

PUBLIC INFORMATIONAL MEETING #1

US 151 FREEWAY CONVERSION STUDY

Project I.D. 1110-00-09

Columbus to Waupun

Dodge County

April 16, 2008



MEETING AGENDA

- Identify study team members
- Summarize purpose of study
- Provide overview of project study scope
- Summarize area land use
- Summarize impacts of freeway conversion
- Review crash history
- Discuss official “mapping” process
- Review schedule
- Gather input



PROJECT STAFF

- Wisconsin Department of Transportation
 - ◆ Mark Westerveld – DOT Project Manager
 - ◆ Tom Koprowski – DOT Planner

- Ayres Associates Inc
 - ◆ Matt Barr – Project Manager
 - ◆ Nick Hoernke – Design Engineer



PROJECT STAFF

- Transmart Technologies
 - ◆ Manfred Enburg – Transportation Manager
 - ◆ Charles Wade – Transportation Planner
- Vandewalle & Associates
 - ◆ Daniel Moser – Planning Consultant



PURPOSE OF STUDY

- Analyze US 151 corridor for conversion to freeway facility
- Freeway
 - ◆ Four-lane divided roadway
 - ◆ Access to mainline only allowed at interchanges
- Expressway
 - ◆ Four-lane divided roadway
 - ◆ Limited access to mainline for side rides and private entrances



