



WIS 80, WIS 11

Public Involvement Presentation

Hazel Green – Platteville

Grant County

Projects 1706-06-01/71 & 5330-02-03/73
Projects 1706-06-00/70 & 5235-03-01/71
Project 5235-03-00/70

June 9, 2021



Welcome to the online public involvement presentation for proposed improvements along the Highway 80 corridor in Grant County. The purpose of these projects is to address the deteriorating pavement and safety concerns along Highway 80, including improvements along segments of Highway 11 and Highway 81.

Who can I talk to about these projects?

- Derek Potter, PE
 - WisDOT Project Manager
- Greg Messling
 - WisDOT Real Estate Specialist
- Brad Groh, PE
 - Consultant Project Manager (JT Engineering, Inc.)



This is a list of people who are working on this project. Their contact information will be shared later in this presentation, which will include their emails and phone numbers, as well as the address of the Wisconsin Department of Transportation Southwest Region Office in Madison. Feel free to contact them with any comments, questions, or concerns regarding the project.

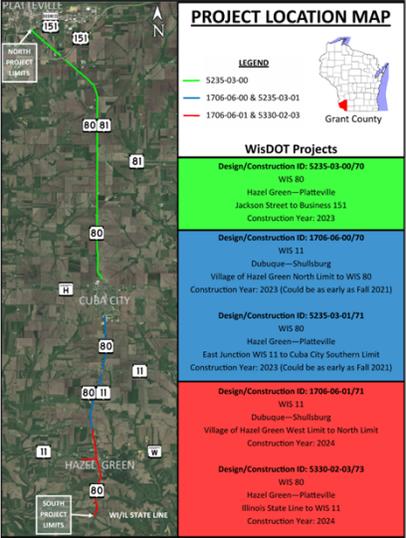
Presentation Agenda

- Project Location
- Project Purpose & Need
- Design Overview
- Real Estate
- Traffic Impacts
- Project Schedule
- Contact Information



The presentation will follow the outline shown here.

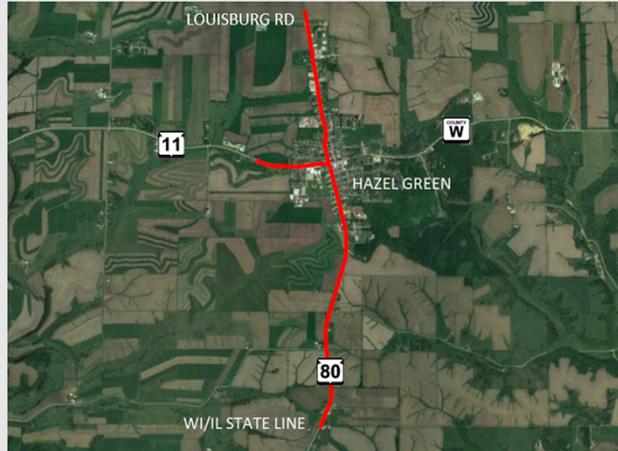
Project Location



The proposed projects are located on Highway 11, Highway 80, and Highway 81, from the Illinois State Line to Business 151 in Platteville.

Project Location

Project 1706-06-01/71 & 5330-02-03/73



Project 5330-02-03 begins on Highway 80 at the Illinois State Line and extends to Highway 11 in Hazel Green. Project 1706-06-01 begins on Highway 11 at the Hazel Green western village limits and extends through Hazel Green on Highway 11/80 to 800 ft north of Louisburg Road.

Project Location

Project 1706-06-00/70 & 5235-03-01/71



Project 1706-06-00 begins on Highway 11/80 800 ft north of Louisburg Road and extends to a location just south of the Highway 11 and Highway 80 intersection. Project 5235-03-01 begins just north of the Highway 11 and Highway 80 intersection and extends to Troy Street in Cuba City. There is a gap between these proposed projects at the Highway 11 and Highway 80 intersection, which is programmed to be improved under a separate project, denoted as 1706-00-04/74. Construction of this intersection is scheduled to take place in 2021.

Project Location

Project 5235-03-00/70



Project 5235-03-00 begins on Highway 80 about 100 feet north of Jackson Street in Cuba City and extends to about 100 feet south of Business 151 in Platteville, with a gap at the US 151 interchange.

Why do we need these projects? Pavement Surface and Corridor Safety



The projects are designed to address the deteriorating asphalt pavement and safety concerns on Highway 80 and Highway 11. The pavement surface throughout the corridor is deteriorated with substantial cracking and rutting. In addition, this corridor experiences run-off-the-road type accidents. An existing culvert at Buncombe Road is improperly graded and severe crashes have occurred at this location. The intersections at Highway 11/Highway 80/Highway W and Highway 80/Highway 81/Patch Road experience higher than average severe crashes and will be discussed in greater detail later in the presentation. Curb ramps within the Village of Hazel Green are also deficient of the requirements set forth by the Americans with Disabilities Act and present accessibility challenges to pedestrians with vision or mobility limitations. The Louisburg Road intersection on the north end of Hazel Green is also experiencing an elevated frequency of rear-end crashes.

What Improvements are Proposed?

