

US 10 Corridor Preservation Amherst to Fremont Portage and Waupaca counties

Project ID: 1510-02-01



Public Involvement Meeting

**February 17, 2016
5:30 to 7:30 p.m.
Waupaca Area Public Library
Waupaca**

A presentation is scheduled to begin at 6 p.m.

Purpose of the meeting

Welcome to the first public involvement meeting to discuss the US 10 Corridor Preservation Study between Amherst and Fremont in Portage and Waupaca counties. A brief presentation is scheduled to begin at 6 p.m. The remainder of the meeting will follow an open house format, allowing you time to review the displays and discuss your ideas and questions with our study team.

The purpose of tonight's meeting is to inform you of the study purpose, objectives, and schedule. Some of the information we are hoping to obtain, includes:

- How do you use and get to/from US 10?
- What is your opinion of existing traffic conditions and safety along the US 10 corridor?
- What are your ideas on how to consolidate US 10 access points to only interchanges if freeway conversion occurs?

Project information

This 31-mile section of US 10 is located between Lake Drive (near Amherst) in Portage County and the WIS 96/110 interchange (near Fremont) in Waupaca County.

US 10 is a primary arterial connecting I-39 and Central Wisconsin to the Fox River Valley industrial and recreational areas. It is a priority route in the WisDOT Connections 2030 plan and part of the National Highway System (NHS), which is reserved for routes that are important to the nation's economy, defense, and mobility. US 10 is also a designated long truck route and part of the oversize-overweight (OSOW) freight network.

This section of US 10 currently carries 12,500 to 20,800 vehicles per day. The primary objective of the US 10 Corridor Preservation Study is to protect the state's investment in this important east/west route and to ensure that the highway continues to operate safely and efficiently.

By officially mapping and preserving the right of way needed for a future conversion to a freeway, the department can achieve the study objectives, while providing local communities with information needed to plan for future development.

Future freeway conversion

Currently, this section of US 10 is classified as an "expressway." Expressways provide access to and from the highway through interchanges, local roads, and private driveways.

As US 10 is converted to a freeway, all at-grade, stop-controlled intersections would be replaced by well-spaced interchanges, grade separations (overpasses or underpasses), cul-de-sacs, and alternate connections that safely balance the access needs of the adjacent areas with the safety of the highway.

There is no construction currently scheduled to complete the freeway conversion on this section of US 10. The highway will be converted to a freeway as mobility and safety needs warrant changes, and as funding becomes available.

Objectives of freeway conversion

Converting US 10 to freeway in the future has several advantages that include mobility, long-term planning and safety.

Mobility

Highways have different functions, which are illustrated on Figure 1. The primary function of local roads is to provide land access. Freeways provide regional mobility. As an arterial highway, US 10's primary purpose is for regional movements, such as those between east-central Wisconsin and Minneapolis/St. Paul area.

Long-term planning

A corridor preservation plan that manages access along US 10 preserves the investments made in the facility, and ensures that future development is compatible with long-term freeway conversion goals. By planning ahead, land needed for interchanges, grade separations, and associated local service roadways can be preserved. By officially mapping US 10 as a freeway, communities can better plan for future growth and opportunities. These communities can then plan for and develop roadways that will have future access to and across US 10.

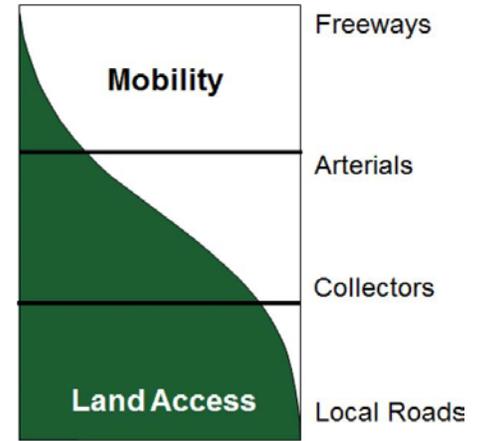


Figure 1 Roadway Functions

Safety

Intersections and driveways are major contributors to high crash rates. Each intersection introduces multiple opportunities for vehicle conflicts. By reducing the number of intersections and driveways, we can substantially reduce crash rates. Figure 2 illustrates the number of conflict points associated with an at-grade intersection.

The effect of access points is reflected in the statewide crash rate for different types of highways. The bar chart in Figure 3 illustrates the difference in crash rates between different types of Wisconsin highways. Wisconsin freeways have about 33 percent fewer crashes than Wisconsin expressways such as US 10.

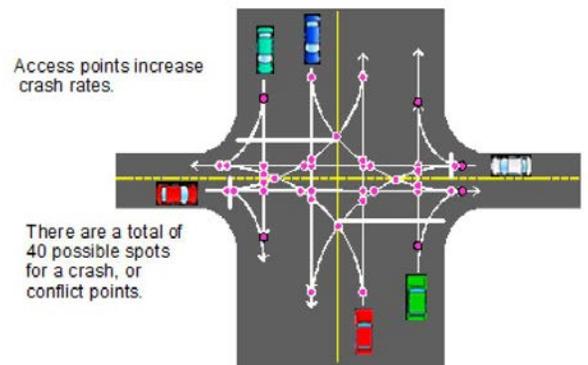


Figure 2 Intersection Conflict Points

Objectives of corridor preservation

Identifying and preserving the land needed for future freeway conversion has several advantages:

- Allows property owners and local governments to more **effectively plan for the future** by considering future transportation improvements.
- Reduces taxpayer costs by **guiding development** away from land that would need to be purchased for **future roadway right of way**.
- Reduces disruption to property owners by providing them the knowledge of right of way needs for future conversion, so they can **plan their future improvements** accordingly.