EXPRESSWAY EXAMPLES



Intersections with side roads allowed



EXPRESSWAY EXAMPLES



Driveways and other private entrances allowed



FREEWAY EXAMPLES



Access to mainline roadway
only allowed at interchanges



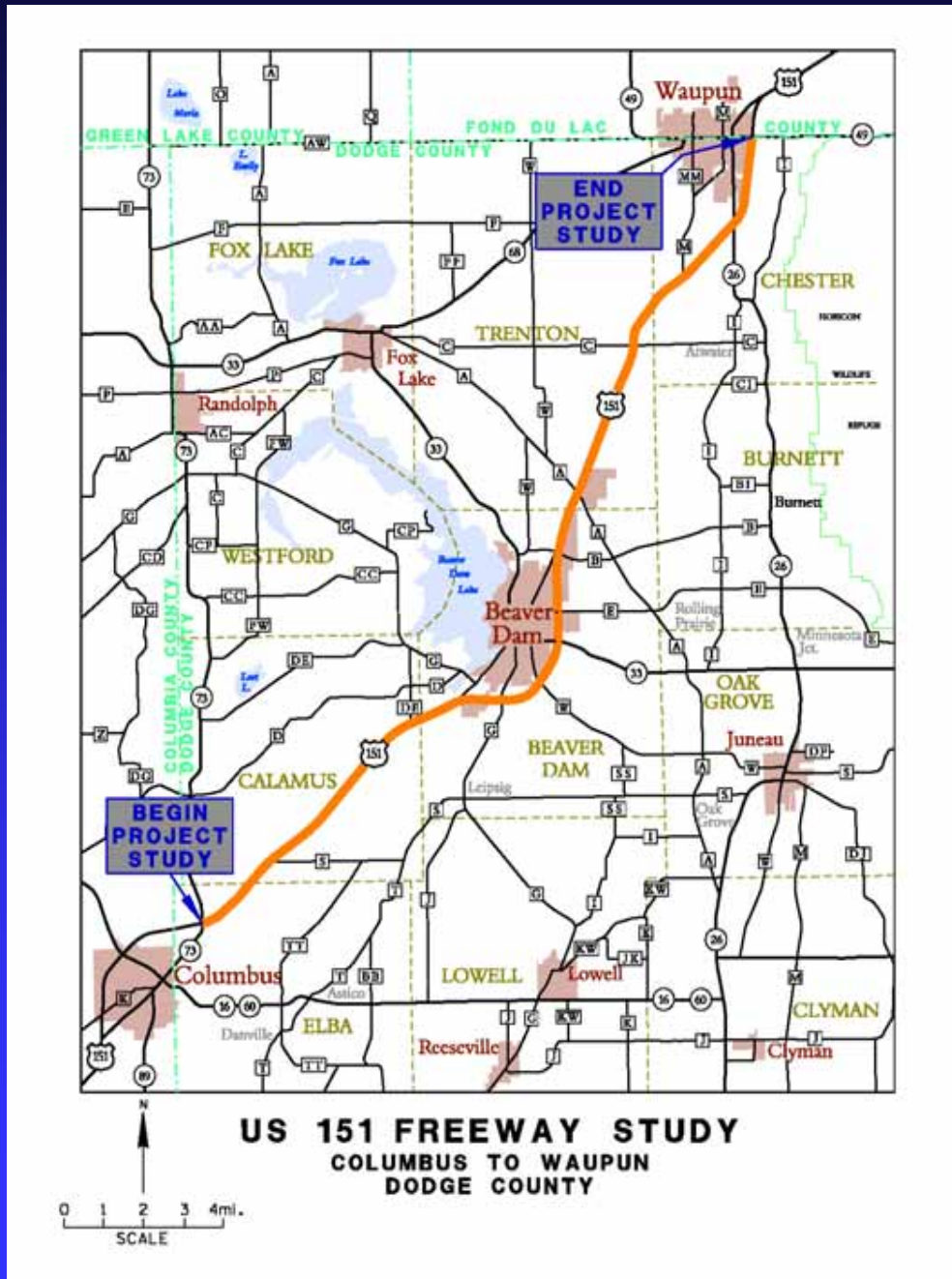
FREEWAY EXAMPLES



Side road crossings provided with underpasses or overpasses



PROJECT STUDY AREA

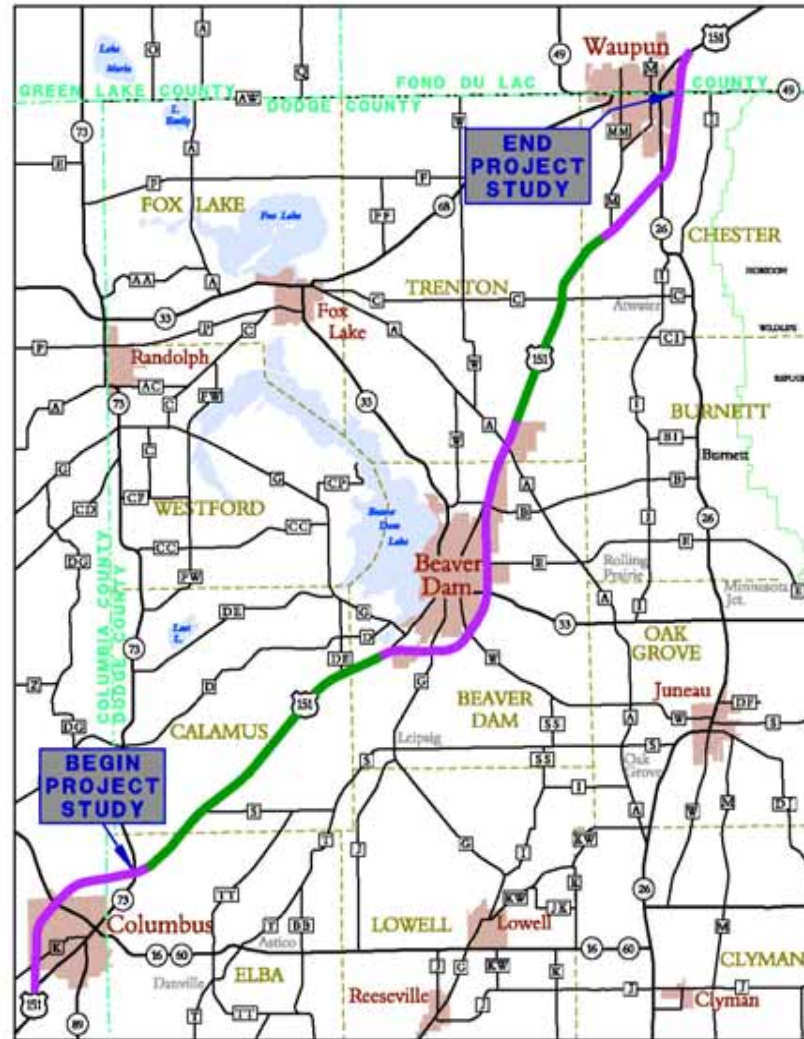




Project limits

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



PROJECT STUDY AREA



-  CURRENTLY FUNCTIONING AS EXPRESSWAY
-  CURRENTLY FUNCTIONING AS FREEWAY



PROJECT NEED

- Address increasing traffic volumes
- Improve safety -
Increased traffic results in increased potential for crashes
- Facilitate planning for future land use and transportation needs
- Maintain long-term safety and operations



PROJECT STUDY PHASES

- Current phase – Data gathering and conceptual design
- Phase 2 - Environmental Study and additional roadway design
- Phase 3 - Develop official map for corridor



PROJECT STUDY SUMMARY

- General scope of study
 - ◆ Collect data
 - ◆ Review existing and proposed land use
 - ◆ Review local community plans
 - ◆ Identify traffic generators
 - ◆ Develop conceptual alternatives for roadway modifications
 - ◆ Prepare report summarizing recommendations



PROJECT STUDY SUMMARY

- Collect data on environmental resources
 - ◆ Contaminated materials
 - ◆ Historical buildings
 - ◆ Archaeological sites
 - ◆ Wetlands
 - ◆ Stream crossings
 - ◆ Endangered species
 - ◆ Agricultural impacts
 - ◆ Noise impacts



PROJECT STUDY SUMMARY

- Obtain input from local municipalities
 - ◆ Cities
 - ◆ Columbus
 - ◆ Beaver Dam
 - ◆ Waupun
 - ◆ Counties
 - ◆ Columbus
 - ◆ Dodge
 - ◆ Fond du Lac
 - ◆ Townships – 9 townships within study area



PROJECT STUDY SUMMARY

- Contact agencies for input
 - ◆ Department of Natural Resources
 - ◆ U.S. Fish & Wildlife Service
 - ◆ U.S. Army Corps of Engineers
 - ◆ Dept. of Agriculture, Trade, and Consumer Protection (DATCP)
 - ◆ Native American Tribes
 - ◆ WisDOT Bureau of Rails & Harbors
 - ◆ Utility companies



PROJECT STUDY TASKS

- Conduct crash analysis
- Obtain area planning documents
- Send surveys to school districts & local emergency services
- Identify needs of agricultural properties
- Meet with local officials
- Meet with project stakeholders
- Hold 2 public meetings during initial project phase
- Prepare summary report



EXISTING CORRIDOR HISTORY

- Columbus Bypass – Freeway compatible section completed in 1991
- Columbus to Beaver Dam – Expressway completed in 1993
- Beaver Dam Bypass – Freeway compatible section completed in 1996
- Beaver Dam to Waupun – Expressway completed in 1997



EXISTING ROADWAY

- 4-lane divided facility
- 65 mph speed limit
- Median width – Typically 60 feet
- Traffic volumes
 - ◆ 2006 counts – 15,000 (vehicles per day) near Waupun and 21,000 around Beaver Dam
 - ◆ 2035 projections – 18,500 near Waupun and 26,000 around Beaver Dam



EXISTING ROADWAY

- Railroad Crossings
 - ◆ Overpass of Union Pacific south of Beaver Dam
 - ◆ At-grade crossing of Wis. Southern east of Beaver Dam
 - ◆ At-grade crossing of Wis. Southern south of Waupun
- Private access is limited



EXISTING INTERCHANGE LOCATIONS

- WIS 73 – Full diamond interchange
- County D – Partial diamond
- County G – Full diamond
- WIS 33 – Full diamond
- Industrial Drive – Half diamond
- County B – Full diamond
- County A – Full diamond
- County M – 2 movements
- WIS 26 – Full diamond
- WIS 49 – Full diamond



SUMMARY OF FREEWAY CONVERSION

- Existing interchanges likely to remain
- New interchanges possible
 - ◆ Between Columbus and Beaver Dam
 - ◆ Between Beaver Dam and Waupun
 - ◆ Desirable to keep 2 miles between interchanges
- Side road access to US 151 relocated to interchanges
 - ◆ Access via local road system
 - ◆ Possible overpass or underpass crossings of US 151



SUMMARY OF FREEWAY CONVERSION

- Private access moved from US 151 to local roads
 - ◆ Commercial entrances
 - ◆ Driveways
 - ◆ Agricultural entrances
 - ◆ Access to US 151 via interchanges
- Local roads
 - ◆ Modifications would be implemented to maintain local network
 - ◆ Frontage road construction likely
- At-grade railroad crossings eliminated

