US 151 Freeway Conversion Study

Local Officials Meeting #4

July 18, 2016

Beaver Dam Common Council Chambers

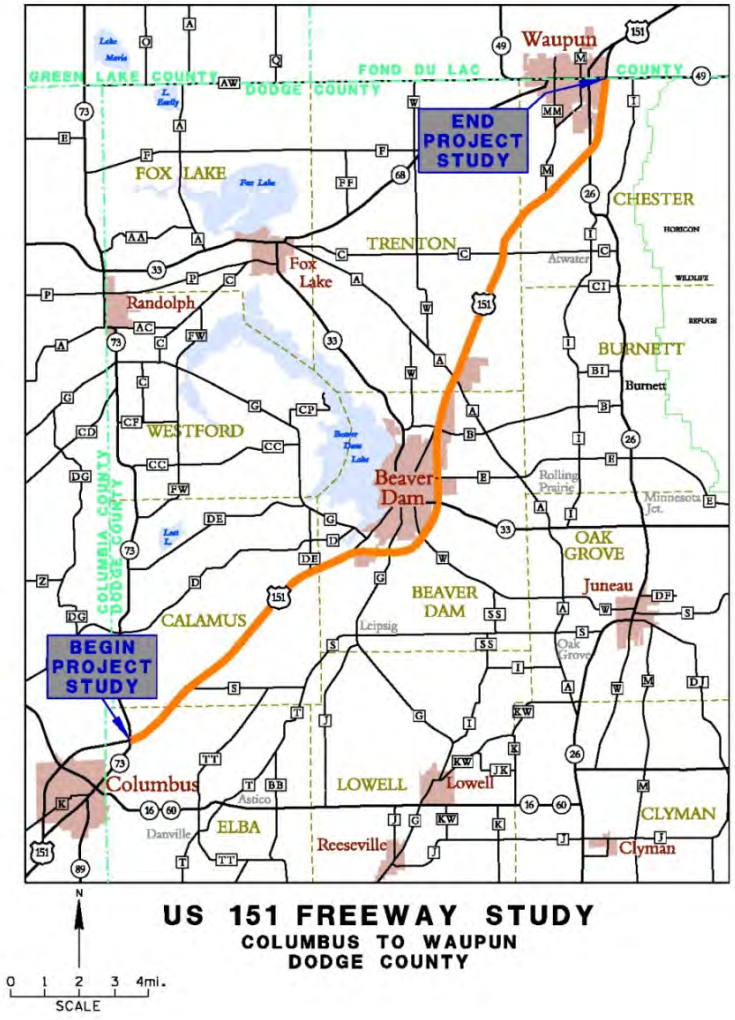
MEETING AGENDA

- Project Overview
- Review purpose and need of study
- Discuss official “mapping” process
- Discuss stakeholder concerns to date
- Summarize impacts of freeway conversion
- Discuss alternatives carried forward and the Recommended Alternative
- Gather input

PROJECT STAFF

- Wisconsin Department of Transportation
  - Brandon Lamers – DOT Supervisor
  - Mark Westerveld – DOT Project Manager
  - Tom Koprowski – DOT Transportation Planner
  - Colleen Hoesly – DOT Transportation Planner
  - Greg Messling – DOT Real Estate Specialist
- Ayres Associates
  - Matt Barr – Project Manager
  - Dan Schrum – Design Engineer
- TranSmart Technologies
  - Charles Wade – Transportation Planner

PROJECT STUDY AREA



Project limits

- Columbus to Waupun
- WIS 73 interchange to WIS 49 interchange
- Total length approx. 27 miles

PURPOSE OF STUDY

- Analyze US 151 corridor for conversion to freeway facility (Majority of US 151 within study limits is currently an expressway)
  - Expressway
    - Four-lane divided roadway
    - Limited access to mainline for side roads and private entrances
  - Freeway
    - Four-lane divided roadway
    - Access to mainline only allowed at interchanges

