



**US 53  
US 63 at Trego  
Washburn County**

**Public Involvement Meeting**  
July 13, 2016



## Introductions

- Beth Cunningham, PE – WisDOT
- Andy Stensland, PE – WisDOT
- Ken Voigt, PE – Ayres Associates
- Eric Sorensen, PE – Ayres Associates



## Agenda

- Project Need
- Project Background
- Project Update
- Alternative Comparison
- Schedule
- Questions



# Project Need





## Project Need

- Safety-crash analysis
  - US 53/County E Intersection included on WisDOT's "5% most severe safety needs" list since 2011
- Traffic congestion
- Increasing traffic volumes
  - Regional growth and tourism pressures
- High volume truck route (18%)



## Project Need

- Significance of area roadways
  - US 53 (Peace Memorial Corridor)
    - Corridors 2030 Expressway Upgrade Route
    - Backbone route
  - US 63 (Northern Lakes Corridor)
    - Corridors 2030 route
    - Backbone connector route
  - County E
    - Primary local connection to US 53



# US 53 Tier 1 State Access Management Plan

- Replace high volume at-grade intersections or high crash intersections with grade-separated interchanges
- Private driveways and public street intersections with US 53 within 1-1/2 miles of interchanges would be closed
  - County and Town road intersections would be: cul-de-saced, built over or under US 53, and/or additional roadways built to ensure connectivity of local road system.
  - Private driveways would be: provided alternate access to local streets, purchase access rights and owner provide alternate access, or purchase entire parcel.



## US 63 Tier 2B State Access Management Plan

- By 2030, in rural areas, access to the highway will primarily be provided by at-grade public street intersections with some existing safely spaced, lower private, residential, field or emergency service roads.



# Project Background





## Previous US 53 Corridor Preservation Study (2007-2014)

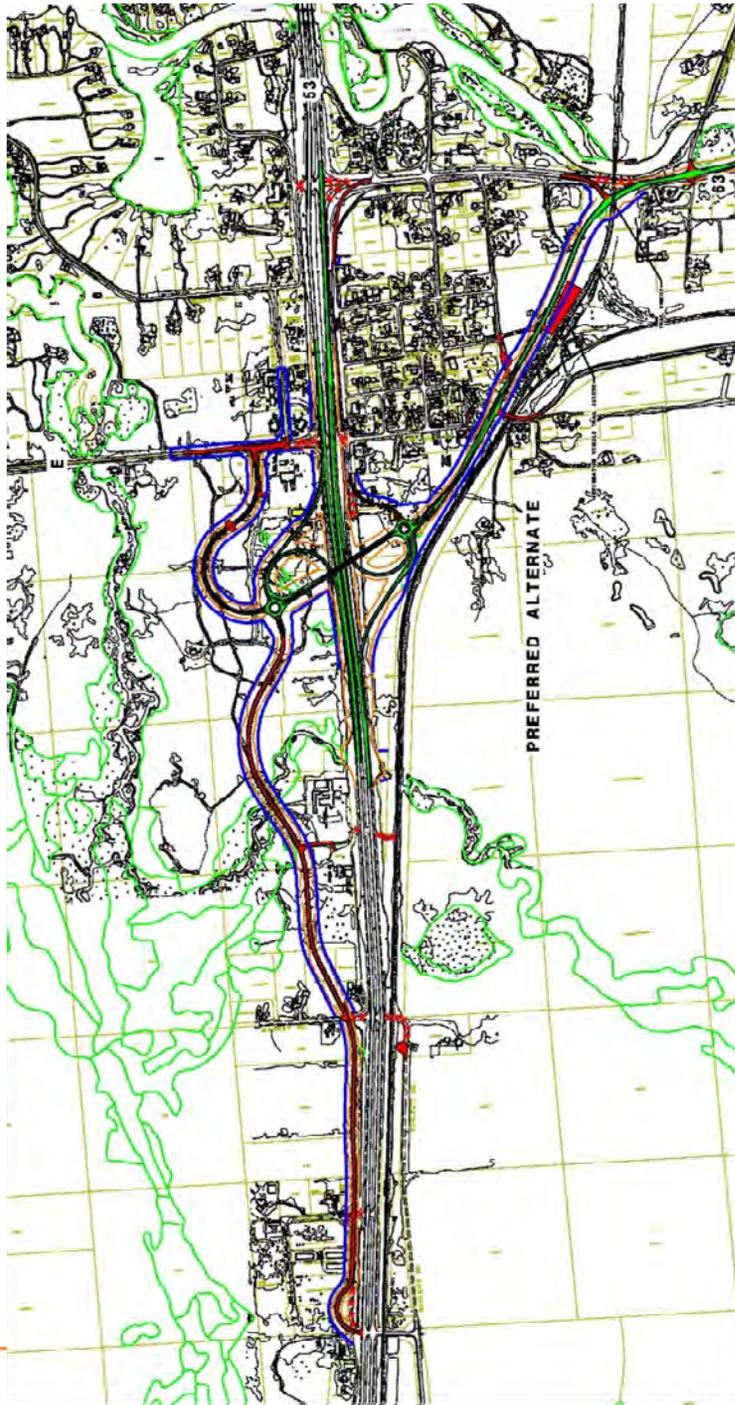
- Study limits - WIS 70 to Frost Road
- Evaluate impacts of converting existing expressway to freeway standards
  - Construct grade separated interchanges at County E and US 63
- Alternatives analysis
- Approved Environmental Assessment report
- Preservation of future right-of-way needs on Official Map per Wis. Stat. 84.295(10)

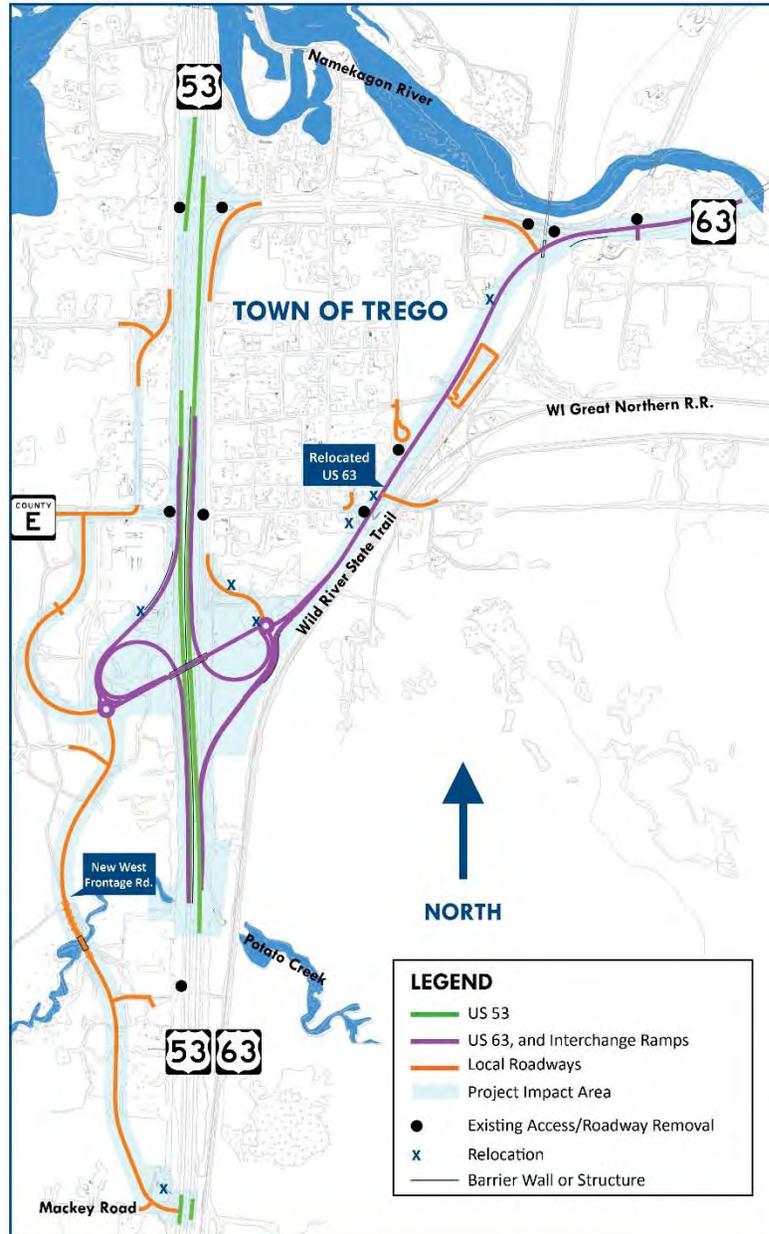


## Previous US 53 Corridor Preservation Study (2007-2014), cont'd

- Study limits divided into two segments (Spooner and Trego)
- Over 20 alternatives considered for Trego segment
  - Alternative 4 was identified as the 'preferred' interchange design

# US 53/US 63 TREGO





ID 1197-00-00 | US 53-US 63 Trego Project  
 Alternative 4 from Previously Completed Corridor  
 Preservation Study (2007-2014) (with some minor modifications)

# US 53/US 63 TREGO





# Project Update

## Current Trego project (2015 Forward)





## Project Update

### 2015 Forward

- Threatened and Endangered Species Surveys
- Local Officials/Stakeholder Meeting (August 24, 2015)
- Public Involvement Meeting (October 20, 2015)
- Field Survey
- Design Charrette (December 8, 2015)
- J-turn evaluation
- Alternative Review and Analysis
- Design Charrette follow-up Meeting (May 19, 2016)



## Project Update

# Summary of Recent Comments Received

- Town of Trego
  - Formal Resolution stating that the Town “would like to see a new plan drafted” – October 19, 2019
- Environmental Agencies
  - WDNR, NPS, USFWS
- Utilities
- Area Residents
  - Local Officials/Stakeholder Meeting, PIM, and Design Charrette



## Project Update

# Summary of Recent Comments Received

➤ December 8, 2015 Design Charrette comments on Alternative 4 design from previous study

1. ATV/Snowmobile Trail/Crossing (8 stickers)
2. Town divided into three parts (6 stickers)
3. Roundabouts (4 stickers)
4. West Frontage Road is too curvy (2 stickers)
5. Loss of visibility to businesses (1 sticker)
6. Pedestrian crossing of US 63 at NPS property (1 sticker)
7. Pedestrian crossing of US 53 is too far and long (0 stickers)
8. Loss of parking at businesses (0 stickers)
9. Maintaining (i.e. snow plowing) (0 stickers)
10. Trail at US 53 is at-grade and unsafe (0 stickers)

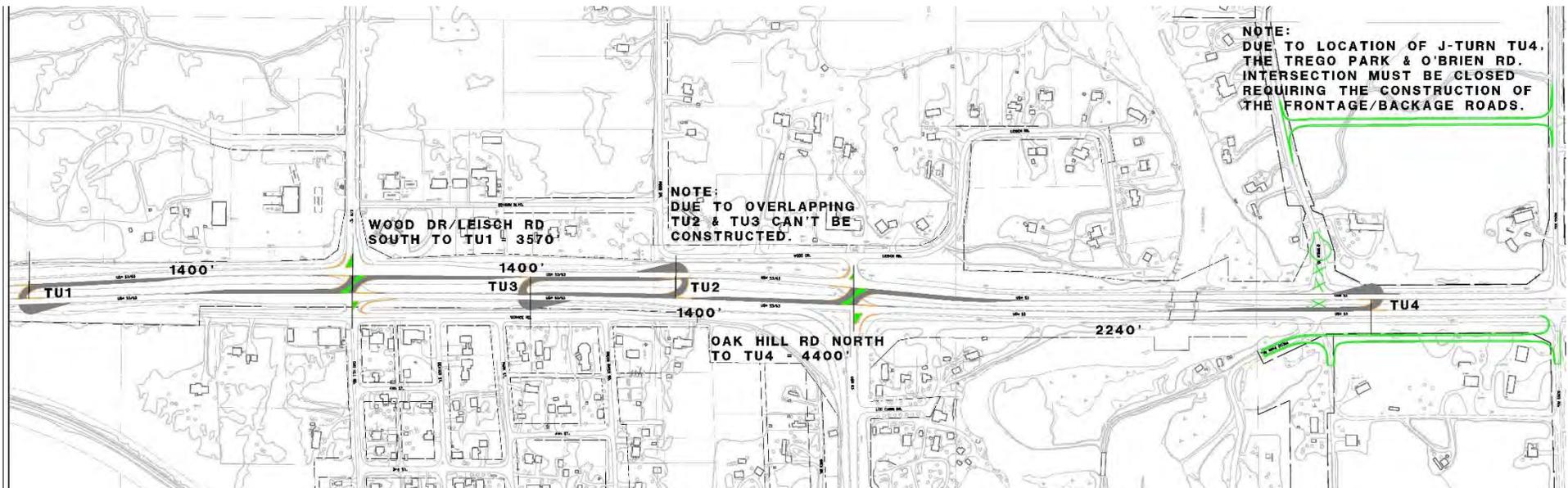


## Project Update

# Alternatives Review and Analysis

### ➤ J-turn Evaluation

- Traditional J-turn (shown below) - Not feasible due to overlapping J-turns
- “Super” J-turn – Does not provide acceptable levels of service
- Median U-turn (similar to current US 53 – CTH B Intersection) – Does not meet median opening spacing requirements.

