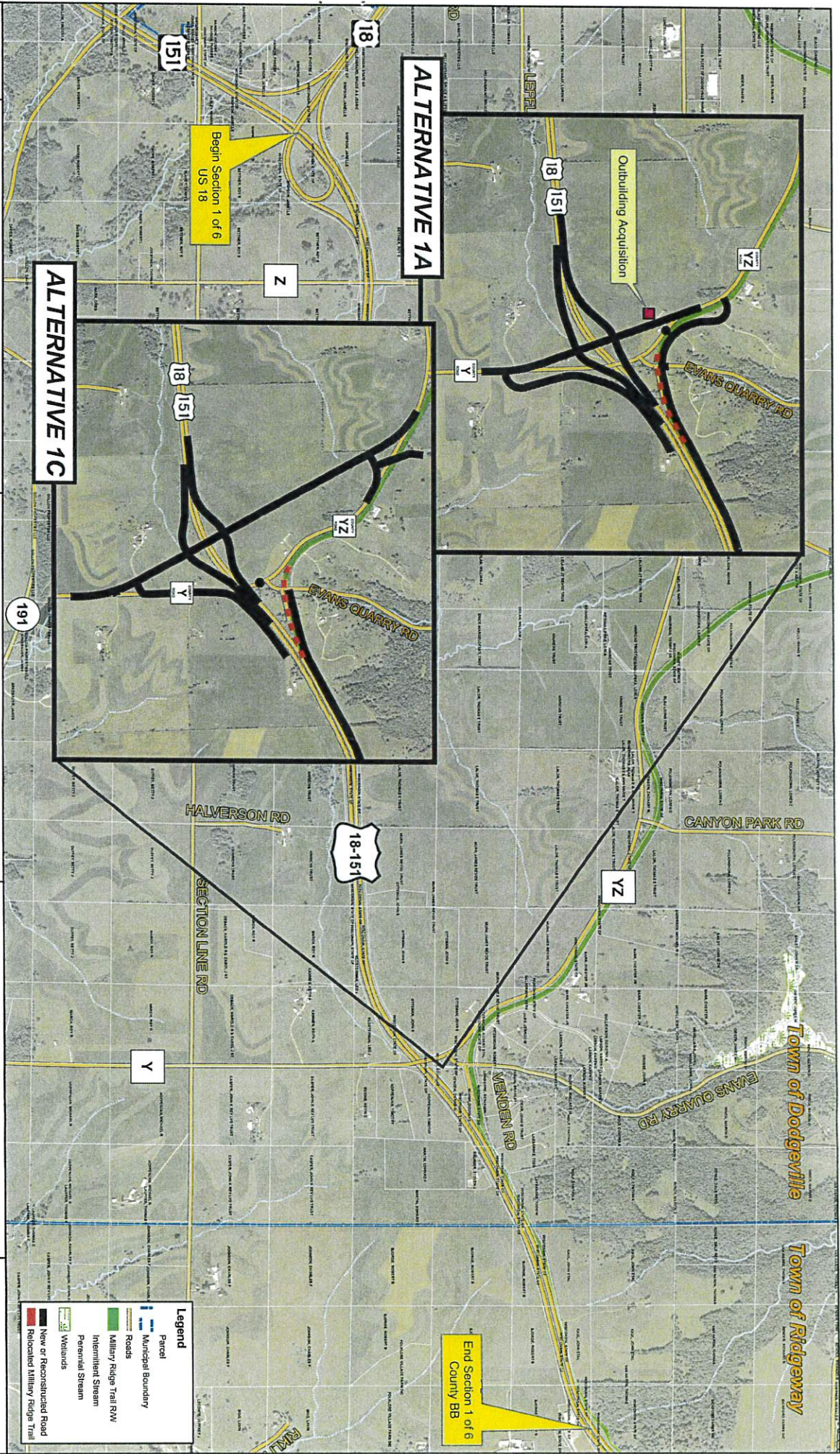
- New or Reconstructed Road
- Road
- Municipal Boundary
- Military Ridge Trail RW
- Parcel
- Intermittent Stream
- Perennial Stream
- Watershed