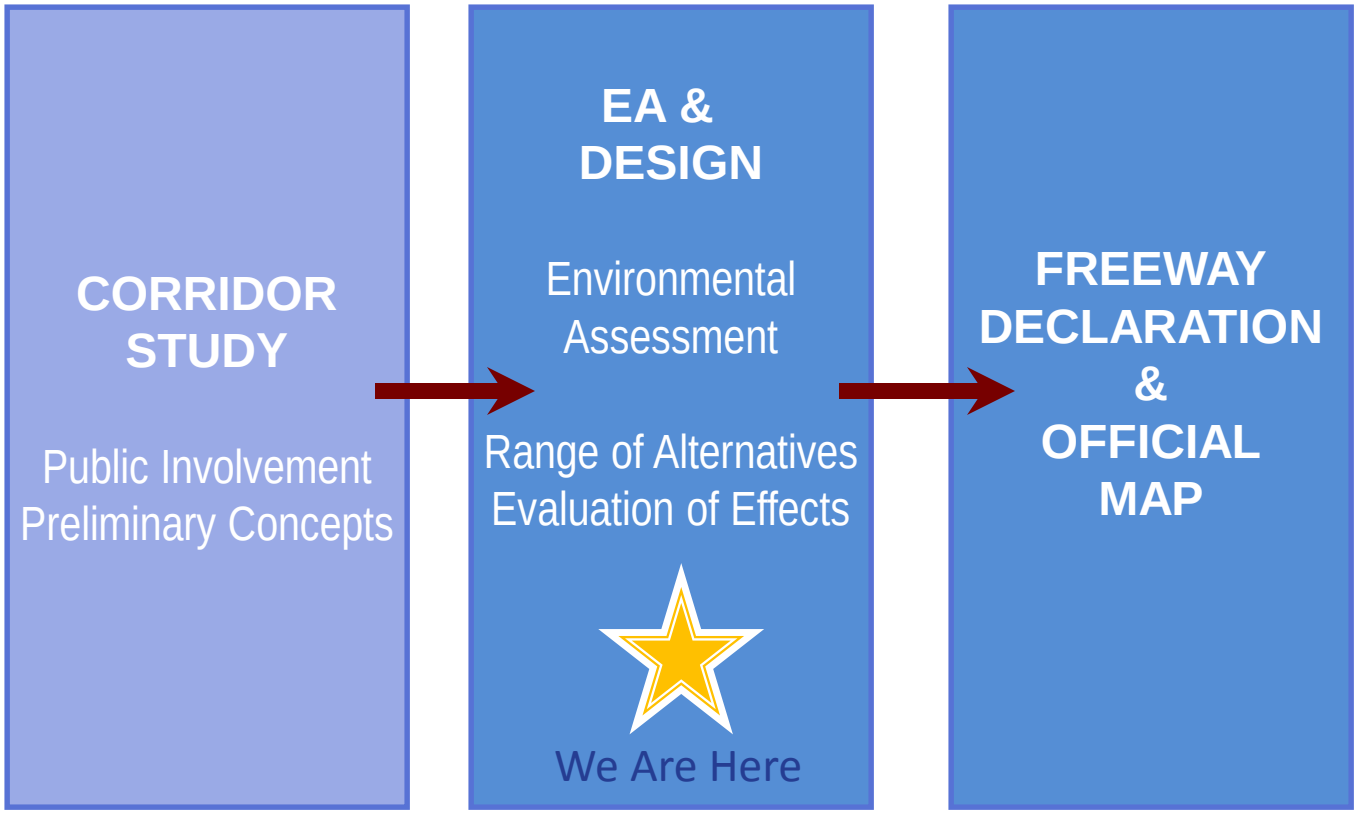
EXISTING CORRIDOR HISTORY

- Columbus Bypass - 1991
- Columbus to Beaver Dam Expressway - 1993
- Beaver Dam Bypass - 1996
- Beaver Dam to Waupun Expressway - 1997
- Beaver Dam Bypass – 2008
- County D Interchange - 2011
- STH 33 – 2014
- Guardrail replacement project - 2014

PROJECT NEED

- Long-term plan and importance of highway
  - Connections 2030 Backbone Route
- Corridor Preservation
- Address increasing growth and development
- Facilitate planning for future land use and transportation needs
- Maintain long-term safety and operations

PROJECT STUDY PHASES



WIS. STATUTE 84.295 & OFFICIAL MAP

- State Statute (Wis. Stat. 84.295(10)) authorizes WisDOT to create and update an official map for future freeways and expressways
- An official map allows WisDOT to preserve, protect, and set aside future right-of-way for US 151 where freeway design is being planned
- An official map also informs and enables landowners, the public, and local agencies to plan their future in ways that won't conflict with the future highway improvements

WHAT WILL WISDOT OFFICIALLY MAP?