Pavement Surface and Corridor Safety

Improvements include:

- New asphalt pavement surface
- Wider shoulder pavement
- Guardrail upgrades
- Rumble strips
- Wet reflective pavement marking
- Culvert replacement at Buncombe Road
- Curb ramp reconstruction
- Left turn lane at Louisburg Rd (NB to WB)
- Platteville Airport driveway turn lanes under consideration



To address the pavement surface and corridor safety concerns, the proposed projects would remove and replace the top layer of asphalt throughout the corridor. In addition, the pavement on the existing shoulders would be widened and centerline and edgeline rumble strips would be added throughout the rural sections of the corridor. Several runs of guardrail would be extended and upgraded as necessary to properly shield roadside hazards. Wet reflective pavement markings would be placed on the edgelines in the rural sections of the corridor to improve pavement marking visibility both at night and in adverse weather conditions. The culvert at Buncombe Road would be replaced to allow for proper slope grading and discharge elevations.

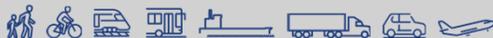
Within the village of Hazel Green, existing curb ramps would be reconstructed to meet current federal accessibility requirements, an existing asphalt overlay would be removed from the west gutter to improve drainage, and the centerline of the roadway would be recentered between the curb lines.

A northbound left turn lane would also be added to accommodate left turning traffic at the Louisburg Road intersection on the north end of Hazel Green to address the rear end crash frequency problem.

The City of Platteville is also considering potential left or right turn lane enhancements at the Platteville Airport driveway. Any potential improvements at this driveway would be completely funded by the City.

Why do we need these projects?

Structural Repairs



The northern project also has improvement needs on two existing structures. The bridge over Rountree Branch, just south of Business 151 in Platteville, has several areas of damaged concrete. Significant erosion is also occurring under the structure at the abutments. In addition, a box culvert near the Blockhouse Road intersection has damaged concrete and exposed rebar.

What Improvements are Proposed?

Structural Repairs

Bridge over Rountree Branch

- Concrete Overlay
- Concrete Surface Repair on Deck and Abutments
- Riprap at Abutments
- Steel Girder Painting

Box Culvert at Blockhouse Road

- New Wingwalls and Header on South End of Box Culvert



At the bridge over Rountree Branch, the proposed project would install a concrete overlay on the bridge deck to extend the structure's service life. The steel girders would receive spot painting, and the deck underside and abutments would have the damaged concrete spot repaired. The erosion concerns at the abutments would be addressed with the addition of riprap. At the box culvert at Blockhouse Road, the damaged wingwalls and header would be fully replaced.

Why do we need these projects?

WIS 80/WIS 81/Patch Road Intersection Conversion

Existing Intersection

- High speed rural intersection
- Existing two-way stop control
- Important Oversized/Overweight (OSOW) route
- Safety Concerns



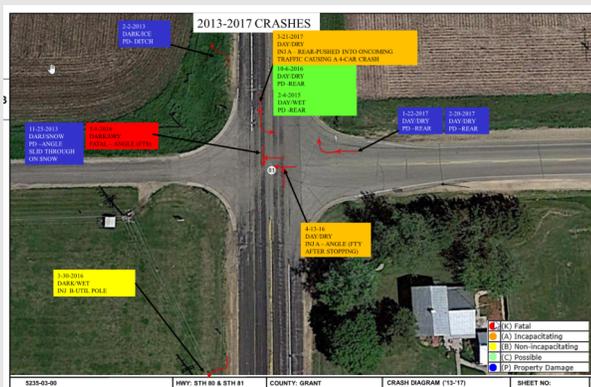
The intersection of Highway 80, Highway 81, and Patch Road is currently a two-way stop control for eastbound and westbound traffic. The intersection is an important oversized overweight route for the State of Wisconsin. As previously discussed, this intersection has a history of severe crashes.

Why do we need these projects?

WIS 80/WIS 81/Patch Road Intersection Conversion

Safety performance of current intersection

- Between 2013 & 2017
 - 1 Fatal Crash
 - 5 Injury Crashes
 - 4 Property damage crashes
- Additional fatal crash in 2019
- Failure to stop leading to high speed angle crashes



High-speed angle crashes have been documented at this intersection recently, including several that yielded incapacitating injuries or fatalities. This intersection also experiences rear-end crashes involving left turning vehicles.

What improvements are proposed?

WIS 80/WIS 81/Patch Road Intersection Conversion

- An Intersection Analysis was conducted for 3 alternatives
 - Adding left turn lanes and maintaining two-way stop control
 - Doesn't solve the most prominent safety problem: failure to stop
 - Signal Alternative
 - Intersection did not meet the required WisDOT signal warrants
 - Roundabout Alternative – WisDOT Preferred Alternative
 - Significantly reduces fatalities and severe injury crashes
 - Maintains and improves existing intersection operations
 - High level of support from the Grant County Traffic Safety Commission



An intersection evaluation was conducted at this location and three alternatives were analyzed.

First, additional left turns were assessed. However, it was determined that this solution wouldn't address the most prominent safety concern at the intersection: failure to stop crashes. Therefore, this alternative was dismissed from further consideration since it didn't meet the purpose and needs of the proposed improvement.

Second, a signal alternative was analyzed. The intersection was found to not meet WisDOT signal warrants, so this alternative was also dismissed from further consideration.

