

PROCEDURE FOR ESTABLISHING ACCESS CONTROL PROJECTS

1. Select projects from the State Access Management Plan (Tier 2a or 2b) and Corridor Management prioritization lists.
 - Field review to determine precise project limits.
 - Review the Six Year Program to determine if there is a pending improvement project where right-of way will be acquired. (If there is, consider acquiring access rights.)
 - Meet with local officials to discuss proposal and answer questions.
 - Send letters to the Bureau of Technical Services (BTS) Access Management Engineer and to local governmental units informing them about the proposal.
 - Verify there is local support for the proposal. (If there isn't, attempt to develop it.)
2. Create Project ID Number. There must be a separate project ID for each county on a project.
3. Obtain Basic Information.
 - Request aerial mosaic at 1" = 200'
 - Property ownership:
 - Obtain tax listing and tax parcel maps from the County Treasurer's office, preferably in a format that is GIS friendly (there may be a charge for the information);
 - Perform title search of the last deed of record and any access easements. In order to record the authorizations against parcels in Certified Survey Maps or subdivisions, the Register of Deeds will require a copy of the deed be attached to the authorization. Consider getting full title searches in areas with multiple parcels sharing driveways.
 - Obtain copies of Certified Survey Maps from County Surveyor's office;
 - Create computer list of ownership and addresses.
 - Locate existing access controls using:
 - Subdivision plats and Certified Survey Maps;
 - Access covenants (see Region Access Coordinator, Planning, Operations, and the Region Real Estate staff);
 - Previous right-of-way project or other 84.25 projects.
 - Highway Access Management System (HAMS).
 - Property deeds when access rights have been acquired.
 - Obtain auxiliary database for electronic deliverables for the Highway Access Management System form the BTS Access Management Engineer.
4. Conduct Engineering Studies.
 - Complete environmental screening worksheets (see [FDM 21-15-15](#)).
 - Notify appropriate clearinghouse (see [FDM 5-1-5](#)).
 - Request traffic forecast.
 - Request 3 years of accident records.
 - Check existing access for safety problems.
 - Field review driveway locations. Notify the county sheriff's department and state patrol when and where you will be doing driveway location surveys. If possible provide the names of staff that will be doing the work. Also notify the Town Chairman about the survey and why it is being done. Use appropriate roadway signing when conducting the survey. Additional guidance is available in the WisDOT booklet entitled, Work Zone Safety, Guidelines for Construction, Maintenance, and Utility Operations:

<http://www.dot.wisconsin.gov/business/rules/docs/wzsb.pdf>

Use a GPS device to obtain the location of the driveway. Locate both edges of the driveway at the edge of the right of way. Locations should be +/- 3-foot accuracy. Use the current WisDOT standard coordinates (NAD 83, 2007 Adjustment, Wisconsin County Coordinate System as of April 2012).

- Note locations on draft version of plan;
- Take photographs of access points in a jpeg format (the photo should include identifying information or have a location data incorporated into it) ;
- Locate any existing or pending driveway permits;
- Identify fire numbers associated with each driveway;
- Note areas where the moving or elimination of access should be considered (see discussion in [FDM 7-15-5.1](#)).

5. Draft Preliminary Access Control Map (see [FDM 7-15 Attachment 5.4](#) for sample.)

- See [Chapter 12](#) (Right-of-Way) - for map preparation standards.
- Verify that property owner names shown on map are current and correct.
- Add tax parcel numbers to parcels along with owners' names in the 40's adjacent to the highway only. If a parcel that has no frontage on the highway has an access easement or a driveway to the highway, include that parcel on the map.
- Locate driveways and verify local roads.
- Show current highway right-of-way.
- Note status and current use of private drives (PDs) -- PD not constructed, joint residential PD, agricultural PD, etc.
- Break map sheets at section lines, quarter lines, or 1/16th lines.
- Map sheets should be developed on CADDs in a ".DGN" format or as directed by the State Access Management Engineer.
- After completion of the preliminary map, do a thorough field review of the entire project. This entails driving the entire project and stopping by each driveway to see if it looks correct in relation to the plan, determine if any driveways were missed during the field survey, and discuss possible driveway relocations or removals. Restrictions should also be discussed, especially when multiple driveways or horse shoe driveways are located on a parcel, and where alternative access to another road exists. Potential joint driveways should also be considered.

6. Public Involvement

- See [Chapter 6](#) for a detailed explanation of the public involvement process.
- Keep the Access Management Engineer in the BTS informed about the progress of the public involvement process.
- Conduct a Local Officials Meeting.
 - Invite the County Highway Commissioner(s), County Planning and Zoning Administrator, Regional Planning Commission, Town, Village, and City Officials;
 - Ensure the controlled access proposal is not in conflict with county or local land use plans;
 - Explain the 84.25 process and enlist project support;
 - Provide information and brochures. Include example copies of deliverables from previous projects to help explain the process and what is required;
 - Make "Planning Highway Access" video available;
 - Show aerial exhibit, if necessary, and respond to questions;
 - Field review project if desired/necessary;
 - Offer to speak at the County Highway Committee, Town, Village and City meetings to explain the process, provide information, and obtain resolutions of support;
 - Obtain County and Town access policy and regulations.
 - Encourage expanding the State access control limits down side roads for 500 feet (or other specified distance) unless local access controls are sufficiently restrictive. This additional control can protect the functionality of the intersection. Provide form DT2049 "Resolution Agreeing to Control of Access Along Local Street or Highway" for their use.
- Notify landowners.
 - Send letter explaining project via United States Postal Service mail (note any returns, revise and resend based on changes);
 - Regional staff should meet personally with property owner if changes to current access are suggested or if owner desires a meeting.
- Create exhibit, using aerial mosaic, showing:
 - Property lines;
 - Owner's names;
 - Existing driveway locations and current use (from field review);
 - Town road/local road names;
 - Project limits.
- Hold a public involvement meeting (PIM) to explain the project.
 - This should be held a few months before the public hearing;
 - See [FDM 6-10](#), "Public Involvement- Public Involvement Meetings".
- **Maintain a Public Contract Log of all comments made and follow-up actions where appropriate.** Follow-up of the comments received at the PIM is important and should be done as soon after the PIM as possible. Some comments may not be relevant to the access control project and should be forwarded to the appropriate Regional staff. Access control projects can take several years to develop. The contact log documents various discussions with property owners and the decisions made relative to their property.

7. Public Hearing Process. See [FDM 6-15](#), "Public Involvement - Public Hearings".

- Determine the type of Public Hearing to hold, and document the reasons for that decision in the project file.

- Draft Hearing Notice. (See [FDM 7-15 Attachment 5.5](#) for sample notice if no environmental document is included. If an environmental document is included, see [FDM 6-15 Attachment 25.2](#), Notice of Public Hearing Template).
 - Select date and location (coordinate with locals and BTS Access Management Engineer). Location must be in the county of the project. If there are multiple counties, you must have a hearing in each county;
- Draft Project Statement.
- Assemble the following items (make them available at hearing and put in project file):
 - Hearing notice text;
 - List of official local newspapers;
 - Project location map;
 - Copy of approved environmental screening worksheet;
 - Public involvement worksheet;
 - County map;
 - Project statement.
- Publish Hearing Notice
 - A Class 3 hearing notice is required for an access-control project. (See text of this procedure)
 - The Region Communications Manager or Purchasing Agent arranges for the publication of notices in the official and other designated newspapers (must publish in the County where the project is located);
 - Send copy of notice to BTS Access Management Engineer for review prior to publication.
- Inform the BTS Access Management Engineer when a preferred location and date for the hearing have been determined.
 - See [FDM 6-15-20](#), Public Hearing Pre-Hearing Activities and [FDM 6-15-35](#) Preparing for a Public Hearing.
- Notify affected property owners by registered/certified mail.
- Prepare hearing statement (testimony).
- Show "Planning Highway Access" video at hearing. During an open format hearing this can be playing off to one side of the room.
- Post aerial photo exhibits.
- Document discussions with property owners.
- Send copy of official transcript to local officials. (Send at later date if unavailable.)
- Follow-up on comments made at the Hearing. Document actions taken in the Public Contact Log. As with the PIM, it is important to document and follow-up on comments as soon as possible after the Hearing.
- Prepare Post Hearing Report for submittal to the BTS Access Management Engineer that includes the following;
 - Overview
 - Introduction
 - Project description
 - Background
 - Public involvement
 - Project development
 - Public hearing
 - Recommendations and activities
 - Region recommendations
 - Future activities
 - Attachments
 - Public Involvement Meeting handout and minutes with follow-up on questions asked.
 - Public contact log
 - Notice of hearing and publication proof
 - Public hearing transcript with handouts and Public Statement, register of attendees, and photographs of hearing display exhibits
 - Public hearing minutes and follow-up on action items
 - List of owners.