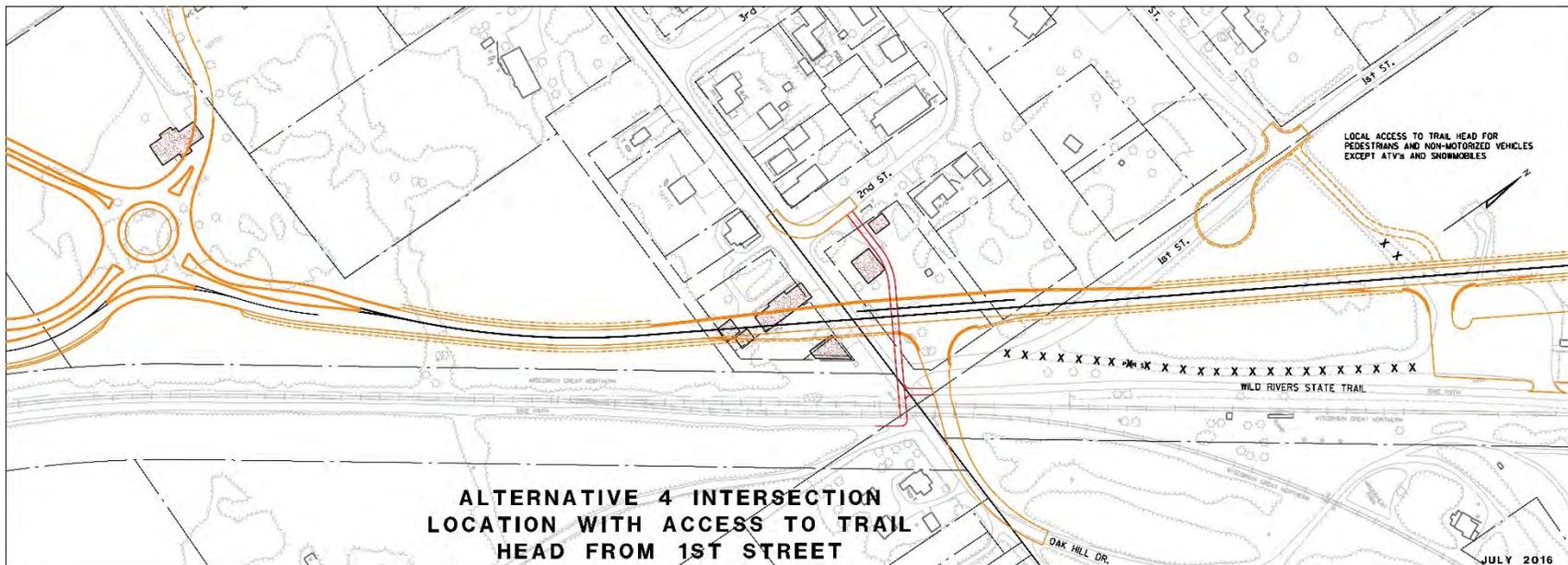




# Project Update

## Alternatives Review and Analysis

➤ Oak Hill Drive – US 63 intersection



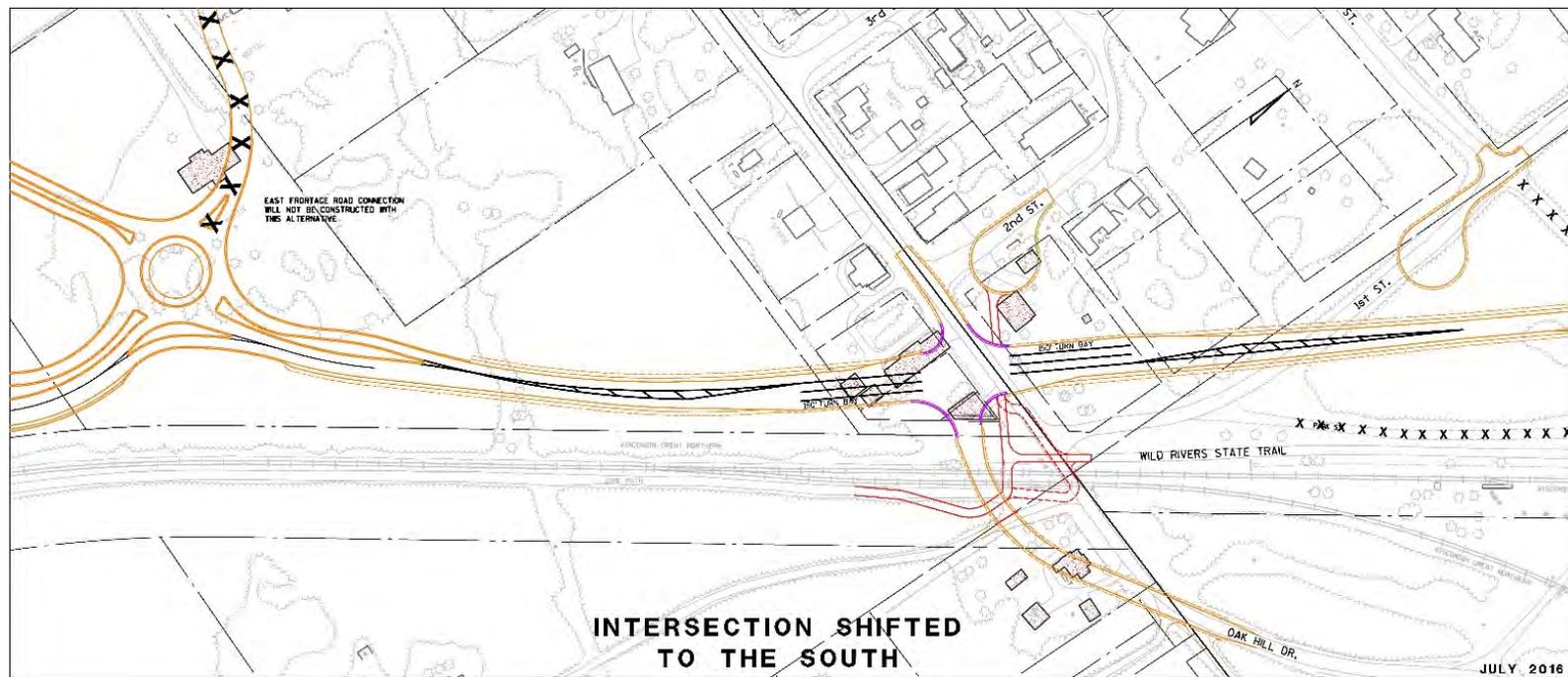
Alternative 4 intersection location with access to trail head from 1<sup>st</sup> Street



