# 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



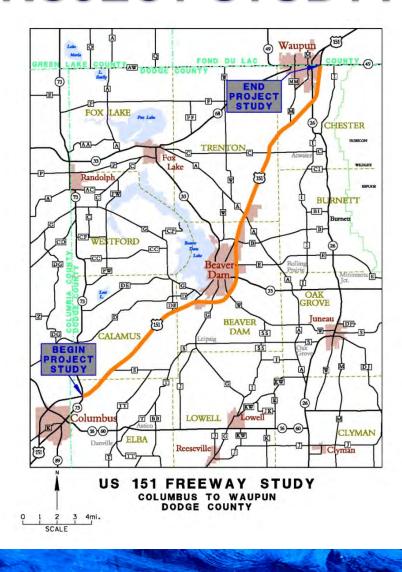
## PROJECT STAFF

- 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



## 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



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



### 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



### 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





## 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**

|   |  |                                    | SOUTH SE   | GHENT ALTE   | RHATIVES C   | OLUMBUSTO  |        | NORTH SEGN   | E STALILISMATE   | ES-BLAVER DA   | TO WAUPUN  |  |
|---|--|------------------------------------|--|--|--|--|--------|--|--|--|--|--|
|   |  |                                    | ACTES  | STRE 1C  |  | NATIVE SC  | ALTERN | WITHE SE   | ALTERNATI  | VESE-MOD.  | ALTERNA  | ATIVE 7A   |
|   | Contract of the Contract of th | Proposed Interchange<br>Location   | CTH S an   | CTH S and Gunn Rd CT   |  |  | CTHC   | nd CTH M   | PARCLO AT  | CTHC, CTHM   | PARCLO at  |  |
| ALUATION CRITERIA   | UNITS / QUANTIFYING MEASURE  | CRITERIA WEIGHT                    | Impact   | Rating   | Impact   | Rating   | Impact | Rating   | Impact   | Rating   | impact   | Rating   |
| alecodes I Cossinistico   |  |                                    |  | -  |  | -  |        |  |  |  |  | _  |
| gineering / Construction  | Alignment Wiss   |                                    | 112.178  |  | 19.32  |  | 17101  |  | 90.83  |  | 19:02  |  |
| rohange Romo Length   | Alignment Wiles  |                                    | 7.18   |  | × 30   |  | 3.37   |  | 3.90   |  | 3,68   |  |
| d New Read Long(* (761.)  | Algument Vites:  | 2                                  | 2.at   | - 5  | 20,37  | - 5  | 14,35  | - 5  | 14,49  | .5   | 15.70  | 4  |
| rcharge Scaono  | Quartativa Messure   |                                    | 2.23   | - 3  | 281  | 4  | 2.19   | 4  | 2,15   | . 4  | 2.78   | 3  |
| gas Diskerschelessen USH 151 Grössing   | Alignment Miles, Along HS 115  | - 2                                | 734  | - "  | 2.01   |  | 3.00   | - 3  | 235  | - 2  | 7  | - 4  |
| 035   | Displace: Access Miles   |                                    | 1,03   | 4  | 232  | 1  | 4085   | 1  | 4.7  | 1  | 2.63   | - 3  |
| nwain tripads   | As sasgment of major areas of Bodev impacts  |                                    |  | -  | D.S.   | -  |        | - 2  | 7.1  |  | 67   |  |
| Estate  |  |                                    |  |  |  | 1  |        |  |  |  |  |  |
| Converted to HOW  | Acres (essuming 107 ROW)   | - 5                                | 25.3   | - 0  | 218.6  | 5  | 181.9  | 5  | 723 8  | 5  | 162.6  | 2  |
| fire Releasion (Residential/Sprenture)  | Total Number of Properties with Relocations  |                                    | 6  |  | - 3  |  | - 8    |  | 1 2  |  | - 6  | 9  |
| ting Relocation (Business)  | Total Number of Proporties with Recognitions   |                                    | - 1  |  | -1   |  |        |  |  |  | 1  |  |
| an; Relocation TOTAL  | Fota Number of Properties with Decorations   | 2:                                 | -7   | 1  | - 6  | _1_  | - V    | 2  | 1  | 2  | 7  | 2  |