8. Finding, Determination, and Declaration.

- Submit package of information to the BHD Director, to the attention of the Access Management Coordinator. Information should include:
 - Cover letter requesting project approval;
 - Post Hearing Report;
 - Summary of public contacts and follow-up actions;
 - Environmental screening worksheets;
 - Preliminary controlled access map;
 - Project location/limits map;

- Finding, Determination, and Declaration (**FDD**) -- to be approved/signed by BTS (See [FDM 7-15 Attachment 5.7](#) for sample FDD in recordable format);
- Address of official county newspaper(s) and/or newspapers used to publish the Hearing Notice.
- BTS will publish Finding, Determination, and Declaration in the same newspaper(s) the Hearing Notice was published in. Upon verification of publication, BTS will send the original signed FDD to the Region for recording at the Register of Deeds Office.
- Record/file Finding, Determination and Declaration with:
 - County Register of Deeds;
 - County Clerk;
 - County Highway Commissioner.
- Send the original, signed, recorded FDD to the BTS Access Management Engineer.

9. Finalize Controlled Access Map.

Map should comply with the WisDOT Statewide Guidelines for 84.25 Controlled Access Map and Authorizations (see FDM 7-15 Attachment 5. xxx).

- Create access authorization forms or notice of non-access forms (see [FDM 7-15 Attachment 5.3](#) for three examples of filled out authorization forms (DT2048)).
 - Verify that owner information and tax information is correct at the County Register of Deeds and the County Treasurer's Offices;
 - Do a quality control check of the information on the authorization forms;
 - Have final correct version of authorization forms and non-access forms approved by the Region Director and notarized;
 - A notice of Non-access forms (DT2047) is required for any properties which are not being given access to the highway because they have alternative access to the public road network; for adjacent railroad lines which have sufficient access to them via public road crossings; and for abandoned or closed local roads (see [FDM 7-15 Attachment 5.8](#) for a sample Notice of Non-access form);
- Each abutting property shall have either an authorization form DT2048, or a Non-access form.
- Send finalized access map pages to the BTS Access Management Engineer for the BTS Director's signature.
 - Attach cover letter with project summary.
- Printing
 - Copies needed:
 - 1 set for each local unit of government, as appropriate, plus a few extra.
 - Each property owner along project gets copy of the sheet showing his property.
 - One large copy for region planning area, if desired.
- Notify local officials of plan approval by letter.
- Record authorization forms and notice of non-access forms with the county Register of Deeds office.
 - Do a final check of ownership information in case there have been some recent changes in ownership, if necessary, modify the documents appropriately.
 - Include copy of project map sheet(s);
 - It may be necessary to submit in batches - coordinate with county Register of Deeds.
- Send copy of recorded authorization form with applicable plan page(s) to property owner
 - If there has been a change of ownership, include a letter briefly explaining the project and public involvement process to date so that they know what it is they are receiving.
 - Send by certified mail;
 - Resend any returns based on noted corrections if possible, or if correction cannot be made, file in project file.
 - Send original recorded authorization forms to the BTS Access Management Engineer,
 - Prepare the electronic data required for inclusion of the project in the Highway Access Management System. Contact the BTS Access Management Engineer for information on what is required.

10. Close Out Project.

- Create file for all project correspondence.
 - Include copy of project plan (plat) sheets.
 - Provide copy to Real Estate and Maintenance if desired.
- Periodically update the plan as needed.
 - See [FDM 7-15-10](#).
- File extra copies of plan in the planning area.

To obtain a working copy of this form go to <http://wisconsin.gov/Pages/global-footer/formdocs/default.aspx> to get to the WisDOT forms page then use the find function (Control F) to search the page for appropriate DT form.

Document Number
REVOCATION OF AUTHORIZATION FOR ACCESS TO
OR ACROSS A CONTROLLED-ACCESS HIGHWAY

Wisconsin Department of Transportation
 DT2050 8/2005 (Replaces ED1005)

Pursuant to the provisions of s.84.25 Wisconsin Statutes, the Department of Transportation has established a section of S.T.H. 67 in Walworth County, as a Controlled-Access highway, designated as Controlled-Access Project CA 1234-56-29, Darien - Avalon Road, (CTH X - STH 138), effective on and after August 6, 1951; as recorded in Volume 67 Page 235 Document Number 234567.

The Department of Transportation having heretofore given approval and consent to direct access between said highway and

The lands of the owner in the NW ¼ of the NE ¼ of Section 4, Town 4 North, Range 4 East, Town of Bradford, Walworth County, Wisconsin

by means of 2 Private Driveway(s) and Zero Special Crossing(s) or a Public Highway, located as follows:

One private driveway on the East side of STH 67, and one Agricultural driveway on the West side of STH 56,

does hereby revoke the above authorized access designated as:

Document 4565678 in Volume 23, Page 15, recorded on July 29, 1960 in the Walworth County Registry,

for the following reason(s):

Access is now provided via Cobblestone Road.

THIS NOTIFICATION, superseding any and all prior Authorizations, is issued to the following owner(s) of the above-described property, the heirs, successors and assigns.

 Hayden Morse
 (Owner Name)
 1234 Highland Avenue, Beloit WI 53123
 (Address)

 (Owner Name)

 (Address)

Wisconsin Department of Transportation

 (Signature for Region Director)
 Billy Bob Planner
 (Print Name)

 (Date)

State of Wisconsin)
) ss.
 _____ County)

On the above date, this instrument was acknowledged before me by the named person(s).

 (Signature, Notary Public, State of Wisconsin)

 (Print or Type Name, Notary Public, State of Wisconsin)

 (Date Commission Expires)

This space is reserved for recording data

Return to:

John Doe
 WisDOT SE Region Office
 141 NW Barstow Street
 P.O. Box 798
 Waukesha WI 53187-0798

Parcel Identification Number/Tax Key Number
 456734590-100

CONTROLLED-ACCESS HIGHWAY AUTHORIZATION

Wisconsin Department of Transportation
 DT2048 12/2011 (Replaces ED1002) (Exempt from s.706 Wis. Stats.)

Pursuant to the provisions of s. 84.25 Wisconsin Statutes, the Department of Transportation has established a section of S.T.H. 57 in Door County, as a Controlled-Access Highway, designated as Controlled-Access Project 1234-56-29, Dykesville - Sturgeon Bay,, effective on and after January 10, 2011 as recorded in Volume 158 Page 45 of the Door County Register of Deeds Office as Document Number 5678901.

The Department of Transportation approves and consents to direct access between said highway and the lands of the owner(s) in the Lot 1 of CSM 1345, Volume 8, Page 56, NW 1/4 of the NW 1/4 of Section 4, Town 26 North, Range 24 East, Town of Brussels, Door County, Wisconsin

by means of 1 Private Driveway(s)
 0 Special Crossing(s)
 0 Public Highway,

located as follows: one private driveway on the North side of STH 57.

The authorized access shall be located entirely within the limits of the above-described property subject to the terms and conditions as may be set forth by the Department from time to time to document the authorized connection or for work on the controlled access highway as required by s. 84.25 Wisconsin Statutes.

A SPECIAL CROSSING is to be used solely for travel between severed parcels under the same ownership; such use shall cease and the crossing shall be removed if such parcels pass into separate ownership.

This AUTHORIZATION may be revoked at any time by the Department of Transportation. This AUTHORIZATION does not create an interest in property for which compensation must be paid upon revocation or modification.

THIS AUTHORIZATION, supersedes and revokes any and all prior Authorizations and access covenants including the following. Document 456789 recorded March 6, 2011, is issued to the following owner(s) of the above-described property, the heirs, successors and assigns.