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WISDOT ID: 1200-08-00

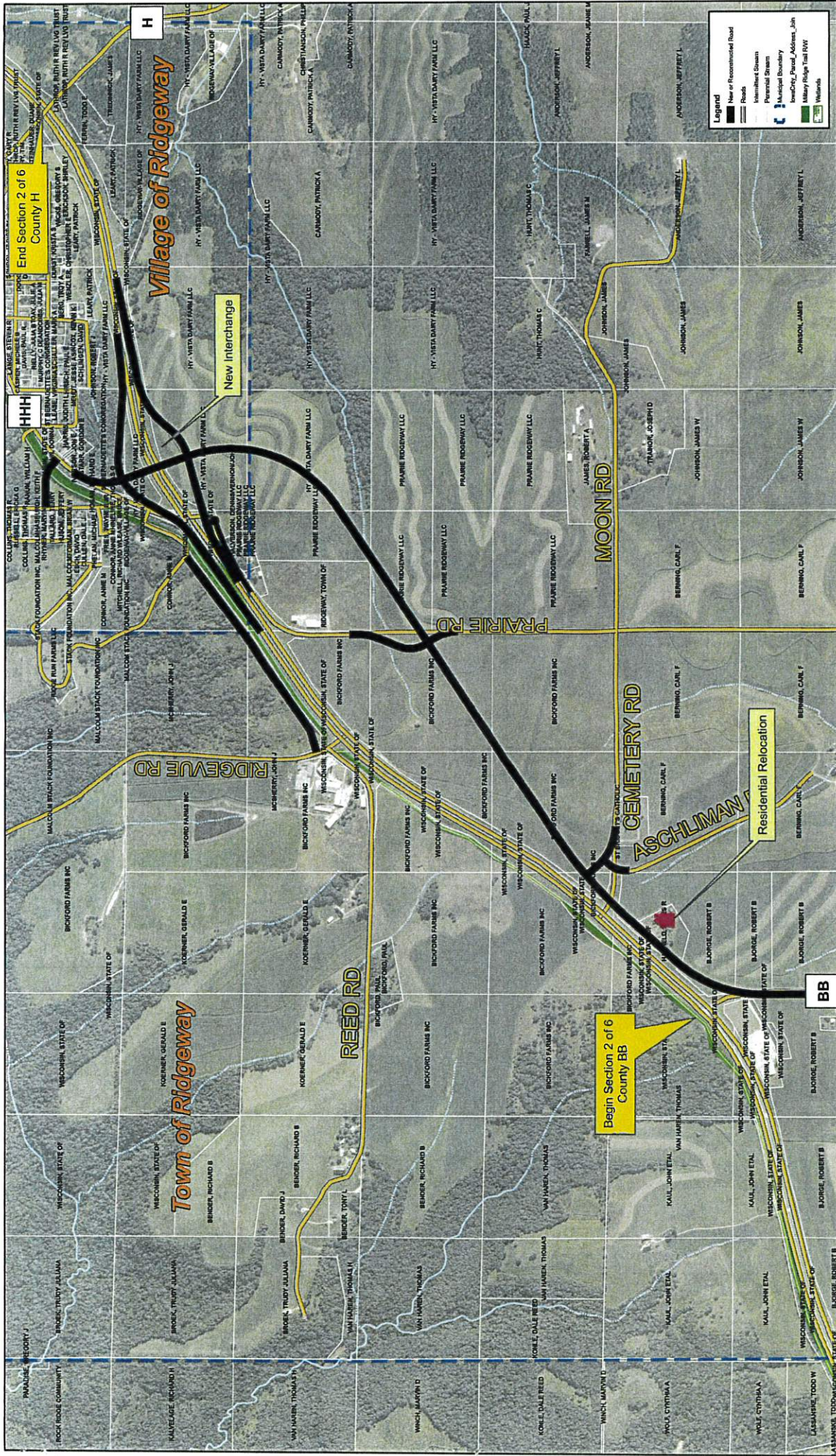
ALTERNATIVES 1A & 1C
 (NOT SELECTED AS PREFERRED)

EXHIBIT 4
 1 OF 4



Legend

- Parcel
- Municipal Boundary
- Roads
- Military Ridge Trail RW
- Intermittent Stream
- Perennial Stream
- Wetlands
- New or Reconstructed Road
- Relocated Military Ridge Trail



