

Resolution No. 9-0523

**RESOLUTION PETITIONING  
THE WISCONSIN DEPARTMENT OF TRANSPORTATION  
TO CONSTRUCT A HIGHWAY INTERCHANGE**

**WHEREAS**, the Wisconsin Department of Transportation is pursuing safety improvements to the at-grade intersection located at County Highway Y/YZ and State Highway 151; and

**WHEREAS**, the intersection as currently designed and constructed is unsafe and has resulted in many vehicle accidents; including accidents that caused the loss of life; and

**WHEREAS**, the State of Wisconsin planned for a full interchange at this location when the State Highway 151 was designed and constructed; and

**WHEREAS**, Iowa County would like to see the safest improvement made at this interchange that offers the greatest community benefit for our commuters and community; and

**WHEREAS**, Iowa County has reviewed improvement proposals from the Wisconsin Department of Transportation for this intersection and judges them to reflect the lowest cost band aid approaches; and

**WHEREAS**, Iowa County further finds the proposed list of design alternatives for the County Highway Y/YZ and State Highway 151 intersection to be inconvenient to farm machinery, hazardous to inexperienced drivers, confusing to unfamiliar drivers, a hindrance to the economic development potential and accessibility of surrounding properties, and an overall delay tactic to avoid the much needed financial commitment for the USH 151 Backbone corridor as promised to Iowa County;

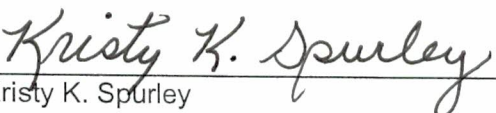
**NOW THEREFORE, BE IT RESOLVED**, that the Iowa County Board of Supervisors hereby petitions the Wisconsin Department of Transportation and the State of Wisconsin to complete the initially vetted, discussed, and promised full interchange at the intersection of County Highway Y/YZ and State Highway 151 and to do so as soon as possible.

**NOW BE IT FURTHER RESOLVED**, that the Iowa County Clerk shall message this Resolution to the Governor of the State of Wisconsin, State Assembly Representative Todd Novak, State Senator Howard Marklein, and the Wisconsin Counties Association.

Adopted this 16<sup>th</sup> day of May, 2023.

  
\_\_\_\_\_  
John Meyers, Chairman

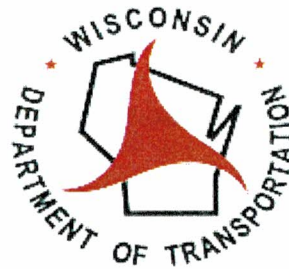
Attested to by the County Clerk:

  
\_\_\_\_\_  
Kristy K. Spurley

# Public Involvement Meeting Handout

Dodgeville to Mount Horeb  
US 18/151 and County YZ Intersection  
Iowa County

Project ID: 1204-00-06/76



April 19, 2023  
5:30 p.m. to 7:00 p.m.  
Dodgeville City Hall

## Previous Studies

In 2013, WisDOT completed the US 18/151 Freeway Conversion Study. The Freeway Conversion Study evaluated changes which would be needed to the US 18/151 corridor to convert it from an expressway to a freeway if deemed necessary in the future. Expressways contain at-grade intersections, like County Y/YZ, while freeways require the removal of all direct at-grade access to the highway.

WisDOT understands the value of US 18/151 between Verona and Dodgeville. This corridor is part of the "Backbone" system that consists of the most critical routes statewide for tourism, industry, and other trips. The Department has made significant investments over the past few decades in the construction, enhancement, and preservation of this key corridor connecting Iowa and Wisconsin.

A wholesale conversion of US 18/151 from Verona to Dodgeville to a fully access-controlled freeway is not in WisDOT plans for the foreseeable future because safety and congestion issues on the corridor do not warrant such action. WisDOT expects that needs on the corridor can be appropriately and more cost-effectively resolved with localized improvements to address site specific operational and safety concerns. Such improvements will be evaluated using asset management principles the Department has adopted in alignment with Federal Highway Administration's (FHWA's) performance-based practical design concepts.

Given the abundance of statewide needs coupled with current financial constraints, an asset management strategy continues to be prudent. The Department typically considers freeway conversion projects when safety and operational issues cannot be adequately addressed by less comprehensive solutions. Please be assured WisDOT will continue to monitor safety and operations issues on this segment, and the Department will adjust its approach if needs dictate.

The project team has evaluated the County Y/YZ intersection to see if an interchange could be funded as a stand-alone project. Currently, the AADT on County Y/YZ is less than 900 vehicles. An interchange is considered appropriate when traffic counts are nearing an AADT of 2,000 vehicles or greater. The needs on this intersection can be appropriately and more cost-effectively resolved with at-grade improvements that are designed to remedy any site-specific safety concerns.

## Crash History

The US 18/151 and County YZ intersection has been identified as having a trend of angle crashes due to County YZ vehicles failing to yield to US 18/151 traffic. During a five-year period from 2017 through 2021, 25 total crashes occurred at this intersection. Of those 25, seventeen were angle crashes, or those involving at least one vehicle traveling along the major road and one traveling along the minor road.

Angle crashes accounted for seven out of the eight (88%) injury crashes and one fatal crash that happened at the intersection during the study period.

