



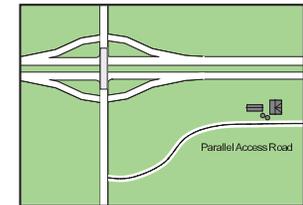
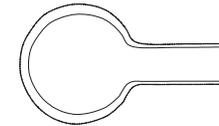
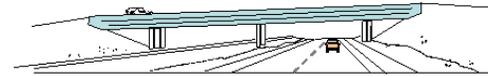
# WIS 29 Corridor Preservation Plan Public Involvement Meeting



# Study purpose

## Identify transportation system needed to convert WIS 29 to a freeway

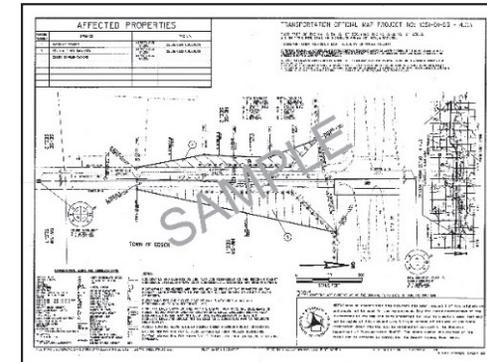
- Interchanges
  - Allow access to WIS 29 and across WIS 29.
- Grade separations
  - Grade separations (over and underpasses) allow travel across WIS 29, but do not allow access to WIS 29
- Cul-de-sacs
  - Cul-de-sacs allow access to adjacent properties, but do not allow access across or to WIS 29.



## Officially map transportation improvements needed for freeway conversion

The benefits associated with official mapping include:

- Reduces taxpayer cost for future projects because there are fewer improvements within the mapped area.
- Informs and enables landowners, the public and local communities to plan in ways that complement future highway improvements.
- Reduces uncertainty for landowners located along the corridor area to impacts of potential future improvements.



## Declare facility as a freeway

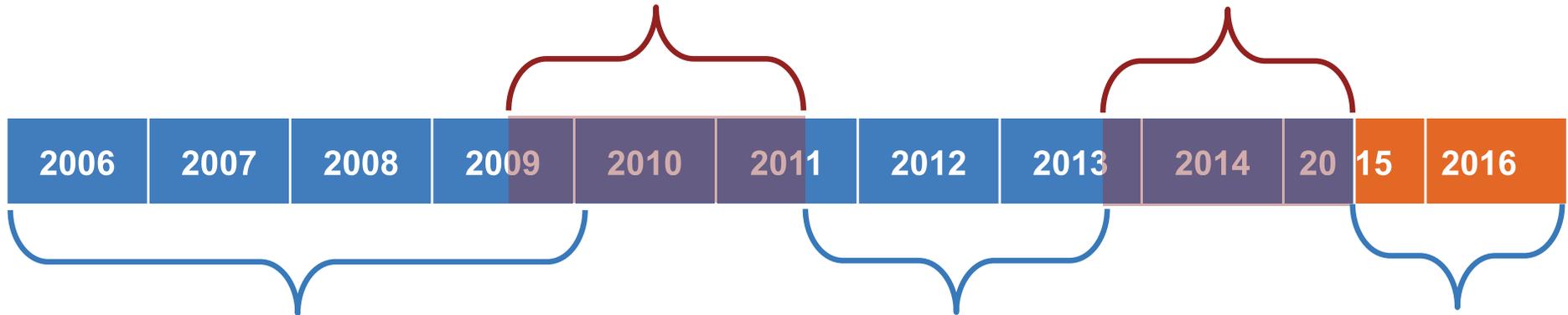
Declaring WIS 29 as a freeway preserves right of way and restricts access for the ultimate freeway conversion. While WIS 29 will be declared a freeway at this time, freeway conversion will occur incrementally as safety and mobility warrant and funding is available.