# Project Update

## Alternatives Review and Analysis

➤ Oak Hill Drive – US 63 intersection



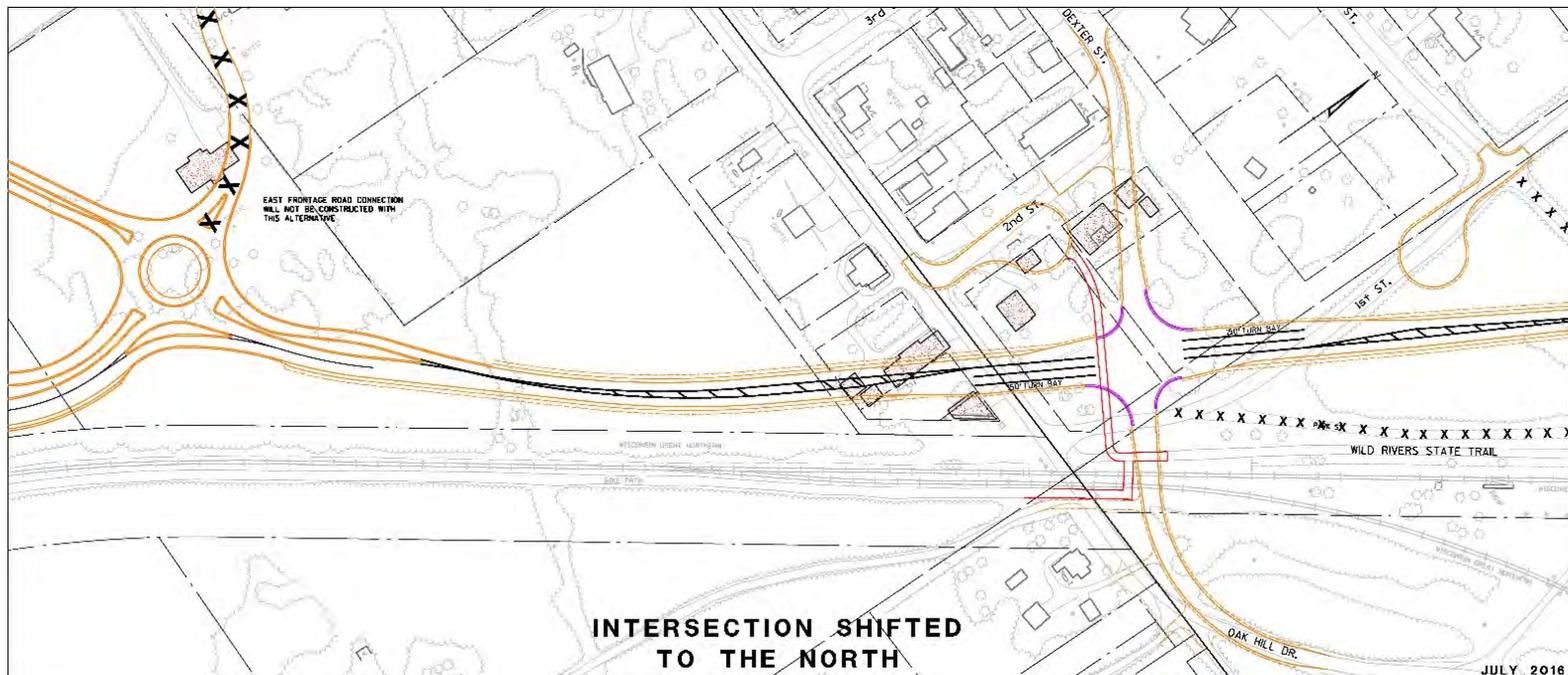
Intersection Shifted to the South



# Project Update

## Alternatives Review and Analysis

➤ Oak Hill Drive – US 63 intersection



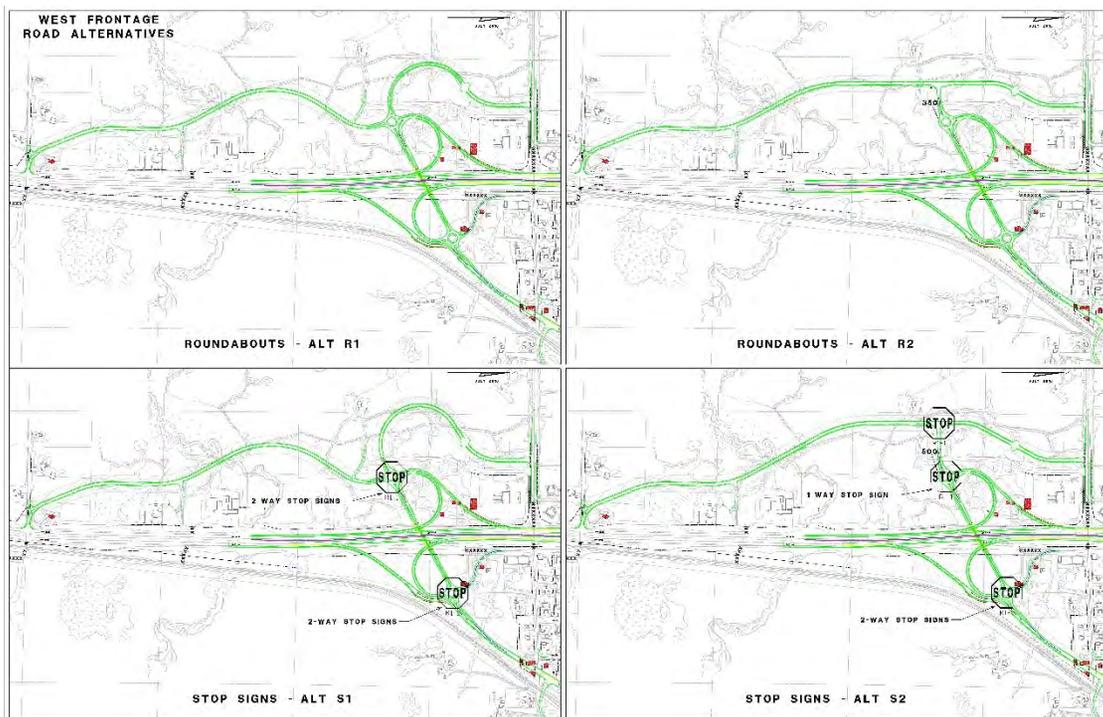
Intersection Shifted to the North



# Project Update

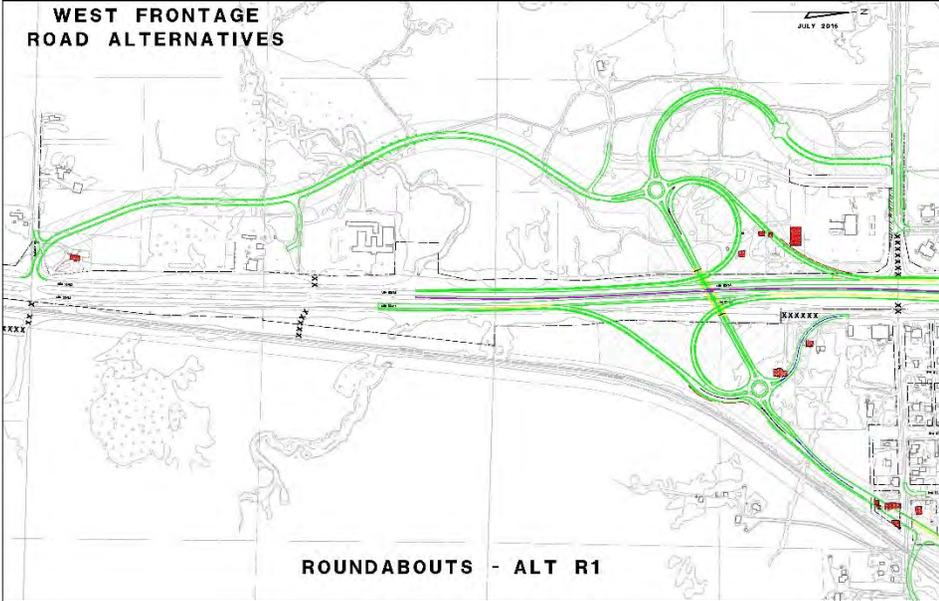
## Alternatives Review and Analysis

### ➤ West Frontage Road Options



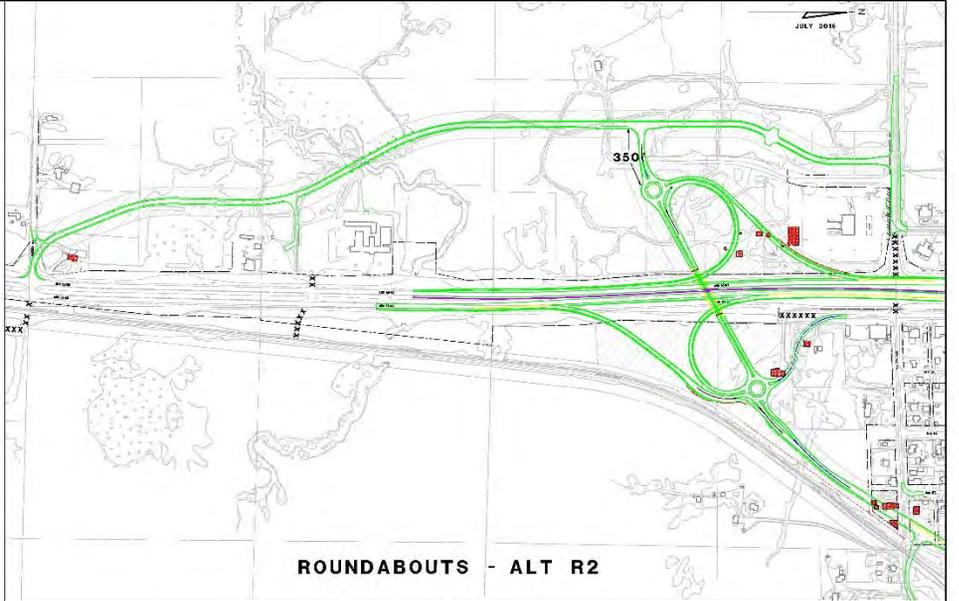
**WEST FRONTAGE  
ROAD ALTERNATIVES**

JULY 2016



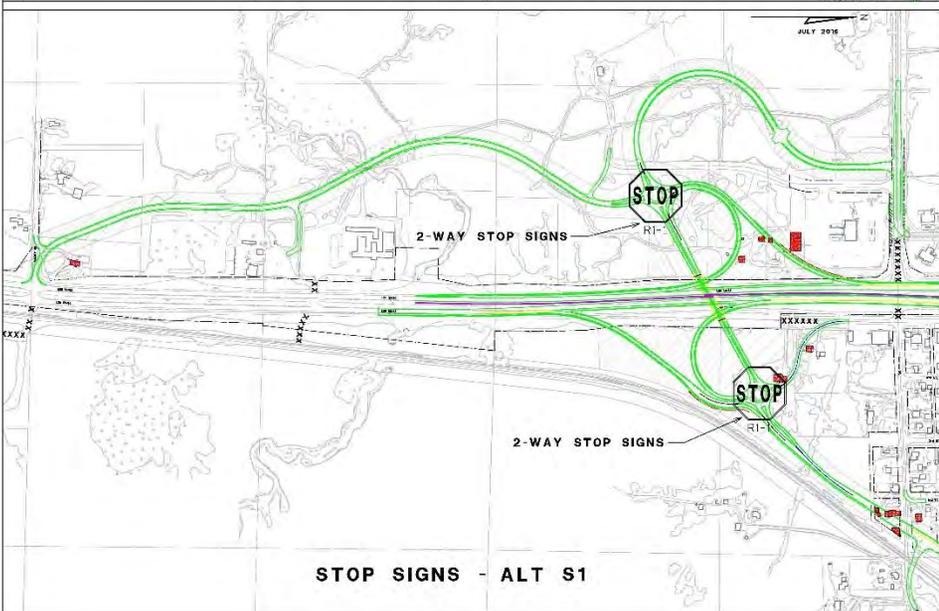
**ROUNDABOUTS - ALT R1**

JULY 2016



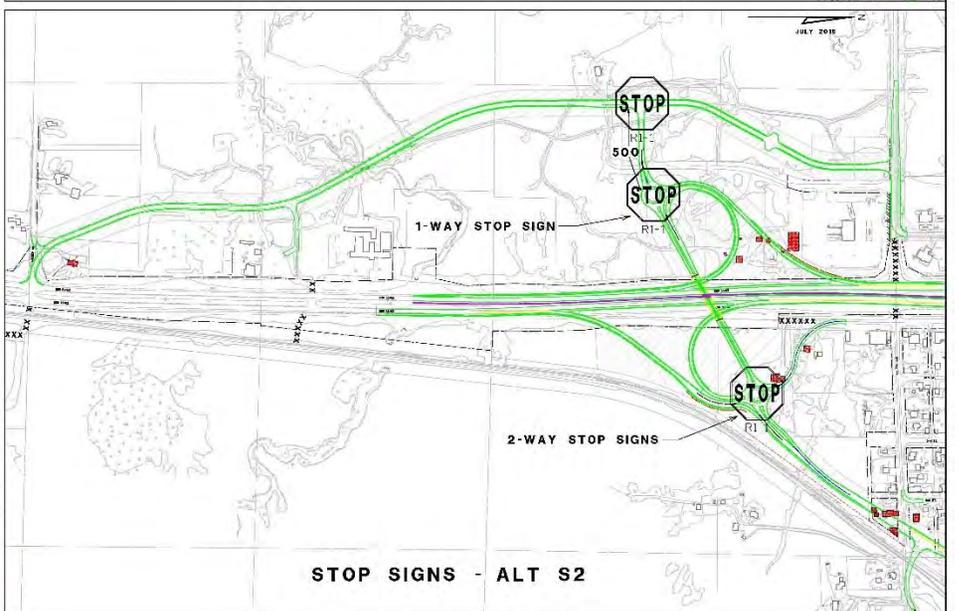
**ROUNDABOUTS - ALT R2**

JULY 2016



**STOP SIGNS - ALT S1**

JULY 2016



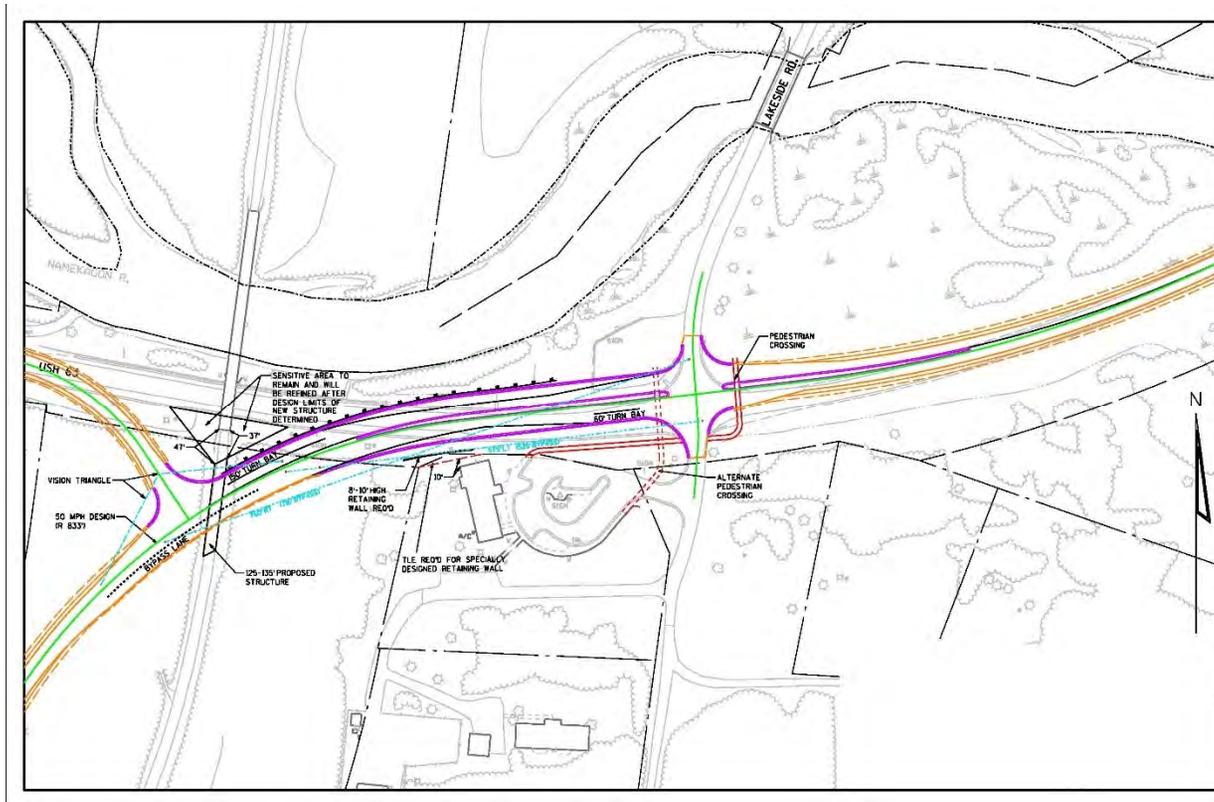
**STOP SIGNS - ALT S2**



# Project Update

## Alternatives Review and Analysis

➤ National Park Service



**US 53/US 63 TREGO**

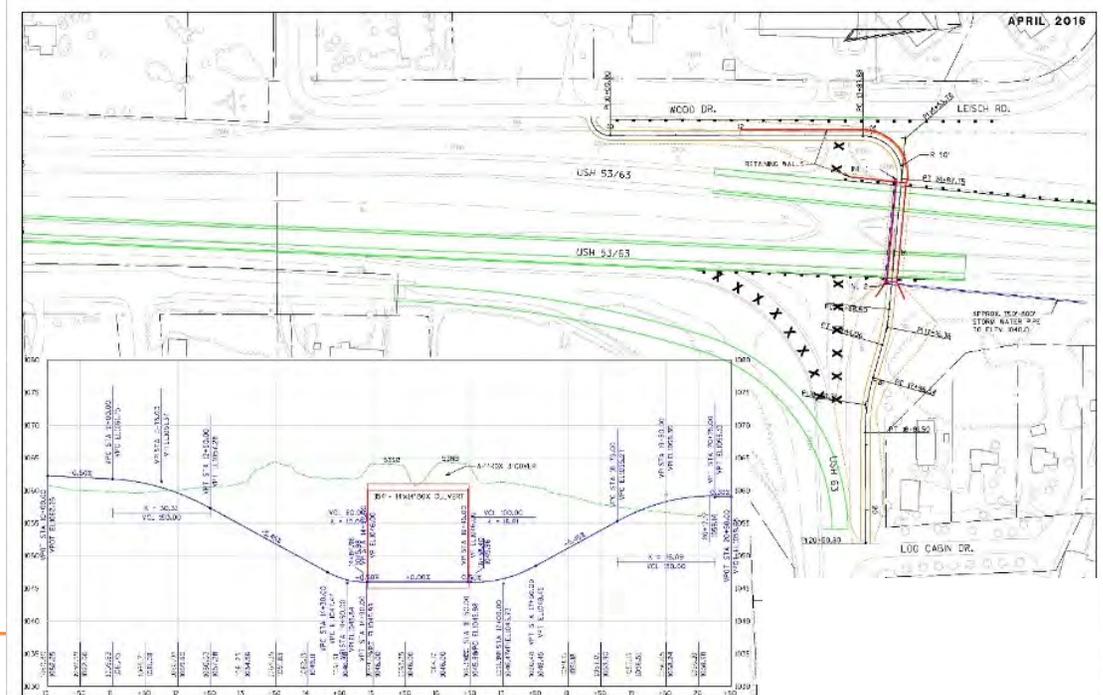




## Project Update

# Alternatives Review and Analysis

- Grade Separated Crossing of US 53
  - Estimated cost of \$800,000
  - Challenges with drainage
  - Location and layout is not ideal for ATV/snowmobile traffic

