

PUBLIC INVOLVEMENT MEETING #3

US 151 FREEWAY CONVERSION STUDY



**Project I.D. 1110 00 09
Columbus to Waupun
Dodge County
May 20, 2014**



MEETING AGENDA

- Review purpose and need of study
- Discuss official “mapping” process
- Summarize completed tasks
- Summarize impacts of freeway conversion
- Discuss roadway alternatives
- Review study 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
 - Dan Schrum – Design Engineer
- TranSmart Technologies
 - Charles Wade – Transportation Planner



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



EXPRESSWAY EXAMPLE



Intersections with side roads allowed



EXPRESSWAY EXAMPLE



Driveways and other private entrances allowed



FREEWAY EXAMPLE



Access to mainline roadway
only allowed at interchanges



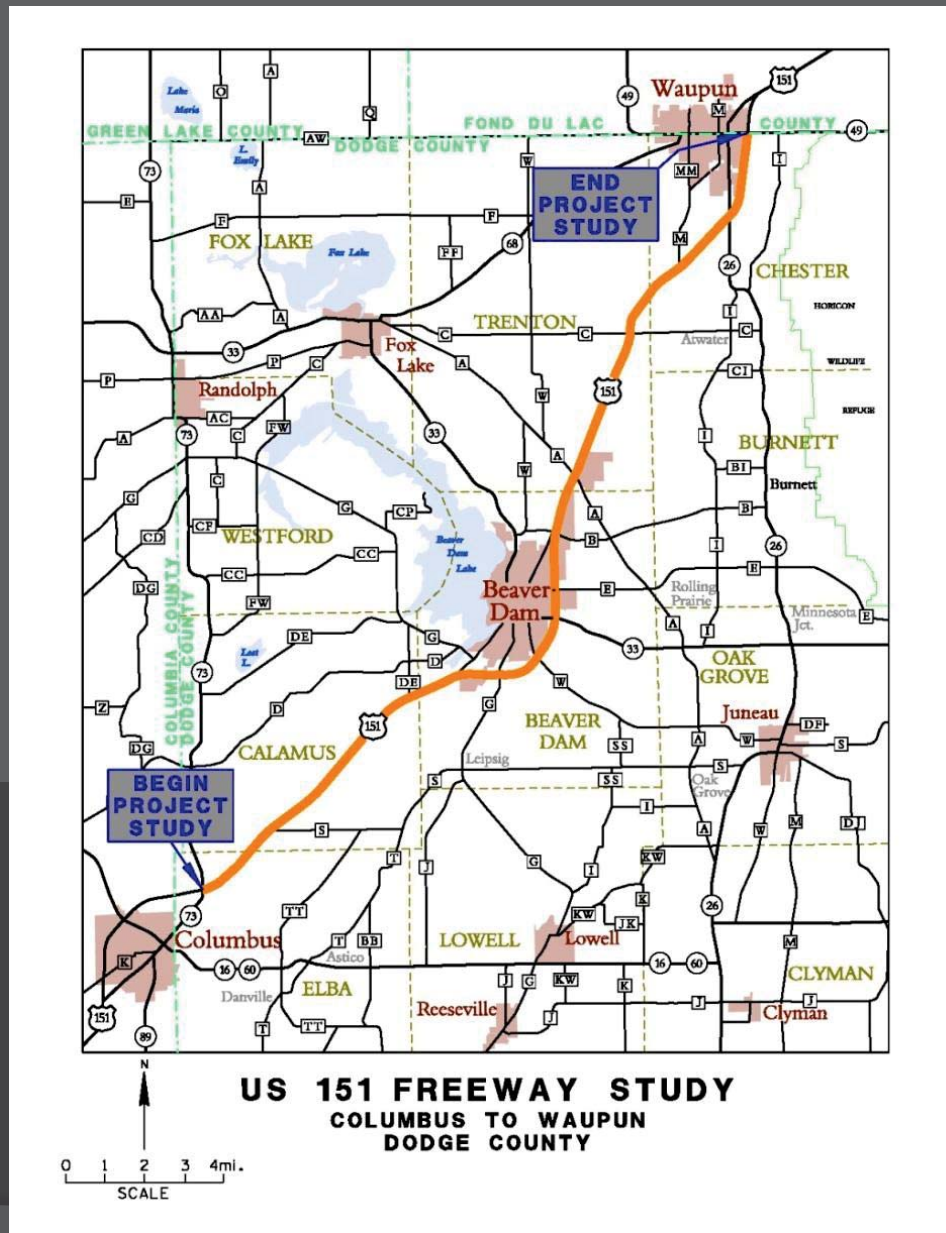
FREEWAY EXAMPLE



Side road crossings provided
with underpasses or overpasses



PROJECT STUDY AREA

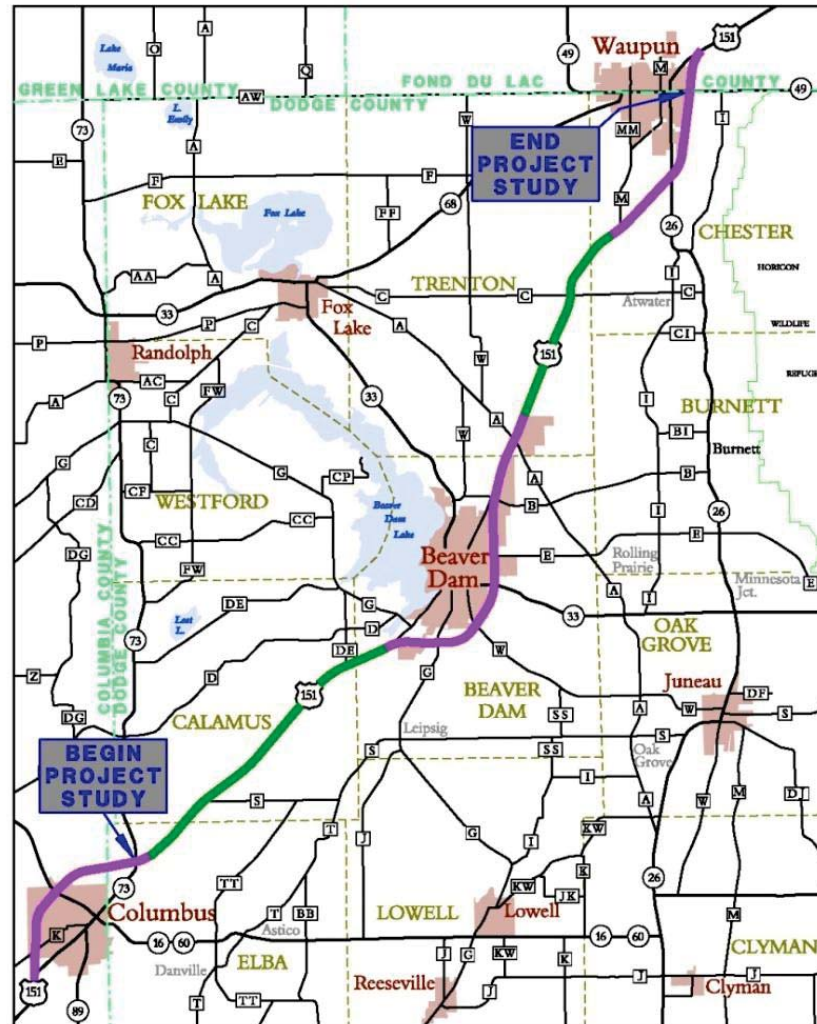


Project limits

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



EXPRESSWAYS AND FREEWAYS THE PROJECT STUDY AREA



-  CURRENTLY FUNCTIONING AS EXPRESSWAY
-  CURRENTLY FUNCTIONING AS FREEWAY



EXISTING CORRIDOR HIST



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



EXISTING CORRIDOR HISTOR

- Beaver Dam Bypass
 - 2008 construction
 - Overlay of US 151
- County D Interchange
 - Reconstruction in 2011/2012
 - Included removal of access between US 151 and Iron Road