- WisDOT will map and preserve land required to convert US 151 to a freeway under Wis. Statutes 84.295(10) including:
  - Interchanges
  - Grade separations (overpass/underpass)
  - Alterations to existing public and private access points
  - Alterations, removals, or additions to the local road system

SUMMARY OF FREEWAY CONVERSION

Existing interchanges likely to remain

- WIS 73 - Full diamond interchange
- County D – Reconstructed to full diamond interchange in 2012
- County G - Full diamond
- WIS 33 - Full diamond
- Industrial Drive - Half diamond
- County B - Full diamond

STH 73 Interchange

SUMMARY OF FREEWAY CONVERSION

Existing interchanges likely to remain

- County A - Full diamond
- County M
  - 2 movements allowed now
- WIS 26 - Full diamond
- WIS 49 - Full diamond

County A Interchange

SUMMARY OF FREEWAY CONVERSION

Side roads

- Access to US 151 relocated to interchanges
- Modifications to local road network required
- Desirable distance between ramp terminals and frontage road is ¼ mile, min. 1,000’
- Overpass or underpass crossings of US 151

Redwood Road

SUMMARY OF FREEWAY CONVERSION

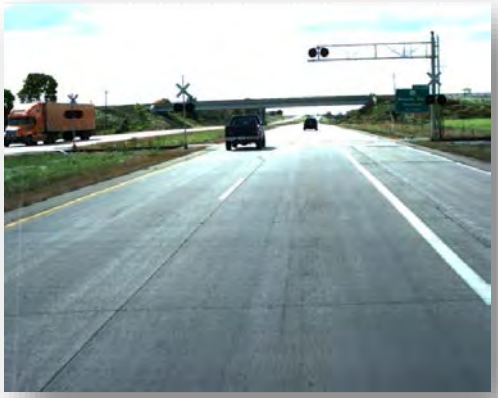
Private access

- All direct access removed from US 151 include:
  - Commercial entrances
  - Driveways
  - Agricultural entrances
- Access to US 151 only at interchanges
- Frontage roads to provide connections to interchanges and local roads

SUMMARY OF FREEWAY CONVERSION

Eliminate at-grade railroad crossings

- Crossing of Wis. Southern east of Beaver Dam
  - Raise US 151 over railroad
  - US 151 spans both railroad and County E
- Crossing of Wis. Southern south of Waupun
  - Raise US 151 over railroad
- Overpass of Union Pacific crossing south of Beaver Dam to remain



PROJECT STATUS & PUBLIC INVOLVEMENT

- Environmental Data Collection
- Agency Input
- Developed Preliminary Concepts
- Completed a Value Planning Study
- Held 3 Public Involvement Meetings and 3 Local Officials Meetings
- Refined Preliminary Concepts and Developed a Recommended Alternative

WHAT WE HAVE HEARD

- Division of farm properties resulting from loss of at-grade crossings of US 151
- Possible need to create alternative crossings of US 151 to serve farmers
- Longer and less direct commutes for some residents on/near the US 151 corridor
- Need for new local roads or extended driveways to replace direct access to US 151
- Impact on existing and proposed crossings for recreational users (snowmobiles, bicycles, etc.)