 Jim Citizen
 (Owner Name)
 N3456W1234 Highway 57, Brussels WI 54204
 (Address)

 Sally Citizen
 (Owner Name)
 N3456W1234 Highway 57, Brussels WI 54204
 (Address)

Wisconsin Department of Transportation

 (Signature for Region Director)
 Billy Bob Planner
 (Print Name)

 (Date)

State of Wisconsin)
) ss.
 Brown County)

On the above date, this instrument was acknowledged before me by the named person(s).

 (Signature, Notary Public, State of Wisconsin)
 Aye Emma Notry
 (Print or Type Name, Notary Public, State of Wisconsin)
 December 31, 2020
 (Date Commission Expires)

One driveway no restrictions

This space is reserved for recording data
 Return to:
 John Wurker
 WisDOT NE Region Office
 944 Vanderperren Way
 Green Bay WI 54304
 Parcel Identification Number/Tax Key Number
 12345-6789-00; 12345-6790-001

Sheet Number 4
 Project ID 1234-56-29

Driveway No. 28
 This instrument was drafted by Wisconsin DOT

Parcel No. 31

CONTROLLED-ACCESS HIGHWAY AUTHORIZATION

Wisconsin Department of Transportation
 DT2048 12/2011 (Replaces ED1002) (Exempt from s.706 Wis. Stats.)

Pursuant to the provisions of s. 84.25 Wisconsin Statutes, the Department of Transportation has established a section of S.T.H. 57 in Door County, as a Controlled-Access Highway, designated as Controlled-Access Project 1234-56-29, Dykesville - Sturgeon Bay,, effective on and after January 10, 2011 as recorded in Volume 158 Page 45 of the Door County Register of Deeds Office as Document Number 5678901.

The Department of Transportation approves and consents to direct access between said highway and the lands of the owner(s) in the NW 1/4 of the NW 1/4 and the NE 1/4 of the NW 1/4 of Section 4, Town 26 North, Range 24 East, Town of Brussels, Door County, Wisconsin. Further described in attached deed.

by means of 1 Private Driveway(s)
 0 Special Crossing(s)
 0 Public Highway.

located as follows: one joint private driveway on the North side of STH 57 located on Parcel 40 and to be shared with Parcels 40 and 41.

The authorized access shall be located entirely within the limits of the above-described property subject to the terms and conditions as may be set forth by the Department from time to time to document the authorized connection or for work on the controlled access highway as required by s. 84.25 Wisconsin Statutes.

A SPECIAL CROSSING is to be used solely for travel between severed parcels under the same ownership; such use shall cease and the crossing shall be removed if such parcels pass into separate ownership.

This AUTHORIZATION may be revoked at any time by the Department of Transportation. This AUTHORIZATION does not create an interest in property for which compensation must be paid upon revocation or modification.

THIS AUTHORIZATION, supersedes and revokes any and all prior Authorizations and access covenants including the following: , is issued to the following owner(s) of the above-described property, the heirs, successors and assigns.

 Jim Luxemburg
 (Owner Name)
 N3456W1234 Highway 57, Brussels WI 54204
 (Address)

 Sally Casco
 (Owner Name)
 34 Elm Street, Sturgeon Bay WI 54235
 (Address)

Wisconsin Department of Transportation

 (Signature for Region Director)
 Billy Bob Planner
 (Print Name)

 (Date)

State of Wisconsin)
) ss.
 Brown County)

On the above date, this instrument was acknowledged before me by the named person(s).

 (Signature, Notary Public, State of Wisconsin)
 Aye Emma Notry
 (Print or Type Name, Notary Public, State of Wisconsin)
 December 31, 2020
 (Date Commission Expires)

Joint driveway

This space is reserved for recording data
 Return to:
 John Wurker
 WisDOT NE Region Office
 944 Vanderperren Way
 Green Bay WI 54304
 Parcel Identification Number/Tax Key Number
 12345-6789-00; 12345-6790-001

Sheet Number 5
 Project ID 1234-56-29

Driveway No. 31
 This instrument was drafted by Wisconsin DOT

Parcel No. 38

CONTROLLED-ACCESS HIGHWAY AUTHORIZATION

Wisconsin Department of Transportation
 DT2048 12/2011 (Replaces ED1002) (Exempt from s.706 Wis. Stats.)

Pursuant to the provisions of s. 84.25 Wisconsin Statutes, the Department of Transportation has established a section of S.T.H. 57 in Door County, as a Controlled-Access Highway, designated as Controlled-Access Project 1234-56-29, Dykesville - Sturgeon Bay,, effective on and after January 10, 2011 as recorded in Volume 158 Page 45 of the Door County Register of Deeds Office as Document Number 5678901.

The Department of Transportation approves and consents to direct access between said highway and the lands of the owner(s) in the NW 1/4 of the NW 1/4 and the NE 1/4 of the NW 1/4 of Section 4, Town 26 North, Range 24 East, Town of Brussels, Door County, Wisconsin. Further described in attached deed.

by means of 3 Private Driveway(s)
 0 Special Crossing(s)
 0 Public Highway,

located as follows: one private driveway on the North side of STH 57 approximately 1000 feet west of School Road, one agricultural driveway for planting, maintaining and harvesting of crops, and/or animal husbandry on the North side of STH 57, and one single family residential driveway on the South side of STH 57.

The authorized access shall be located entirely within the limits of the above-described property subject to the terms and conditions as may be set forth by the Department from time to time to document the authorized connection or for work on the controlled access highway as required by s. 84.25 Wisconsin Statutes.

A SPECIAL CROSSING is to be used solely for travel between severed parcels under the same ownership; such use shall cease and the crossing shall be removed if such parcels pass into separate ownership.

This AUTHORIZATION may be revoked at any time by the Department of Transportation. This AUTHORIZATION does not create an interest in property for which compensation must be paid upon revocation or modification.

THIS AUTHORIZATION, supersedes and revokes any and all prior Authorizations and access covenants including the following: , is issued to the following owner(s) of the above-described property, the heirs, successors and assigns.

 Jim Luxemburg
 (Owner Name)
 N3456W1234 Highway 57, Brussels WI 54204
 (Address)

 Sally Casco
 (Owner Name)
 34 Elm Street, Sturgeon Bay WI 54235
 (Address)

Wisconsin Department of Transportation

 (Signature for Region Director)
 Billy Bob Planner
 (Print Name)

 (Date)

State of Wisconsin)
) ss.
 Brown County)

On the above date, this instrument was acknowledged before me by the named person(s).

 (Signature, Notary Public, State of Wisconsin)
 Aye Emma Notry
 (Print or Type Name, Notary Public, State of Wisconsin)
 December 31, 2020
 (Date Commission Expires)

3 driveways with restrictions

This space is reserved for recording data
 Return to:
 John Wurker
 WisDOT NE Region Office
 944 Vanderperren Way
 Green Bay WI 54304
 Parcel Identification Number/Tax Key Number
 12345-6789-00; 12345-6790-001

CONTROLLED-ACCESS HIGHWAY AUTHORIZATION

Wisconsin Department of Transportation
 DT2048 12/2011 (Replaces ED1002) (Exempt from s.706 Wis. Stats.)

Pursuant to the provisions of s. 84.25 Wisconsin Statutes, the Department of Transportation has established a section of S.T.H. 57 in Door County, as a Controlled-Access Highway, designated as Controlled-Access Project 1234-56-29, Dykesville - Sturgeon Bay, effective on and after January 10, 2011 as recorded in Volume 158 Page 45 of the Door County Register of Deeds Office as Document Number 5678901.

The Department of Transportation approves and consents to direct access between said highway and the lands of the owner(s) in the SW 1/4 of the NW 1/4 of Section 5, Town 26 North, Range 24 East, Town of Brussels, Door County, Wisconsin

by means of 0 Private Driveway(s)
 0 Special Crossing(s)
 1 Public Highway,

located as follows: one public highway, School Road, located on the North and South sides of STH 57.

The authorized access shall be located entirely within the limits of the above-described property subject to the terms and conditions as may be set forth by the Department from time to time to document the authorized connection or for work on the controlled access highway as required by s. 84.25 Wisconsin Statutes.