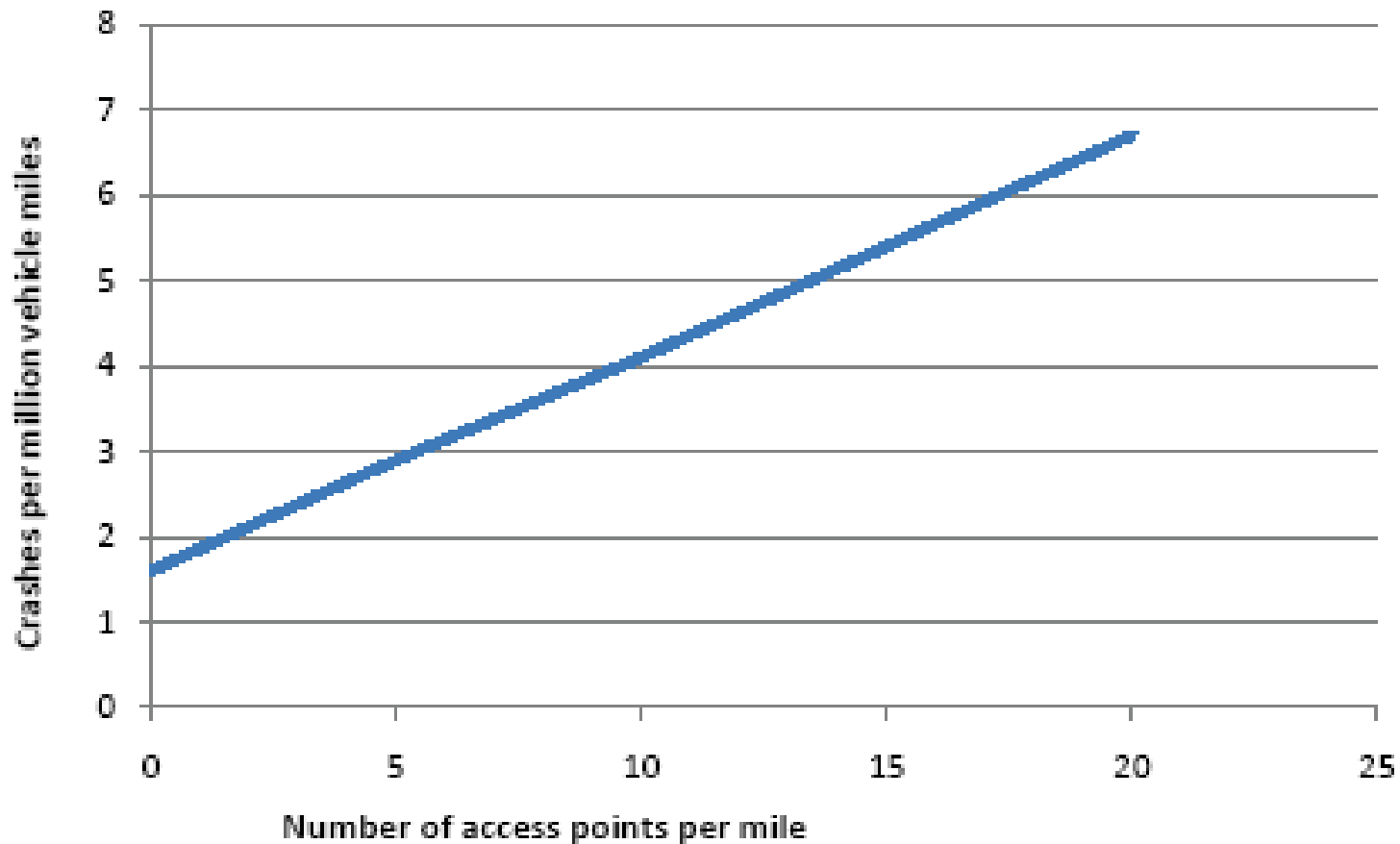
PROJECT NEED

- Long-term plan and importance of highway
 - Connections 2030 Backbone Route
- Address increasing traffic volumes
 - 2012 counts – 17,300 (vehicles per day) near Waupun and 20,800 around Beaver Dam
 - 2035 projections – 18,500 near Waupun and 26,400 around Beaver Dam
- Address increasing growth and development
- Facilitate planning for future land use and transportation needs
- Maintain long-term safety and operations



PROJECT NEED

Figure 3 Crash rate versus roadway access points for rural expressways



Source: Federal Highway Administration

Effect of access points on crash rates



CRASH ANALYSIS RESULTS

- Previous crashes analyzed
- Both crash and injury rates exceed state averages for similar facilities
- Over half of intersections evaluated experienced significant severity
- Intersections with over 10 crashes
 - County DE
 - County D/Iron Road
 - WIS 33
 - County M
- County D/Iron Road crossover removed in 2008
- Crashes likely to continue to increase



STUDY AREA GROWTH 2005-2030

- Projected Employment Growth: 46%
(Dodge County)
- Projected Household Growth: 19%
- Projected Population Growth: 9.6%