| prical Property Relocations   | Hiotal Number of Properties with foe ocations.   | 2.                                 |  | - 3  | - U  | - 5  | - W -  | 2  | 2  | 2  | - 2  | 2  |
| orical Procedy Impacts; Son-re-cestions   | ump acquistion or majory sual impacts  | -                                  |  | 3  |  | 4  | 3 1    | 1  | 300  | 1  | -3-  | 1  |
| relad Proposity Aprela Total  | FACIT Non-UST - 51 is compresquing a tring   |                                    | - 5  | - 2  | - 5  | 4  | - 23   | -2   | - 25   |  | - 1  | - 4  |
| ronmental Issues  |  |                                    |  | _  |  | _  |        |  |  |  |  |  |
| rians Perest Divisions [Fejor]  | DACH In Winfproperty OR 10 ac divove cell  | 1                                  | J.   | - 5  | 12   |  | 9.     | D  | 120  | - 5  | 10.0   | A  |
| Apricultural Land Conversions RCW   |  |                                    | 92.80  |  | 30.00  |  | 3176   |  | 23   |  | 15:30  | 100  |
| bultural Land Convented to POW  | Acres (263, ming 100' RCW)   | 31                                 | 135,20   | -5   | 138,78   | 5  | 100004 | 5  | 15:31  | - 5  | 147.12   | 11   |
| age of Poterliar Welland, repeds  | Acreage Intracts (assumed 100 vide RWV)  |                                    | 7.0  |  | 4.7  |  | 120    |  | 13.5   |  | 9.5  |  |
| eage of Potential Webland Impedits  | Acresse Impacts - Quality Weighted   |                                    | 75.64  | 2  | 57.94  | 4  | 4992   | 2  | 15/78  | 1  | 20.70  | 1  |
| sančius (g)   | Networkings of aboves  |                                    | 1  | - 5  | - 5  | - 5  | - 5    | 1  |  | 1  | 0  | - 5  |
| mmunity   |  |                                    | _  | _  |  | _  | -      |  |  | _  | _  | -  |
|   | Compatability with Comprehensive Plans   |                                    | - 1  | _  | - 6  | _  |        |  | - 2  | -  | -1   | _  |
|   |  |                                    | - 6  | +  | -0   | 1  | n      |  | -  | _  | n  |  |
|   | FACH TISH 151 Bus Crossins Finurated   |                                    |  |  |  |  |        |  |  |  |  |  |
| parible with Existing School Bus Routes   | EACH: US+151 Bus Crossings E nurated<br>EACH: US+151 Apr. Crossings Eliminated   |                                    | - 2  |  | -2-  |  | 2      |  | 2-   |  | 1  |  |
| incaritre with Existing School Bus Routes<br>misritre with Agnouture Routes<br>minut by Risting   | District Comparability Community Measures  | 3                                  | 2  | . 5  | 30   | - 4  | 0      | 2  | - 2  | 2  | - 5  | 2  |
| ncaribre with Existing Servor Bus Routes,<br>ncaribre with Agriculture Routes<br>northing Research<br>INIO AVERAGES   | EACH US-10 LAD. Crossings biminited<br>0 and Umpata fith: Community Negs, tes<br>Average of "Rating" Column Values<br>Average of "Rating" X "Criteria Weight"  | ineering / Construction            | 2  | 5<br>387<br>170<br>ALT<br>540  | 16,3¢  | 4<br>3 i3<br>5 :7  | 0      | 2<br>330<br>730<br>730   | ALTER, 68  | 2 93<br>6 10<br>AODIFIED, 7A   | 5  | 2<br>203<br>500  |
