**Project Summary**

The project involves the rehabilitation of a 13 mile section of USH 14 in Rock County from CTH M in the City of Evansville to USH 51 in the City of Janesville. The project is needed to improve the deteriorating pavement and extend the life of the highway, address geometric deficiencies in areas where they may be a factor in higher crash rates, improve the shoulders through grading, paving, and spot widenings, and rehabilitate the bridge over the Rock River. The P.S. & E. is scheduled for February 1, 2020 with construction starting in the summer and extending to approximately October 1, 2020.

The design of this project actually started back in 2013 and the design progressed through the completion of 90% plans in June of 2016. At that time, the project was put on hold and the scope of the project was modified to align with WisDOT’s current asset management strategy. A Safety Screening Analysis was completed and the proposed scope of work was reduced to focus on rehabilitating the poor pavement and include improvements only at spot locations where safety issues have been identified. The majority of the project is still mill and overlay of the mainline USH 14 asphalt pavement, however, the thickness overlay has changed due to the delay in the construction. Aside from the mainline paving, grading and culvert work have been eliminated from the scope for most locations within the project. However, the level of intersection improvement has increased for Tolles Road and while remaining similar for the CTH H, CTH E, and CTH F intersections. The scope for the treatment of the deck for structure B-53-906 over the Rock River also remains similar. Work is proposed on only one culvert outside areas of proposed grading areas; an extension of a 30” round concrete pipe (CPRC) cross culvert at STA 421+31. The project also involves replacing a portion of the eastbound USH 14 truck climbing lane with protected left turn lanes and a painted chevron flush median at the intersections at North River Road and Spring Hill Drive. Incidental work for which the scope has not changed includes adjustment of the existing traffic signal at the USH 14/CTH M intersection, and replacement of curb ramps and guardrail, both features substandard at all existing locations. The proposed improvements include the following:

* Remove 2.5 inches of existing asphalt and overlaying with 3.5 inches of asphalt pavement.
* 3-foot paved shoulders will remain and the overall shoulder will match the existing width which is typically 6 feet.
* The intersections at County H, County E, and County F will be reconstructed
* Tolles Road will be relocated to improve the sight distance at the United States Highway (US) 14 intersection.
* The curve along eastbound US 14 to southbound County E will be removed and a new right turn lane will be added which will be shifted outside the sight distance line for vehicles stopped at County E looking to the west.
* The westernmost portion of the existing truck climbing lane at the east end of the project will be removed and replaced with an eastbound left turn lane at the North River Road intersection.
* Mumble strips will be added instead of rumble strips along the centerline and edge lines. Mumble strips have been proven to provide the same warning to vehicles deviating from the travel lane while reducing the noise to the surrounding environment.
* Culverts will only be replaced in areas adjacent to intersections where grading is proposed.
* Minor repairs will be completed on the bridge over the Rock River including concrete repair, painting, and deck sealing