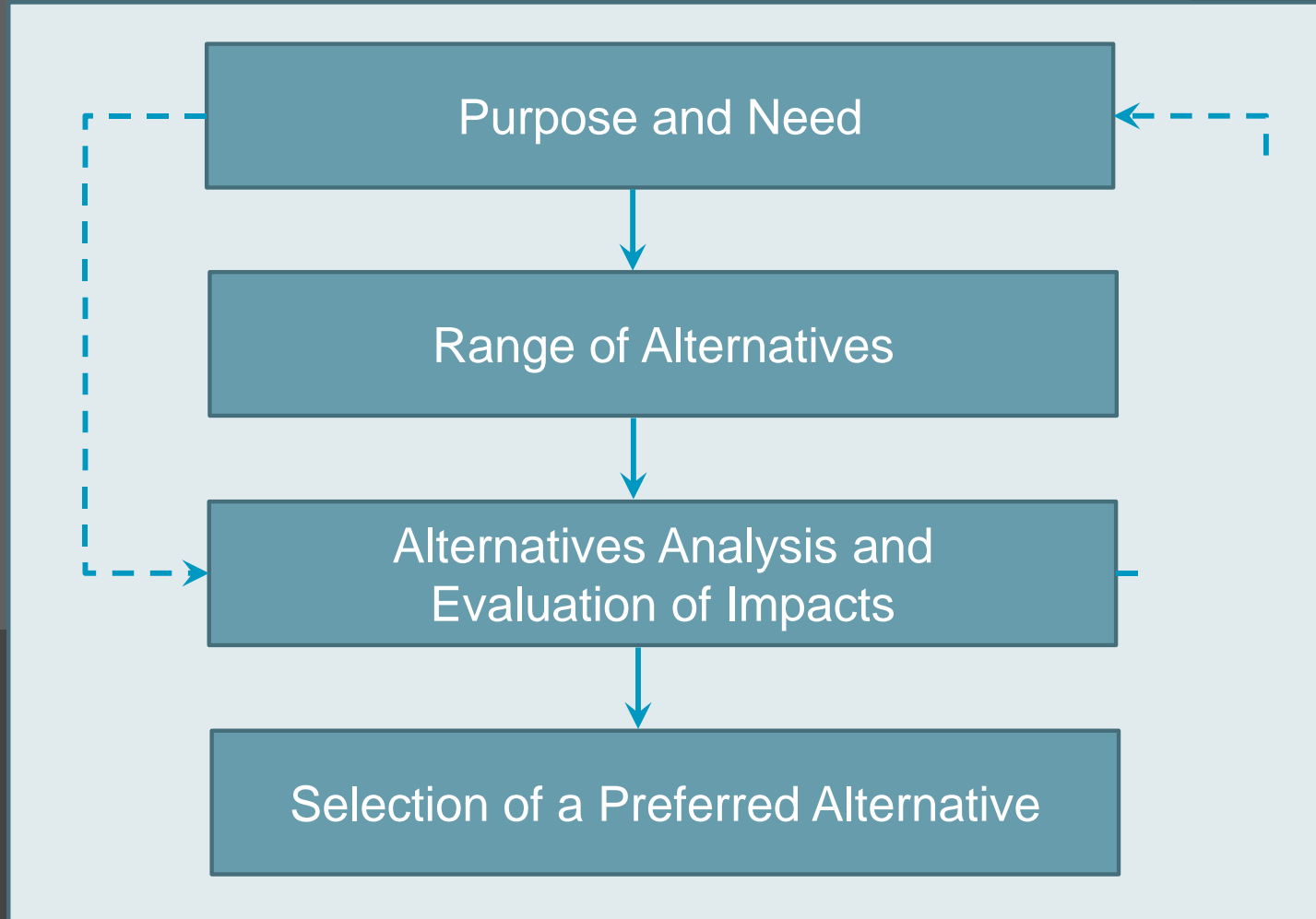


PROJECT STUDY PHASES

- Phase 1 – Data gathering and conceptual design
- Phase 2 - Environmental Study and additional roadway design (current phase)
- Phase 3 - Develop official map for corridor