# Study timeline

WIS 29, WIS 107 to  
County O improvement  
project design

WIS 29/107 interchange town  
road project environment review  
and design



Worked with local officials, property owners, and the public to develop freeway conversion alternatives (12 meetings)

Identified preferred alternative

Finish project's environmental document and corridor preservation activities



# Study timeline

2014

2015

2016

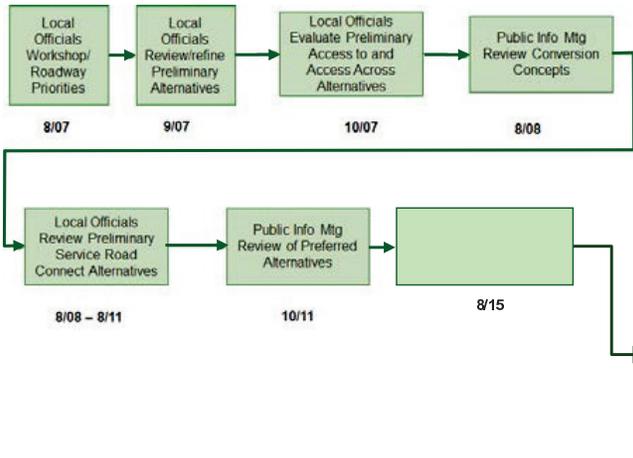
## Remaining tasks

- Tonight - Public Involvement Meeting
- Late fall 2015 Draft Environmental Document made available for public review
- Winter 2016 Public Hearing for Environmental Document
- Spring 2016 Submit Final Environmental Document
- Summer 2016 Public Hearing to officially map the corridor
- Fall 2016 – Finalization of mapping procedures

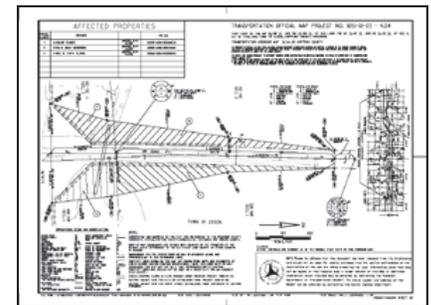
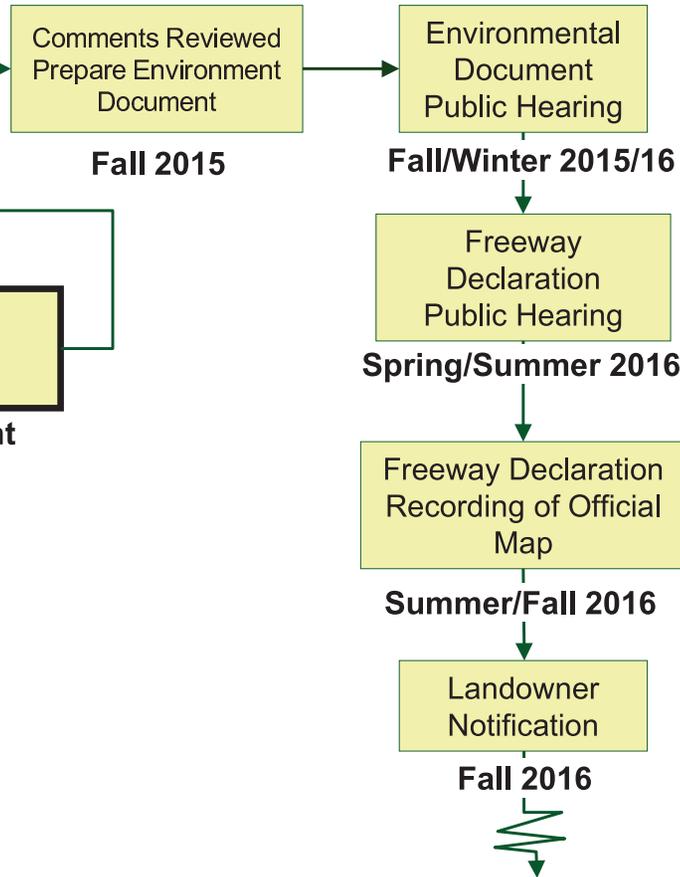