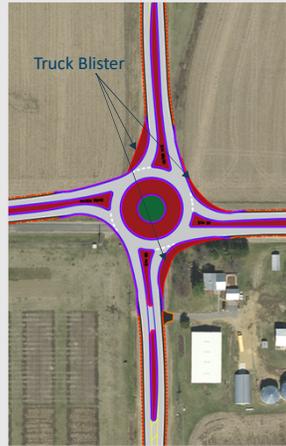
Finally, a roundabout alternative was investigated. A roundabout was found to alleviate both predominant crash types, and would maintain efficient traffic flow for all movements through the intersection. For these reasons, the roundabout was selected as the WisDOT-preferred alternative at this intersection.

What improvements are proposed?

WIS 80/WIS 81/Patch Road Intersection Conversion

Roundabout Layout

- Shifted north to minimize impacts to SE property
- Truck blisters for OSOW accommodations (mountable curb and colored concrete for over tracking trucks)
- Extended splitter islands reduce speeds and improve safety



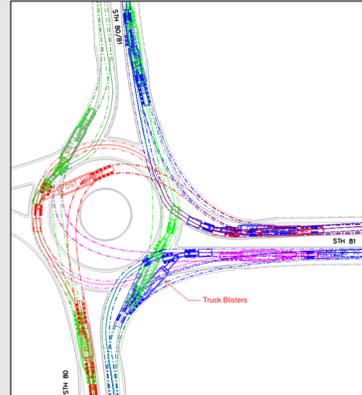
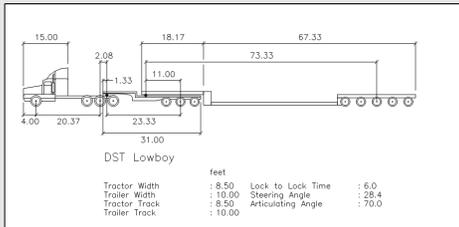
This is the proposed roundabout concept. The roundabout was shifted to the North to minimize impacts to the farm in the southeast quadrant. The roundabout does have over tracking pads in the Northwest, Southeast and Northeast quadrants for oversize/overweight vehicle accommodations. The splitter islands have been extended on each leg to reduce speeds on approach and improve safety at this high speed rural intersection.

What improvements are proposed?

WIS 80/WIS 81/Patch Road Intersection Conversion

Roundabout Layout – Truck Accommodations

- Typical Semi in lane (WB-67)
- Wind Tower Trucks
- DST Lowboy (see pictures)



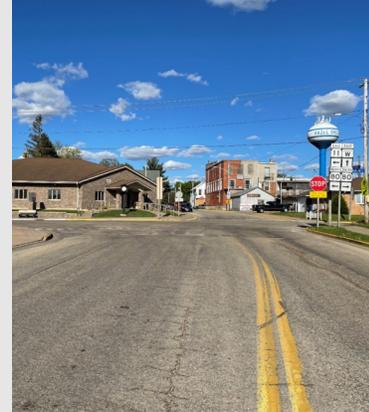
The proposed roundabout has been designed to accommodate a wide variety of oversize/overweight vehicles traveling along the state highways. The roundabout is being designed to allow a typical semi to travel through the circle in-lane. The truck apron in the center circle and truck blisters around the outside of the roundabout are being designed to handle the horizontal and vertical overtracking needs of very large trucks.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Existing Intersection

- Two-way stop control
- Offset Intersections
- Important Oversized/Overweight (OSOW) route
- Safety Concerns



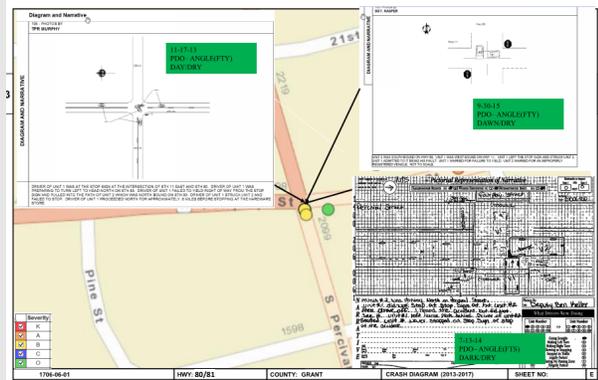
The intersection of Highway 11, Highway 80, and County W in Hazel Green is currently a partially offset intersection, with stop signs on Fairplay Street, otherwise known as Highway 11 west and County W.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Safety Performance of Current Intersection

- Between 2013 & 2017
 - Failure to Yield Crashes are the dominant crash type
 - 0 Fatal Crashes
 - 3 Injury Crashes
 - 5 Property damage crashes



This intersection has experienced above average crashes, including several severe crashes. This may be partially due to the offset geometry, limited existing lighting, and limited visibility on approach to the intersection.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Truck Accommodations – Freight Route

- STH 11 is a major State OSOW route (below summarizes the last 5 years)
- Many of the OSOW vehicles are driving over curbs and power poles have been hit

Load counts for OSOW loads traveling through the intersection for the previous 5 years.
Generated on 04/10/2020

	2019	2018	2017	2016	2015
Loads greater than 14' wide	114	196	149	95	94
Loads greater than 16' wide	34	55	66	25	22
Loads greater than 100' length	110	116	207	174	191
Loads greater than 150' length	12	5	49	2	6



In addition to the crash history, this intersection carries a significant amount of truck traffic. Due to the constrained nature of the existing intersection, trucks are not able to navigate all turning movements, and there is a history of semis regularly driving over the curb at this intersection with some power pole strikes reported.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Truck Accommodations – Freight Route



This video shows a typical semi traveling Eastbound to Northbound through the intersection. Notice how the semi is forced to overtrack into the opposing Southbound lane in order to complete the movement.