| membe with coop and the Plan's membe with Cooping Section Bis Routes membe with Conductive Houses membe with Advances sections and the Cooping Section Bis Routes members before and the Cooping Section Bis Routes and the Coopin  | EACH US-10 LAD. Crossings biminited<br>0 and Umpata fith: Community Negs, tes<br>Average of "Rating" Column Values<br>Average of "Rating" X "Criteria Weight"  | Real Estati<br>Environmental Issue |  | 87<br>170<br>ALT<br>\$40<br>850  | 16,30  | 4<br>3 i3<br>5:27<br>5:10<br>2:10<br>1:.75   | 0      | 2<br>3 30<br>7, 30<br>2, 30<br>4 30<br>6 75  | ALTER, SE  |  | 5  | 2<br>203<br>103<br>103<br>103<br>103<br>103<br>103<br>103<br>103<br>103<br>1   |
| n; arthre with Existin; Sondo Bus Routes,<br>n; arthre with Agriculture Routes<br>nitron (Patho)<br>TING AVERAGES   | EACH US-10 LAD. Crossings biminited<br>0 and Umpata fith: Community Negs, tes<br>Average of "Rating" Column Values<br>Average of "Rating" X "Criteria Weight"  | Real Estati                        |  | 5<br>387<br>170<br>ALT<br>540<br>651<br>(7.55  | 16,30  | 4<br>2 13<br>5 7<br>5 7<br>7 10<br>1, 37   | 9      | 2<br>330<br>7, 30<br>4, 30<br>4, 30<br>1, 30 | ALT 5B, 5B   | MODIFIED, 7A   | 5  | 2<br>203<br>581<br>570<br>3.50<br>670  |
| incattle wit Florain; Serior Bus Routle<br>nados wit Angours (10,29)<br>nruno) let 10;<br>nruno) let 10;<br>nruno Averades<br>Idonted Rating Averades   | EAH. US-16 LAST CORSIOS E-MINERAL PARTIC LION SERVICE COMMUNITARIO Average of "Rating" Column Values Average of "Rating" X "Enterla Wilgh?"  Eng   | Real Estati<br>Environmental Issue |  | 8 40<br>8 50<br>0 75<br>0 75   |  | 4<br>3   3<br>3   27<br>5   70<br>7   10<br>1   72<br>1   20   | 0      | 2<br>3 30<br>7 30<br>7 30<br>2 30<br>2 30<br>3 725<br>2 30   |  | 4 80<br>9 90   | 5  | 2<br>2 2 3 3<br>4 60<br>5 50<br>6 00   |
| incattle wit Florain; Serior Bus Routle<br>nados wit Angours (10,29)<br>nruno) let 10;<br>nruno) let 10;<br>nruno Averades<br>Idonted Rating Averades   | EAUT US TO FAIR (PASSISS Emmitted<br>PASSIS LITERATE CONTRICTED HOUSE A<br>Average of "Rating" Column Values<br>Average of "Rating" X "Enter's Weight"<br>Eng  | Real Estati<br>Environmental Issue | OVERPAS  | S LOCATIO  |  | 4<br>3   3<br>3   27<br>5   70<br>7   10<br>10   325<br>12   33  | 0      | 2<br>3 30<br>3 30<br>3 30<br>4 30<br>4 30<br>6 75<br>2 30  | RATING COL   | G 10.<br>4 60<br>3 66<br>9 900   | STEM   | 2<br>293<br>565<br>570<br>3<br>850<br>870  |
| incultie wit "Scrient Service Bus Routles<br>regions wit "Angung Louises<br>infrancy learning<br>infrancy learning<br>infrancy with a company and a<br>different and a company and a company and a company and a<br>different and a company and a company and a company and a<br>different and a company and a company and a company and a company and a<br>different and a company and a company and a company and a company and a<br>different and a company and a company and a company and a company and a<br>different and a company and a<br>different and a company and a co  | EAH. US-16 LAST CORSIOS E-MINERAL PARTIC LION SERVICE COMMUNITARIO Average of "Rating" Column Values Average of "Rating" X "Enterla Wilde"  Eng  | Real Estati<br>Environmental Issue |  | E 40<br>0 35<br>0 35<br>0 30<br>0 30<br>0 30<br>0 30<br>0 30<br>0 30<br>0 30<br>0 35<br>0 30<br>0 30 |  | 5.70<br>5.70<br>7.70<br>9.35<br>12.3   | 3      | 2<br>3 30<br>3 30<br>3 30<br>3 30<br>4 50<br>6 75<br>20<br>Wilgerier<br>(color soals   | RATING COL   | 4 80<br>9 90   | STEM<br>7 Sept stery   | 2 2 93 5 65 5 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6  |