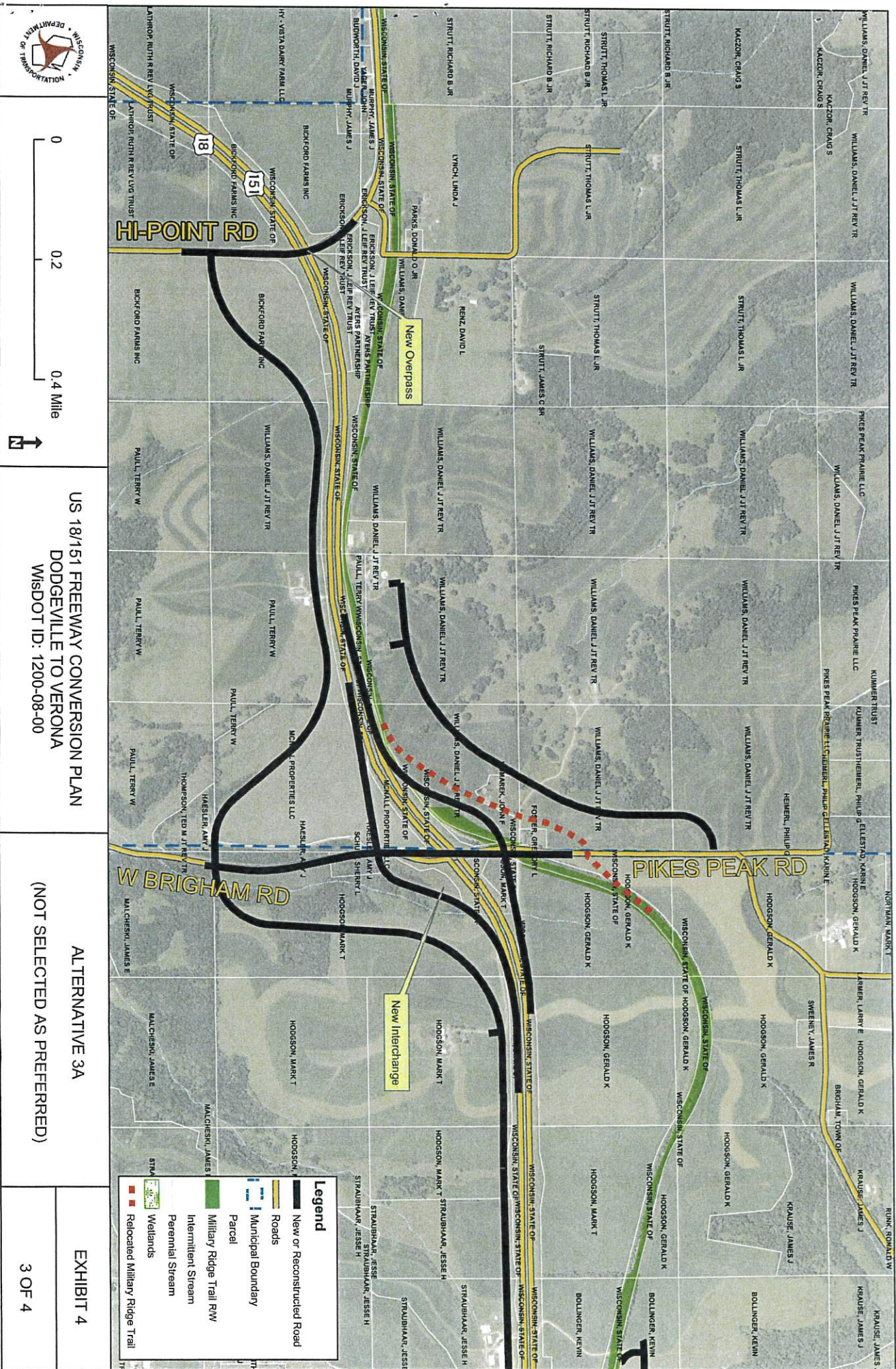
US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00

ALTERNATIVE 2A
 (NOT SELECTED AS PREFERRED)