Why do we need these projects?

WIS 11/WIS 80/County W Intersection

Truck Accommodations – Freight Route



This video shows a DST Lowboy attempting to navigate the existing intersection Eastbound to Northbound. The vehicle does not have room to maneuver through the intersection without significant encroachment into opposing lanes of traffic. Also notice how the rear of the trailer is forced to climb the curb and gutter and ride along the sidewalk to complete the turn. Large loads like this frequently use this intersection but lack the room to complete their maneuvers in the existing configuration.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

- Intersection Control Evaluation conducted for 4 alternatives
 - Adding left turn lanes and maintaining two-way stop control
 - Doesn't solve the most prominent safety problem: failure to stop
 - Signal Alternative
 - Intersection did not meet WisDOT signal warrants
 - Single Lane Roundabout
 - Significant right-of-way impacts
 - Compact Roundabout – WisDOT Preferred Alternative
 - Maintains and improves existing intersection operations and safety
 - Minimize right-of-way impacts

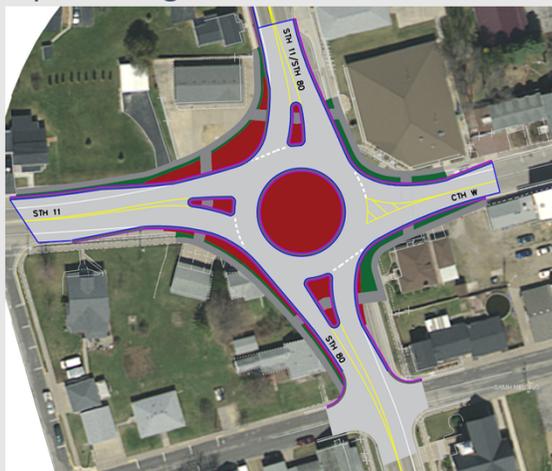


Due to the safety and movement concerns, an Intersection Control Evaluation was performed for the Highway 11/Highway 80/County W intersection. Several alternatives were examined, including the addition of left turn lanes, signalization, and conversion of the intersection to a roundabout. Left turn lanes would not solve the existing failure to stop problem, and the intersection does not meet WisDOT's signal warrants. In addition, neither of these alternatives would solve the existing truck movement concerns. A typical single lane roundabout would solve these issues, but would require a significant amount of right-of-way to be purchased. A compact roundabout would address the existing safety and movement concerns while minimizing right-of-way impacts to the extent possible. The compact roundabout is currently being pursued as the WisDOT Preferred Alternative.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Conceptual Single Lane Roundabout Alternative



This slide shows the conceptual single lane roundabout alternative that was investigated by the design team. In this instance, the diameter of the circle was set at 120 feet, leading to a larger intersection footprint. Note that the central island was still required to be fully mountable in this concept.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

WisDOT Preferred Alternative – Compact Roundabout
Roundabout Diameter – 95-ft



The WisDOT-preferred compact roundabout alternative functions similarly to a typical single lane roundabout but has a smaller footprint. This is achieved by making the approach splitter islands and the central island fully mountable. This allows for semi-trucks to make all movements without utilizing the terrace or sidewalk; however, the presence of a shallow, mountable curb discourages other vehicles (such as passenger cars) from driving over these areas. The red-colored concrete also serves to discourage unintended usage of the pavement intended for truck overtracking.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Compact Roundabouts Are Being Used Nation Wide

Scio Church Rd & Wagner Rd,
Ann Arbor MI
Roundabout Diameter 92.5-ft



Spencer St. & Verling Dr.
Shakopee, MN
Roundabout Diameter 80-ft



Foster Ave & Sunset Ave,
Arcata, CA
Roundabout Diameter 87.5-ft

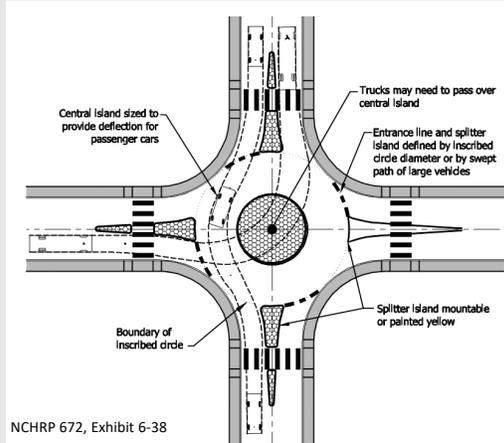


While the compact roundabout would be among the first in Wisconsin, the idea of a compact roundabout is not new and has been utilized successfully across the nation. Here are three Google Earth images from Michigan, Minnesota and California of similar sized roundabouts with mountable central islands.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

What is a Compact Roundabout?



- Reduced size to minimize footprint
 - Typical single lane roundabout diameter is 130-ft – 180-ft
 - Compact roundabout 50-ft to 100-ft
 - Conceptual layout of WisDOT Preferred Alternative uses 95-ft
- Mountable splitter islands and central Island for truck accommodations.