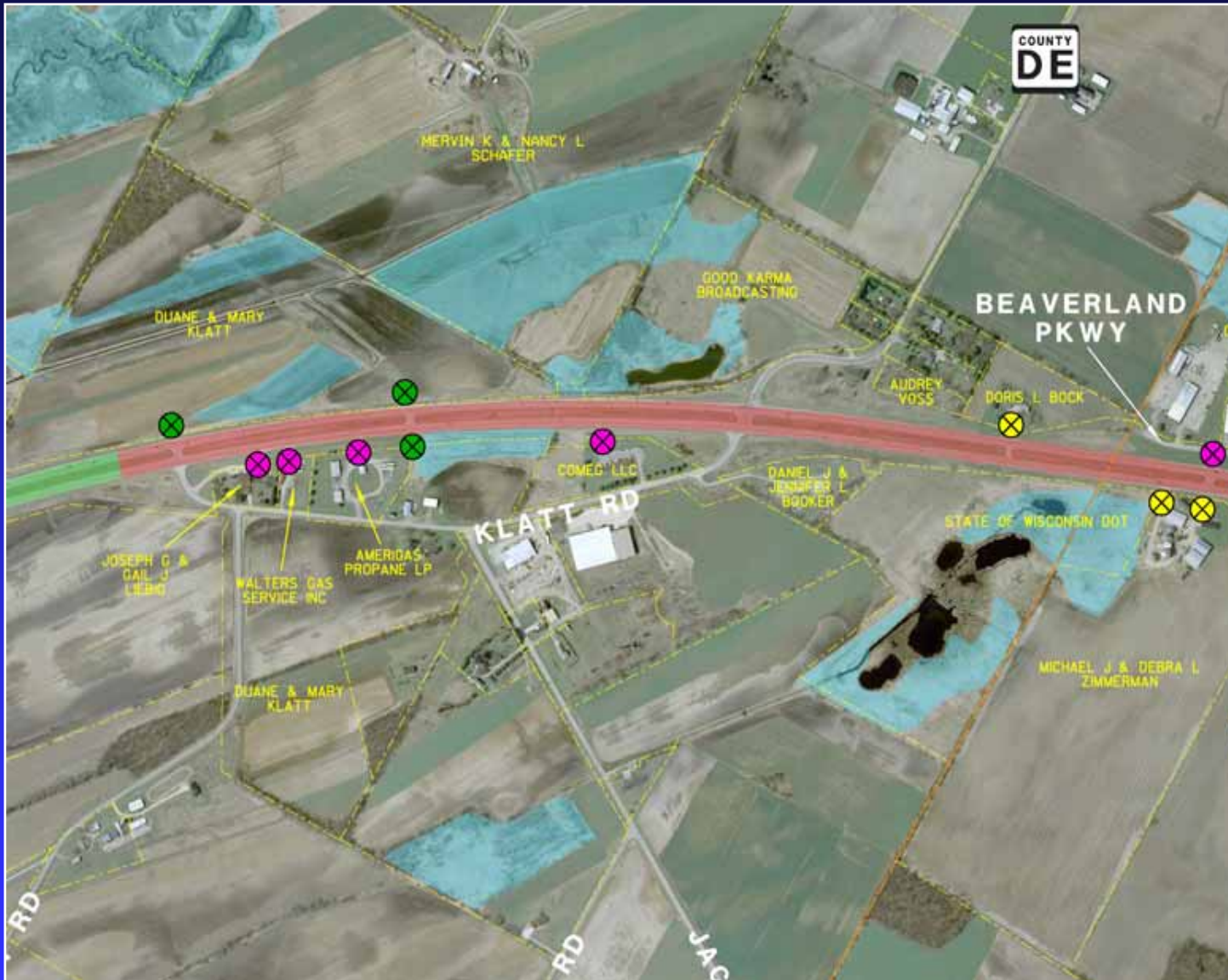


INFORMATION ON DISPLAYS

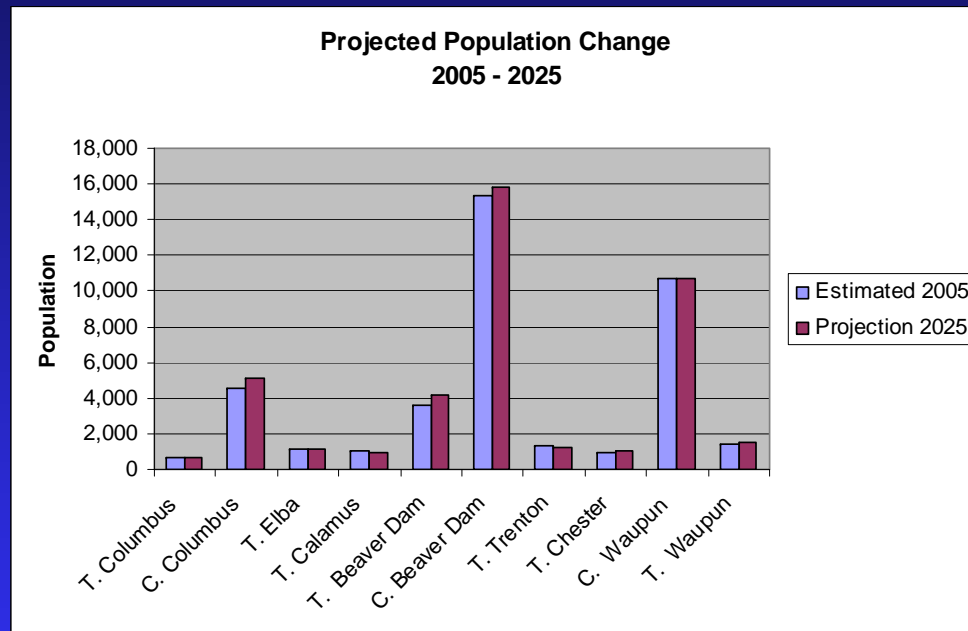
- Property owner names obtained from Dodge County database
- Limits are shown where interchanges may be feasible
- Conceptual interchange locations to be analyzed
- No analysis of frontage roads or access has been completed



INFORMATION ON DISPLAYS



POPULATION TRENDS



DODGE COUNTY GROWTH IN TRAFFIC GENERATORS 2005-2025

- Projected Employment Growth: 37%
- Projected Household Growth: 16.6%
- Projected Population Growth: 9.8%



EMPLOYMENT-RELATED TRIP GENERATION

- Number of employees traveling to another community in the Study Area for work is much higher than number of employees who live and work in communities on opposite sides of US 151 Corridor.
- However, data does not show how many work related trips within a community rely on US 151 or its current access roads



COLUMBUS AREA

FUTURE LAND USE SUMMARY

- **Southern bypass for WIS 16/60** - Largely for local use. Possible future desire for overpass of US 151.
- **South WIS 73 and US 151** - Plan allows major commercial node at all corners of this junction. Would generate additional traffic on US 151 Corridor, but will likely cause largest impacts south of Columbus.
- **US 151 Corridor** - New industrial allowed west of US 151. If developed, will increase traffic generators for US 151 Corridor.
- **WIS 16/US 151** - Business Park stretching from WIS 60 to railroad. If developed, will increase traffic generators for US 151 Corridor.
- **Northern bypass for WIS 16/60 at or near existing interchange with US 151 and WIS 73** - Will require satisfactory intersection of WIS 73 and eastern bypass south of existing US 151 interchange. Limited development planned for these areas.

BEAVER DAM AREA

FUTURE LAND USE SUMMARY

- **City and Town of Beaver Dam** - Expected to experience largest rates of growth in study area in percentage and real terms
- **Rail Road R.O.W.** – Likely preserved at present location
- **County D/DE** - Concerns expressed over truck traffic in vicinity of County D/DE and need for alternative outlet onto US 151
- **County G & W** - Mostly low intensity residential infill planned. Location could experience pressure to develop this area more intensely than currently planned



BEAVER DAM AREA

FUTURE LAND USE SUMMARY

- **WIS 33/US 151 Interchange** - Major commercial and residential development planned by Town of Beaver Dam
- **County B** - Enlargement of existing commercial node planned
- **County A** - Wal-Mart Distribution Center. Little additional development currently planned for area immediately around interchange, but future pressure to develop likely. Dodge County Comprehensive Plan calls for improvements to County A between Juneau and US 151 to serve as alternative north/south route to Waupun.