# Public involvement

## Local Officials/Public Involvement Process



## Next Steps

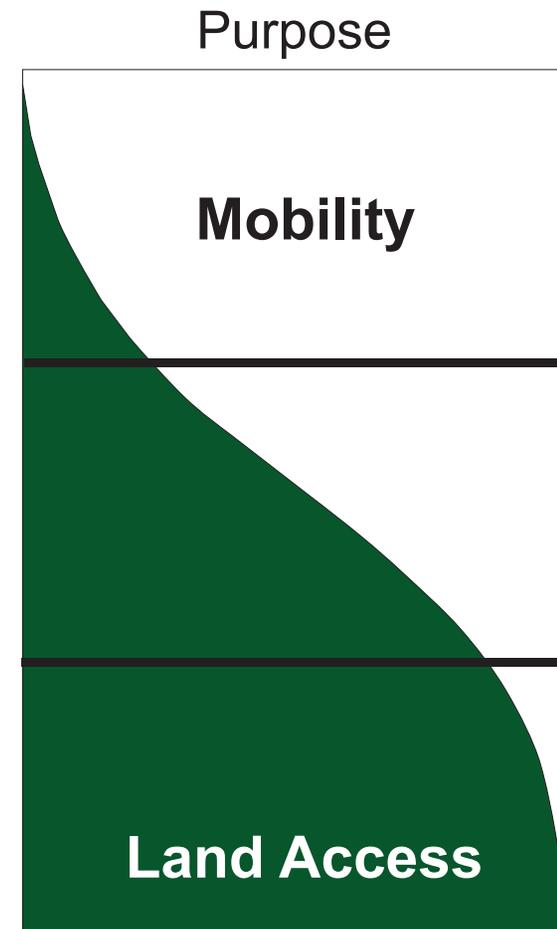


Actual freeway conversion will occur in the future as safety and mobility needs arise and funding becomes available



# Hierarchy of roads

Road Classification	Purpose
Freeway/ Expressway	Provide largely uninterrupted travel, often using partial or full access, and are designed for high speeds (e.g. I-39, US 51). The majority of traffic using this road is usually regional and not from the immediate area.
Arterial	Major through roads that are expected to carry large volumes with at-grade intersections and driveways. Traffic using this road is both regional and local (e.g.. WIS 97, north of WIS 29)
Collector	Collect traffic from local roads and distribute it to arterials. Traffic using a collector is usually going or coming from somewhere nearby (e.g.. County H).
Local Road	These roads are at the bottom of the hierarchy. These roads have the lowest speed limit, and carry low volumes of traffic. In some areas, these roads may be unpaved (e.g.. Town Hall Road)





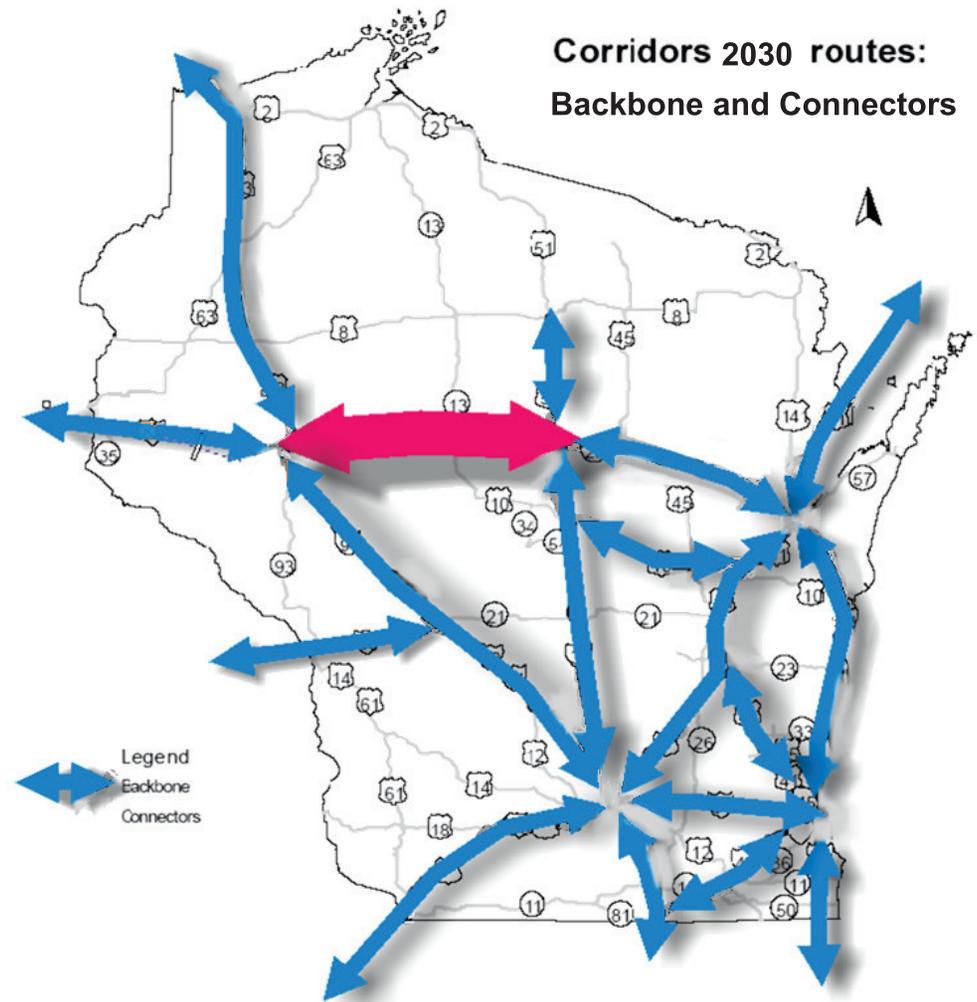
# Why freeway conversion?