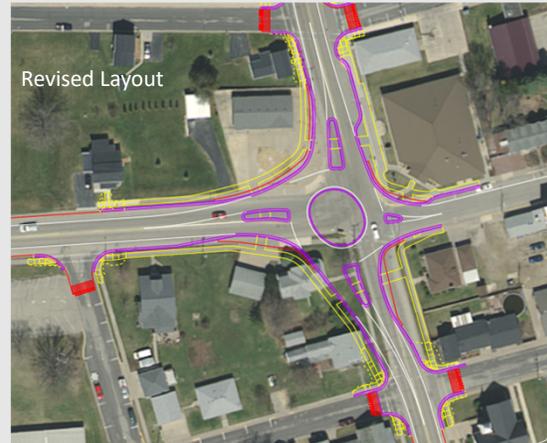
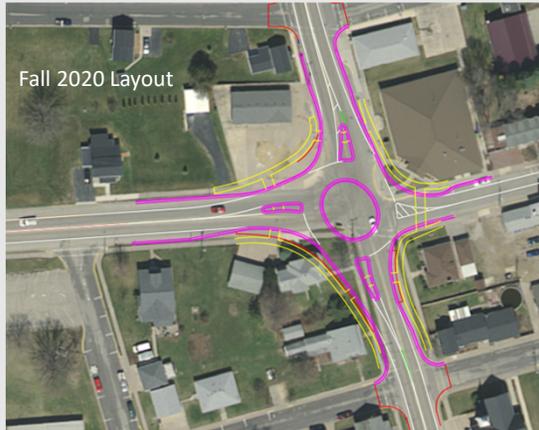


This is a graphic created by the Federal Highway Administration that shows how a compact roundabout works. The compact roundabout functions the same as the typical roundabout, but the splitter islands and central island are mountable for truck accommodations.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Preferred Alternative – Compact Roundabout



Since the last public involvement meeting the layout of the compact roundabout was revised to move southwest. The revised layout reduces impacts to the east and eliminates impacts to parking on the east leg of the intersection. The revised design was also able to preserve 2 parking spots on the north leg of the intersection. The sidewalk in the southeast quadrant was realigned to match the current path. The elliptical shape of the circle was also slightly modified to improve separation between the intersection legs in accordance with effective roundabout design practices. Elliptical roundabout designs are common and have been successfully used throughout Wisconsin when roadway geometrics warrant their consideration. In the case of this roundabout, the skewed, offset nature of the east and west intersection legs make this a good candidate for an elliptical design. While the intersection will appear elliptical from an aerial perspective, drivers likely won't perceive a difference from a standard circular design when approaching or navigating the intersection.

In other roundabout-related developments, the Village of Hazel Green passed a resolution on May 26 disapproving of any roundabout concept at this intersection. The WisDOT design team will continue to work with the Village and affected stakeholders to provide information and visuals to enhance understanding within the community.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Preferred Alternative – Compact Roundabout



This slide shows a rendering that was developed to demonstrate how the compact roundabout would look from ground-level looking at the intersection from the northern leg.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Preferred Alternative – Compact Roundabout



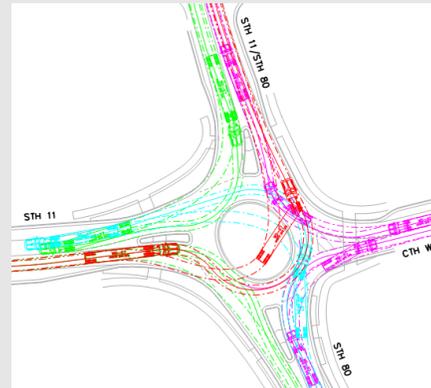
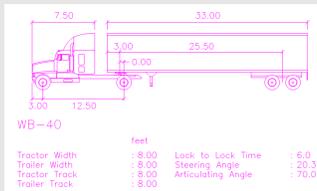
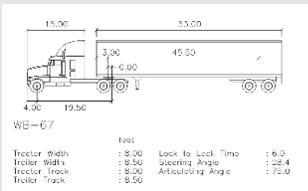
Here's another rendering showing the compact roundabout from the west approach to the intersection. Existing signs facing the intersection that conflict with the proposed roundabout concept have been blocked out with black squares to avoid confusion. Note that the compact roundabout still looks like a circle on approach. Also notice how the splitter island and central island are elevated enough to make casual drive-overs with normal vehicles undesirable, but they're low and flat enough to accommodate any necessary large vehicle overtracking.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Roundabout Layout – Design Vehicle

- Typical Semi (WB-67)
 - STH 11 & STH 80 movements
- Smaller Semi (WB-40)
 - To and from CTH W



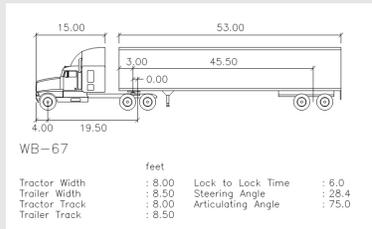
Standard semi-trucks and delivery trucks would be able to navigate this compact roundabout without utilizing the splitter islands, though some movements would require the use of the central island. This area would be fully mountable and would be kept free of traffic signs to avoid conflicts with the anticipated trailer overtracking.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Truck Turning Movement Videos