WAUPUN AREA

FUTURE LAND USE SUMMARY

- **Planned Growth Areas** - Most growth shown west of US 151
- Most residential and large commercial planned for west end of City (away from US 151), which may disperse work related trips away from US 151 but may also increase use at existing interchanges
- **County C** - Dodge County Comprehensive Plan recommends exploring full interchange at US 151 and County C
- **WIS 26/US 151** - Major Business Park planned north of US 151
- **WIS 49 Interchange** - PUD/mixed use center planned for US 151/County Z/WIS 49 Area



DODGE COUNTY

FUTURE LAND USE SUMMARY

- Most Towns (other than Beaver Dam) in Study area plan to grow slowly or decline in population
- Most Towns in Study area plan to remain largely agricultural/ rural. Town of Beaver Dam is an exception.
- The County and most Town plans recommend limiting need for new roads and services
- Dodge County and some town plans emphasize preventing fragmenting of working farms by public improvements such as roads
- However, Dodge County Plan also emphasizes limiting new driveways on arterial roads to achieve similar goals of the US 151 corridor project



DODGE COUNTY

FUTURE LAND USE SUMMARY

(Cont.)

- Dodge County Comprehensive Plan recommends special “overlay” zoning for all new development within 200 feet of an arterial road to ensure that functionality of arterial road is preserved.
- Some concerns expressed over preserving connectivity of formal and informal snowmobile trail network.
- Dodge County Park Plan recommends multi-use recreation trail extensions from the Wild Goose State Trail to Waupun and Beaver Dam
- Dodge County plan recommends preservation of current railroad corridors whether used by railroad or not.



CONCERNS AND IMPACTS OF FREEWAY CONVERSION

- Effective division of working farms resulting from loss of at-grade crossings of US 151
- 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
- Possible need to create alternative crossings of US 151 to serve farmers
- Impact on existing and proposed crossings for recreational users (snow mobiles, bicycles, etc.)

