



## RIDGEWAY

208 Jarvis Street | Suite A | Ridgeway, WI 53582

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### **Resolution No. 2022-05**

#### **RESOLUTION REGARDING USH 18-151 DANE AND IOWA COUNTIES USH 18/151 Dodgeville – Verona Corridor HIGHWAY ROAD AND BRIDGE IMPROVEMENTS**

WHEREAS, a Limited Access Study was performed by the Wisconsin Department of Transportation for the USH 18-151 corridor from Dodgeville to Verona between 2002 and 2006; And,

WHEREAS, the Limited Access study continued into an Environmental Study occurring between the years of 2006 thru 2014, inclusive; including public involvement meetings, local public official's meetings, public hearings, and extensive planning across Dane and Iowa Counties culminating in an Environmental Impact Statement and Federal Highway Administration Finding Of No Significant Impact (EA-FONSI) in 2014; And,

WHEREAS, the Proposed Action of these studies was to eliminate all public and private at-grade direct accesses at existing local roads and driveways onto USH 18/151 to provide for safe travel without unreasonable indirection and to ensure that adequate response time for emergency services is maintained; And,

WHEREAS, the USH 18/151 Freeway Conversion Plan and Environmental Assessment study was conducted such that the Environmental Assessment (EA) is fully compliant with National Environmental Protection Act and was intended to serve as the environmental document of record for the design and construction of the various Preferred Alternatives; And,

WHEREAS, due to the size and complexity of the project area the project was divided into six (6) main segments or sections geographically based on the land use, economic development, and emerging safety and operational concerns resulting in a Preferred Alternative section for each of the six (6) segment in the corridor studied; And,

WHEREAS, each of the six (6) Preferred Alternatives were identified to make safety and other improvements to USH 18/151 and result in the construction of over/under passes, interchanges, and local roads to provide connectivity and redundancy along the corridor; And,

WHEREAS, each of the six (6) Preferred Alternatives studied led to independent conditions and conclusions for each location based on the nature of other access available, for long-term transportation corridor preservation as part of the backbone system, and for land-use transportation planning and coordination; And,

WHEREAS, the Wisconsin Department of Transportation (WisDOT) is now currently looking at performing spot intersection improvements consisting of Highway Safety Improvement Program dollars to develop R-cut or J-Turn intersection safety improvements in the corridor in a piecemeal (intersection by intersection) fashion; And,



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WHEREAS, the J-Turn or R-Cut design may be viewed as a low-cost design alternative in some situations to provide more desirable access to / from four-lane corridors than the present crossover left – straight – right turn movements; the design itself may complicate and confuse traffic patterns in this corridor especially during peak hour volumes resulting in increased crash / incident frequency; And,

WHEREAS, the traffic volume along USH 18-151 varies between 16,700 and 19,100 (in Iowa County) and between 19,800 and 27,400 (in Dane County) Average Annual Daily Traffic (AADT) counts; which correlates to a vehicle every four seconds (or less) along the highway and is significantly more than that during peak hour traffic volumes; And,

WHEREAS, a vehicle driving along at 65 MPH covers 95.3 Ft. / Sec. or 380Ft in 4 secs. resulting in insufficient queue times / lengths for vehicles to accelerate and decelerate between vehicles to make mainline USH 18-151 merging right-hand to left-hand turn lane movements which are required with J-Turn or R-cut intersections; And,

WHEREAS, reviewing and improving the six (6) segment corridors in a one by one intersection approach does not address overall safety in the corridor as drivers have other options and alternatives for access which would be at the same or less than the existing safety level for the intersection being evaluated resulting in a relocation of incidents in lieu of eliminating them;

NOW THEREFORE, BE IT RESOLVED by the Village of Ridgeway Board of Trustees; the Village of Ridgeway, Iowa County is concerned about the installation of spot location J-Turn or R-Cut style improvements for the various side road intersections in the corridor will not attain the Highway Safety Improvement Program goals to enhance safety by decreasing overall crashes, by making improvements for driver safety thru aiding to resolve driver conflicts in decision making, or for reducing the frequency and magnitude of crashes overall within the corridor; Now,

THEREFORE BE IT FURTHER RESOLVED, the Limited Access Study identified six segments for improvement due to existing accesses, rural road accesses, and topography to provide continuity for rural road users; Now,

THEREFORE BE IT FURTHER RESOLVED, the J-Turn or R-Cut intersection improvements are in disagreement with the Comprehensive plans for the townships and villages with in the County between Dodgeville and the East county line as those types of at-grade intersections do not promote localized economic development opportunities nor do they promote the unimpeded free movement of goods and services through the communities as the Proposed Six Segment Preferred Alternative interchanges and supporting local infrastructure would and those would better serve the constituents, residents, taxpayers, and corridor users; Now,

THEREFORE, BE IT FURTHER RESOLVED, the Village requests the Wisconsin Department of Transportation implement the six segment Preferred Alternative corridor improvements for each respective improvement location as initially identified and recommended in the USH 18/151 Limited Access Corridor Study and Environmental Assessment reports versus other isolated spot improvement alternatives the Wisconsin Department of Transportation may currently be evaluating; Now,

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

Adopted by the Village of Ridgeway Board of Trustees on \_\_\_\_\_, 2022.

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Michele B. Casper, Village President

ATTEST:

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Hailey E. Roessler, Village Clerk/Treasurer