A SPECIAL CROSSING is to be used solely for travel between severed parcels under the same ownership; such use shall cease and the crossing shall be removed if such parcels pass into separate ownership.

This AUTHORIZATION may be revoked at any time by the Department of Transportation. This AUTHORIZATION does not create an interest in property for which compensation must be paid upon revocation or modification.

THIS AUTHORIZATION, supersedes and revokes any and all prior Authorizations and access covenants including the following, is issued to the following owner(s) of the above-described property, the heirs, successors and assigns.

 Town of Brussels
 (Owner Name)
 N3456 Town Hall Road, Brussels WI 54204
 (Address)

 (Owner Name)

 (Address)

Wisconsin Department of Transportation

 (Signature for Region Director)
 Billy Bob Planner
 (Print Name)

 (Date)

State of Wisconsin)
) ss.
 Brown County)

On the above date, this instrument was acknowledged before me by the named person(s).

 (Signature, Notary Public, State of Wisconsin)
 Aye Emma Notry
 (Print or Type Name, Notary Public, State of Wisconsin)
 December 31, 2020
 (Date Commission Expires)

Public Highway

This space is reserved for recording data
 Return to:
 John Wurker
 WisDOT NE Region Office
 944 Vanderperren Way
 Green Bay WI 54304
 Parcel Identification Number/Tax Key Number

Sheet Number 6
 Project ID 1234-56-29

This instrument was drafted by Wisconsin DOT

Road Name School Road

PROJECT ID: 8060-00-29
WITH: N/A

COUNTY: ST. CROIX

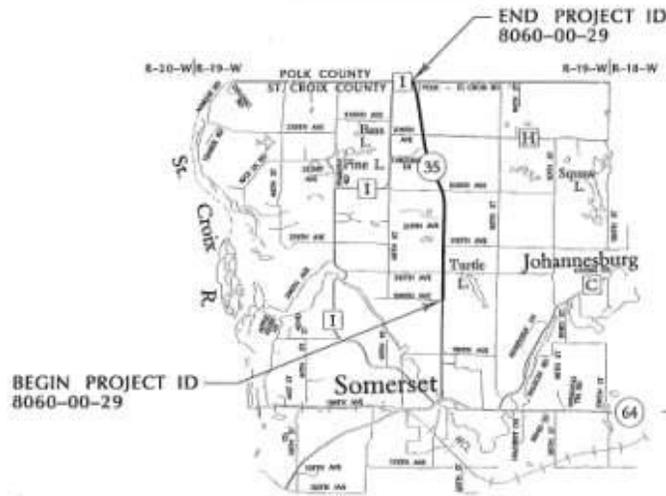
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
MAP OF CONTROLLED ACCESS
SOMERSET - ST. CROIX FALLS
200TH AVENUE TO NORTH COUNTY LINE
STH 35
ST. CROIX COUNTY

STATE PROJECT NUMBER
8060-00-29



CONVENTIONAL SIGNS AND ABBREVIATIONS

- STATE LINE
- COUNTY LINE
- TOWNSHIP AND RANGE LINES
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW CONTROL R/W LINE
- PROPERTY LINE
- CORPORATE LIMITS
- EASEMENT
- SECTION CORNER
- PRIVATE DRIVEWAY P.D.
- PROPERTY LINE P.L.
- PUBLIC HIGHWAY P.H.
- SPECIAL CROSSING S.C.
- LOG MILE L.M.
- AGRICULTURAL ENTRANCE AGR.
- RESTRICTED RSTR.



BEGIN PROJECT ID
8060-00-29

END PROJECT ID
8060-00-29

LAYOUT
SCALE 1" = 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 4.0 MI.

FRONT DETERMINATION AND DECLARATION
APPROVED BY THE WISCONSIN DEPARTMENT
OF TRANSPORTATION ON JULY 26TH 2011.
RECORDED ON SEPTEMBER 6TH 2011
AS DOCUMENT NUMBER 94899
IN THE ST. CROIX COUNTY REGISTRY.
EFFECTIVE ON AUGUST 25TH 2011
THE DATE OF PUBLICATION.



REVISED & AMENDED	THIS CONTROLLED ACCESS PLAN APPROVED AND ADOPTED PURSUANT TO FRONT DETERMINATION AND DECLARATION BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION
	DIRECTOR BUREAU OF TECHNICAL SERVICES with: <i>Robert Beale</i> Signature

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUS PROJECTS: ST. CROIX COUNTY PARCEL MAPPING

FILE NAME I:\P\1664\1650_3P_16_3TH35_STC\CAD007P\0000001.dwg

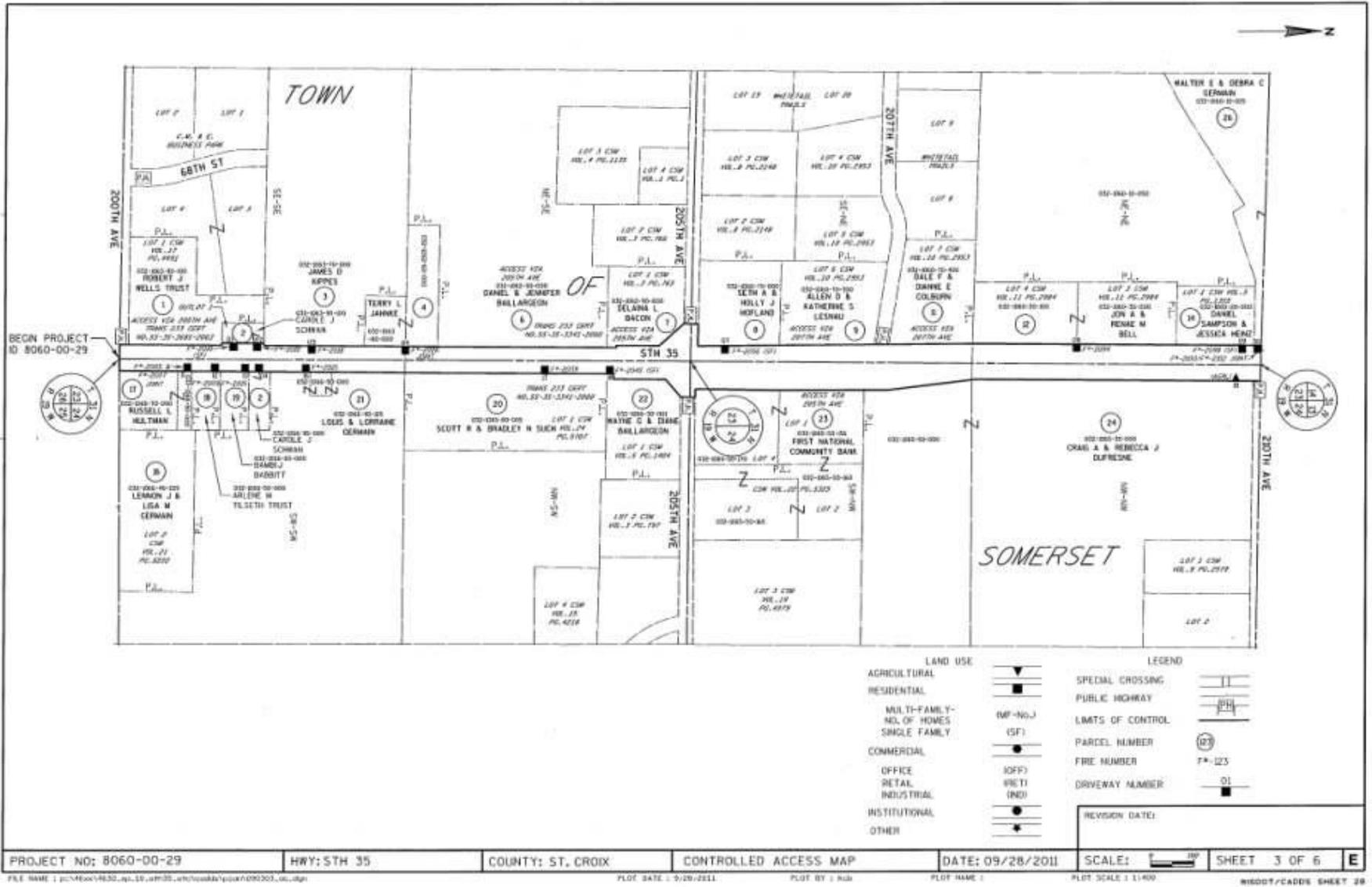
PLOT DATE : 05/9/2011

PLOT BY : KJB

PLOT NAME :

PLOT SCALE : 1/88

WISDOT/CADSDS SHEET 08



**NOTICE OF PUBLIC HEARING
FOR DESIGNATING AS A CONTROLLED ACCESS HIGHWAY
CERTAIN PORTIONS OF USH 12 IN SAUK COUNTY**

Notice is given that the Wisconsin Department of Transportation will hold a public hearing on the above matter at 7:00 pm on May 1, 2014 at the Town Hall, Town of Prairie Du Sac.