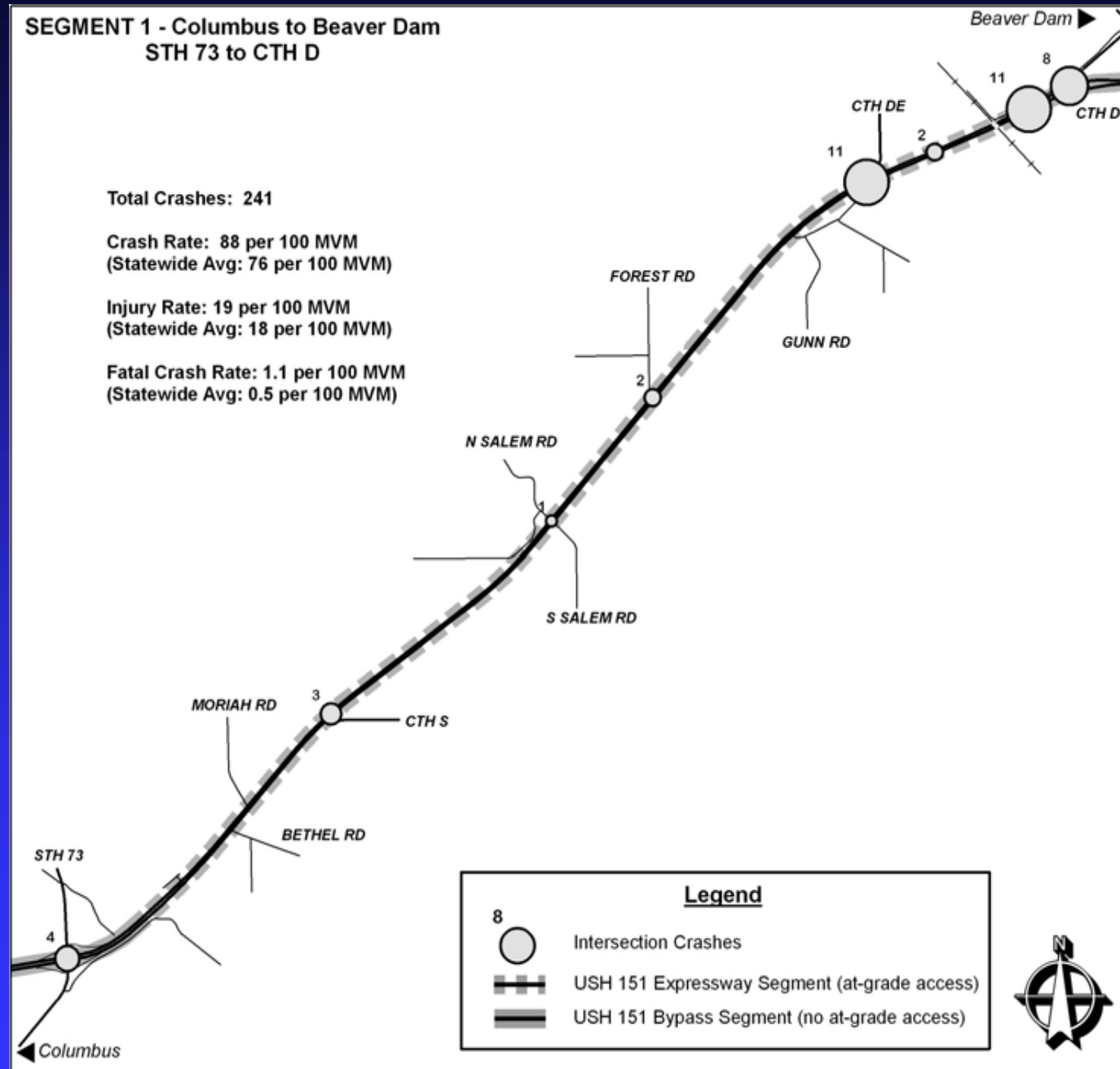


CONCERNS AND IMPACTS OF FREEWAY CONVERSION

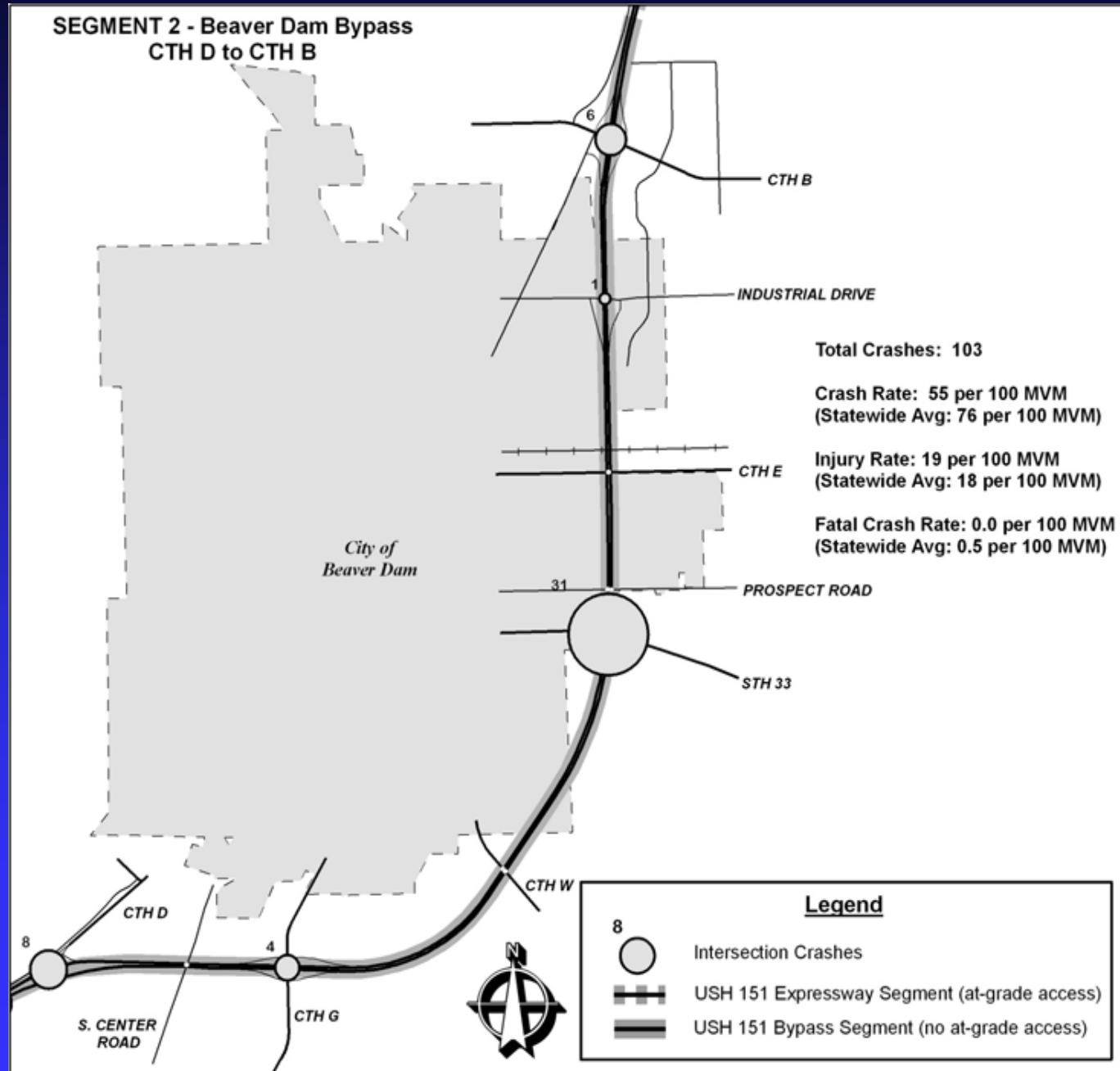
- **Loss of undeveloped land for US 151 improvements and new local roads needed to replace access**
- **Possible loss/relocation of buildings for US 151 improvements**
- **Likely increases in traffic on remaining routes with access to US 151**
- **Disincentive for non-agricultural development near the US 151 corridor where access is eliminated**
- **Increased pressure to develop near any new interchanges**