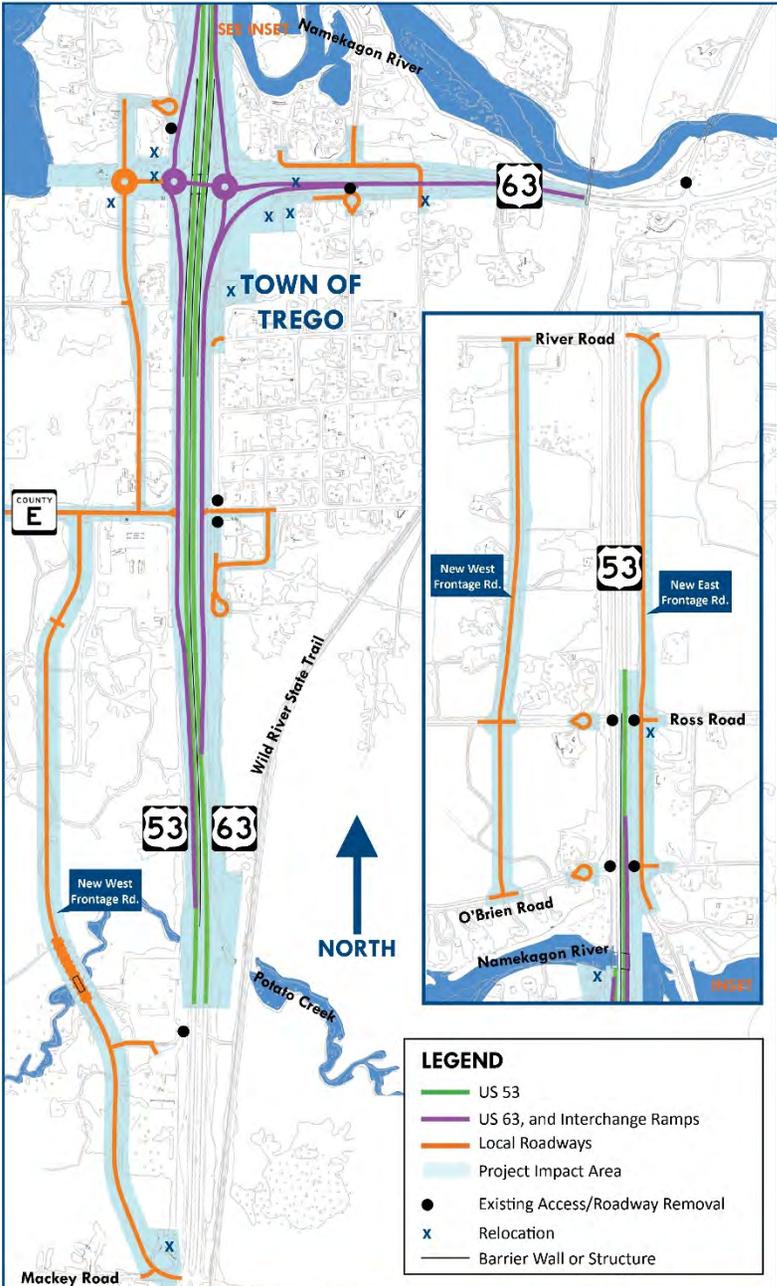




# Project Update

## Alternatives Review and Analysis

### ➤ Local Interchange Concept



ID 1197-00-00 | US 53-US 63 Trego Project  
 Local Interchange Concept  
 July 2016

**US 53/US 63 TREGO**

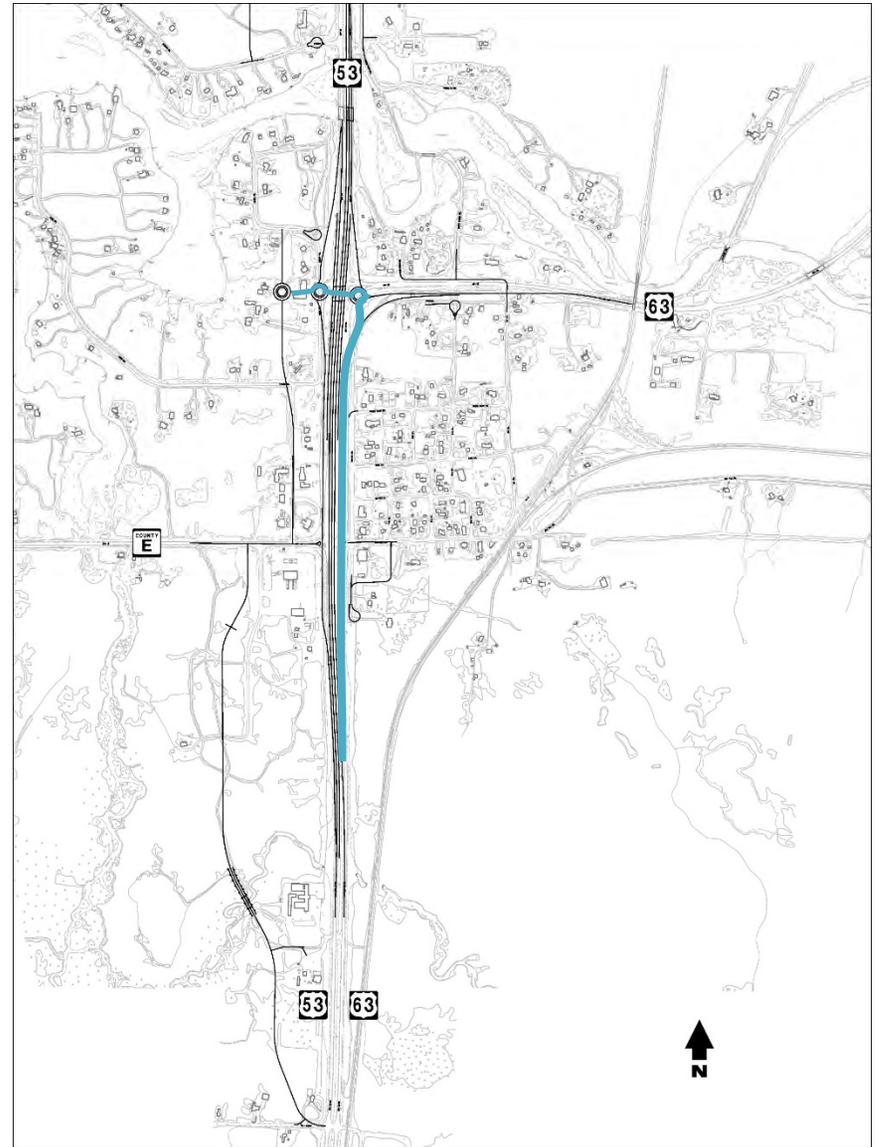
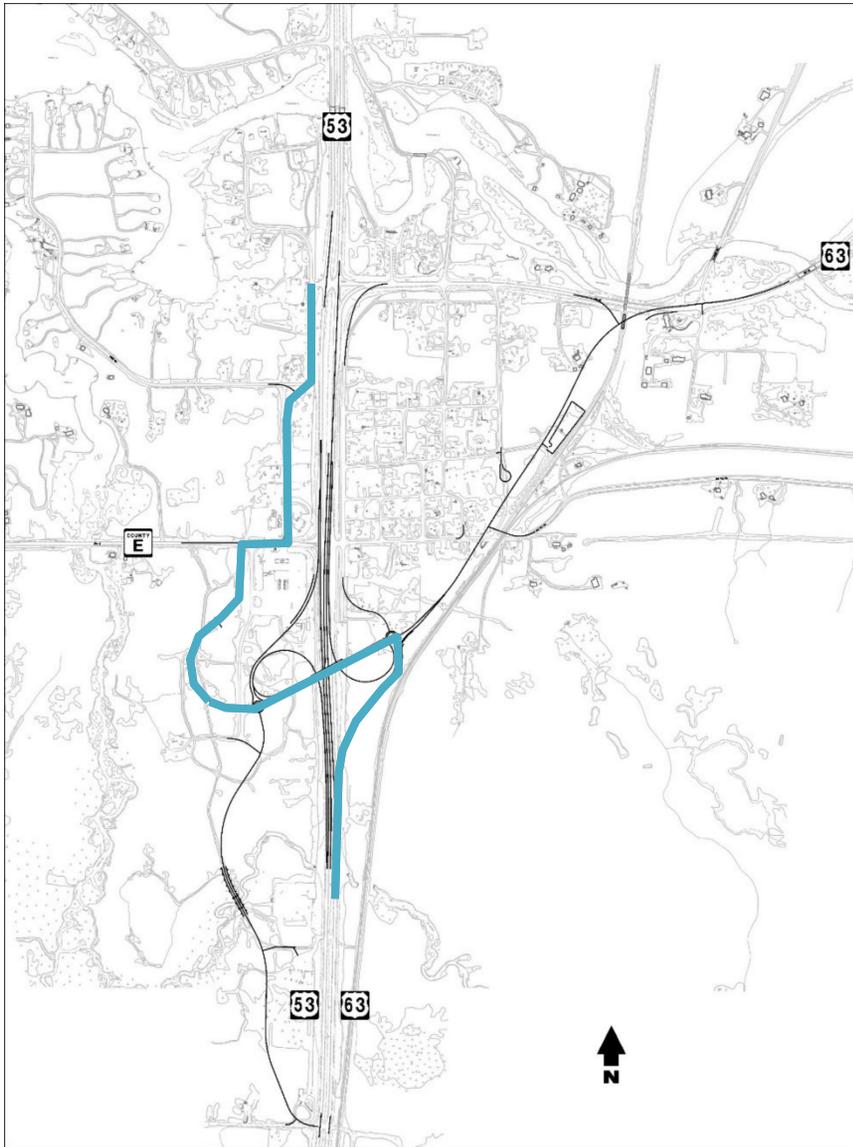