As an information service, staff from the Department's Region Office and the consultant, Short Elliott Hendrickson, will be present at the Prairie Du Sac Town Hall from 5:30 p.m. to 8:00 p.m. on the day of the hearing for informal discussion with interested persons. A map will be on display and a statement about the proposal will be available.

Information concerning the proposal is also available for inspection and copying at the Department's SW Region - Madison Office located at 2101 Wright Street Madison, WI 53704, telephone (608) 246 - 3800.

The highway segment(s) on the state trunk system proposed to be designated as a controlled access highway in accordance with Section 84.25, Wisconsin Statutes, named and officially laid out as USH 12 and located in the County of Sauk, is described as follows: Commencing from the intersection of CTH W and USH 12 thence heading in a southerly direction along the centerline of USH 12 to a point of intersection with Leuder's Road.

Provisions have been made for the submission of written statements of other exhibits in place of or in addition to the testimony presented at the public hearing. This additional testimony will be included in the official hearing transcript if mailed or faxed no later than May 15, 2014. Testimony is to be addressed to Wisconsin Department of Transportation, Nicholas Peterson, SW Region - Madison, 2101 Wright Street Madison, WI 53704.

The hearing site is ADA accessible. If you are deaf or hard of hearing and require an interpreter one will be provided if you contact Nicholas Peterson on or before April 21, 2014 at (608) 246 - 3864 (not a TDD Number), Monday through Friday 8:00 a.m. to 4:30 p.m. Calls can also be placed through the Wisconsin Telecommunications Relay System at 1-800-947-3529.

The Department will review all testimony presented and reserves the right to designate all or part of the above described section of USH 12 as a controlled access highway.

**Wisconsin Department of Transportation
Division of Transportation System Development
Project I.D. 1670-02-29**

Suggested Wording to Be Used on Authorizations

For use on DT2048, Controlled Access Highway Authorization, in the space following the words "located as follows:.."

Private Driveway

One private driveway, located on the XXXX side of STH 11 (Driveway No. XXX).

Private Residential Driveway

One private driveway, restricted to single-family residential use located on the XXXX side of STH 11. (Driveway No. XXX) Said authorization shall continue only as long as the land is used for such purpose.

Joint Residential Driveway

One joint residential driveway (located/shared) (on/with) Parcel Number X (OWNER), restricted to single-family residential use located on the XXXX side of STH 11. (Driveway No. XXX) Said authorization shall continue only as long as the lands are used for such purpose.

Private Agricultural Driveway

One private agricultural driveway restricted to agricultural purposes for the planting, maintaining and harvesting of crops, and/or animal husbandry located on the XXXX side of STH 11. (Driveway No. XXX) Said authorization shall continue only as long as the land is used for such purpose(s).

Joint Agricultural Driveway

One joint agricultural driveway (located/shared) (on/with) Parcel Number X (OWNER), restricted to agricultural purposes for the planting, maintaining and harvesting of crops, and/or animal husbandry located on the XXXX side of STH 11. (Driveway No. XXX) Said authorization shall continue only as long as the lands are used for such purpose(s).

Private Commercial Driveway

One private commercial driveway restricted to commercial uses located on the XXXX side of STH 11. (Driveway No. XXX) Said authorization shall continue only as long as the land is used for such purpose.

Joint Commercial Driveway

One joint private commercial driveway (located/shared) (on/with) Parcel Number X (OWNER), restricted to commercial uses located on the XXXX side of STH 11. (Driveway No. XXX) Said authorization shall continue only as long as the lands are used for such purpose.

Special Crossing

Special Crossing XXX is authorized for the sole access of severed parcels under the same ownership across STH XXX. Such use shall cease and the crossing shall be removed if such parcels pass into separate ownership

All of the above descriptions can be further restricted by identifying the exact location of a driveway. For example, "... located on the west side of STH 11, 1,000 feet west of the CTH G intersection", or "...located north of the drainage ditch on the west side of STH 11", or "... located within the westerly 500 feet of highway frontage on CSM 1237 Lot 2".

There may be cases where additional restrictions are warranted.

To obtain a working copy of this form go to <http://wisconsin.gov/Pages/global-footer/formdocs/default.aspx> to get to the WisDOT forms page then use the find function (Control F) to search the page for appropriate DTxxxx.

Document Number

FINDING, DETERMINATION, AND DECLARATION

Wisconsin Department of Transportation
DT2243 12/2010 s.84.25 Wis. Stats.

The Wisconsin Department of Transportation is establishing a Certain Controlled-Access Highway in Barron County, Wisconsin, with reference to rural portions of a certain United States Highway in the Village of Turtle Lake, the Town of Almena, and the Town of Crystal Lake.

The Wisconsin Department of Transportation, referred to as the DEPARTMENT, judging that public safety, convenience, and the general welfare require effective and special control of traffic entering upon or leaving rural portions of a certain United States Highway in Barron County, Wisconsin, as officially laid out and known as United States Highway 63, beginning at the intersection with United States Highway 8 near the Village of Turtle Lake and extending northeasterly along the centerline of United States Highway 63 to the west intersection with State Trunk Highway 48 near the City of Cumberland, for a net centerline distance of approximately 10.94 miles, and having made traffic engineering surveys, investigations, and studies as required by law, and having held a public hearing in the matter on August 4, 2010, from 5:00 p.m. to 7:00 p.m. at the Cumberland Middle School, in the City of Cumberland, Barron County, Wisconsin, following notice duly given by three separate publications in the Barron News-Shield on July 14, 2010, July 21, 2010 and July 28, 2010; in the Cumberland Advocate on July 14, 2010, July 21, 2010 and July 28, 2010; and in the Rice Lake Chronotype on July 14, 2010, July 21, 2010 and July 28, 2010 having general circulation in the area and having done all things in the manner required by law to be done by the DEPARTMENT.

This space is reserved for recording data

Return to:

Wisconsin Department of Transportation
Dena Young
1701 North 4th Street
Superior, WI 54880

The Wisconsin Department of Transportation finds, determines, and declares:

- I. That it is necessary in the interest of public safety, convenience, and the general welfare that the rural portions of the officially laid out United States Highway, including appurtenant ramps and connecting roadways in the right of way, beginning at the intersection with United States Highway 8 in the NW 1/4 of the SE 1/4 of Section 30, Town 34 North, Range 14 West, Village of Turtle Lake, and extending northeasterly along the centerline of United States Highway 63 to the west intersection with State Trunk Highway 48 in the NE 1/4 of the SW 1/4 of Section 12, Town 35 North, Range 14 West, Town of Crystal Lake for a net centerline distance of approximately 10.94 miles of controlled access and identified in the DEPARTMENT files as Controlled Access Project 1550-10-29, Turtle Lake - Spooner, USH 8 to West Junction STH 48, USH 63, as officially laid out, all in Barron County, Wisconsin, be and is hereby designated and established a controlled-access highway as authorized and otherwise provided by Section 84.25 of the Wisconsin Statutes.
- II. That the average traffic potential on the rural portions of said state trunk highway is in excess of 2,000 vehicles per 24-hour day.
- III. That controlled-access highways within the state, inclusive of the highways designated, do not exceed the 1,500-mile limitation imposed by law.
- IV. That the general controls to be exercised over traffic entering upon or leaving such controlled-access highways are the following:
 - (1) The owners or occupants of abutting lands shall have no right or easement of access by reason of the fact that their property abuts on the controlled-access highway or for other reasons, except only the controlled right of access and of light, air, or view.
 - (2) Where said controlled-access highway is established over a previously existing public highway open and used for travel, the highways, private driveways, and special crossings which opened into or connected with such public highway and which the DEPARTMENT deems are reasonably located and not likely to create undue hazard as of the effective date of this Finding, Determination, and Declaration are or will generally be authorized and approved for entrance upon and departure from the controlled-access highway. The Director of

the Bureau of Technical Services or his authorized representative will give written notice of such authorization or approval to the owner or occupant of the land served thereby in the case of driveways and special crossings, and to the municipality having jurisdiction in the case of intersecting local public highways, provided, however, that the continuous and future use of such authorized and approved highways, driveways, and special crossings shall be subject to the statutes and regulations governing controlled-access highways and regulations of the DEPARTMENT generally applicable.