## Funding Source

In 2021 WisDOT applied for, and was granted, improvement funds for the intersection through the Highway Safety Improvement Program (HSIP). HSIP funds highway safety projects at sites that have experienced a high crash history. The overall objective of HSIP is to develop and implement stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways (State and local).



ALT.	TRAFFIC CONTROL	PROS	CONS	OTHER CONSIDERATIONS
1	NO BUILD MINOR LEG STOP CONTROL	<ul style="list-style-type: none"> <li>Costs nothing</li> <li>No impacts</li> <li>Maintains access to all movements at the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Does not address the known safety issues</li> <li>Will not improve intersection skew, vehicle speeds, and mis-judging of gaps</li> </ul>	
2	MINOR LEG STOP CONTROL WITH OFFSET TURN LANES	<ul style="list-style-type: none"> <li>Maintains access to all movements at the intersection</li> <li>Reduces crash potential, by eliminating poor intersection angle</li> <li>No added delay to sideroad movements</li> </ul>	<ul style="list-style-type: none"> <li>Highest crash potential alternative (except no build)</li> <li>No reduction in intersection conflict points</li> <li>Driver discomfort from minor street approaches trying to enter USH 18/151</li> <li>Real estate impacts</li> </ul>	<ul style="list-style-type: none"> <li>Street light may be needed</li> <li>Oversized Ag equipment may have width restrictions if using turn lanes</li> </ul>
3	RIGHT-IN/RIGHT-OUT/ LEFT-IN	<ul style="list-style-type: none"> <li>Reduces crash potential, specifically right-angle crashes</li> <li>Reduces intersection conflict points by 71%. (12 vs 42)</li> <li>Simplifies driver decision-making task</li> </ul>	<ul style="list-style-type: none"> <li>Increased delay for all intersection left-turn and sideroad thru movements</li> <li>Increases delay &amp; travel time for sideroad traffic that are required to find alternate routes to USH 18/151</li> <li>May increase risk of illegal U-turns</li> <li>Real estate impacts</li> </ul>	<ul style="list-style-type: none"> <li>Street light may be needed</li> <li>Oversized Ag equipment may have width restrictions if using turn lanes</li> </ul>
4	RIGHT-IN/RIGHT-OUT	<ul style="list-style-type: none"> <li>Lowest-cost alternative</li> <li>Safest alternative, eliminating all angle crashes</li> <li>Reduces intersection conflict points by 86%. (6 vs 42)</li> <li>Offset alignments could be used to reduce R/W impacts and cost</li> <li>Simplifies driver decision-making tasks</li> </ul>	<ul style="list-style-type: none"> <li>Increased delay for all intersection left-turn and sideroad thru movements</li> <li>Limits access, by eliminating sideroad left turn and thru movements</li> <li>Increased delays and travel time for restricted movements that are required to find alternate routes</li> <li>May increase risk of illegal U-turns</li> <li>Real estate impacts</li> </ul>	
5	RESTRICTED CROSSING U-TURN (RCUT) - NO LEFT TURNS	<ul style="list-style-type: none"> <li>Maintains access to all movements at the intersection</li> <li>Reduces crash potential, specifically right-angle crashes</li> <li>Reduces intersection conflict points by 57%. (18 vs 42)</li> <li>Offset alignments could be used to reduce R/W impacts and cost</li> <li>Simplifies driver decision-making task</li> </ul>	<ul style="list-style-type: none"> <li>Second-highest cost alternative</li> <li>Increased delay for all intersection left-turn and sideroad thru movements</li> <li>Real estate impacts</li> </ul>	<ul style="list-style-type: none"> <li>Requires street lighting</li> </ul>
6	RESTRICTED CROSSING U-TURN (RCUT)	<ul style="list-style-type: none"> <li>Maintains access to all movements at the intersection</li> <li>Reduces crash potential, specifically right-angle crashes</li> <li>Reduces intersection conflict points by 43%. (24 vs 42)</li> <li>Simplifies driver decision-making tasks</li> </ul>	<ul style="list-style-type: none"> <li>Highest-cost alternative</li> <li>Increased delay for sideroad left-turn and thru movements</li> <li>Real estate impacts</li> </ul>	<ul style="list-style-type: none"> <li>Requires street lighting</li> <li>Oversize Ag equipment may have width restrictions if using turn lanes</li> </ul>

APRIL 2023



PROJECT ID 1204-00-06/76  
 DODGEVILLE - MOUNT HOREB  
 (CTH YZ INTERSECTION)  
 USH 18/151, IOWA COUNTY

DESIGN ALTERNATIVES  
 SUMMARY

# Public Involvement Meeting Comment Form

Project ID 1204-00-06/76  
Dodgeville to Mount Horeb  
US 18/151, County YZ Intersection  
Iowa County

April 19, 2023

Please place this form in the comment box or mail by **May 19, 2023** to the address on the back of this sheet. Comments can also be e-mailed to [derek.potter@dot.wi.gov](mailto:derek.potter@dot.wi.gov) Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Daytime Phone Number (optional): \_\_\_\_\_

Email Address (optional): \_\_\_\_\_

Please Print Comments (attach additional sheets if necessary)

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*The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.*