# Alternative Comparison

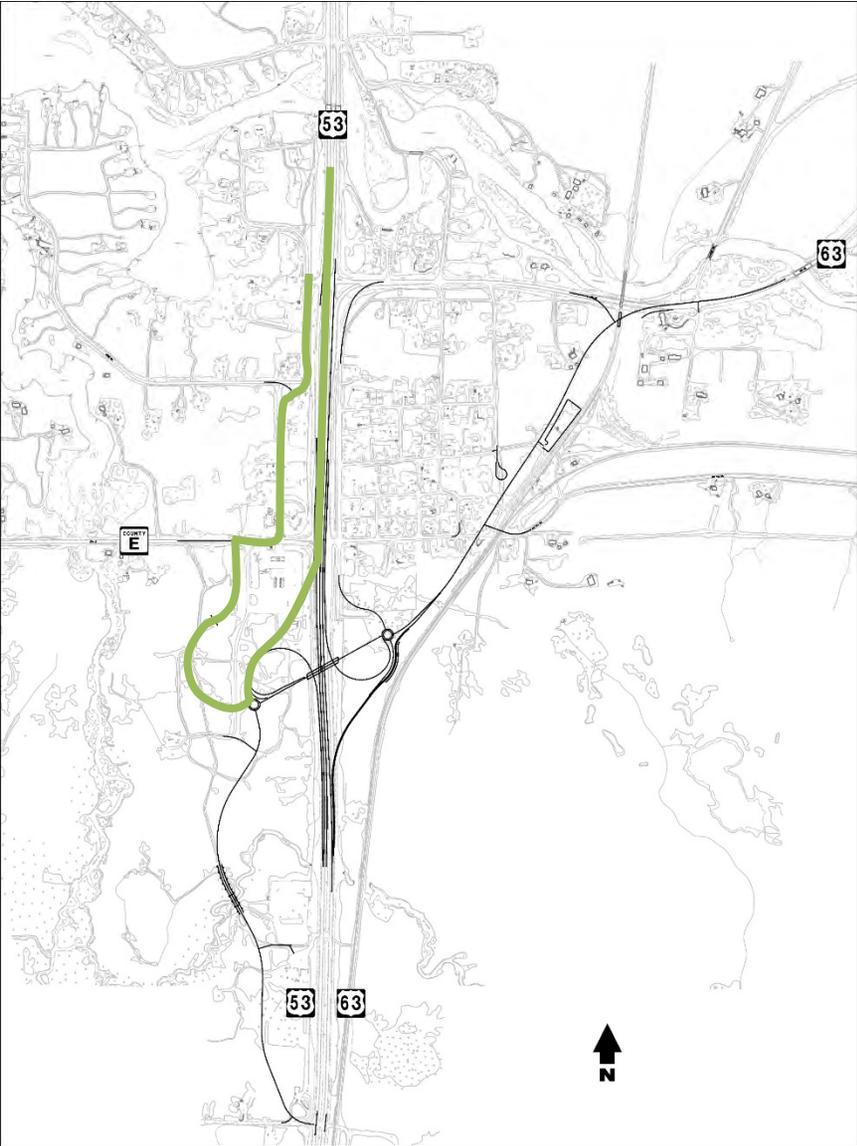


# Comparison of Various Travel Routes



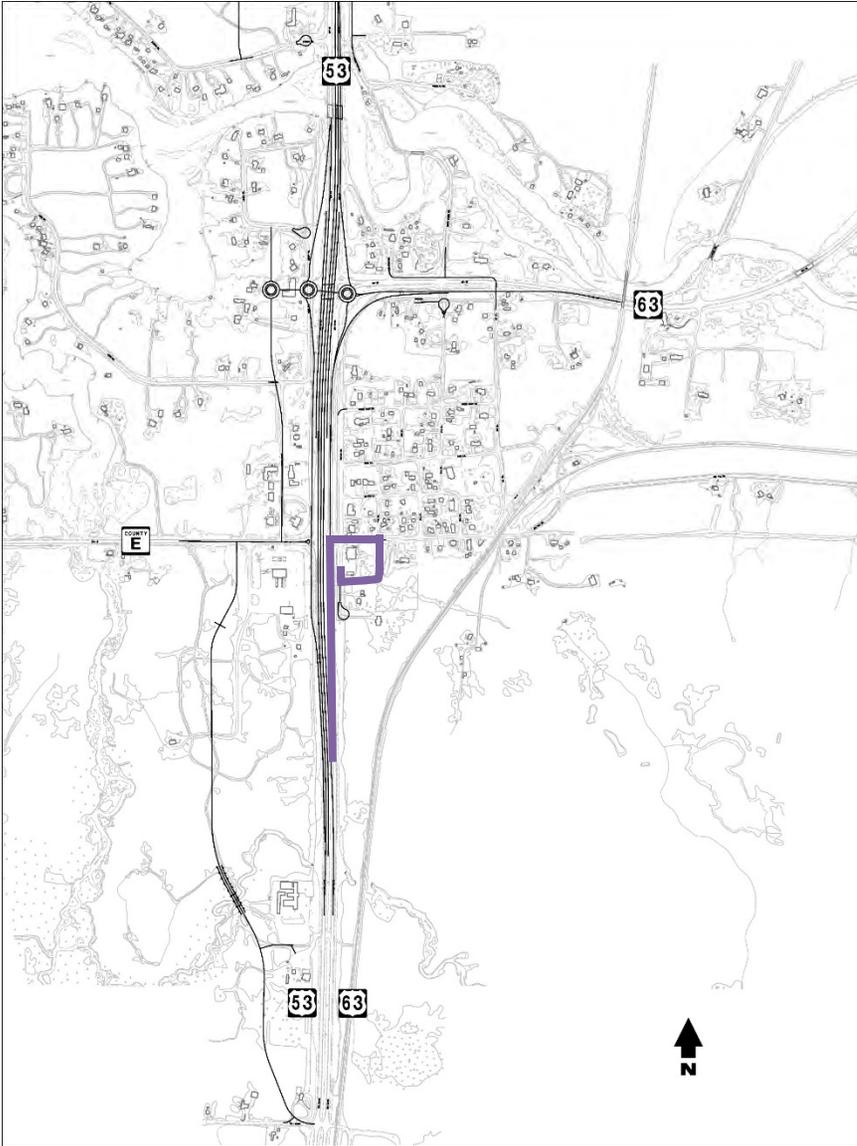
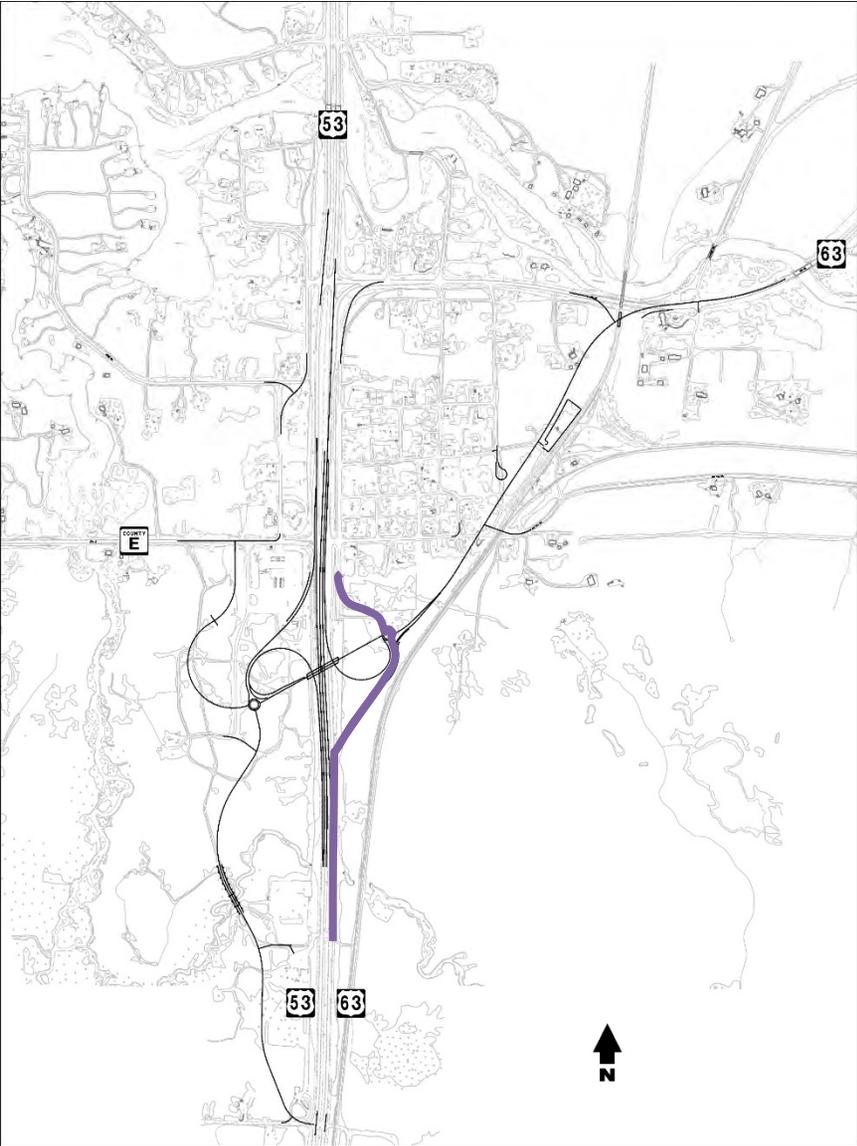
Route to Leisch Road from the south

# Comparison of Various Travel Routes



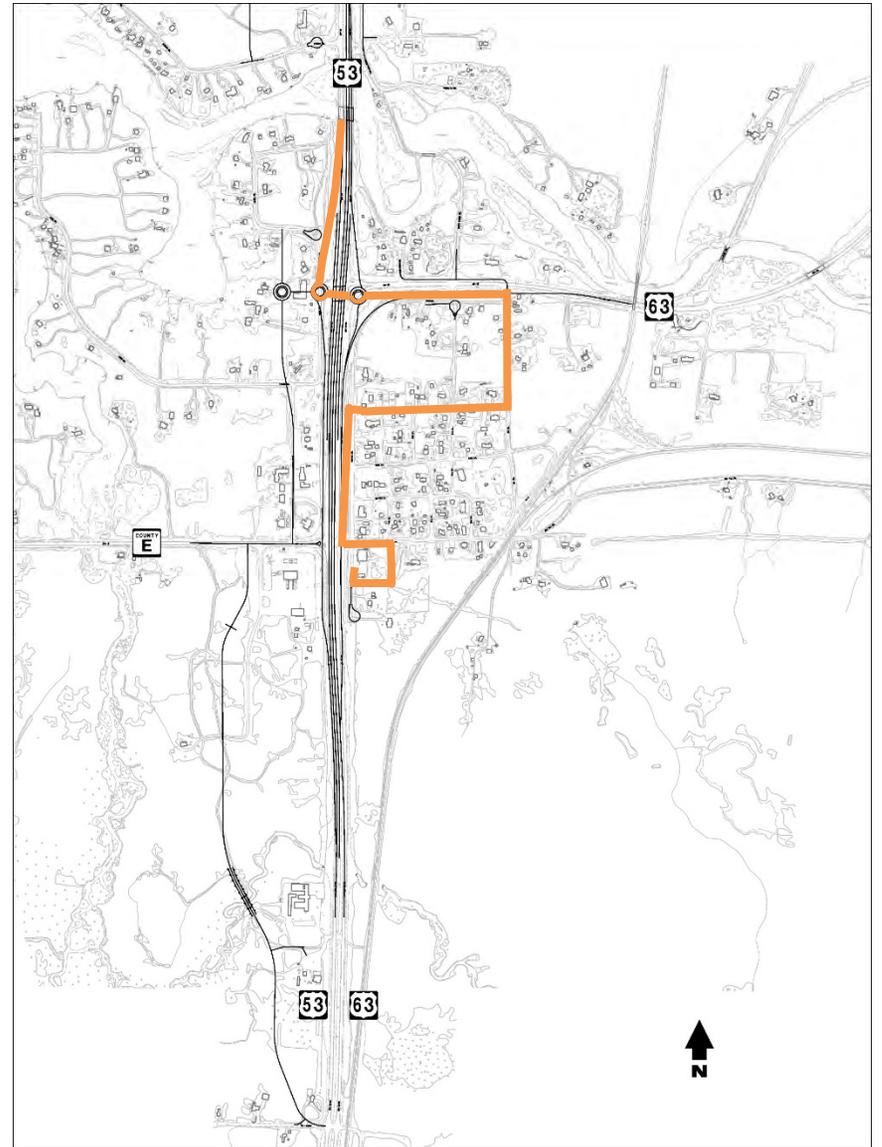
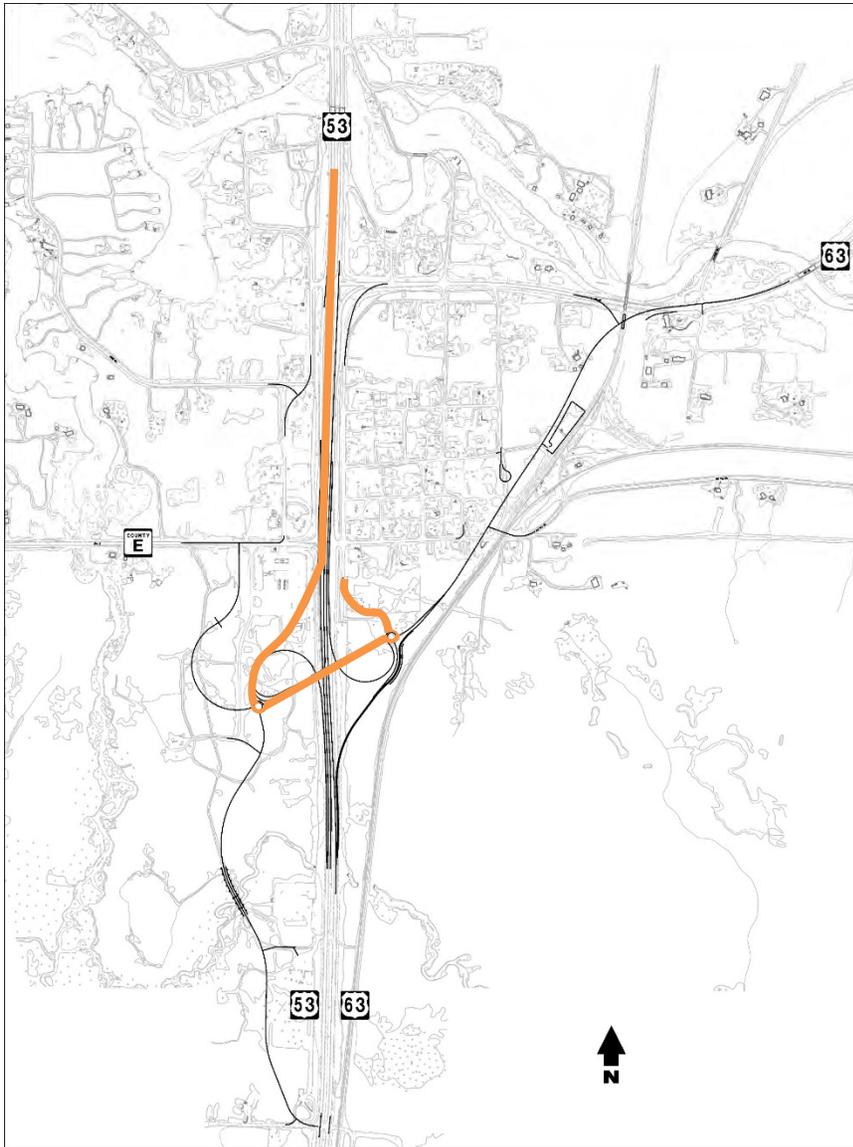
Route to Leisch Road From the North