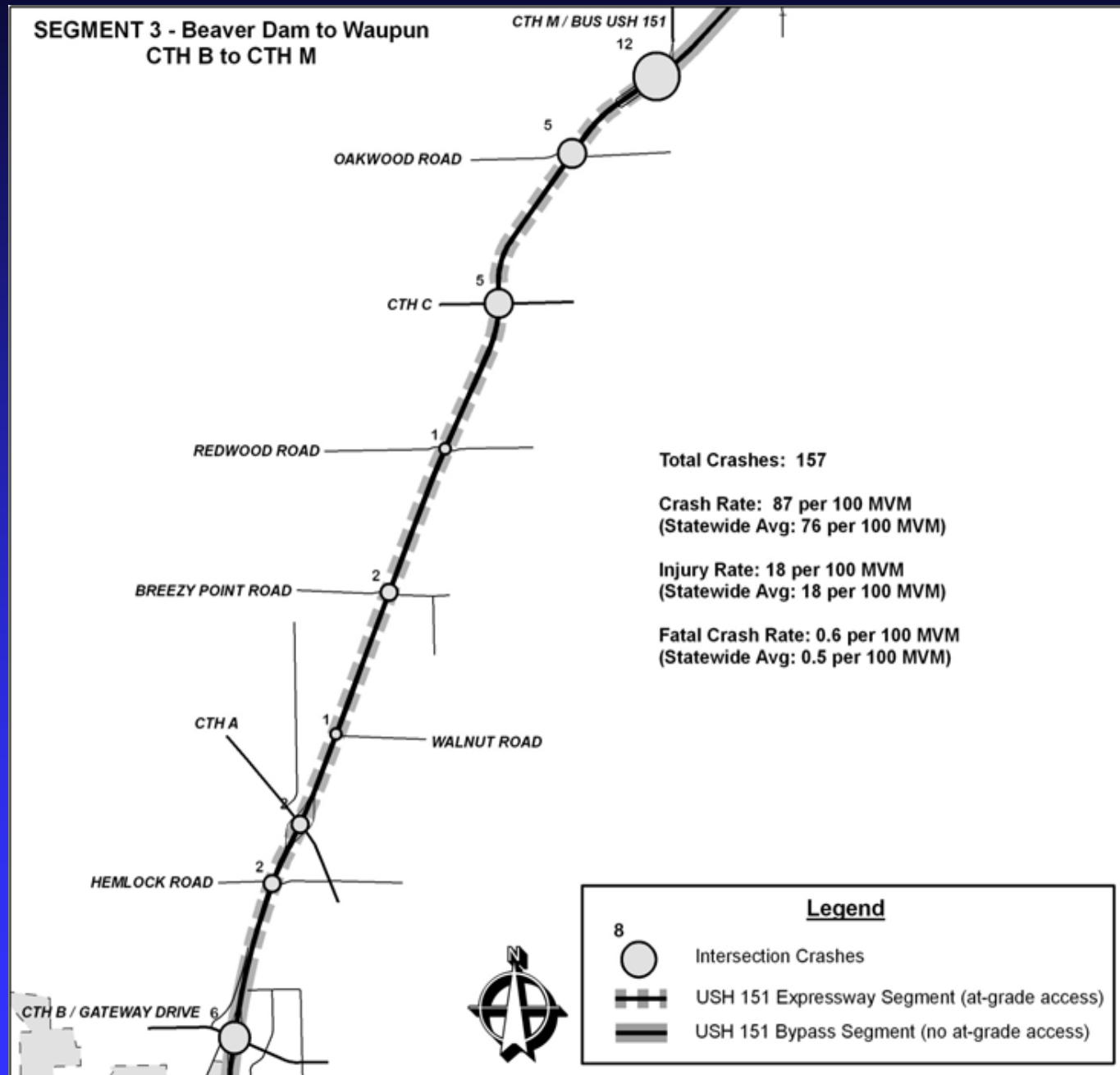
CRASH ANALYSIS RESULTS



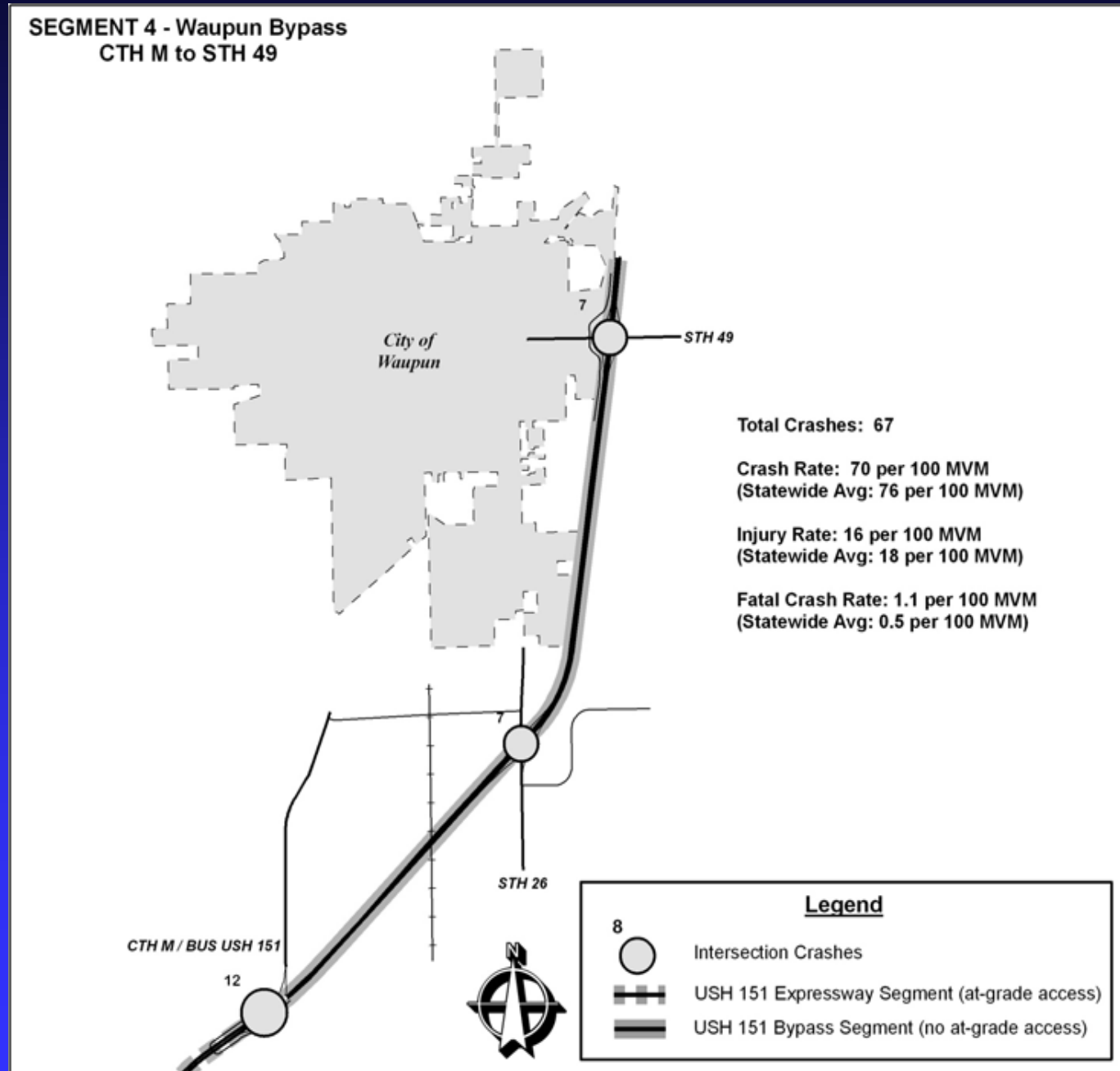
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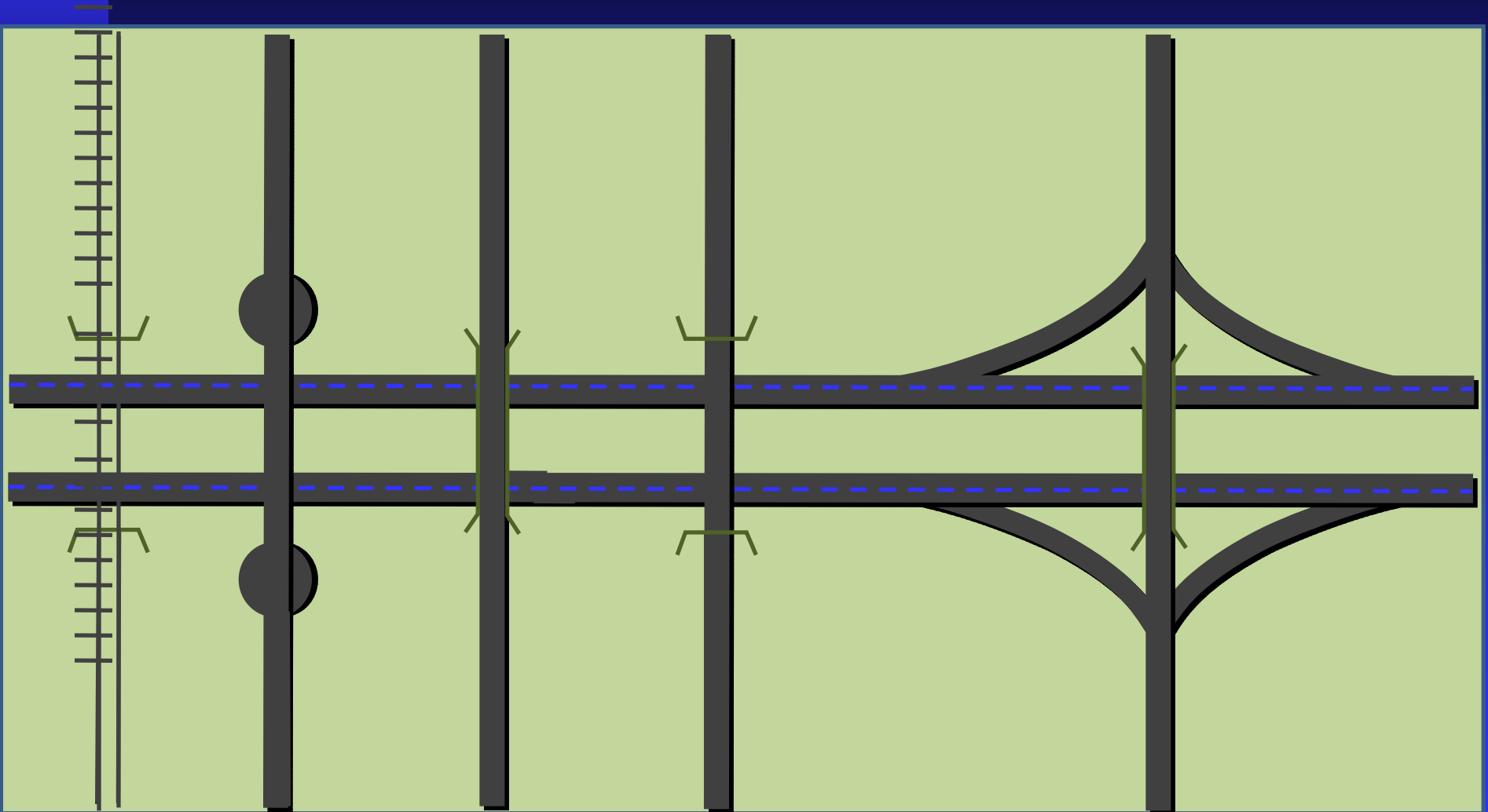