- (3) After the effective date of publication of this Finding, Determination, and Declaration, no street or highway or private driveway or special crossing shall be opened onto or connected with the controlled-access highway without the written consent and approval of the DEPARTMENT, which shall be given only if the public interest shall be served thereby, and shall specify the terms and conditions on which such consent and approval is given.
 - (4) Access to new divisions or parcels of land bordering the controlled-access highway, created subsequent to the effective date of this Finding, Determination, and Declaration, unless otherwise approved by the DEPARTMENT in writing, shall be via the access facilities that served the original tract of property.
 - (5) No person shall have right of entrance upon or departure from or travel across any controlled-access highway or to or from abutting lands, except in places designated and provided for such purposes and on such terms and conditions as may be specified from time to time by the DEPARTMENT.
 - (6) Whenever property held under one ownership is severed by a controlled-access highway, the DEPARTMENT may permit a crossing at a designated location to be used solely for travel between the severed parcels; provided, however, that upon the change in conjunctive use of said lands or partial change of ownership or leasehold interest, this right of crossing shall be forfeited and shall cease unless expressly extended by the DEPARTMENT.
 - (7) Where and when a service road, separated from the roadway(s) for through travel of the controlled-access highways, is established, opened to public travel, and maintained by or under specific approval of the DEPARTMENT, the right of direct access between the abutting property and the near roadway for through travel authorized under this Finding, Determination, and Declaration shall cease, and in lieu thereof, there shall be the right of direct access between the abutting property and the near service road and via the service road to and from the nearest roadway for through travel of the controlled-access highway at places where the service road connects with the roadway for through travel. The access between abutting property and a service road shall be usual right of access that prevails for highways not designated controlled-access highways.
 - (8) Private driveways and special crossings on controlled-access highway right of way shall be subject to the current driveway design and construction requirements of the DEPARTMENT. Private driveways and special crossings shall be reasonably surfaced, drained, and maintained by the owner or occupant of the property without damage to the public highway. The DEPARTMENT may subsequently require that existing driveways or entrances be altered to conform to current driveway design standards and regulations.
- V. That lands that abut or adjoin with or are traversed by this controlled-access highway are listed in their respective towns, and sections, and in a direction from South to North, as follows:
- (1) Village of Turtle Lake, Township 34 North, Range 14 West
 - a. Section 30, NW¼-SE¼, NE¼-SE¼
 - (2) Town of Alma, Township 34 North, Range 14 West
 - a. Section 30, SE¼-NE¼, SW¼-NE¼, NE¼-NE¼
 - b. Section 19, SE¼-SE¼
 - c. Section 20, SW¼-SW¼, NW¼-SW¼, SW¼-NW¼, NE¼-NW¼, NW¼-NW¼
 - d. Section 17, SW¼-SW¼, SE¼-SW¼, NE¼-SW¼, NW¼-SW¼, SW¼-NW¼, SE¼-NW¼, NE¼-NW¼, NW¼-NW¼
 - e. Section 8, Gov't Lot 6, SW¼-SE¼, Gov't Lot 5, NE¼-SE¼, SE¼-NE¼
 - f. Section 9, NW¼-SW¼, SW¼-NW¼, SE¼-NW¼, NW¼-NW¼, NE¼-NW¼, NW¼-NE¼
 - g. Section 4, SE¼-SW¼, SW¼-SE¼, NW¼-SE¼, SW¼-NE¼, SE¼-NE¼, NE¼-NE¼
 - h. Section 3, NW¼-NW¼
 - (3) Town of Crystal Lake, Township 35 North, Range 14 West
 - a. Section 34, SW¼-SW¼, SE¼-SW¼, NE¼-SW¼, NW¼-SE¼, SW¼-NE¼, SE¼-NE¼, NE¼-NE¼
 - b. Section 35, NW¼-NW¼
 - c. Section 26, SW¼-SW¼, SE¼-SW¼, NE¼-SW¼, NW¼-SE¼, SW¼-NE¼, SE¼-NE¼, NE¼-NE¼

- d. Section 25, NW¼-NW¼
- e. Section 23, SE¼-SE¼, NE¼-SE¼, SE¼-NE¼, NE¼-NE¼
- f. Section 24, SW¼-SW¼, NW¼-SW¼, SW¼-NW¼, NW¼-NW¼
- g. Section 14, SE¼-SE¼, NE¼-SE¼, SE¼-NE¼, NE¼-NE¼
- h. Section 13, SW¼-SW¼, NW¼-SW¼, SW¼-NW¼, NW¼-NW¼
- i. Section 12, SW¼-SW¼, NW¼-SW¼, NE¼-SW¼

- VI. That private driveways, special crossings, and intersecting public highways as authorized by the DEPARTMENT as of the effective date of this Finding, Determination, and Declaration and as may be authorized, altered, or revised appear in the records of the DEPARTMENT.
- VII. That this Finding, Determination, and Declaration is made and approved for the Wisconsin Department of Transportation by the Director of the Bureau of Technical Services on 6/23/2011 to be published on 7/13/11 and be recorded in the Office of the register of Deeds in Barron County, and that all Authorizations for Access, Notices of Nonaccess, Revocations of Authorizations for Access to or Across a Controlled-Access Highway, and other pertinent documents appertaining, also be recorded in the Office of the Register of Deeds.

Wisconsin Department of Transportation

 (Director, Bureau of Technical Services) (Date)
 Rebecca S. Burkel
 (Print Name)

Informational Notice: Maps illustrating the location of the highway and areas of lands fronting on the highway as described in the foregoing Finding, Determination, and Declaration will be subsequently on file and available for the inspection and information of persons interested, in the offices of the Wisconsin Department of Transportation, 4802 Sheboygan Ave., Madison, Wisconsin; in its Regional office(s) at 1701 North 4th Street, Superior, Wisconsin. Such maps are entitled, "Map of Controlled Access, Turtle Lake - Spooner, USH 8 to West Junction STH 48, USH 63, Barron County, Controlled Access Project ID 1550-10-29."

Project ID 1550-10-29	This document need not be notarized as per s.706.001(2)(a) Wis. Stats. This instrument was drafted by the Wisconsin Department of Transportation.	County Barron
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To obtain a working copy of this form go to <http://wisconsin.gov/Pages/global-footer/formdocs/default.aspx> to get to the WisDOT forms page then use the find function (Control F) to search the page for appropriate DTxxxx.

Document Number
NOTICE OF NONACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY

Wisconsin Department of Transportation
DT2047 8/2005 (Replaces ED1001)

Pursuant to the provisions of s.84.25 Wisconsin Statutes, the Department of Transportation has established a section of S.T.H. 46 in Dane County, as a Controlled-Access Highway, designated as Controlled-Access Project 1234-56-29, Delavan - Elkhorn Road, (South Shore Drive - Elm Ridge Road), effective on and after August 6, 1951 as recorded in Volume 25 Page 36 Document Number 3456789.

The Department of Transportation having in accordance with said Finding, Determination and Declaration controlled the access between said highway and the lands of the owner(s) in the

NW ¼ of the NW ¼ of Section 23, Town 5 North, Range 8 East, Town of Sharon, Dane County, Wisconsin. Further described in the attached deed.

in the following manner: No Direct Access

does issue this notice of nonaccess to or across the said Controlled-Access Highway for the following reasons:

Access is available from Lynx Road

THIS NOTIFICATION, superseding all prior Notices or Authorizations, is issued to the following owner(s) of the above-described property, the heirs, successors and assigns.