# Comparison of Various Travel Routes



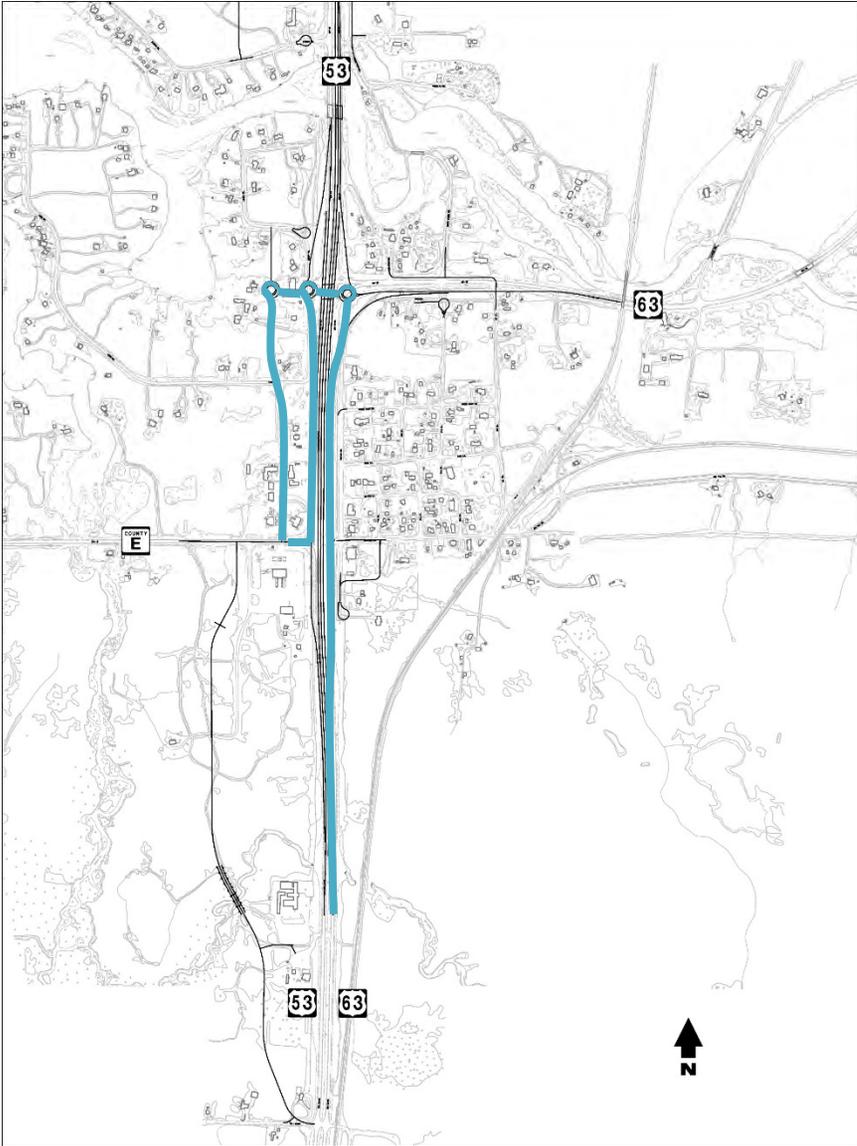
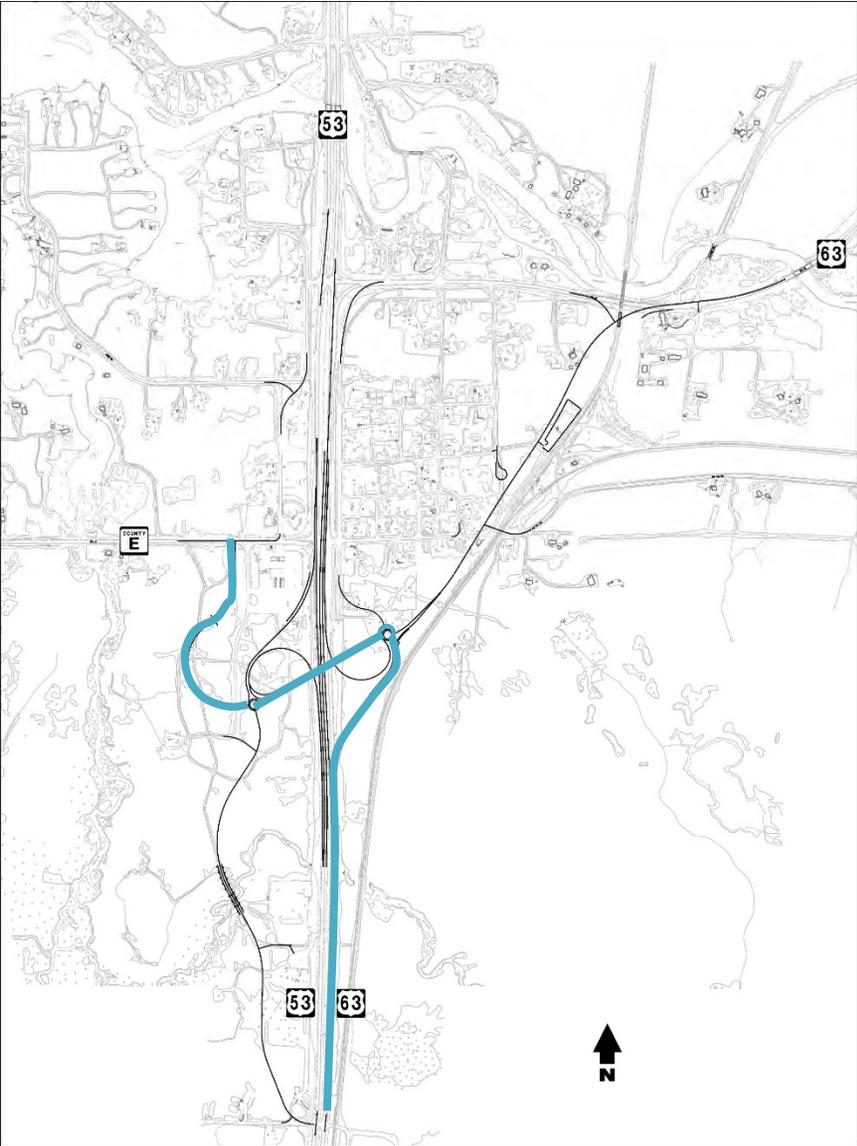
Route to Oakhill Drive/Post Office From the South

# Comparison of Various Travel Routes



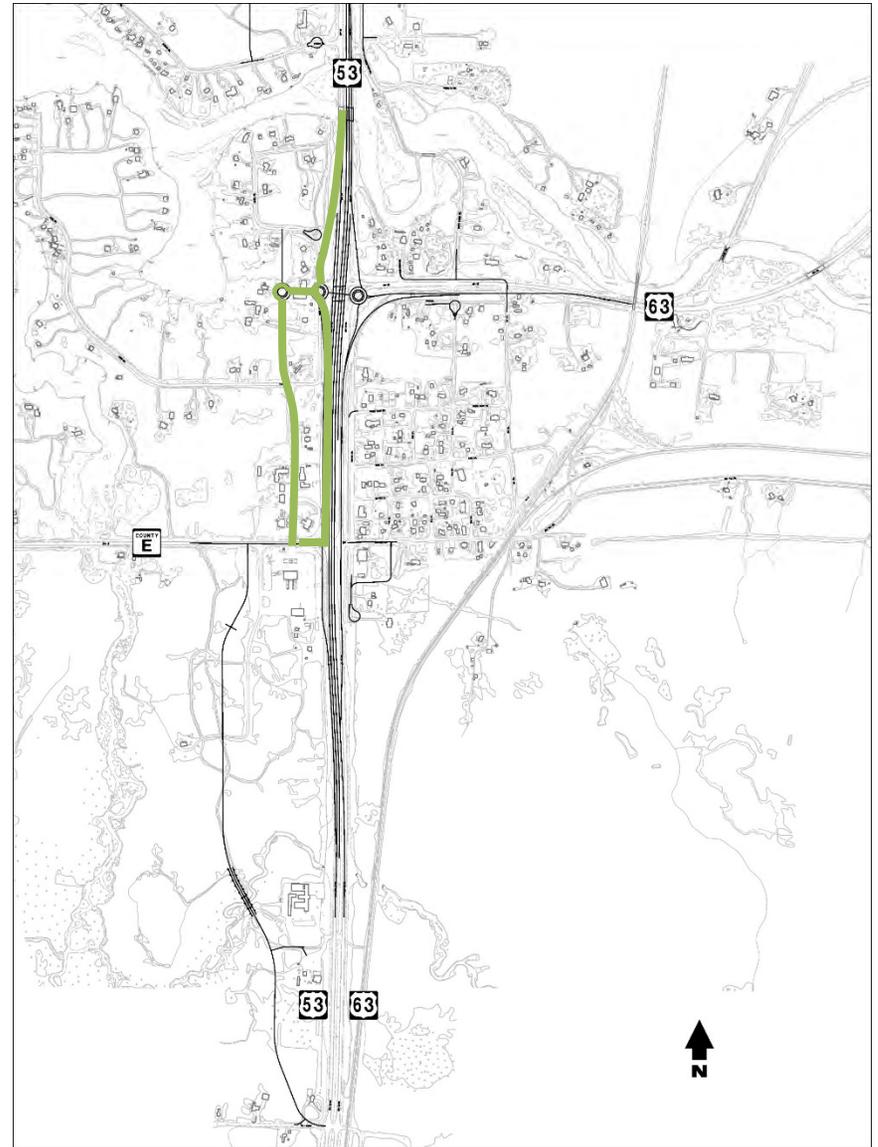
Route to Oakhill Drive/Post Office From the North

