



What are the problems with the highway? Where do they occur? What days and times of day do they occur?

Concerns About	Comment
Access	Build to Interstate standards to limit access problems.
	Lack of good east/west connection from Janesville and points west to the Milwaukee area.
	Many access points. Where: Along entire route
	Crossroad access and control including some private driveways. Where: M to 14 When: Various
	Homes/buildings close to existing roadway.
	How will accesses be addressed – homes, farmlands, “new” development pressures along new highway.
	Many businesses located on the intersection. Where: 11 & 14
	Need access management more land for sale Where: 90-11
Congestion	Highway 11 west of I-90 needs to be upgraded to 4 lanes to Hwy 51. Highway 11 west of Rock River to W. Court Street, thru new road ROW to north Hwy 14.
	Congestion Where: 11 & G Intersection When: AM and PM rush hour
	Connection from Hwy 11 east of I-90 to Hwy 11 west. I-90 segment with Hwy 11 will all ready be congested with Interstate Highway traffic
	Encourage additional traffic on highway Where: Whole corridor
	Lots of traffic for a two-lane road.
	McArthur home stops traffic Where: East of Milton Shopiere
	Need to construct Avalon Road east of 39/90 and La Prairie Town Road north of Avalon into Hwy 11/14 bypass standards 4 lane to improve safety and continue to loop Janesville via Hwy 14/11. I 39/90 works, but doesn't work well.
	Rebuild 11 from 51 to 90 @ freeway standards, now. Add extra lane to existing 11/14 east of 90.
	Routing Hwy 11 up I-90 only creates more problems on I-90.
	Section with I-90 is already congested Where: County C to Emerald Grove When: Friday and Sunday nights
	Why not follow 11 to I43, rather than 14 at the junction? Route from Milwaukee to Janesville, via 43, further north junction better.
Widen using existing corridor where possible. Where: La Prairie, Bradford town	
Environmental Issues	Drainage – extremely flat. Where: Bus 14/11 Interchange and entire corridor
	Drainage, wetlands, cross drainage
	Environmentally sensitive areas
	Hazardous materials, old cars under trees near Scharine Road Where: Vacant lot @ STH 89, 11, 14 intersection
	Historic archeological.



Environmental Issues (continued)	Section 106: History/architecture – working on now (current roadway only until alternatives selected) Where: Dean Farm, Emerald Grove area
	Turtle Creek – use C Road bed? Where: 89/11/14
	Turtle Creek DNR Project area. Primary environmental corridor proposed recreation trail, natural areas in Walworth County. Where: Walworth County
	Unique Areas: County Park – if sold prior to EIS no concerns; if not, letter from county depending on effect/impacts of possible alternatives.
	Water: Turtle Creek crossing – wetlands. Work with DNR, possible wildlife crossing included with new structure?
Emerald Grove	Emerald Grove is a big problem
	Golf course – go north of Emerald Grove to avoid village, cemetery, and box bridge. Where: South of existing highway
	Residential area and speed reduction area; safety concerns. Where: Emerald Grove
	Emerald Grove – operating speed of a 2020 connector route
	Emerald Grove – traffic must slow to 45 mph in residential area. Road has curves, driveway access, business parking, etc. When: Daylight hours
	Emerald Grove mitigation requirements – money deficit. Other competing projects.
	Emerald Grove slowdown – challenges to expansion. Where: Sharp curve just east of Emerald Grove
	Hwy 11 through Emerald Grove and limited potential for alternative to south.
	Problem Emerald Grove area needs relocation.
Farmland / Farm Traffic	Farm equipment on shoulders – 10’ shoulders would be great, also for school buses and maintenance vehicles and bikes.
	Route is shared with slow moving farm traffic. Where: All along corridor
	Ag land on both sides of Hwy 14 – How does machinery cross?
	Agricultural implements frequently using road shoulder
	Agriculture: Farmland – will be acquisition? DATCP coordination necessary.
	Any future ROW will be built on class 1 and 2 agriculture soils – need to use existing ROW as start to preserve these resources as much as possible.
	Farm vehicles slowing traffic. They have the right to use also – need to be accommodated. Where: Shoulders or in lanes of traffic When: Daytime hours
	Farmland and farm machinery – great farmland.
	If Hwy 14/11 becomes 4 lane, access to Hwy 14/11 or the ability to move Ag equipment and grain would be difficult. Where: Rock Prairie to Clinton When: All times of year, especially spring, fall, and summer for large sprayers and trucks.
	Impact on prime farmland Where: Whole corridor
Second Ag land use impacts Where: At interchanges	