NEED FOR FREEWAY CONVERSION

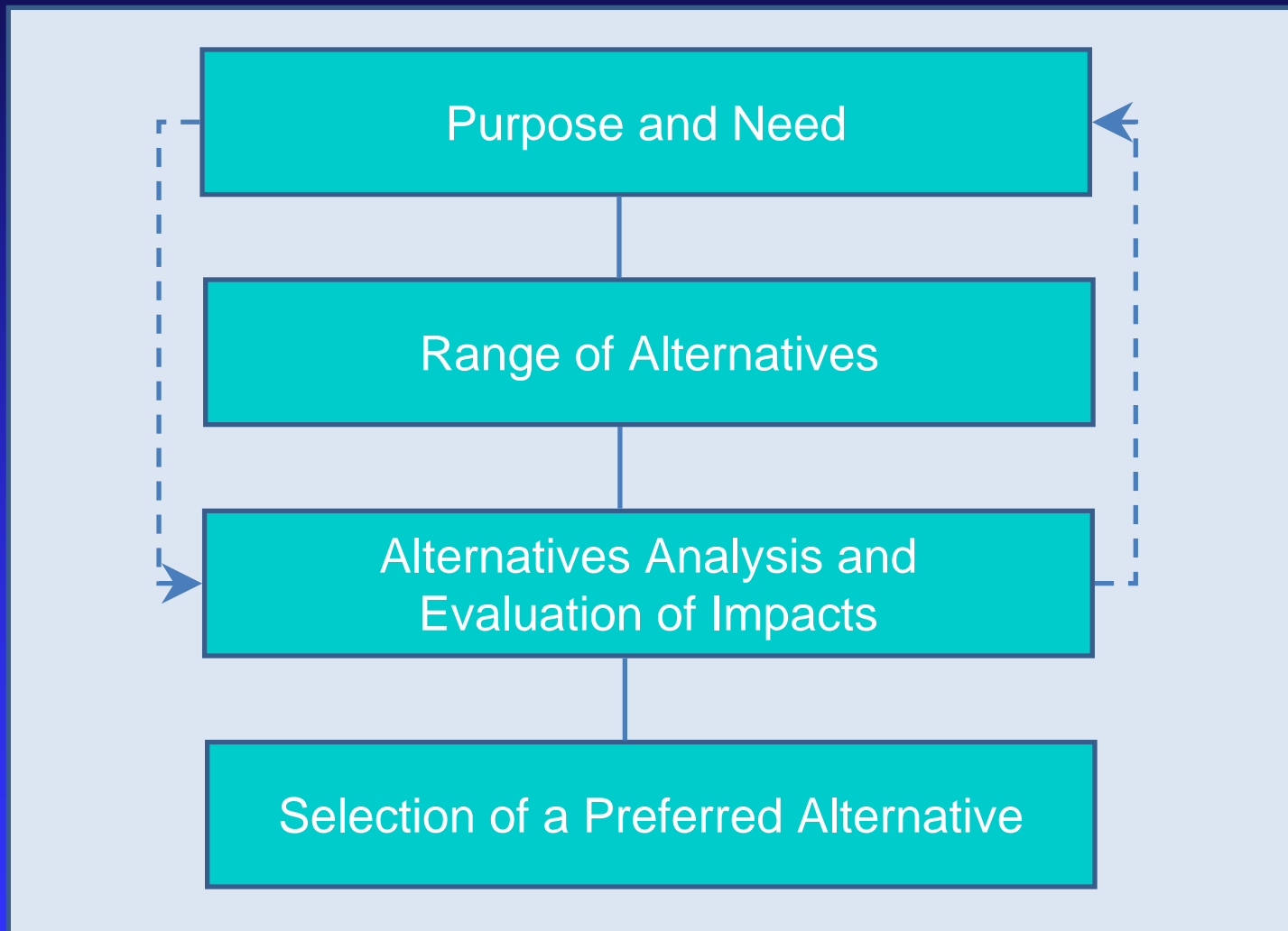
- Long-term plan and importance of highway
 - ◆ Corridors 2020 Backbone Route
- Increasing traffic volumes
- Increasing growth and development pressures
- Maintain long-term safety and operations
- Corridor preservation and land use integration
 - ◆ Continuous management and attention
 - ◆ Expressway to freeway logical Progression



COMPONENTS OF FREEWAY CONVERSION



FREEWAY CONVERSION FOLLOWS NEPA PROCESS



WIS. STATUTES 84.295 & OFFICIAL MAP

- Wisconsin Statute 84.295 provides for “.....the development of a well balanced and integrated state trunk system further modernized and improved to adequate standards to provide needed increased traffic capacity, relieve the congestion on over-taxed existing highways, and otherwise more adequately serve the present and anticipated future needs of highway travel, and toward that end to prevent conflicting costly economic development on areas on lands to be available as right of way when needed for future highway construction.