| ingaties wit "Existing Service Bus Routies<br>(1990) with "Angulary 10,029<br>(1991) with 10,02 | EAUT US TO FAIR (PASSISS Emmitted<br>PASSIS LITERATE CONTRICTED HOUSE A<br>Average of "Rating" Column Values<br>Average of "Rating" X "Enter's Weight"<br>Eng  | Real Estati<br>Environmental Issue | OVERPAS  | S LOCATIO  | N<br>Fares   | 4<br>3 (3)<br>5 . 7<br>5 . 7<br>1 . 7<br>1 . 7<br>1 . 7<br>1 . 7<br>1 . 7  | 30     | (color scale   | RATING COL   | MODIFIED, 7A 6 tp. 4 sh 7 sh 9 so OR SCALE SY  | ? separately   |  |
| incultie wit "Scrient Service Bus Routles<br>regions wit "Angung Louises<br>infrancy learning<br>infrancy learning<br>infrancy with a company and a<br>different and a company and a company and a company and a<br>different and a company and a company and a company and a<br>different and a company and a company and a company and a company and a<br>different and a company and a company and a company and a company and a<br>different and a company and a company and a company and a company and a<br>different and a company and a<br>different and a company and a co  | EAUT US TO FAIR (PASSISS Emmitted<br>PASSIS LITERATE CONTRICTED HOUSE A<br>Average of "Rating" Column Values<br>Average of "Rating" X "Enter's Weight"<br>Eng  | Real Estati<br>Environmental Issue | OVERPAS  | Salen<br>Salen   |  | 5.7<br>5.0<br>7.0<br>1.35<br>12.3  |        | (color scale   | RATING COL   | G 10.<br>4 60<br>3 66<br>9 900   | ? separately   |  |
| coultre of Choises Serve Dates  Opened of Choises 10,025  YEAR AVERAGES  OFFICE RATING AVERAGES  SALES  SAL  | PATE UP TO A ST. COMMENDE SE MONTHES AND A ST. COMMENDE SE MONTH SE M | Real Estati<br>Environmental Issue | OVERPAS  | S LOCATIO  | N<br>Forest<br>Forest  | 5.70<br>5.70<br>7.70<br>9.35<br>12.3   | 200    | (color scale   | RATING COL   | MODIFIED, 7A 6 tp. 4 sh 7 sh 9 so OR SCALE SY  | ? separately   |  |
| CONTROL OF   | EAUT US TO FAIR (PASSISS Emmitted<br>PASSIS LITERATE CONTRICTED HOUSE A<br>Average of "Rating" Column Values<br>Average of "Rating" X "Enter's Weight"<br>Eng  | Real Estati<br>Environmental Issue | OVERPAS  | Salera<br>Salera<br>Salera   | N<br>Fares<br>Fares  | 5.7<br>5.0<br>7.0<br>1.35<br>12.3  |        | (color scale   | D RATING COL<br>: (OTICITES ALL<br>HIGHEST RAT   | MODELEO, 7A 6-10 4-80 3-86 8-90 OR SCALE SY MELVES (S)C. YG (LEAST N   | ? separately<br>EQATIVE IM   | (PACTS)  |
| continued County Service Day Dates County Service Day Dates County Service Day County Service Co  | PATE UP TO A ST. COMMENDE SE MONTHES AND A ST. COMMENDE SE MONTH SE M | Real Estati<br>Environmental Issue | OVERPAS  | Salera<br>Salera<br>Salera<br>Salera<br>Salera<br>Salera   | N<br>Forest<br>Forest<br>Forest  | 5.7<br>5.0<br>7.0<br>1.35<br>12.3  | 9      | (color scale   | D RATING COL<br>: (OTICITES ALL<br>HIGHEST RAT   | MODIFIED, 7A 6 tp. 4 sh 7 sh 9 so OR SCALE SY  | ? separately<br>EQATIVE IM   | (PACTS)  |
| model in videopin york op by Dates  (Special videopin videopin videopin  FIRST AVERAGES  GHTTO RAYING AVERAGES  GENATIVE  10  10  10  10  10  10  10  10  10  1   | PATE UP TO A ST. COMMENDE SE MONTHES AND A ST. COMMENDE SE MONTH SE M | Real Estati<br>Environmental Issue | OVERPAS  | Salera<br>Salera<br>Salera   | N<br>Fares<br>Fares  | 5.7<br>5.0<br>7.0<br>1.35<br>12.3  | 9      | (color scale   | D RATING COL<br>: (OTICITES ALL<br>HIGHEST RAT   | MODELEO, 7A 6-10 4-80 3-86 8-90 OR SCALE SY MELVES (S)C. YG (LEAST N   | ? separately<br>EQATIVE IM   | (PACTS)  |