Intersections	Badly need illumination at Hwy 14 & Ruger Avenue (CTH MM). Major rural/urban feeder for citizens living in eastside of Janesville. I've requested this be addressed by Traffic/Safety Committees, but so far "nothing encouraging".
	Traffic congestion and staggered traffic flow; off-ramp to Hwy 14 causes merging problems. Where: Hwy 14 off of I-90 When: daylight hours
	11 & 51 Intersection – is interchange justified?
	14/11 Intersection – 9 crashes. 14/11/89 Intersection and County line intersection
	Access is difficult onto Hwy 11 Where: Van Allen Road When: Friday afternoons to late evening
	Eliminate use of I90 to connect old and new 11 routes. Move connection east 1 mile to use existing road for connection. On-off traffic patterns on I90 a peril!
	Existing design of Hwy 11 and Hwy 14 Intersection.
	Grade at 90/Avalon, blind spot. Where: 90/Avalon, exit When: Almost any time
	Hwy 11 from 51 to 39/90 – 4 lane will be a welcome improvement. Need illumination at I 39/90 and Bypass 11 intersection.
	I-43 Interchange Darian – difficult entrance for vehicles going southeast Where: C Intersection – several others
	Intersection visibility blocked by trees, vegetation, etc. Makes more dangerous to cross over. Where: C Intersection – several others
	Need to light up corner of 11 & 14
	New "11" Bypass – need illumination on/off exits/ramps and additional signage.
	Poor intersection @ 11/14 and Deleseour Drive.
	Sight problems at 14 & C Intersections.
STH 140 Intersection – accident problem.	
Turn lanes @ town road intersections.	
I-90	Possible traffic congestion due to heavy traffic; difficult to access I-90 on-ramp. Where: I-90 When: Various times of day
	Congestion concerns about ramps to and from 90 to 11/14 (Racine Street). Where: Throughout When: 7:00 am to 9:00 am and 4:00 pm to 6:00 pm
Miscellaneous	Study should be extended from USH 51 to USH 14. This would relieve existing and future traffic problems on USH 14 at STH 26 and I-90 in Janesville.
	Blowing snow. Where: Emerald Grove to County line When: Winter
	Is there a real need to have road be 4 lanes – reduce accidents? Causes of accidents? Road or driver?
	OWI traffic returning from Vegas Club.
Passing	Not safe to legally pass in passing zones – too much constant traffic – autos significantly below speed limit to further congest. Where: throughout
	Passing lanes – very little opportunities for passing.
	Few passing zones.



Safety and/or Speeds	Drunk drivers Where: On all intersections When: All the time
	It is a high resident route at selected intersections.
	Access to convenience store, motel, bar. Where: 11/14/89 Intersection When: Most times
	Crashes involving semi trucks.
	Heavy semi truck route. Need to improve route for semi truck traffic through and around greater Janesville area.
	Illinois drivers who are in too much of a hurry When: Weekends
	Speed. Traffic exceeds speed limits, especially 3:30 to 6:00 pm and weekends. Where: County C to Emerald Grove When: Friday and Sunday nights
Shoulders	Environmental Concerns: Narrow shoulders – consider farm machinery, bikes. How does this fit in with other paths in the area – connectivity?
	Narrow shoulders for agricultural vehicles. Where: South of O
	School buses/child pick up and drop off without buses being able to pull off roadway. Where: Various When: AM/PM bus schedule

What is currently working well with the highway?

- The bypass works well.
- Level of traffic makes vehicles drive slower.
- Location, less disruption of existing farms.
- Bypass 11. We use Avalon Road to the bypass and there is little traffic.
- The only thing not working is the surface.
- Connections to local communities.
- It takes you to the east right from Janesville.
- Hopefully it is not detained too long.
- Handles significant number of vehicles fairly well – has probably paid for itself.
- Local traffic
- It moves traffic between Janesville and I-43.
- Efficient route from western Walworth County to eastern Rock County.
- Keeps speeds low
- Lots of scenic views.

Are there any important trends concerning the highway?

- Development along Hwy 14 will continue and cause safety concerns.
- Concern about level of truck traffic. This expansion could provide a relief route for I-90 to the Chicago area.
- High volume – only direct route to I-43 from Janesville.
- Congestion at 14/26 – northwest is a mess.
- Concern that making Hwy 14/11 four lanes will only increase traffic on 14/11 and remove traffic from I43 which has been constructed to handle it.



- If the 4 lane goes in, traffic will increase, speed will increase, and accidents will increase.
- Commercial/residential/agricultural mix.
- What has been done in other areas, other states facing the same problems?
- It appears there are more semis.
- Appears to have increasing truck traffic.
- It really needs some improvement.
- Increased traffic, wider agricultural equipment.
- Like all roads, more and more traffic, thus making more problems with semi trucks and agricultural vehicles.
- More “Chicago” traffic continues to use this as a bypass.
- Too much traffic.
- Increasing truck traffic and exhaust amount. High number of deaths in past 3 years along corridor. High number of accidents on corridor. Poor passing conditions/opportunities. Include Hwy 14 from 11/14 to I-90 in study area. Include Hwy 11 from Rock River to W. Court Street to Hwy 14 in study area.
- Direct route toward east.
- Increased usage and truck traffic
- Increases in traffic will cause more accidents and delays in reaching I-43.
- Increasing truck traffic.