EXHIBIT 4
 2 OF 4

0 0.25 0.5 Mile

↑ N



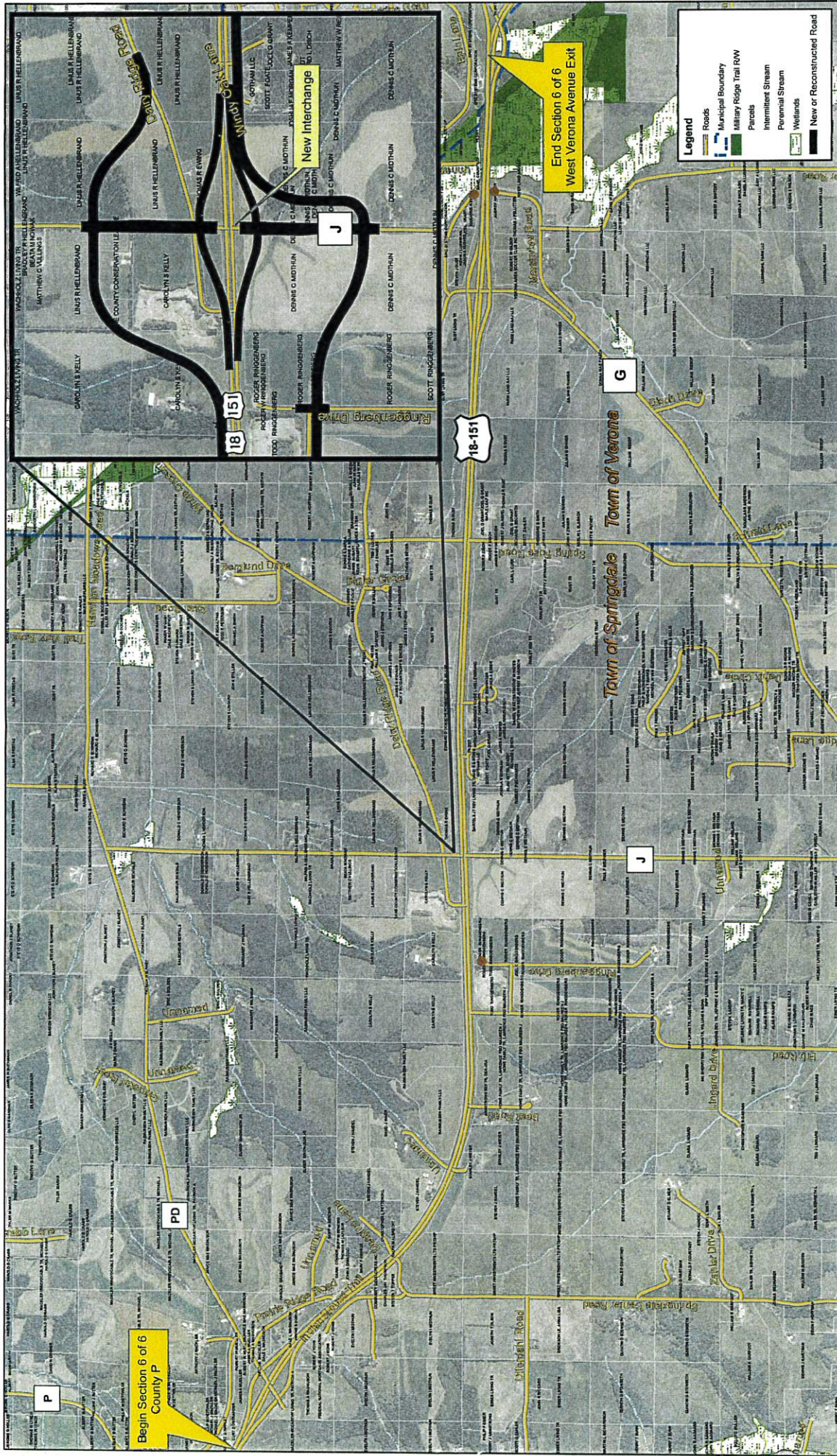
0 0.2 0.4 Mile

US 18/151 FREEWAY CONVERSION PLAN
DODGEVILLE TO VERONA
WISDOT ID: 1200-08-00

ALTERNATIVE 3A
(NOT SELECTED AS PREFERRED)

EXHIBIT 4
3 OF 4

- Legend**
- New or Reconstructed Road
 - Roads
 - Municipal Boundary
 - Parcel
 - Military Ridge Trail RW
 - Intermittent Stream
 - Perennial Stream
 - Wetlands
 - Relocated Military Ridge Trail



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00

ALTERNATIVE 6A
 (NOT SELECTED AS PREFERRED)

EXHIBIT 4
 4 OF 4

0 0.5 1 Mile

↑ N