| TOTAL TIME TO THE TOTAL   | PALE UP 10 ANY (MINISTED EMMER)  STORY OF THE ANY OF T  | Real Estati<br>Environmental Issue | OVERPAS  | Salera<br>Salera<br>Salera<br>Salera<br>Salera<br>Salera   | Peres<br>Peres<br>Peres<br>Fares<br>Peres  | 5.7<br>5.0<br>7.0<br>1.75<br>12.35<br>12.35<br>01HGE   | 5      | Cour scare   | D RATING COL<br>CONCINES ALL<br>HIGHEST RA   | ACCEPTED TO THE PROPERTY OF T  | ? Separately<br>EGATIVE IM   | (PACTS)  |
| coulor of chosen price of partners.  Control of Chosen Cho  | PATE UP TO A ST. COMMENDE SE MONTHES AND A ST. COMMENDE SE MONTH SE M | Real Estati<br>Environmental Issue | OVERPAS<br>Betral<br>Retral  | Salera<br>Salera<br>Salera<br>Salera<br>Salera<br>Salera<br>Salera<br>Salera   | Parest Farest Farest Farest Farest   | 5.7<br>5.50<br>7.0<br>5.38<br>14.33<br>CTHEE   | 0      | Cour scare   | D RATING COL<br>CONCINES ALL<br>HIGHEST RA   | MODELEO, 7A 6-10 4-80 3-86 8-90 OR SCALE SY MELVES (S)C. YG (LEAST N   | ? Separately<br>EGATIVE IM   | (PACTS)  |
| CONTROL OF   | PALE UP 10 ANY (MINISTED EMMER)  STORY OF THE ANY OF T  | Real Estati<br>Environmental Issue | OVERPAS  | SLOCATIO<br>Saleri<br>Saleri<br>Saleri<br>Saleri<br>Saleri<br>Saleri<br>Saleri<br>Saleri<br>Saleri   | Forest Fo | 5.7<br>5.0<br>7.0<br>1.25<br>12.0<br>CHICE   | 80     | ALTERNA  | PATRIC COL<br>CONCRES AL<br>HIGHEST RA<br>LOWEST WAT<br>TIVE ANALYSI   | MODIFIED, 7A  6-10  4-60  766  9-90  ON SCALE BY  MINUS (SCALE BY  NO (NOS) NE   | SEPARATIVE IM  | (PACIS)  |
| coulor of chosen price of partners.  Control of Chosen Cho  | PALE UP 10 ANY (MINISTED EMMER)  STORY OF THE ANY OF T  | Real Estati<br>Environmental Issue | OVERPAS<br>Betral<br>Retral  | Salera<br>Salera<br>Salera<br>Salera<br>Salera<br>Salera<br>Salera<br>Salera   | Parest Farest Farest Farest Farest   | 5.7<br>5.50<br>7.0<br>5.38<br>14.33<br>CTHEE   | 0      | ALTERNA:   | D RATING COL   | MODELEC, 7A 4 FD 4 FD 4 FD 9 FD FT   | ? Separately EGATIVE IM  JATIVE IM  EXPLANAT  THE SOUT   | (PACTS) PACIE) TION  |
| CONTROL OF   | SALE UP 10 AS (MINISTER DEMONDAL)  Average of "Butting" X "Critera Waight"  Expression LOCATION  LITE & MINISTER  THE & STILLEY  THE & STILLE | Real Estati<br>Environmental Issue | OVERPAS<br>Bettel<br>Rottel<br>Bettel  | Salen<br>Salen<br>Salen<br>Salen<br>Salen<br>Salen<br>Salen<br>Salen<br>Salen  | Forest Fo | 5.7<br>5.0<br>7.0<br>1.25<br>12.0<br>CHICE   | 20     | ALTERNA:   | D RATING COL   | MODIFIED, 7A  6 TO  4 PO  7 PO  9 PO | Separately  EGATIVE IM  JANUE IM  EXPLANAT  THE SOUT   | PACIE)  TION THE SEGMEN  |
| could not decision solve by the Court States (September 1997) and the   | PALE UP 10 ANY (MINISTED EMMER)  STORY OF THE ANY OF T  | Real Estati<br>Environmental Issue | DVERPAS<br>Decret<br>Rottel<br>Bettel<br>Bettel  | SLOCATION SELOCATION SALETA SA   | Forest Fo | S.7.  S.10  S.10 |        | ALTERNA:   | D RATING COL   | MODELED, 7A  4 FO  2 FO  3 FO  5 FO  F YG (LEAST N  NO (RIGS) RE  S AND MATRIX  SC) RELATE TI  RU 7 FO  RU 7 FO  GUERNOUS AND  COMPRISON  COMP | SATIVE IM  EXPLANATION THE SOUT  TO THE SOUT   | PACIS) TION THEOREMS SECURITY  |