- Typical Semi WB-67
- EB to NB



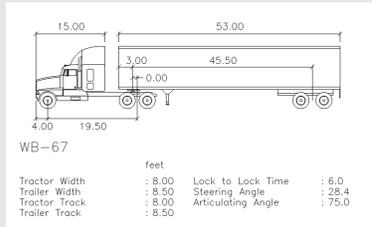
Here's a video showing a model of a typical WB-67 traveling from Eastbound to Northbound through the new roundabout. Notice how the truck now has room to remain in its own lane without any overtracking onto opposing lanes of traffic. While the trailer tracks across the central island to make this turn, overtracking onto the mountable splitter islands is not required.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Truck Turning Movement Videos

- Typical Semi WB-67
- SB to WB



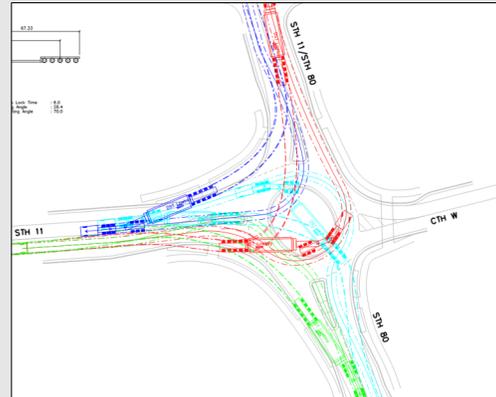
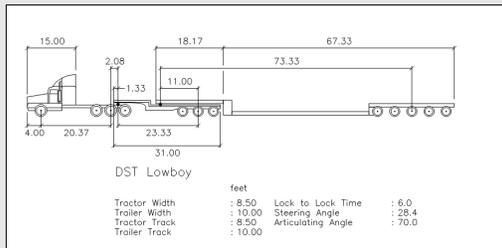
Here is the same semi making a Southbound to Westbound right turn at the improved intersection. The cab and trailer of the semi are accommodated within the curb lines of the roundabout with no truck apron or median overtracking required.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Roundabout Layout – OSOW Accommodations

- Wind Tower Trucks
- DST Lowboy (see pictures)



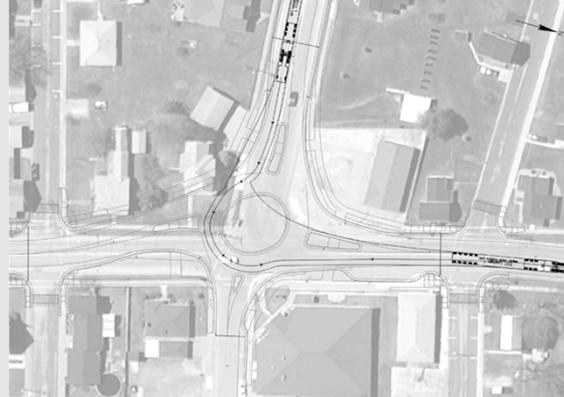
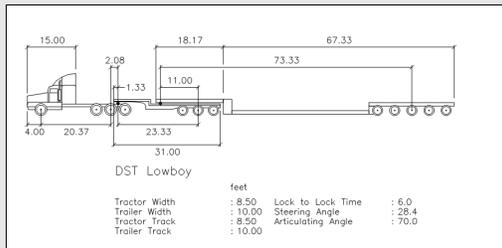
Oversize/overweight vehicles will also be able to navigate all movements through the compact roundabout; however, in addition to the central island, they will need to utilize the truck blisters and mountable splitter islands to make these movements. These overtracking needs of these large vehicles have been factored into the design. The sidewalks will be pushed out beyond the truck blisters to ensure separation between pedestrian and vehicular traffic.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Truck Turning Movement Videos

- DST Lowboy (see pictures)
- EB to NB



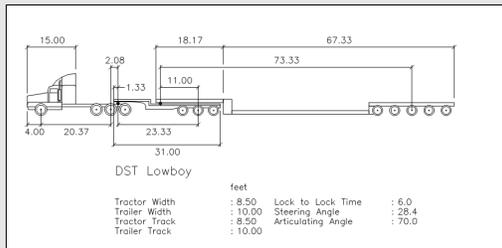
This video shows a DST Lowboy making the same Eastbound to Northbound movement that we saw in the live video earlier in this presentation, but this time, it's using the compact roundabout footprint. The cab of the Lowboy remains on the pavement within the curb lines. Meanwhile the trailer overtracking makes use of the fully mountable center circle and splitter islands without entering into opposing traffic lanes or driving over grass terraces or sidewalk.

What improvements are proposed?

WIS 11/WIS 80/County W Intersection

Truck Turning Movement Videos

- DST Lowboy (see pictures)
- SB to WB



This video shows the DST Lowboy making a Southbound to Westbound right turn at the compact roundabout. The Lowboy uses the mountable splitter island and truck apron on the outside of the circle to make the turn, but it stays out of the opposing lanes of traffic and doesn't encroach onto the grass terrace or sidewalk.

What improvements are proposed?