This space is reserved for recording data

Return to:

John Doe
WisDOT SW Region Madison Office
2101 Wright Street
Madison WI 53705

Parcel Identification Number/Tax Key Number
12345678-456

Nolan Page!

(Owner Name)

121 W Washington St., Janesville WI 53545

(Address)

Rylan Page!

(Owner Name)

1114 Barnes Street, Delavan WI 53115

(Address)

Wisconsin Department of Transportation

(Signature for Region Director)

Billy Bob Planner

(Print Name)

(Date)

State of Wisconsin)
) ss.
Dane County)

On the above date, this instrument was acknowledged before me by the named person(s).

(Signature, Notary Public, State of Wisconsin)

Emma Notry

(Print or Type Name, Notary Public, State of Wisconsin)

December 31, 2017

(Date Commission Expires)

Sheet Number 4 of 8
Project ID 1234-56-29

This instrument was drafted by Wisconsin DOT

Parcel No. 36

WisDOT Statewide Guidelines for §84.25 Controlled Access Map and Authorizations

(10/27/11)

The following guidelines shall be used in the development of a new Controlled Access Map (Map) and for appropriate documents. A field review of the project may show that there are circumstances in which these guidelines cannot be strictly adhered to without causing undue hardship to the parcel; the Project Manager (PM) should apply common sense and good judgment when making decisions.

A. Map Development - General

1. The Map shall be developed using the most current right-of-way plat or plats.
2. The Map shall show property lines based upon the current tax parcel maps, at the time of Map development, of the county in which the access control project is being completed.
3. The Map shall be developed in cardinal directions, e.g. south to north and west to east.
4. Parcel numbers shall be sequenced by Map page beginning with Parcel number 1 on Map page 1 with the first parcel beginning on the west side of the highway for south to north segments and on the north side of the highway on west to east segments. Parcel numbers on the second and subsequent pages shall begin with the next sequence number from the previous page.
5. Access (driveway) numbers shall be sequenced beginning with Parcel 1 on Map page 1, as with the parcel numbers, the access numbers on the second and subsequent pages shall begin with the next sequenced number from the previous page.
6. Exception areas to the Map are areas where §84.25 controls are not applied. This includes:
7. Incorporated areas of a City or Village that have urban cross sections
8. Segments where access is controlled under §84.29 or §84.295 or by purchase under §84.09. (Where all access has been purchased on both sides of the highway, other than for vision corners, the length of what was purchased shall be treated as an exception to the Map.)
9. Minimum length of exception should be no less than one quarter mile.
10. Segments of highway which have 20 or more existing accesses per mile shall also be excluded from the Map.

B. Map Development - Specific

1. Segments of highway which have existing purchased access control under §84.09 shall be depicted with diamonds; typically these will be vision corners at public road intersection or short segments of prior access control. A notation which includes the Project ID under which access was purchased shall be included on the Map for each purchased area. Accesses shall not be shown on the Map nor Authorizations issued for any access within the areas of purchased control. Start and stop points for the purchased control area shall be shown, but no dimensions will be indicated. For segments of highway which an entire quarter, quarter has purchased access control shall be shown as an exception to the designation and should not be included in the Findings, Determination and Declaration (FD&D). If part of the quarter, quarter is not covered under the purchased control then the quarter, quarter should be included in the FD&D.
2. For portions of the roadway where access is controlled by covenants or under Trans 233, no diamond symbols shall be used. Access shall be included on the Map along with the Trans 233 certification number and date of certification. The Map shall also show the limits of the Trans 233, however the Map shall not list covenant information.
3. Parcels with existing accesses that have access agreements or easements to the highway, or have use of a joint access, shall be included in the Map, even if the parcels do not abut the highway.
4. The Map shall exclude descriptive information regarding parcels outside of the project limits, even if they are owned by the same person who owns a contiguous parcel within the project limits. Project limits are the abutting quarter, quarters.
5. Parcel owner names shown on the Map shall be written exactly as they are shown in the county real estate records (last deed of record, etc).
6. The Map shall include Lot number and the recording data of a CSM, should one exist for the parcel.

7. The Map shall include the recording data for a sub-division, should one exist abutting the highway.
8. The Map shall, by symbols, depict type of access in use at the time the Map is developed. If a driveway has multiple uses, select the symbol for the predominant use. With the exception of the symbol for a Public Road, solid symbols shall be used as follows:

■	= Residential.
▲	= Agricultural.
●	= Commercial.
●	= Institutional.
★	= Other.
PH	= Public Highway/Road.

9. Fire numbers shall be displayed next to the access symbols.
10. If there is an access covenant associated with a parcel, the access permitted under the covenant shall be shown. The covenant information shall not be shown on the Map.
11. If the parcel shown on the Map has access via a side road, and the access is outside the limits of WisDOT's lateral access control, the access can be shown, but not numbered.
12. Every sheet of the Map shall show the name of the incorporated and or unincorporated municipality which abuts the highway, e.g. City, Village, Town or Hamlet.
13. In general, labels are to be oriented so that they are read from the bottom to the top, and left to right. However, directional labels, such as quarter, quarter labels are to be orientated in the same direction as the north arrow.
14. Tax IDs shall be shown for all parcels to which the §84.25 controls apply. (Tax ID's are not needed for recording purposes as no property is being transferred, they do however assist in tracking any land divisions that occur subsequent to the development of the Map).

C. Accesses: Numbers and Types

1. Every parcel (or contiguous parcels under the same ownership) will have at least one unrestricted access onto a public roadway (not necessarily a state highway) regardless of the current use of the land.
2. Parcels which currently have no direct access to the highway and access is via an alternative public road shall have on the parcel a statement indicating 'Access via *Name of Local Road*'. i.e. 'Access via 200th Ave.'
3. If a parcel has alternative public road access, all existing accesses shall be restricted and described (e.g. C-Store) to its current specific use. Commonly used restrictions are: agricultural, utility/service, commercial and residential.
4. If an access is restricted, the Map shall show in parentheses () under the access symbol the type of restriction e.g. agri. for agriculture, res. for residential etc., shall be shown in the parentheses.
5. Accesses to agricultural outbuildings shall be restricted to agricultural use.
6. If a parcel's only access is via a horseshoe driveway, one access shall be restricted to the current use of the parcel. The PM will determine which access location will be restricted.
7. If inspection of the aerial Map or field review shows that an access is used jointly and verified by each parcel owner, the access shall be shown as a joint use access, regardless of whether an easement is included in the property deed. However, the joint use to each parcel shall be restricted if alternative access or multiple accesses are available to the parcel using the joint access. If the joint access is not located on the property line between parcels, then chicken scratch symbols shall be used to show access to each joint use parcel.
8. Access for each parcel in use for agricultural purposes will be authorized, regardless of number – unless the property owner agrees to remove one or more of the accesses.

9. In the situation of a special crossing, the access to the lands on either side of the highway should be directly opposite each other.
10. For a parcel that currently has no access to the highway and is landlocked; an un-constructed access shall be shown on the Map at a location which meets minimum safety and engineering requirements. Label the access as "(unconst.)" and make sure to add it to the legend. Ask the owner what the future use will be and use the appropriate symbol. If future use is unknown, use the residential access symbol.
11. The PM shall be notified of any illegal access found during the inventory along portions of the road that are already access controlled. The PM will notify the Region Access Coordinator of the illegal access and work with the Maintenance section and have them removed.
12. A photo log shall be developed. Each driveway shall be photographed and numbered with the number corresponding to the assigned driveway number on the Map.