| coults not chosen price to a base coults of chosen prices of a processor of country flowers of country flowe  | SALE UP 10 AS (MINISTER DEMONDAL)  Average of "Butting" X "Critera Waight"  Expression LOCATION  LITE & MINISTER  THE & STILLEY  THE & STILLE | Real Estati<br>Environmental Issue | DVERPAS<br>Decret<br>Rottel<br>Bettel<br>Bettel  | SLOCATIO Salera Salera Salera Salera Salera CTH C  | Forest<br>Forest<br>Forest<br>Forest<br>Forest<br>Forest<br>Forest   | CTHOSE   | 8      | ALTERNA:   | D RATING COL  SONDERS HAS  LOWES HAS  LOWES HAS  ACTUSED IN B  SOURCE HISTORY  | MODIFIED, 7A  6 TO  4 PO  7 PO  9 PO | SALIVE IM  EXPLANATION  EXPLANATION  THE SOUTH TO THE WAS AN THE WAS AND THE WA | PACIS)  TION  THEORY SEGMENTS SEGMENTS SEGMENTS SEGMENTS SEGMENTS  |
| CONTROL OF   | SALE UP 10 AS (MINISTER DEMONDAL)  Average of "Butting" X "Critera Waight"  Expression LOCATION  LITE & MINISTER  THE & STILLEY  THE & STILLE | Real Estati<br>Environmental Issue | DVERPAS<br>Best et<br>Dett et<br>Best et et<br>Breeze et<br>Breeze et  | SLOCATIO Salera Salera Salera Salera Salera CTH C  | Parest Forest Forest Forest Forest Forest Forest Forest Common   | CTHOSE   |        | ALTERNA:  ALTERN   | D RATING COL<br>CONCESS HAVE<br>LOWES HAVE<br>LOWES HAVE<br>LOWES HAVE<br>LOWES HAVE<br>ANALYSIS TO<br>SOLUTION HAVE<br>TO COLUMN<br>THE COLUMN  | MODIFIED, 7A  diffus di | SALIVE IM  CALIVE IM  EXPLANAT  THE SOUT  TO | (PACIS)  FION  FI SEGME DETH SEGME SEGLATION  FOR SEGMENT AND A SEGMENT  |
| CONTROL OF THE STATE OF THE STA  | SALE UP 10 AS (MINISTER DEMONDAL)  Average of "Butting" X "Critera Waight"  Expression LOCATION  LITE & MINISTER  THE & STILLEY  THE & STILLE | Real Estati<br>Environmental Issue | DVERPAS<br>Best et<br>Dett et<br>Best et et<br>Breeze et<br>Breeze et  | Salen Salen Salen Salen Salen Salen Salen Salen Color Salen Color  | Parest Forest Forest Forest Forest Forest Forest Forest Common   | CTHOSE   |        | ALTERNA:  - ALTERN   | D RATING COLUMN D RATING COLUMN LOWES HALL LOWES HALL TIVE ANALYSI A TURES HE COLUMN SHALL FROM THE COLUMN RECOLUMN RECO | MODELEC, 7A  d 10  | SATIVE IM  EXAMINE IM  EXPLANATION THE NOTICE NOTIC | PACTS)  TION  THOSE SECURITY AND A S |
| CONTROL OF THE PROPERTY OF THE  | DATE OF THE COURT  | Real Estati<br>Environmental Issue | OVERPAS Bessel Bessel Bessel Bessel Breezy Int Breezy Int  | Salen Salen Salen Salen Salen Salen Salen Salen Color Salen Color  | Forest Forest Forest Forest Forest Forest Forest Calendod Calendod Calendod  | CTHOSE   |        | ALTERNA:  - ALTERN   | D RATING COLUMN D RATING COLUMN LOWES HALL LOWES HALL TIVE ANALYSI A TURES HE COLUMN SHALL FROM THE COLUMN RECOLUMN RECO | MODIFIED, 7A  diffus di | SATIVE IM  EXAMINE IM  EXPLANATION THE NOTICE NOTIC | PACTS)  TION  THOSE SECURITY AND A S |
| CONTRACTOR   | PACE UP 10 ASY (MISSING E-MISSING)  Arread of Totaling 2 'Enters Wasper  Arread of Totaling 2 'Enters Wasper  Experimental COCATION  OHIO SCHOOL  OHIO  OHIO SCHOOL  OHIO SCHO | Real Estati<br>Environmental Issue | OVERPAS<br>Secret<br>Detret<br>Best et<br>Best et<br>Breezy in<br>Breezy in<br>Breezy in<br>Breezy in<br>Breezy in<br>Breezy in  | SLOCATION SILOCATION S   | Forest Frest Frest Frest Frest Greated | CTHEE  |        | ALTERNA:  ALTERNA:  ALTERNA:  SA TER  - E PIX  - EACH SL  - E TIA  WITHING  CALYTI   | D RATING COLUMN STORY OF STORY | MODELEC, IA  d 10  d 10  100  PROCESS OF THE STREET OF THE | CALINE IM  LEXPLANAT  THE SOUT  TO THE NO  THE SOUT  TO THE NO  THE SOUT  AN IMPACT  AND THAN  ZING FORT  AND THAN   | PACTS)  TION  THIS SEGMENT OF THIS SECOND TO THE SEGMENT OF THE SE |