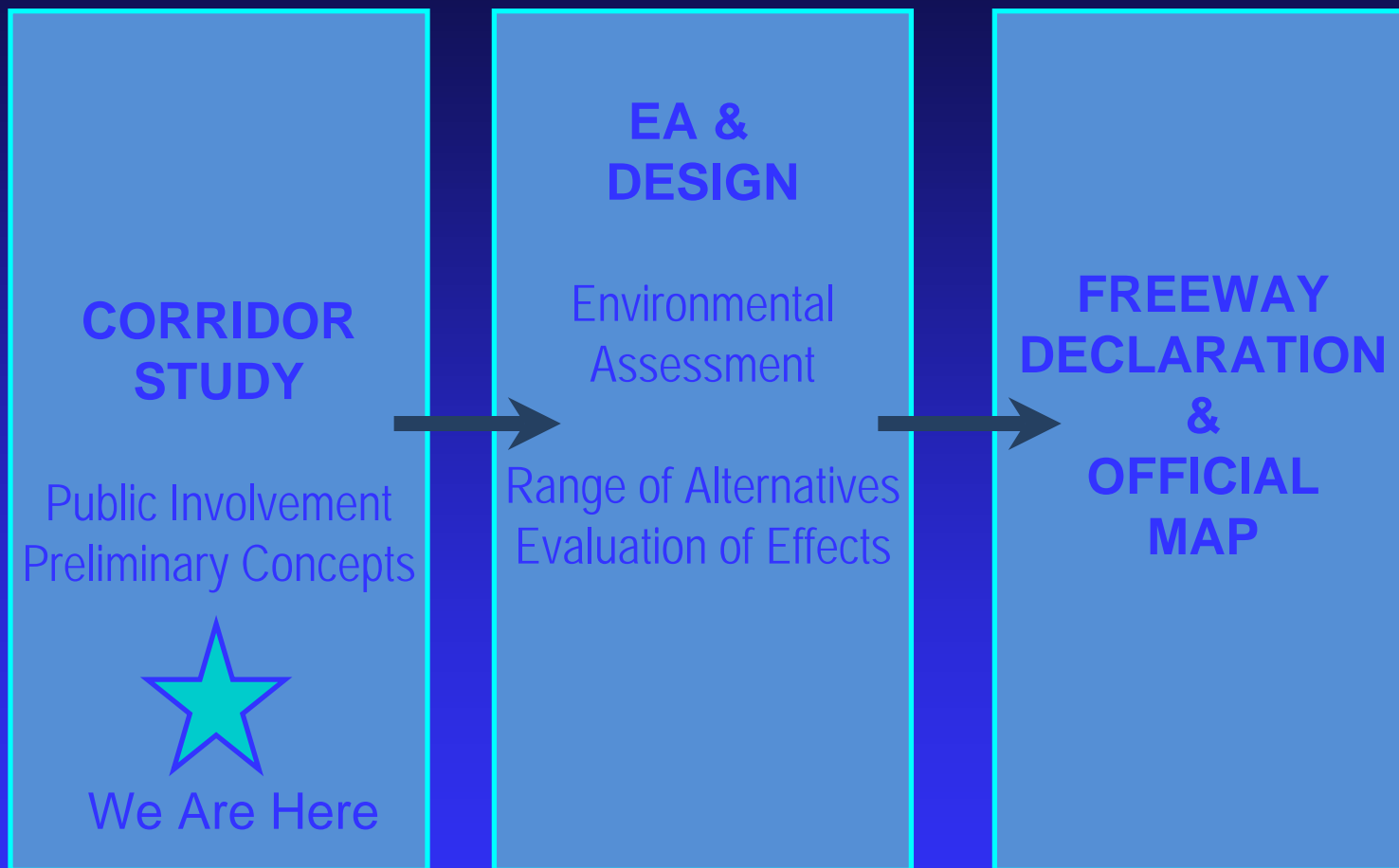


WIS. STATUTES 84.295 & OFFICIAL MAP

- State Statute (Wis. Stat. 84.295) 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



OFFICIAL MAP PROCESS



WHAT WILL WISDOT OFFICIALLY MAP?

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



WHEN WILL CONSTRUCTION OCCUR?

- Wis. Stats. 84.295 and official mapping does not include construction
- No immediate construction or project dollars are programmed at this time
- Likely programmed, funded, and constructed over several decades or phases
- Statewide competition for funding and improvements
- Short-term options may also be considered such as intersection improvements and driveways and/or median alterations




OPEN HOUSE SESSION / EXERCISE

- Exhibits of existing conditions
- Opportunity to record input
 - ◆ Sticker and comment form
 - ◆ Place numbered sticker on map in location of desired comment
 - ◆ Record sticker number on comment form with your comment
 - ◆ Space on back of form for general comments
 - ◆ Return form to comment box or mail to address provided
 - ◆ One-on-one discussion with study team staff



COMMENT FORM

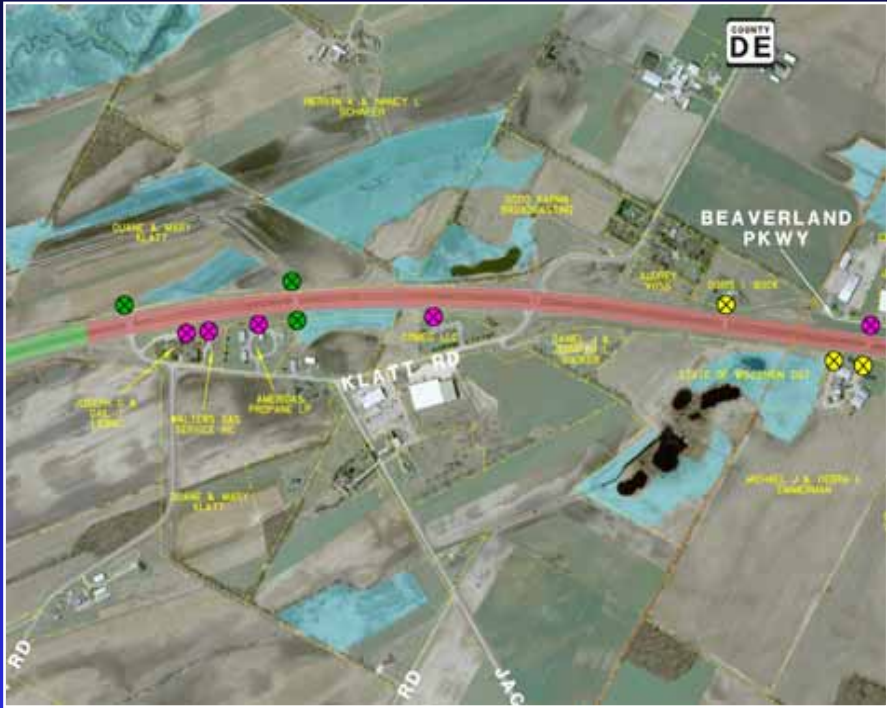


US 14 Corridor Study (East) Comment Form

Use the spaces below to provide your comments for specific locations that you identify on the map with the numbered stickers.

| | |
|--------------------------------|--|
| 1 write sticker number here | This intersection experiences long wait times. |
| write sticker number here | |
| write sticker number here | |
| write sticker number here | |
| write sticker number here | |
| write sticker number here | |
| write sticker number here | |
| write sticker number here | |

- Additional Space for general comments is provided on the other side of this comment form -



Place numbered sticker on map in desired location,

Write number of sticker on form in space provided,

1

Write your comment on the form.

Space is provided on the back for general comments.



CURRENT PROGRAMMED CONSTRUCTION PROJECTS

- Beaver Dam Bypass
 - ◆ 2008 construction
 - ◆ Overlay of US 151
- CTH D Interchange
 - ◆ Reconstruction in 2012
 - ◆ Includes removal of access between US 151 and Iron Road
- Construction of this freeway conversion is not programmed



PROJECT SCHEDULE

- **Initiate Corridor Study** Summer 2007
- **Collect data** July 2007 – March 2008
- **Local Officials Meeting #1** February 5, 2008
- **Public Informational Meeting #1** April 15, 2008
- **Send surveys** April 2008
- **Local Officials Meeting #2** Fall 2008
- **Public Informational Meeting #2** Winter 2008
- **Summary Report** June 2009
- **Environmental Study** 2009 – 2011
- **Prepare Official Map** 2011 - 2013



QUESTIONS?