# Comparison of Various Travel Routes



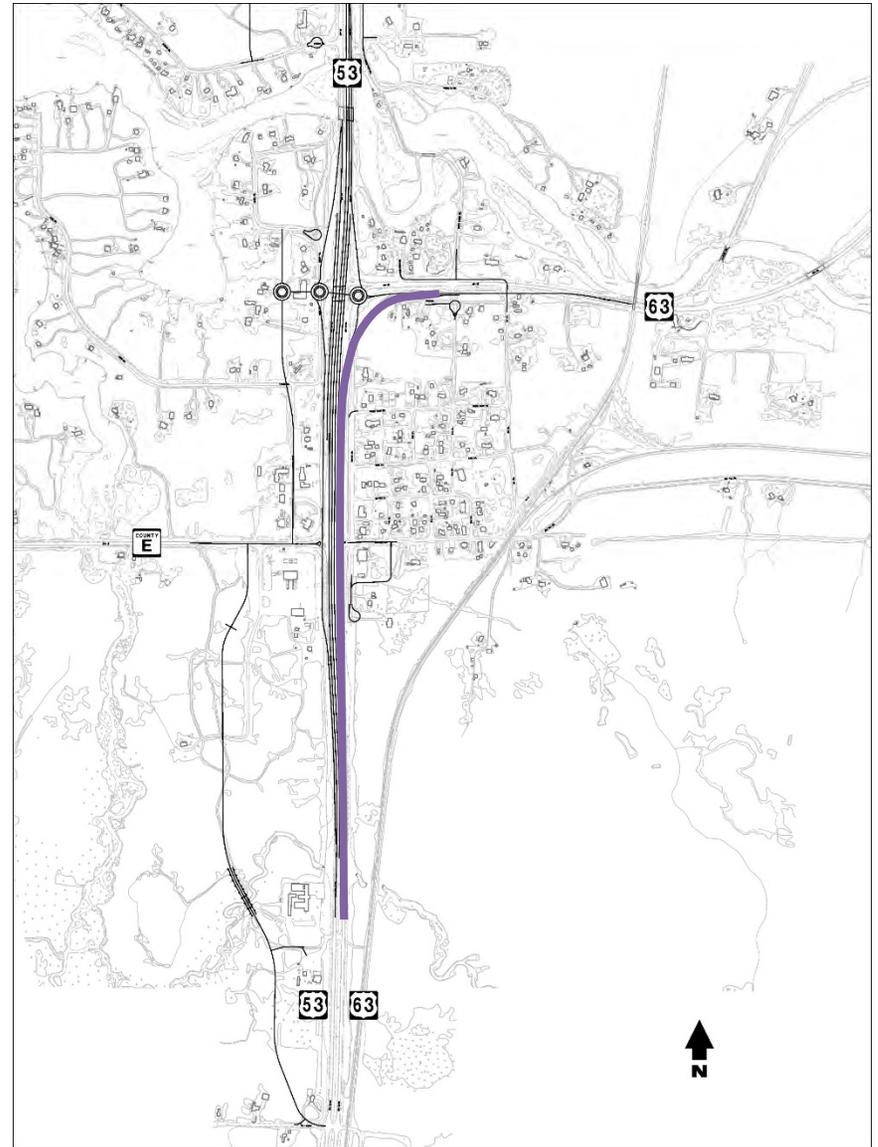
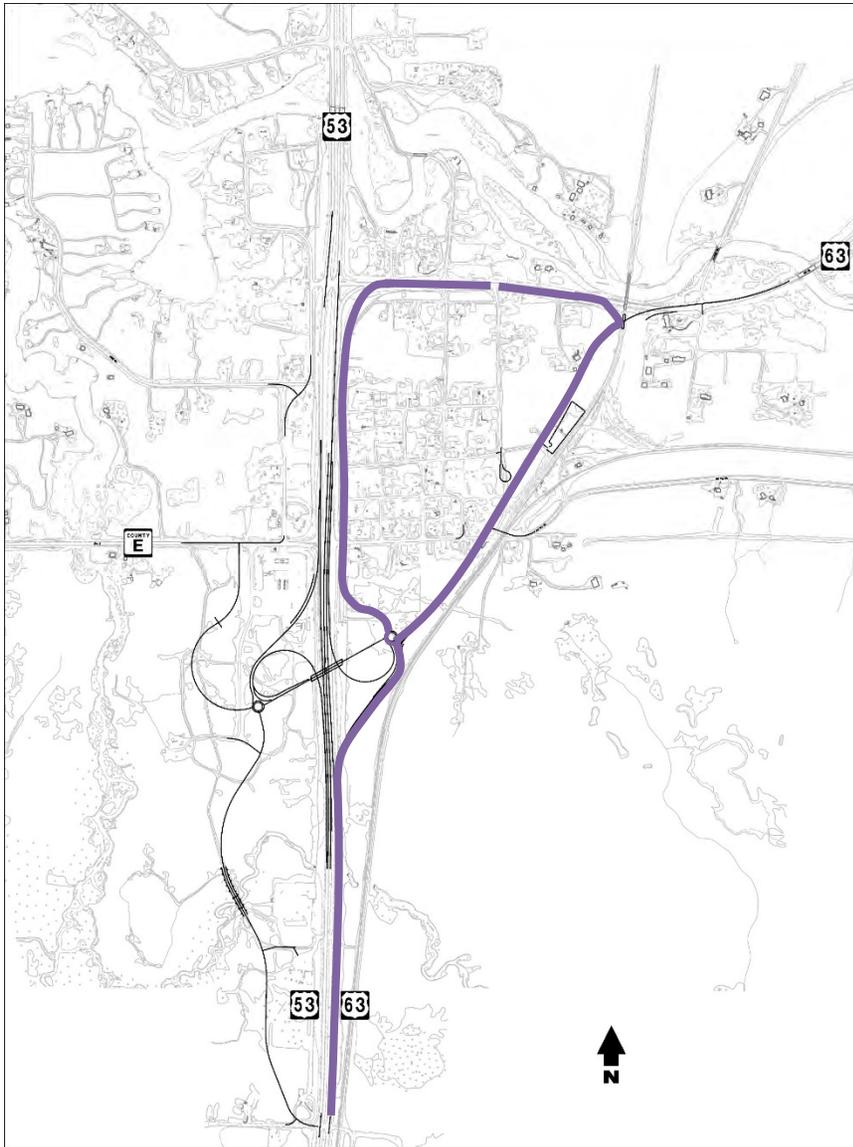
Route to County E from the South

# Comparison of Various Travel Routes



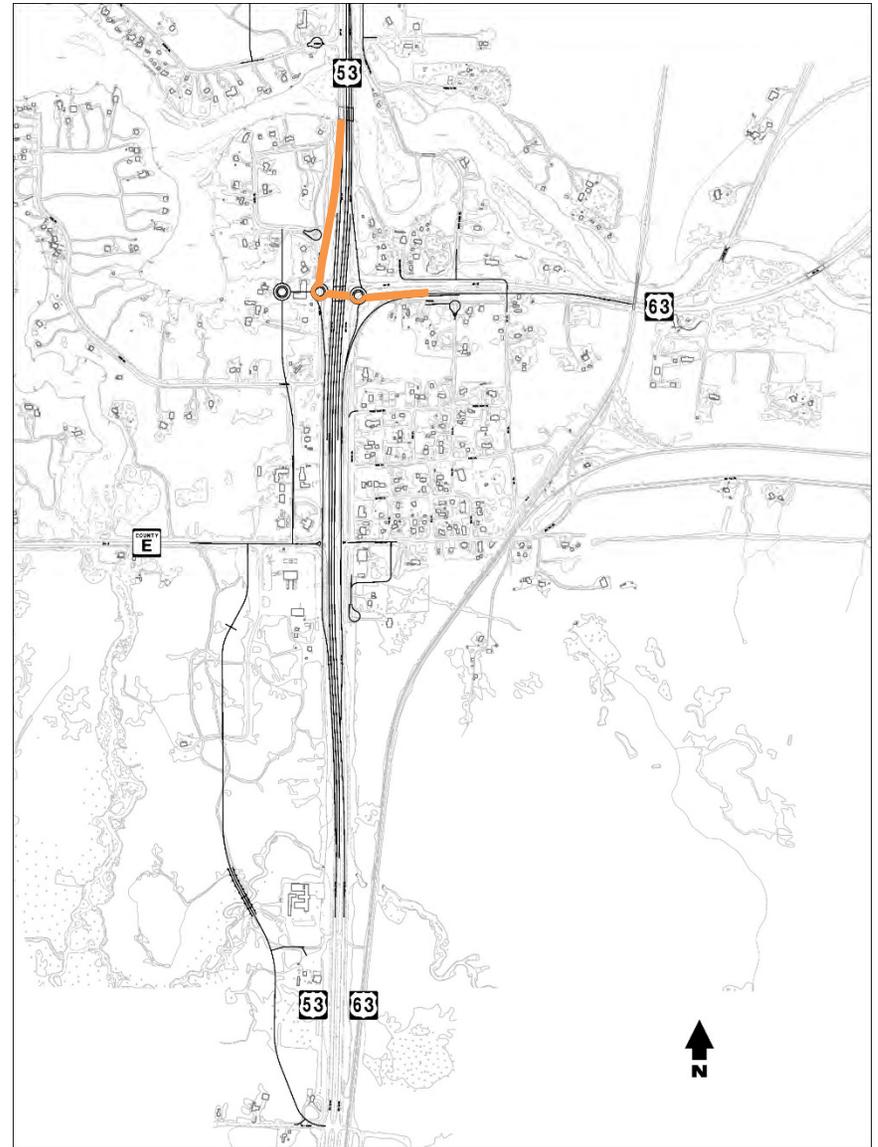
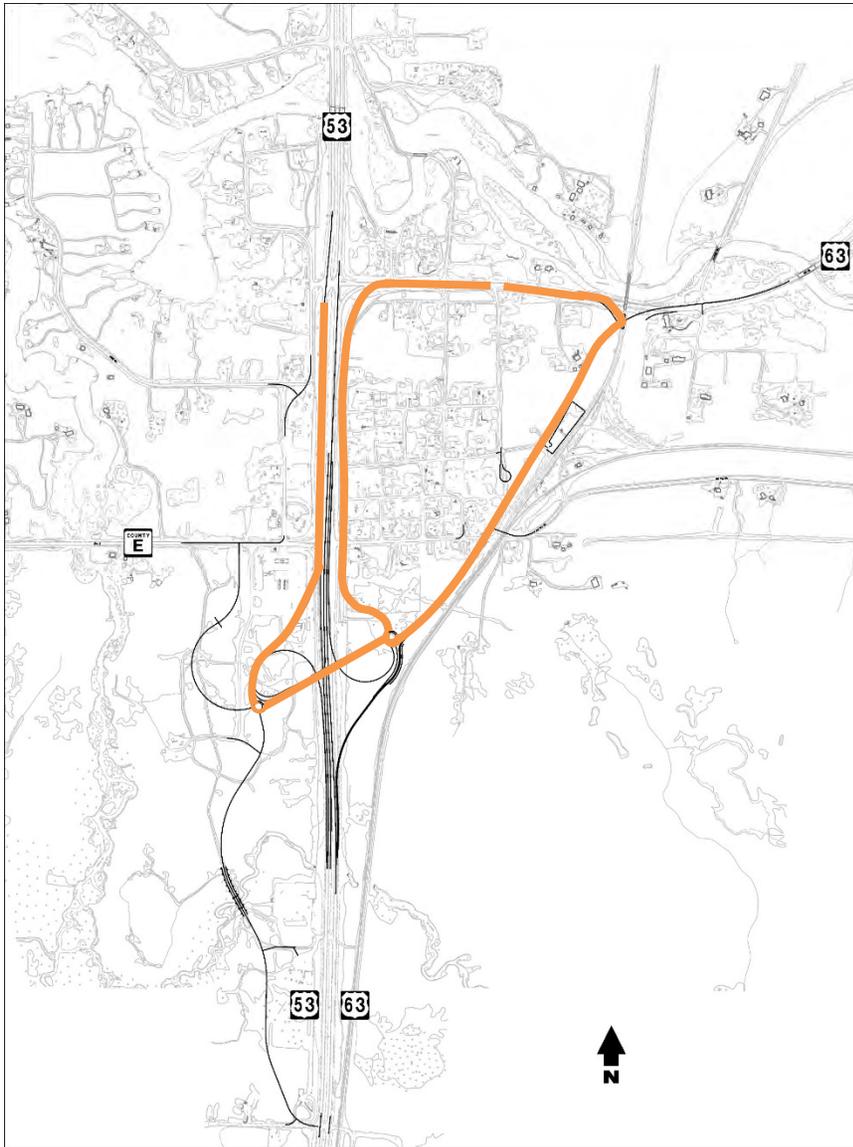
Route to County E from the North