## Mobility

### Corridors 2030 Backbone Routes

Connect major population and economic centers, and provide economic links to national and international markets

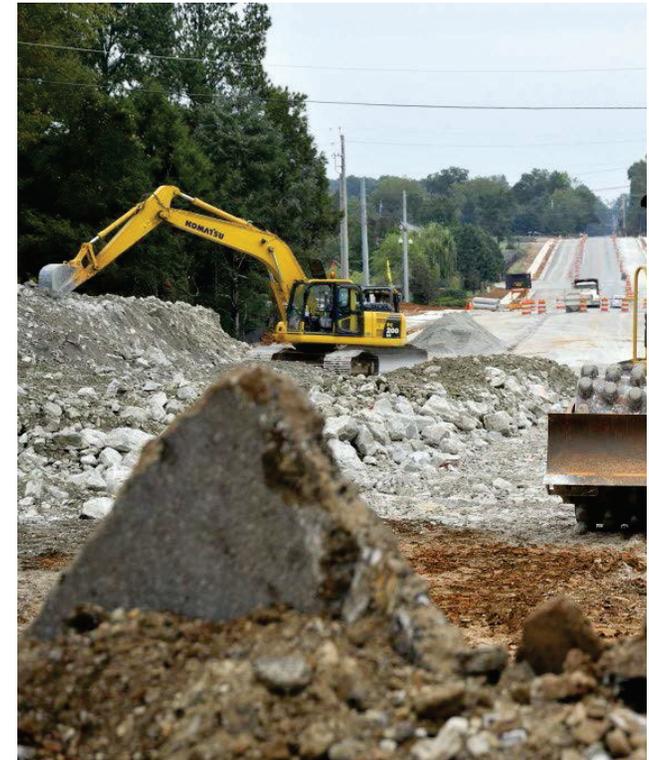
WIS 29 is a backbone route in the Corridors 2030 state highway plan. Corridors 2030 routes make up just 3% of all Wisconsin roadways, yet they carry 34% of all auto travel and 57% of all truck travel. As a backbone route WIS 29 links northern Wisconsin to I-94 in Eau Claire and to US 141 in Green Bay.