Bicycle and Pedestrian Resources



WisDOT Roundabout Outreach Page:

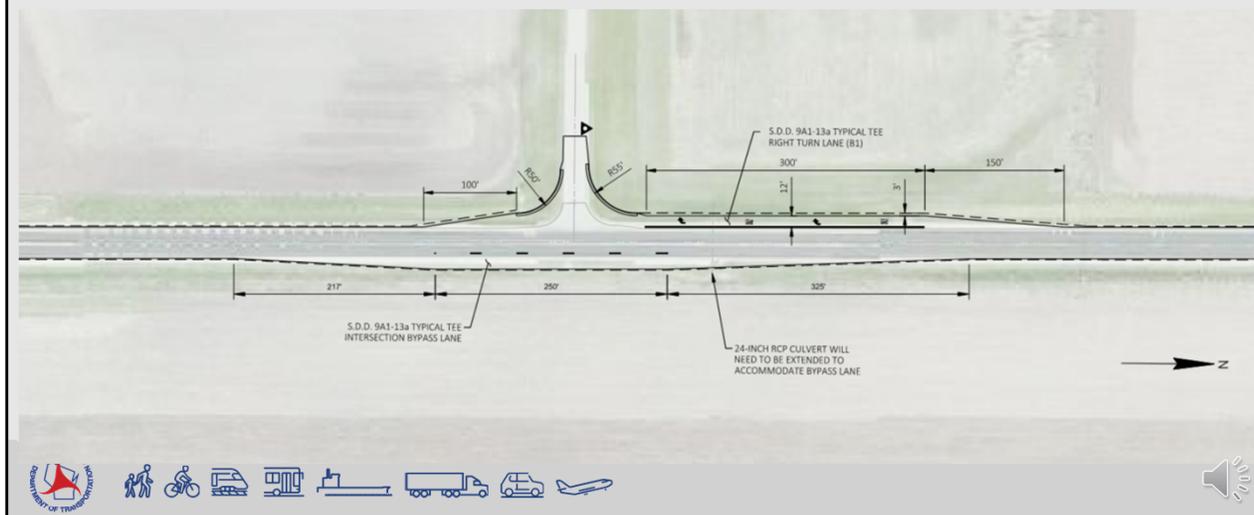
<https://wisconsin.gov/Pages/safety/safety-eng/roundabouts/works.aspx>



With the school nearby, pedestrian safety has been an important consideration in the design of the compact roundabout. The new configuration aims to provide safe pedestrian crossings across all legs of the intersection, offering better connectivity than the existing configuration with only 3 crossings. WisDOT and FHWA have published numerous resources to help roadway users better-understand how pedestrians can safely and effectively use roundabouts. Please see the WisDOT roundabout outreach page link shown on this slide for more details. You can also refer to the handout that accompanies this presentation for additional useful resources.

Other Improvements Under Consideration

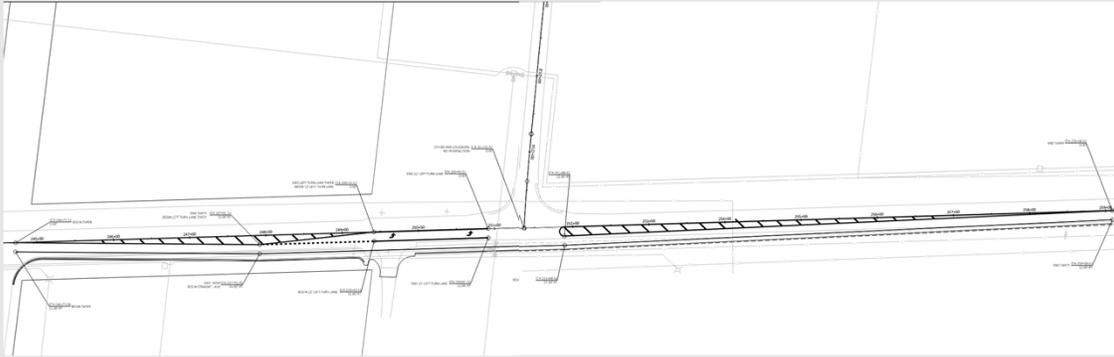
Platteville Airport Driveway Enhancements



At this time, WisDOT and the City of Platteville are also considering possible driveway enhancements at the Platteville Airport. Potential improvements may include the addition of a left turn bypass lane in the Northbound direction and a right turn lane in the Southbound direction. Improvements for the Platteville Airport driveway would be funded at 100% City cost since there is not a pronounced crash history or roadway deficiency at this location.

Other Improvements Under Consideration

Louisburg Road Left Turn Lane



WisDOT is also looking into adding a left turn lane in the Northbound direction at the Louisburg Road intersection on the north side of Hazel Green in an effort to address the rear end collision problems at this intersection.

What will the real estate impacts be?

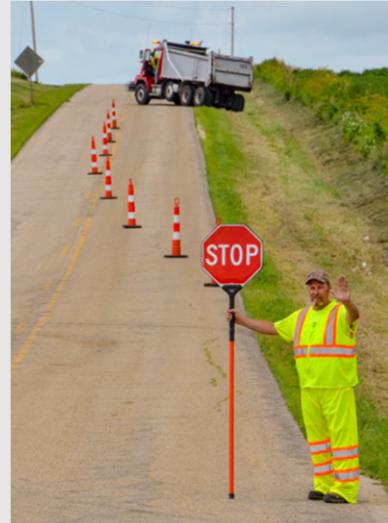
- Permanent Right of Way Needs
 - Intersection improvements – roundabouts and Louisburg Road left turn
 - Some curb ramps in Hazel Green
 - Platteville Airport driveway, if pursued
- Temporary Easement Needs
 - Most curb ramps in Hazel Green
 - Beam guard grading
- Real Estate Contact Information
 - Greg Messling
 - (608) 785-9035
 - greg.messling@dot.wi.gov