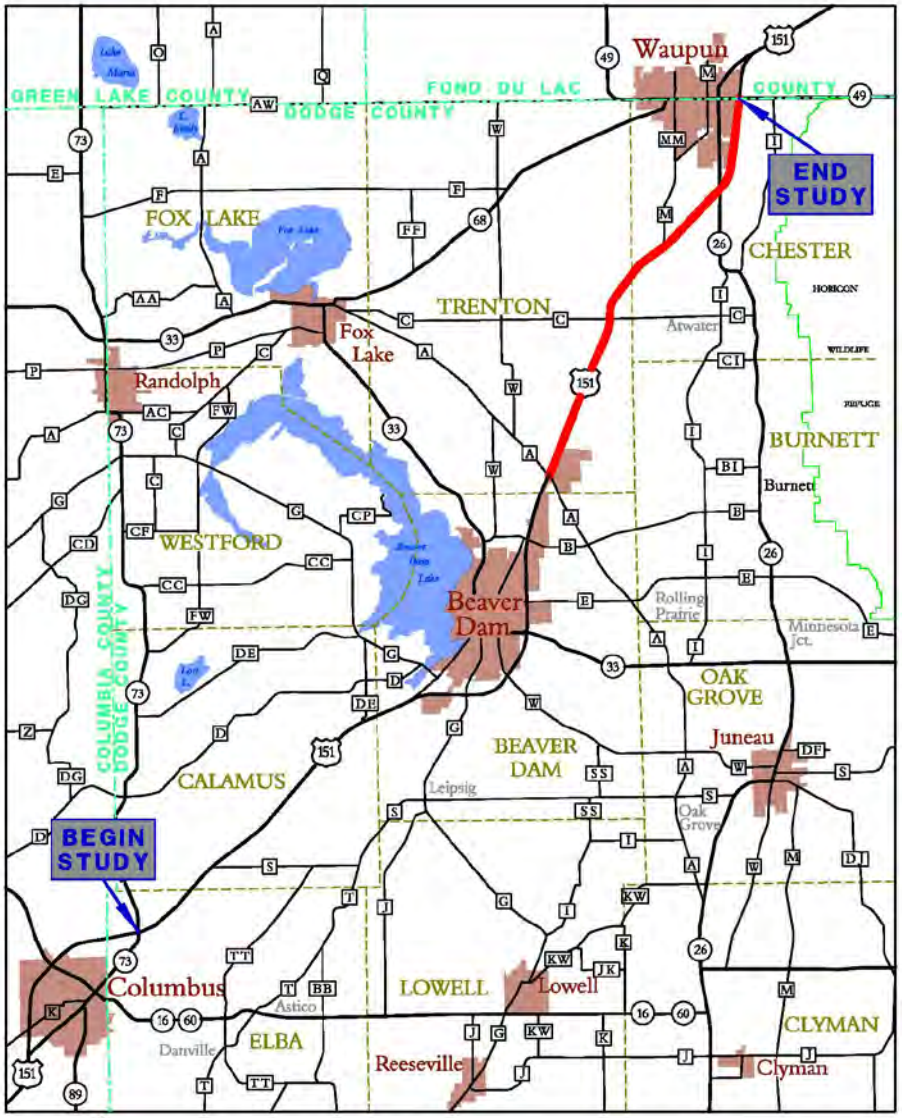
WHAT WE HAVE HEARD

- Concern related to business access on Klatt Road
- Possible disincentive for non-agricultural development near the US 151 corridor where access is eliminated
- Possible increased pressure to develop near potential new interchanges
- Possible removal/relocation of buildings
- Likely increases in traffic on remaining routes with access to US 151
- Safety concerns at County C intersection

ALTERNATIVES ANALYSIS

STUDY SECTIONS

- South Section
  - Columbus to Beaver Dam
- Central Section
  - Beaver Dam
- North Section
  - Beaver Dam to Waupun



