

## **Columbia County Highway V (STH 113 – CTH J)**

### **Proposed Improvements:**

The project includes reconstructing CTH V from STH 113 to Red Cedar Drive as a two-lane roadway section with curb and gutter. On-street parking and sidewalk/bicycle/pedestrian accommodations are proposed at various locations throughout this section of the project. The remaining segment of CTH V from Red Cedar Drive to CTH J will be reconstructed as a two-lane rural roadway section including pavement replacement and shoulder widening providing bike accommodations. The project also includes replacing the existing bridge spanning Lake Wisconsin.

### **Frequently asked questions:**

#### **Why is the project needed?**

- From the year 2000 to 2005, CTH V had seen a considerable amount of surface maintenance to address severe potholing that had been occurring on a regular basis. This type of deterioration is due to a substandard pavement structure, which will continue to pose maintenance and safety problems until the entire pavement structure has been replaced. In 2006, an asphalt overlay was placed on CTH V as a “quick fix” to address an immediate need to provide an acceptable roadway surface for the traveling public. The deteriorating pavement structure was what ultimately led to dedication of Surface Transportation funds for this project; however, there are several sub-standard/undesirable roadway features within the project area that need to be addressed. Some of these include substandard railroad crossing, narrow roadway widths, substandard horizontal and vertical alignments, steep unprotected side slopes, undesirable intersection configurations, and no bicycle/pedestrian accommodations.

#### **What has been done to date to elicit input from the public?**

- Public information meetings were held on July 10, 2008 and February 12, 2009 to present general project considerations and proposed concept alternatives to the public and to receive comment. Several meetings have also been held with environmental agencies, property owners and other major stakeholders to discuss proposed alternatives and issues more in-depth. A project specific website has been developed to allow for the ease of distribution of project information as well as receiving public comment. The input received to date has resulted in additional analysis and concept alternative development leading to the concepts presented during the September 1, 2009 public meeting.

#### **Why do we need sidewalk/bicycle/pedestrian accommodations?**

- Other than standard roadway maintenance, the improvements made to CTH V under this project will most likely be the only significant changes to this roadway over the next 40-50 years. As the public continues to look for healthier and more environmentally friendly modes of transportation than the automobile, it is important to provide a safe means of accommodating other alternatives (such as walking and biking) now as they become more common in the future.

#### **Why do we need ditches or curb and gutter between STH 113 and Red Cedar Drive since there doesn't seem to be any existing drainage problems?**

- Either ditch or curb and gutter drainage features are necessary so stormwater does not pond in the travel lanes. The use of curb and gutter will allow the roadway footprint to be narrower than with a ditch section. Several buildings are close to, or are within, the roadway right-of-way. These would be impacted if a ditch section were used. A curb and gutter section will allow room for parking as well as keeping the stormwater within the roadway and not running down driveways or between buildings.

**Will I be assessed for the proposed sidewalk and curb and gutter?**

- No.

**Why do we need to reconstruct the railroad crossing and consider alternatives off the existing location at CTH V and STH 113?**

- The existing alignments and profiles at the CTH V crossing do not meet current design standards. Because major changes would be required at the existing CTH V railroad crossing and CTH V/ STH 113 intersection, a full range of alternatives is being considered in order to compare impacts and receive public input.
- Railroad crossing alternatives being considered include:
  - Maintain railroad crossing at CTH V and reconstruct portions of STH 113 (cuts up to 15 feet). Consider closure of the Shamrock Road and Old Sauk Road railroad crossings. This alternative will require one or two relocations and require reconstruction of portions of CTH V west of STH 113.
  - Reroute CTH V to Shamrock Road, improve the Shamrock Road crossing, and close the existing CTH V crossing. This alternative may need to also include improvements to the Old Sauk Road railroad crossing and STH 113/Old Sauk Road intersection. Additional traffic will potentially use Old Sauk Road if the CTH V crossing is closed and there are existing deficiencies at this location that may need to be improved.

**Will new right-of-way be required?**

- In order to blend the driveways and slopes back into the existing ground, there will be a need for temporary easements along the project. The need for permanent right-of-way will be kept at a minimum but will be required at various locations such as at Ryan Road where the intersection will be realigned.

**How much will the navigational clearance of the bridge be increased?**

- Chapter NR 320 of the Wisconsin Administrative Code requires the navigational clearance to be 5.0 feet above the Ordinary Highwater elevation (OHW). The design team has had discussions with the Wisconsin Department of Natural Resources to establish the OHW elevation at this location, which is complicated by a flowage environment regulated by a power dam. It is anticipated that the navigational clearance will be increased by approximately 6 inches in order to meet NR 320 requirements.

**Will the causeway be open to traffic during construction?**

- The intent is to construct the bridge in stages by removing one-half of the bridge at a time, and building the new one in a part-width manner. This will allow the bridge to remain open to one lane of traffic in each direction controlled by temporary signal lights during the fall and the spring. This would also allow two lanes of traffic during the peak visitor months of July and August.

**When will construction begin and how long will it take?**

- Funding is not currently dedicated for construction but construction could begin as early as the spring of 2012. Coordination with environmental agencies is on-going to refine construction staging alternatives and durations in attempt to minimize impacts to environmental resources and seasonal traffic in the project area.

**For more information, please visit the project website at [www.columbiacountyv.com](http://www.columbiacountyv.com).**