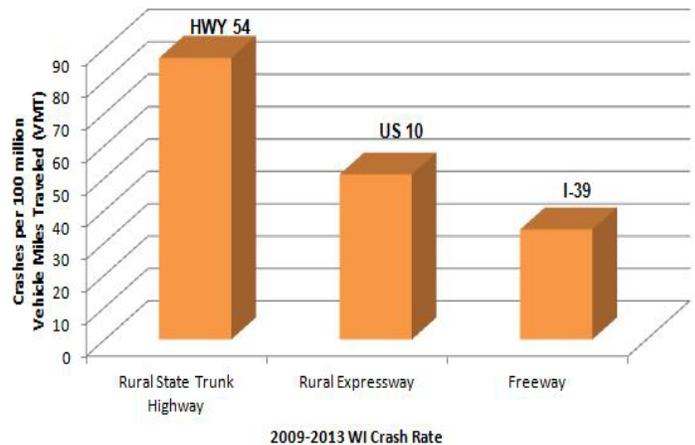


Figure 3 Crash Rates for Different Highways

Real estate information

There are no plans to purchase real estate at this time. When future projects are implemented, and before any property acquisition activities are initiated, our real estate specialists will contact the property owner to explain the details of the acquisition process, property owner's rights, and Wisconsin's Eminent Domain Law.

After the official map is recorded, landowners, who intend to make improvements in the area shown on the official map are required to notify our staff 60 days before beginning work (see contact information listed on the last page of this handout). After receiving notification, our staff will either work with landowners to plan improvements, begin the acquisition process, or allow the improvements to proceed. If alterations/improvements are made to property within the officially mapped area without 60 day prior notification, the Department of Transportation will not be required to compensate the property owner for those alterations/improvements if the department purchases property.

– Landlocking

Conversion of US 10 to a freeway will result in the elimination of all direct private access to US 10. When construction plans for the alternatives are developed, we will work with affected property owners to review options prior to the removal of highway connections. In some cases, the property owner may still have access through another adjoining parcel, or a driveway could be constructed from an existing or mapped local road. If an alternative access location cannot be determined, and the parcel becomes landlocked, our department will pay Just Compensation for the loss in value to the property and determine eligibility for any Relocation Assistance benefits.

– Hardship acquisitions

We will work individually with affected property owners who wish to sell property that has been officially mapped before construction is scheduled. We will consider hardship acquisitions in unusual or extreme circumstances on a case by case basis.

Next steps

Following today's meeting:

- Alternatives for corridor preservation will be developed and discussed at a future public involvement meeting.
- Then, a preferred alternative will be chosen. The Environmental Document and official map will be prepared.
- We will conduct two public hearings:
 - For the Environmental Document (scheduled for spring 2020)
 - For the official map (scheduled for spring of 2021).
- The official map of future right of way will be recorded at the County Register of Deeds. All property owners with mapped properties will be notified via registered mail when the map is recorded. The notification will include a copy of the map page(s) showing the affected property.
- A title search for the property would identify it as being officially mapped.

Current project timeline

✓ Existing conditions analysis complete	June 18, 2013
✓ Local official/agency meeting 1	January 27, 2016
➤ First public involvement meeting	February 17, 2016
○ Alternatives analysis complete	Winter 2016-17
○ Second local official/agency meeting	Spring 2017
○ Second public involvement meeting	Summer 2017
○ Recommend preferred alternative	Fall 2017
○ Preliminary design complete	Winter 2018-19
○ Third local official/agency meeting	Winter 2018-19
○ Draft Environmental Document complete	Winter 2019-20
○ Public hearing for Environment Document	Spring 2020
○ Environmental Document approved	Fall 2020
○ Draft official map complete	Winter 2021-22
○ Public hearing for official map	Spring 2021
○ Official map process complete	Spring 2022

Public input/comments

We encourage you to speak with project representatives tonight.

We are looking for your ideas on consolidating access points along US 10. We are also looking for any information you have regarding history, historic structures, archaeology, or other environmental issues located along the study corridor.

Attached to this handout is a sheet for your written comments and input regarding the study. Please mail or email any written comments about the study before **March 2, 2016**. You can place your written comments in the comment box tonight or you can mail or email your comments to one the contacts listed below.

Your comments assist us in developing a long-term plan for US 10 that could serve the needs of the traveling public as well as the needs of the local community. Your input is welcomed and appreciated throughout the planning process.

For more information, please contact:

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Study website

For project information, and to sign up for project updates, please visit the project website:

<http://wisconsindot.gov/Pages/projects/by-region/nc/us10corridor/default.aspx>

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Attn: Rich Handrick

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