D. Recorded Access Documents

1. All Authorizations which have a restricted access, the restriction which applies to the access shall be described within the Authorization, e.g. Agriculture, Agriculture use is described as:
A private driveway is authorized, restricted to agricultural purpose(s) for the planting, maintaining and harvesting of crops, and/or animal husbandry. Said authorization shall continue only as long as the land is used for such purpose(s).
2. Access Authorizations associated with a condominium development will be issued to the condominium association, not to individual owners.
3. Names shown on the Map and Authorizations should be written exactly as they are shown in the county real estate records (deeds, etc).
4. The Authorizations shall include Lot number and the recording data of the CSM, if one exists for the parcel.
5. In the situation where a parcel owner owns additional parcels that are not on the Map but are contiguous to the parcels shown on the Map: the legal description for the parcels not shown on the Map shall not be listed on the Authorization.
6. Only one parcel should be listed on each Authorization, even if it is a joint use access with another parcel.
7. Authorizations for joint use access shall be given to each parcel of record and shall cross reference with all other parcels of record. They shall be issued Authorizations and the quarter quarters which they include shall be listed in the Authorizations and in the FD&D.
8. If the parcel is not authorized to have access to the highway because there is alternative public road access, a Notice of Non-Access shall include the name of the alternative access public road.
9. Authorizations for parcels which have previous permits, covenants or control under Trans 233, use the following language: "THIS AUTHORIZATION, supersedes and revokes any and all prior Authorizations and covenants including the following:_(insert the name and recording information for the document)_, is issued to the following owner(s) of the above-described property, their heirs, successors and assigns."
10. Authorizations for u-shaped accesses shall restrict one of the accesses to the parcels current use (typically the driveway which provides the least amount of spacing distance from another existing access, excluding its' paired access,) unless the parcel has alternative or additional access in which case both maybe restricted to the current use.
11. Tax ID's shall be included in the Authorizations and Notice of Non-Access for all quarter, quarters or lots which the document will be recorded against. Only abutting Tax ID's shall be included in the documents, with the exception of a non-abutting parcel which has access by easement to the highway. (Also note B-14)

E. Miscellaneous

1. The mileage estimate provided by the Region will be corrected for the FD&D and Map by Central office. (Initial estimated miles is calculated using STH Log reference points)
2. In most cases, WisDOT will request lateral access control along local roads intersecting the highway (500' desirable, 250' minimum). This is done to protect the operating functionality of the intersection

and to provide a safe intersection. In some cases, more or less distance may be appropriate and should be determined through the initial scope trip. The legal description that should be included in the resolution to be passed by the local Town Board should read the same as the description provided on the road Authorization form.

84.25 Controlled Access Public Interest Statement
For Adding A Public Road to an Existing Controlled Access Highway
State Trunk Highway 65 – Controlled Access ID 1540-08-29
(I-94 to USH 12 West Segment)
St. Croix County

I. Introduction

The Wisconsin Department of Transportation (Department) in the interest of the public safety, convenience and general welfare and transportation planning has designated State Trunk Highway (STH) 65 in St. Croix County as a Controlled Access Highway pursuant to §84.25 on May 21, 2002.

The Department has received a request from the village of Roberts (Village) for a new public road intersection onto this segment of STH 65. Said public road would be a Village street connection.

II. Location

The location of the new street connection falls between 70th Avenue and CTH TT.

III. Consideration

§84.25(4) allows the Department the ability to authorize new street connections if it is in the public interest to do so.

The Department has evaluated the following items in pursuing a determination as to whether the requested access would be in the public interest.

- The public road location is identified in the Village's long- range transportation plan which was done in coordination with the Department.
- The requested public road location is identified in a cooperative Village-Department plan for future arterials in this area. The proposed public road is identified as the connection between the existing STH 65 to a planned jug-handle interchange on the proposed future arterial system that could become relocated STH 65.
- The requested public road location could improve the safety and operations of existing STH 65 by providing an alternative connection for the east side of the 70th Avenue and STH 65 intersection. The current 70th Ave. intersection is located 1000 feet north of the IH 94 & STH 65 interchange and creates operational and safety issues for this interchange traffic. The requested public road location could provide an alternate route from 70th Avenue to STH 65 and allow for consideration of closing or restricting the existing 70th Street intersection at STH 65.
- The Village has provided a platted subdivision proposal that includes road connections to other abutting properties and thus allows this requested public road access to serve all property between it and other existing intersections. Thus no other public road intersections are identified as being needed in the future on this segment of STH 65.
- The Village has provided information that this requested public road access would serve both the east side and west side of STH 65, and thus preclude the need for any future public road requests on the west side as well.
- The Department approved a Map of Controlled Access on this segment of STH 65 on April 21, 2003. At that time, the Department was still working with the Village, County, and Town to develop and ultimately finalize their long-term transportation plan. The Department indicated it would allow an additional public road access on the segment of STH 65, but wanted to wait until the long-term transportation plan was completed before it specifically located said public access on the map. Past practice of identifying the location of a future public road access points as being 'somewhere within an entire parcel' has proven problematic and the Department wished to avoid those legal concerns.

CORRESPONDENCE MEMORANDUM **State of Wisconsin**
Division of Transportation Systems Development

Date: November 15, 2014

To: Rebecca Burkel, Director
Bureau of Technical Services

Through: John Doe, Manager
Acquisition & Services Section

From: Michael Roach
Access Management Engineer
Utility & Access Unit

Subject: **84.25 Access Modification Request Decision Document**
Town of Roberts – St. Croix
State Trunk Highway 65 – Controlled Access ID 1540-08-29
(I-94 to USH 12 West Segment)

Request to modify access.

Public Connection Request on STH 65 between CTH TT & 70th Ave.
The Department has received a request from the village of Roberts (Village) for a new public road intersection onto this segment of STH 65. Said public road would be a Village street connection.

Highway information: STH 65 a 2 lane divided facility Classified as a Minor Arterial

Statewide Access Management Plan (SAMP) Status –Tier 2A

Existing access controls: STH 65 is currently a Controlled Access Highway

ADT: STH 65 = 9,600 in 2009

POSTED SPEED LIMIT: 45 MPH

Technical input:

The basis for the village request is the new street connection follows the village's long range transportation plan and would improve the safety and operations of WIS 65 in the future.

The long range transportation plan in this part of the village calls for relocating WIS 65 to the east, and this portion of WIS 65 would become a village street. The requested street connection would connect the existing WIS 65 roadway to a planned jug-handle interchange on the relocated roadway.

Region input:

The safety and operations of WIS 65 would be improved in the future by providing an alternative connection for the 70th Avenue intersection. The current 70th Ave. intersection is located 1000 feet north of the I94 & WIS 65 interchange. This proximity to the interchange ramps has presented challenges in the past to upgrading the intersection for higher traffic volumes on 70th Ave. If the requested intersection is authorized and constructed it would allow the removal of 70th Ave from WIS 65 in the future.

The village has reviewed the access request in regards to the multiple properties in the area. The requested location will provide access to the majority of properties abutting WIS 65 between 70th Ave. and CTH TT

My Recommendation:

This area is reserved for Mike Roach's recommendation on the decision.

Please indicate below the decision regarding this request.

Comments (John Doe):

Concur Disagree Modify _____

John Doe, Manager Date
Acquisition & Services Section

Comments (Don Greuel/Dave Simon):

Concur Disagree Modify

Don Greuel, Manager Date
Project Services Section

Comments (Rebecca Burkel):

Concur Disagree Modify

Rebecca Burkel, Director Date
Bureau of Technical Services

Report for Wisconsin Department of Transportation

Controlled Access Update Project
WIS 26–County Line
WIS 60
Dodge County
I.D. 3042-00-29

Posthearing Report and
Access Control Project Development

Prepared by:
David Kreitzmann, WisDOT
Terry L. Genske, R.L.S.

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Project No. 1089.273

September 2011



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- 1.01-1 WIS 60

APPENDICES

APPENDIX A-PUBLIC INVOLVEMENT MEETING SIGN-IN SHEET

APPENDIX B-PUBLIC INVOLVEMENT MEETING MINUTES

APPENDIX C-PUBLIC CONTACT LOG

APPENDIX D-PUBLIC HEARING TRANSCRIPT

- EXHIBIT 1 Public Hearing Welcome Statement/Handout
- EXHIBIT 2 Project Statement for Project 3042-00-29
- EXHIBIT 3 Public Hearing Sign-in Sheet
- EXHIBIT 4 Photographs of Hearing Room
- EXHIBIT 5 WIS 60 Access Control Fact Sheet
- EXHIBIT 6 Public Hearing Meeting Schedule
- EXHIBIT 7 Affidavit of Publication from the Watertown Daily Times and the Beaver Dam Daily Citizen

APPENDIX E - PUBLIC-HEARING MINUTES

APPENDIX F - FOLLOW-UP FROM VERBAL AND WRITTEN COMMENTS MADE AT THE PUBLIC HEARING

APPENDIX G - LIST OF OWNERS