# Comparison of Various Travel Routes



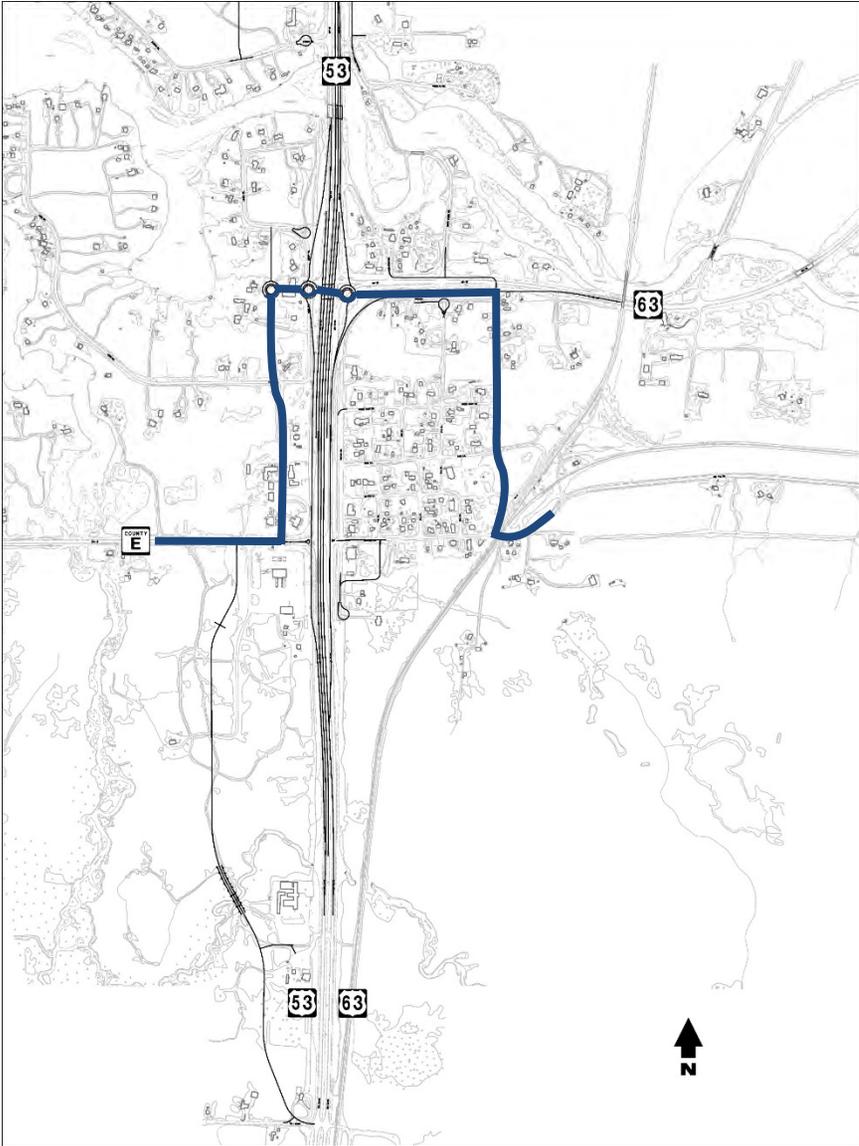
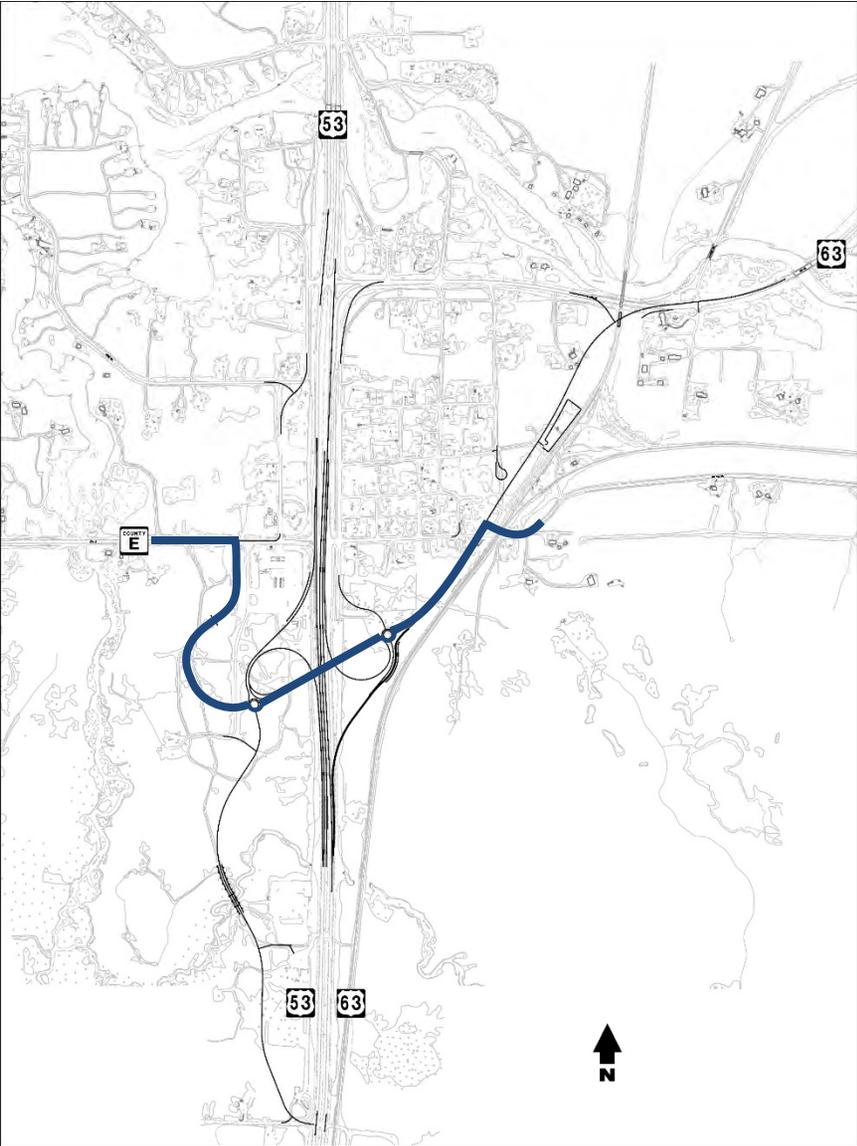
Route to Existing US 63 East from the South

# Comparison of Various Travel Routes



Route to Existing US 63 East from the North

# Comparison of Various Travel Routes



Route traveling east-west on County E/Oak Hill Drive



# Alternative Comparison

## ➤ Environmental Considerations

Consideration	Alternative 4	Local Interchange
Potato Creek	New crossing, wetlands	New crossing, wetlands
Namekagon River (In-water impacts)	Removal of Lakeside Rd. structure, relocate mussels, Federally Funded Park lands (4(f)/6(f))	Removal of Lakeside Road structure, relocate mussels, work within river to construct new northbound US 53 structure (requiring extensive federal permitting)
Namekagon River (Stormwater treatment)	Treat stormwater with rural ditches prior to discharging into river.	Extensive storm sewer system requiring storm water ponds for storm water treatment prior to discharging into river.
DNR Wild River State Trail	Maintain trail during construction	N/A
Wetland Impacts	0.6 Acres	0.7 Acres



# Alternative Comparison

## ➤ Construction Costs and Real Estate Considerations

Consideration	Alternative 4	Local Interchange	Percent Change
Construction Costs*	\$15.2M	\$23.2M	53%
Residential Relocations	7	8	14%
Commercial Relocations	1	3	200%
Total Acres to be Acquired	52.1	58.7	13%

\*Construction cost does not include right of way or relocation costs

**Alternative Matrix**  
I.D. 1197-00-00  
US 53 - US 63 Trago Project  
Washburn County  
(July 2016)

Criteria	R/W ACQUISITION BY LAND USE TYPE				RELOCATIONS		ENVIRONMENTAL CONCERNS				ESTIMATED CONSTRUCTION COST **** (\$ million)
	Upland/Woodland/ Open Space (acres)	Agricultural (acres)	Wetland (acres)	Total (acres)	Residential Homes ** (each)	Commercial Businesses ** (each)	Estimated Wetland Impacts (acres)	Noise Impacts (# receptors impacted)	Concern	Mitigation	
Alternative 4 from US 53 - Corridor Preservation Study (2014)*	51.2	0.0	0.9	52.1	7	1	0.6	1	1. Potato Creek (new stream crossing) 2. Namekagon River - Wild and Scenic River - Section 4(f)(1)/(2) Resource 3. Namekagon River - Wild and Scenic River - Section 4(f)(1)/(2) Resource 4. National Park Service Property - Section 4(f)(1)/(2) Resource 5. DNR Wild Rivers State Trail	1. New crossing of Potato Creek required to accommodate frontage road; minimize impacts to adjacent wetlands and Potato Creek itself with maximum slopes; relocate any impacted mussels within waterway. 2. Work in the Namekagon River for the removal of the deficient Lakeside Road structure; relocate any impacted mussels within waterway. No Section 4(f)(1)/(2) land conversion required. Removal of the Lakeside Road bridge will aid in enhancing usership around the NPS visitor center and the river while restoring the river to a natural condition with removal of the bridge. 3. Treat project area stormwater prior to discharge with rural ditches and select stormwater management areas to minimize impacts to the Namekagon River. No Section 4(f)(1)/(2) land conversion required. 4. No direct work on National Park Service Property; avoid direct impact with a retaining wall; coordinate access during construction; include project considerations for pedestrian crossing near visitor center. No Section 4(f)(1)/(2) land conversion required. 5. Maintain trail during reconstruction of the existing bridge over US 63; reconstruct the existing trailhead parking lot due to the realignment of US 63.	15.2
Local Interchange Alternative (May 2016)	57.8	0	0.9	58.7	8	3	0.7	***	1. Potato Creek (new stream crossing) 2. Namekagon River - Wild and Scenic River - Section 4(f)(1)/(2) Resource 3. Namekagon River - Wild and Scenic River - Section 4(f)(1)/(2) Resource 4. Namekagon River - Wild and Scenic River - Section 4(f)(1)/(2) Resource	1. New crossing of Potato Creek required to accommodate frontage road; minimize impacts to adjacent wetlands and Potato Creek itself with maximum slopes; relocate any impacted mussels within waterway. 2. Work in the Namekagon River for the removal of the deficient Lakeside Road structure and construction of new NB US 53 structure; relocate any impacted mussels within waterway. Removal of the Lakeside Road bridge will aid in enhancing usership around the NPS visitor center and the river while restoring the river to a natural condition with removal of the bridge. 3. Treat project stormwater prior to discharge; the proposed freeway section with barriers along US 53 will require a more extensive storm sewer system which concentrates sediment in the stormwater discharge. Real estate acquisition required for stormwater ponds to ensure adequate stormwater treatment prior to discharge to the Namekagon River. 4. Work in the Namekagon River for construction of new NB US 53 structure. While no Section 4(f)(1)/(2) land conversion will occur, work within the river will require extensive federal permitting and coordination through NPS to construct a new footprint within the river.	23.2

\* Information in matrix for this alternative takes into consideration modifications to original EA Alternative (i.e. West Frontage Road not extending south of Madley Road, no east or west access roads north of Namekagon River, etc.).  
 \*\* The estimated number of relocations are Preliminary and subject to change.  
 \*\*\* Full noise evaluation will be required; potential impacts due to grade raise at interchange and proximity of receptors.  
 \*\*\*\* Construction cost does not include right of way or relocation costs.

**Alternative Matrix (West Frontage Road Only)**  
I.D. 1197-00-00  
US 53 - US 63 Trago Project  
Washburn County  
(July 2016)

Criteria	R/W ACQUISITION BY LAND USE TYPE				RELOCATIONS		ENVIRONMENTAL CONCERNS				ESTIMATED CONSTRUCTION COST **** (\$ million)
	Upland/Woodland/ Open Space (acres)	Agricultural (acres)	Wetland (acres)	Total (acres)	Residential Homes ** (each)	Commercial Businesses ** (each)	Estimated Wetland Impacts (acres)	Noise Impacts (# receptors impacted)	Concern	Mitigation	
West Frontage Road (per Alternative 4 Interchange concept from Wild River Sports Access to Southbound Ramp Terminal)	12.6	0	0.9	13.5	1	0	0.6	0	1. Potato Creek (new stream crossing)	1. New crossing of Potato Creek required to accommodate frontage road; minimize impacts to adjacent wetlands and Potato Creek itself with maximum slopes; relocate any impacted mussels within waterway.	1.5
West Frontage Road (per Local Interchange concept from Wild River Sports Access to County E)	17.2	0	0.9	18.1	1	0	0.6	0	1. Potato Creek (new stream crossing)	1. New crossing of Potato Creek required to accommodate frontage road; minimize impacts to adjacent wetlands and Potato Creek itself with maximum slopes; relocate any impacted mussels within waterway.	1.6



# Schedule





## Schedule

Finalize Design Concepts  
Third Public Involvement Meeting

*Present selected alternative*

Finalize Environmental Document  
Begin Right of Way Acquisition  
Final Design Completed  
Construction

Late Summer 2016  
Fall 2016

Summer 2017  
Spring 2018  
Summer 2019  
As early as 2020



## Moving forward

Receive PIM comment forms

August 1, 2016

Individual property owner meetings

As requested



# Thank you for attending

Your attendance and comments are greatly appreciated!