The proposed projects will require real estate acquisition from parcels adjacent to the Highway 80/Highway 81/Patch Rd intersection, the Highway 11/Highway 80/County W intersection, and the Louisburg Road intersection. Permanent acquisitions will also be required at some curb ramps in Hazel Green due to the layout of the existing sidewalk relative to existing right of way. If the Platteville Airport driveway improvements are pursued, permanent right of way would likely be required for that work too. In addition, temporary easements will be required for curb ramp reconstruction for most of the curb ramps in Hazel Green and at some guard rail ends between Cuba City and Platteville. Real estate will not be acquired until the environmental document has been signed and the project has been developed to at least the 60% level of detail. Information will be sent to all affected property owners discussing the real estate acquisition process.

What will happen to WIS 11 & WIS 80 Traffic?

- Flagging operations where possible
- Detours may be necessary during
 - Roundabout construction
 - Structure rehabilitation
 - Work in downtown Hazel Green depending on final pavement design
- Access will be maintained for residents and businesses



The project is anticipated to be built primarily under flagging operations. However, there may be times during the project where traffic will have to be detoured due to the inaccessible nature of the work being performed.

On the northern project, detours will be required during structure work on the bridge over Rountree Branch near Business 151. The detour route during this work will use Business 151 and US 151 to reroute traffic. While the Highway 80 / Highway 81 roundabout is being constructed, the roundabout will be built in halves and the north-south movements through the intersection will be maintained. However, Patch Road and Highway 81 will be closed at the intersection for the duration of the roundabout construction operations. A detour route for Highway 81 utilizing US 151 and Highway 126 will be posted.

The traffic control concept for the proposed work within Hazel Green is still under development, but it is likely that a detour route will be required for this work as well.

The final traffic control and staging concepts will be refined by the design team as the project progresses.

During construction, access will be maintained for residents and businesses to the greatest extent possible. Limited exceptions to driveway access are expected during work operations immediately in front of access points; however, these times of restricted access are anticipated to be infrequent and well-communicated in advance of any access-restricting work. Specific access needs can be communicated with the design team now or with the Department's field representatives during construction.

Project Schedule

Project 1706-06-01/71 & 5330-02-03/73

- | | |
|-------------------------------------|-------------|
| • Environmental Document | Summer 2021 |
| • 60% Plans | Summer 2021 |
| • Real Estate Plat | Summer 2021 |
| • 90% Plans | Spring 2023 |
| • Real Estate Acquisitions Complete | Summer 2023 |
| • Final Plans | August 2023 |
| • Construction | 2024 |



This is the current schedule for projects 1706-06-01 and 5330-02-03 in Hazel Green. The project team is actively working on the environmental document. The environmental document is anticipated to be signed in summer of 2021. The 60% plans are also anticipated to be completed in Summer of 2021 along with the right of way plat. Real estate acquisitions may take more than a year to complete and are anticipated to conclude in Summer 2023. The final plans should be completed by August 2023 and construction is anticipated to begin in 2024.

Project Schedule

Project 1706-06-00/70 & 5235-03-01/71

- Final Plans May 2021
- Construction 2023*

*Construction could begin as early as Fall 2021 if funding becomes available and impacts to other regional projects can be avoided.



This is the current schedule for projects 1706-06-00 and 5235-03-01 between Hazel Green and Cuba City. The final plans were delivered in May 2021 and construction is anticipated to begin in 2023, but could begin as early as fall of 2021 if funding becomes available and impacts to other regional projects can be avoided.

Project Schedule

Project 5235-03-00/70

- | | |
|-------------------------------------|-------------|
| • Environmental Document | Spring 2021 |
| • 60% Plans | Spring 2021 |
| • Real Estate Plat | Spring 2021 |
| • Real Estate Acquisitions Complete | Summer 2022 |
| • 90% Plans | Spring 2022 |
| • Final Plans | August 2022 |
| • Construction | 2023 |



This is the current project schedule for 5235-03-00 between Cuba City and Platteville. The project team is nearing completion of the environmental document, which is anticipated to be signed in Spring 2021. The 60% plans for the project were recently reviewed, and the final right-of-way plat will be signed after the environmental document is approved. Real estate acquisitions are anticipated to be complete by Summer 2022. The final plans should be completed by August 2022 and construction is anticipated to begin in 2023.

Thank You!

- If you have any comments, questions, or concerns, please send us an email, give us a call, or send us mail at:
- 2101 Wright St, Madison, WI 53704
- Additional project information will also be regularly updated on the following project website:
- <https://wisconsindot.gov/Pages/projects/by-region/sw/wis80-grantcounty/default.aspx>



Thank you for taking the time to watch this presentation. If you have any comments, questions, or concerns about this project please send us an email, give us a call, or send us mail at the Wisconsin Department of Transportation Southwest Region Office in Madison. Additional project information will also be regularly updated on the project website listed here. The list of people who are working on this project and their contact information will be displayed on the next slide. Thank you for your interest in these projects, and we sincerely look forward to working with you to make these proposed improvements a success!

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