| AND   | DATE OF THE COURT  | Real Estati<br>Environmental Issue | OVERPAS<br>Bettel<br>Bettel<br>Bettel<br>Bettel<br>Breezy Pt<br>Breezy Pt<br>Breezy Pt<br>Breezy Pt<br>Breezy Pt   | SLOCATION SILOCATION S   | Fared Forest Funds | CTHEE  | 5      | ALTERNA:  ALTERNA:  ALTERNA:  ALTERNA:  SA TITS  - = 1910  - EACH S.  T "MR  - EACH  | LOWES HALLYSI ANTES HOLE ANTES HO | MODERICO, MA  G 10  G 10 | CATIVE IM  CATIVE  CATI | PACTS)  FIGN  FIGURE   |
| SANATOS  SAN  | PAGE OF U.S. CHIV  | Real Estati<br>Environmental Issue | OVERPAS<br>Secret<br>Bettel<br>Bettel<br>Bettel<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int  | SLOCATION SILOCATION S   | Pares Fares Fares Fares Fares Fares Fares Fares Carvaod Carvaod Carvaod Carvaod Carvaod Carvaod  | S.7<br>S.0<br>F.10<br>S. 12<br>STHEE<br>STHEE<br>STHEE<br>STHEE  | 5      | ALTERNA:  - ALTERN   | D RATING COL  STONGERS ARE HIGHEST PART LOWES THAT  LOWES THAT  ATTEMATING THE ANALYSI  ATTEMATING THE ANALYSI  ATTEMATING THE ANALYSI  THE TOLLIM  SECOND TOLLIM  THE THAT THE THAT THE THAT  THE THAT THE THAT THE THAT THE THAT THE THAT  THE THAT THAT  | MODELEC, TA  d 10  d 10  d 10  d 10  g 10  d 10  g 10  d 10  g 10  | CATIVE IM  CATIVE  CATI | PACTS)  FIGN  FIGURE   |
| median viduosen control park Dates  region vid. "Annotati 10,029  TREA AVERAGES  BETTE DATES AVERAGES  BETTE D  | DATE OF THE COURT  | Real Estati<br>Environmental Issue | OVERPAS<br>Secret<br>Detret<br>Best et<br>Best et<br>Breezy in<br>Breezy in<br>Breezy in<br>Breezy in<br>Breezy in<br>Breezy in  | SLOCATION SILOCATION S   | Forest Frest Frest Frest Frest Greated | S.7<br>S.0<br>F.10<br>S. 12<br>STHEE<br>STHEE<br>STHEE<br>STHEE  | 5      | ALTERNA:  ALTERN   | DISATING COLD CONTROL OF COLD COLD COLD COLD COLD COLD COLD COLD   | MODELEC, TA  6 10  4 70  7 70  | CATIVE IM  CATIVE  CATIVE IM  CATIVE  CATI | PACTS)  FIGURE  THE SEGMENT  DETH SEGMENT  FIGURE  TO AND A NO. TO AND AND AND A NO. TO AND A NO |
| TERNATOR  SA  SA  SA  SA  SA  SA  SA  SA  SA  S   | PACE UP U.A. (PRINCE DE UNIDAD APPEAR OF MARINE AND APPEAR OF THE APPEAR | Real Estati<br>Environmental Issue | OVERPAS Betch  Betch  Betch  Betch  Betch  Betch  Betch  Breazy Int  Breazy In | Salen  | Pares Fares Fares Fares Fares Fares Fares Fares Carvaod Carvaod Carvaod Carvaod Carvaod Carvaod  | S.7<br>S.0<br>2.15<br>S.7<br>S. 12<br>CTHEE<br>CHEE<br>CHEE  | 5      | ALTERNA:  PACIFICA  - E PM  - E TO MA  WITHIN  CULVII  ALLIEUS  BEALTIN  TO CHA  | D RATING COL  CONCEST NATIONAL COL  LOWEST NATIONAL COL  ACTIVES (C.C.  ACTIVES ( | MODELEC, IA  of 0  d 10  d 10  d 10  d 10  d 10  g 10  d 10  g 10  | CALINE IM  CALINE  CALINE IM  CALINE  | PACIS)  FIGURE  FINESCENT:  FI |