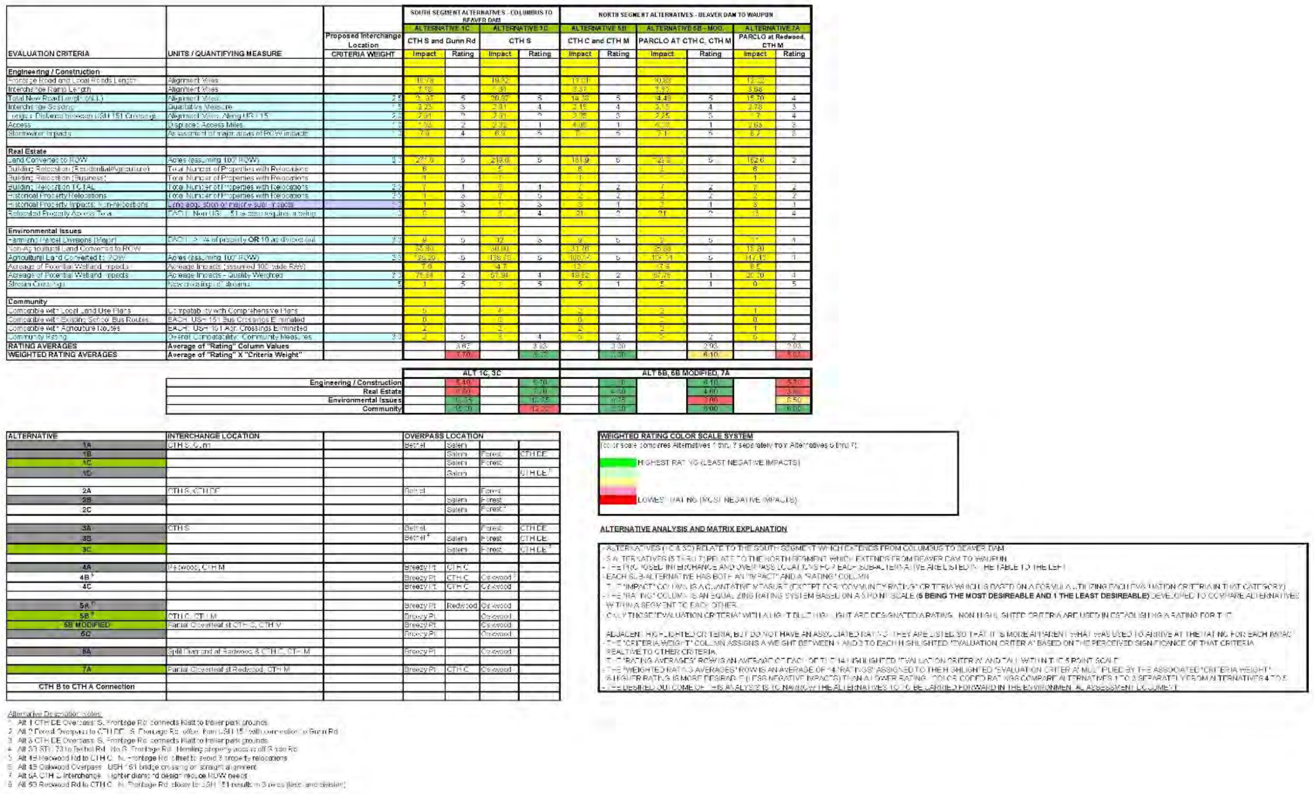
ALTERNATIVES ANALYSIS

5 Alternatives Identified for Further Analysis

- 2 South Section Alternatives: Columbus to Beaver Dam (1C, 3C)
- 3 North Segment Alternatives: Beaver Dam to Waupun (5B, 5B Modified, 7A)
  - 5B Modified – new alternative since the last round of public meetings; includes a partial cloverleaf interchange with County C vs. diamond
- Central Section Alternative: Beaver Dam

ALTERNATIVES ANALYSIS

Factor Matrix Evaluation



RECOMMENDED ALTERNATIVE

- South Section: Columbus to Beaver Dam (3C)
- North Section: Beaver Dam to Waupun (5B)

RECOMMENDED ALTERNATIVE

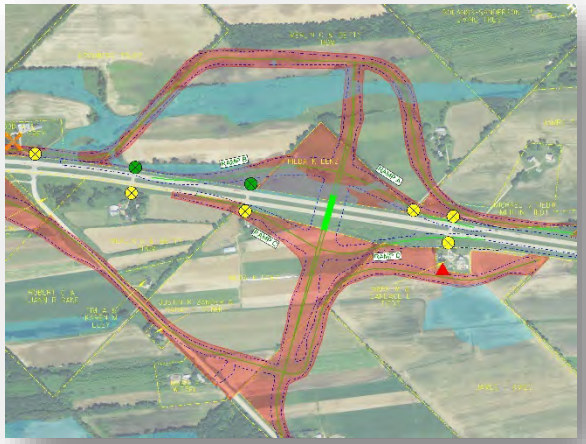
SOUTH SECTION

Interchange at County S

Overpasses at Salem Road, Forest Road and County DE

Reasons selected as the Recommended Alternative:

- Best Factor Matrix score
- Interchange spacing
- Less building relocations
- Less total land converted to ROW



RECOMMENDED ALTERNATIVE

CENTRAL SECTION

Consistent approach for all alternatives

Overpass of County E and Wisconsin & Southern RR

Frontage road connection from Kellom Road to Hemlock Road

RECOMMENDED ALTERNATIVE

NORTH SECTION

Interchanges at County C and County M (half diamond)

Overpasses at Breezy Point Road and Oakwood Road

Reasons selected as the Recommended Alternative:

- Best Factor Matrix Score
- New interchange with County C vs. Redwood Road
- Conventional interchange design at County C
- Less total land converted to ROW
- Less wetland impacts

WHEN WILL CONSTRUCTION OCCUR?

- Wis. Stats. 84.295 and official mapping does not include construction
- No construction or project dollars are programmed at this time
- Possibly programmed, funded, and constructed over several decades or phases
- Funding is examined statewide
- Short-term options may also be considered such as intersection improvements and driveways and/or median alterations

What's Next?

Public Involvement Meeting #4	August 4th, 2016
Environmental Document	2016 – 2017
Prepare Official Map	2019 - 2021

Project contacts

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Project website

http://wisconsindot.gov/Pages/projects/by-region/sw/151/default.aspx

FEEDBACK/COMMENTS

- Please provide feedback and any comments you may have
- Use the comment forms

QUESTIONS?