# Construction

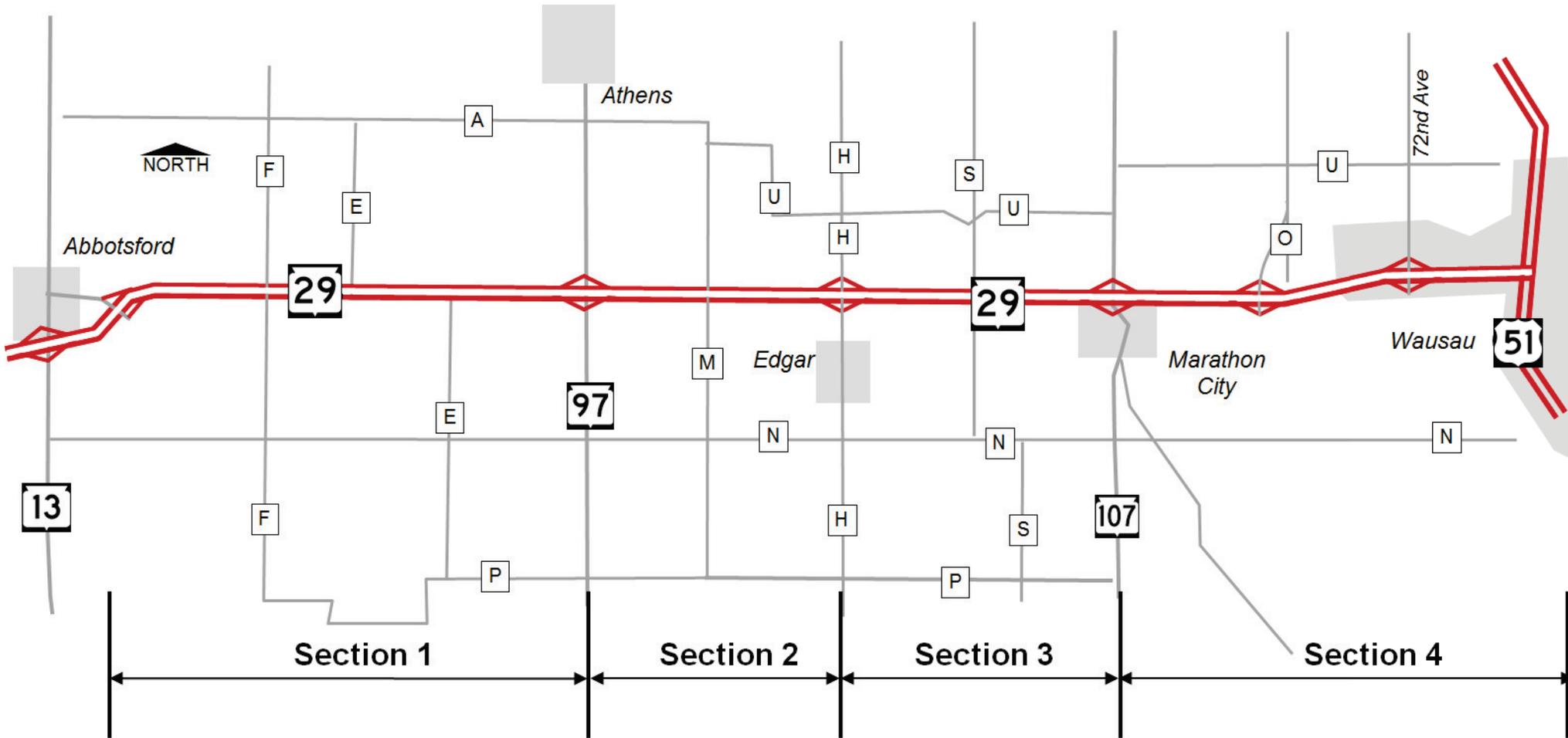
- Wis. Stats. 84.295 and official mapping **does not include** construction. A separate environmental review, alternative evaluation/selection, and public involvement process will be required before any project is constructed.
- No immediate design or construction dollars are currently scheduled.
- Construction will occur in the future as safety and mobility needs arise and when funding becomes available.







# Study sections





# Official mapping

- Wisconsin state statute 84.295 authorizes WisDOT to create and update an Official Map for designated freeways/expressways.
- An Official Map designates future right of way for a freeway/expressway.
  - Enables WisDOT to compensate land owners in advance of a approved construction project.
  - Reduces taxpayer cost for future projects.
  - Informs and enables landowners, the public and local communities to plan in ways that will coordinate and complement the future highway improvements.



# How does mapping affect property owners?

## Does Official Mapping mean purchasing right of way?

- Official Mapping does not initiate purchasing of property by WisDOT.
- If necessary, to preserve land prior to freeway conversion, Official Mapping gives WisDOT a tool to compensate land owners before a construction project is programmed.

## If your property falls within the area shown on the WisDOT Official Map, then you will:

- Receive a letter from WisDOT informing you that the Official Map was recorded at the Register of Deeds.
- Receive a drawing showing the area of your property that was Officially Mapped.



# How does mapping affect property owners?

- Property owners must notify WisDOT 60 days in advance of any alteration to their property or any new structure on your property within the mapped right of way. (Does not include routine maintenance/upkeep.)
- Once WisDOT receives the notification from the landowner, WisDOT will decide to either purchase the impacted portion of the property at the current fair market value or allow the alteration to occur. If this property is acquired at a later date, the owner will receive compensation for the alteration.
- If a landowner makes any alteration or constructs any new structure within the mapped right of way without notifying and receiving determination from WisDOT, no payment will be made for that alteration when the right of way is acquired.



# How does mapping affect property owners?

Allows Early and Advanced Acquisition of Mapped Future right of way.

- **Protective Purchase**

Allows WisDOT to purchase property in advance of an approved construction project prior to development of the property. This purchase can occur if supporting documentation indicates that the purchase is in the public's best interest to prevent the proposed development by early expenditure of public funds.

- **Hardship Acquisition**

Officially Mapped properties can be acquired as highway right of way as part of the hardship acquisition program. WisDOT will consider eligibility upon receiving a request by a property owner for a hardship acquisition.