| TERNATOR  SA  SA  SA  SA  SA  SA  SA  SA  SA  S   | PAGE OF U.S. CHIV  | Real Estati<br>Environmental Issue | OVERPAS<br>Secret<br>Bettel<br>Bettel<br>Bettel<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int<br>Breazy Int  | Salen  | Fares Fares Fares Fares Fares Fares Fares Fares Garand Garand Garand Carand Carand Carand  | S.7<br>S.0<br>2.15<br>S.7<br>S. 12<br>CTHEE<br>CHEE<br>CHEE  | 5      | ALTERNA:  ALTERNA:  ALTERNA:  ALTERNA:  SA TISE  - Leight Sc T midd  WITHING  CALYTI  ALLIACID  T- CALS  BEALTIA  T- CALS  BEALTIA  T- CALS  BEALTIA  T- CALS  T- CAL   | D RATING COL CONCRES AIX HIGHEST RA LOWES HALL KNATUYS IST IN A VEST IN A VE | ADDIPHEC, YA  6 10  4 80  7 80  9 80  OR SCALE 57  FOR CEAST IN  NS (RCS) NE  S AND MATRIX CHARLES AND  10 17 PPR  10 17  | CATIVE IN CATIVE | PACTS)  TION  THOSE STATES  THAT SECOND TO SEC |
| SANATOS  SAN  | PACE UP U.A. (PRINCE DE UNIDAD APPEAR OF MARINE AND APPEAR OF THE APPEAR | Real Estati<br>Environmental Issue | OVERPAS Betch  Betch  Betch  Betch  Betch  Betch  Breazy Int  Brea | Salen  | Fares Fares Fares Fares Fares Fares Fares Fares Garand Garand Garand Carand Carand Carand  | S.7<br>S.0<br>2.15<br>S.7<br>S. 12<br>CTHEE<br>CHEE<br>CHEE  | 5      | ALTERNA:  ALTERNA:  ALTERNA:  ALTERNA:  SA TISE  - Leight Sc T midd  WITHING  CALYTI  ALLIACID  T- CALS  BEALTIA  T- CALS  BEALTIA  T- CALS  BEALTIA  T- CALS  T- CAL   | D RATING COL CONCRES AIX HIGHEST RA LOWES HALL KNATUYS IST IN A VEST IN A VE | ADDIPHEC, YA  6 10  4 80  7 80  9 80  OR SCALE 57  FOR CEAST IN  NS (RCS) NE  S AND MATRIX CHARLES AND  10 17 PPR  10 17  | CATIVE IN CATIVE | PACTS)  TION  THOSE STATES  THAT SECOND TO SEC |
| readined County (and the part Batter register of the County (and the County (and the County)) (and the County (and the County)) (and the County) (and the Count  | PACE UP U.A. (PRINCE DE UNIDAD APPEAR OF MARINE AND APPEAR OF THE APPEAR | Real Estati<br>Environmental Issue | OVERPAS Betch  Betch  Betch  Betch  Betch  Betch  Breazy Int  Brea | Salen  | Fares Fares Fares Fares Fares Fares Fares Fares Garand Garand Garand Carand Carand Carand  | S.7<br>S.0<br>2.15<br>S.7<br>S. 12<br>CTHEE<br>CHEE<br>CHEE  | 5      | ALTERNA:  ALTERNA:  ALTERNA:  ALTERNA:  SA TISE  - Leight Sc T midd  WITHING  CALYTI  ALLIACID  T- CALS  BEALTIA  T- CALS  BEALTIA  T- CALS  BEALTIA  T- CALS  T- CAL   | D RATING COL CONCRES AIX HIGHEST RA LOWES HALL KNATUYS IST IN A VEST IN A VE | MODELEC, 7A  a 10  4 10  7 00  9 00  OR SCALE BY  MINISTER OF THE SCALE  S AND MATRIX  | CATIVE IN CATIVE | PACTS)  TION  THOSE STATES  THAT SECOND TO SEC |



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





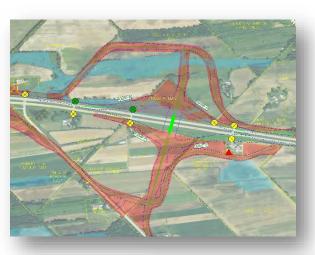
## **SOUTH SECTION**

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







### **CENTRAL SECTION**

Consistent approach for all alternatives

Overpass of County E and Wisconsin & Southern RR

Frontage road connection from Kellom Road to Hemlock Road





### 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

**Environmental Document** 

Prepare Official Map

August 4th, 2016

2016 - 2017

2019 - 2021

### Project contacts

Mark Westerveld
Project Manager
Wisconsin Department of Transportation
Southwest Region – Madison
Madison, WI 53704-2583
(608) 246-5355
mark.westerveld@dot.state.wi.us

Matthew Barr
Project Manager
Ayres Associates
5201 E. Terrace Drive, Suite 200
Madison, WI 53718
(608) 443-1261
barrm@ayresassociates.com

#### 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?**