FREEWAY CONVERSION FOLLOWS NEPA PROCESS

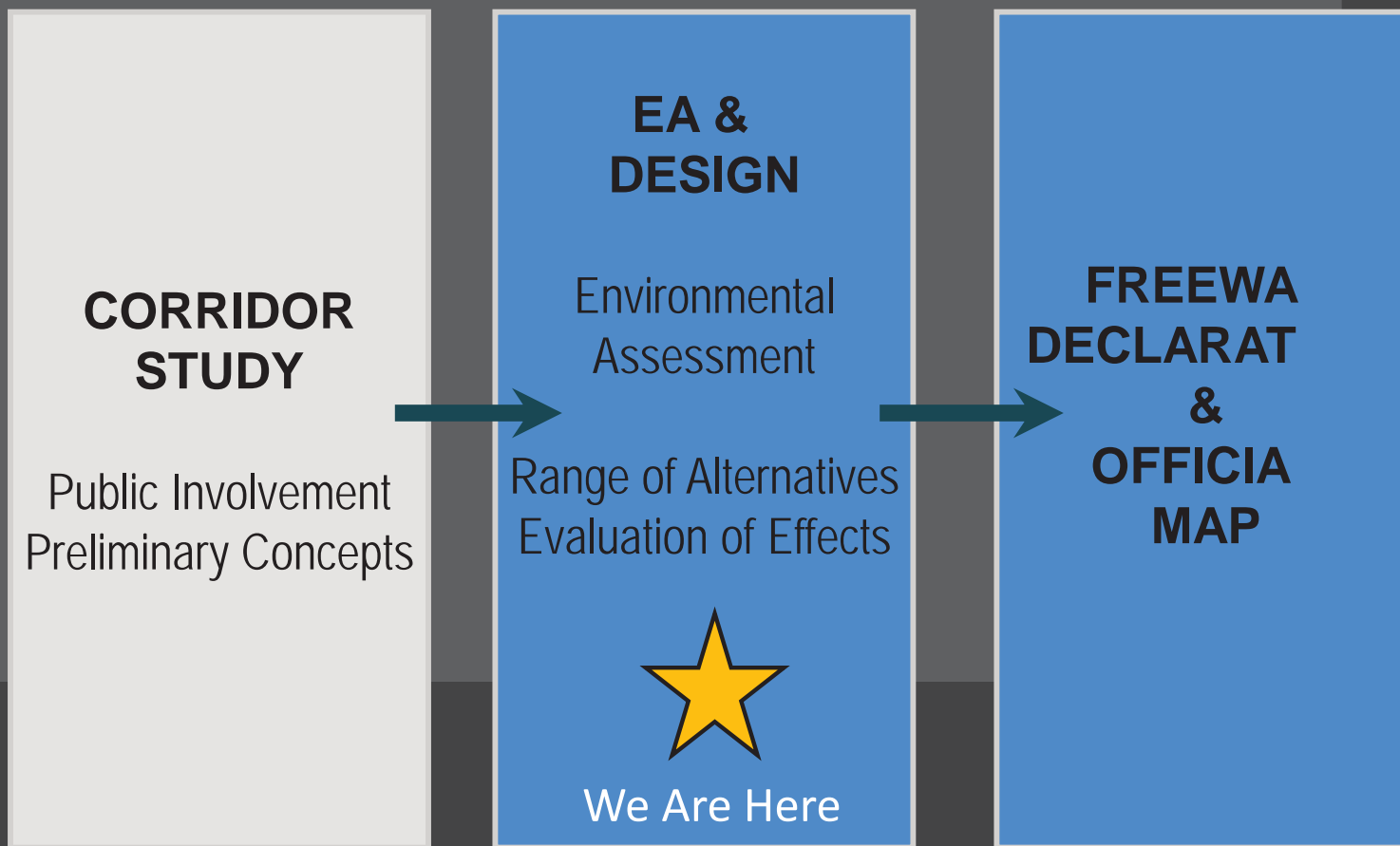


WIS. STATUTES 84.295 & OFFICIAL

- State Statute (Wis. Stat. 84.295) authorizes WisDOT 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 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 OFFICIAL

- WisDOT will map and preserve land required 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 system



TASKS COMPLETED

- Environmental data collected
 - Contaminated materials
 - Historical buildings
 - Archaeological sites
 - Wetlands
 - Stream crossings
 - Endangered species
 - Agricultural lands
 - Noise receptors



TASKS COMPLETED

- Crash analysis prepared
- Surveys sent to property owners, emergency services, and schools
- Local comprehensive plans obtained
- Federal and state agencies contacted for input
- Railroad companies contacted
- Preliminary roadway concepts developed conversion of US 151 to freeway



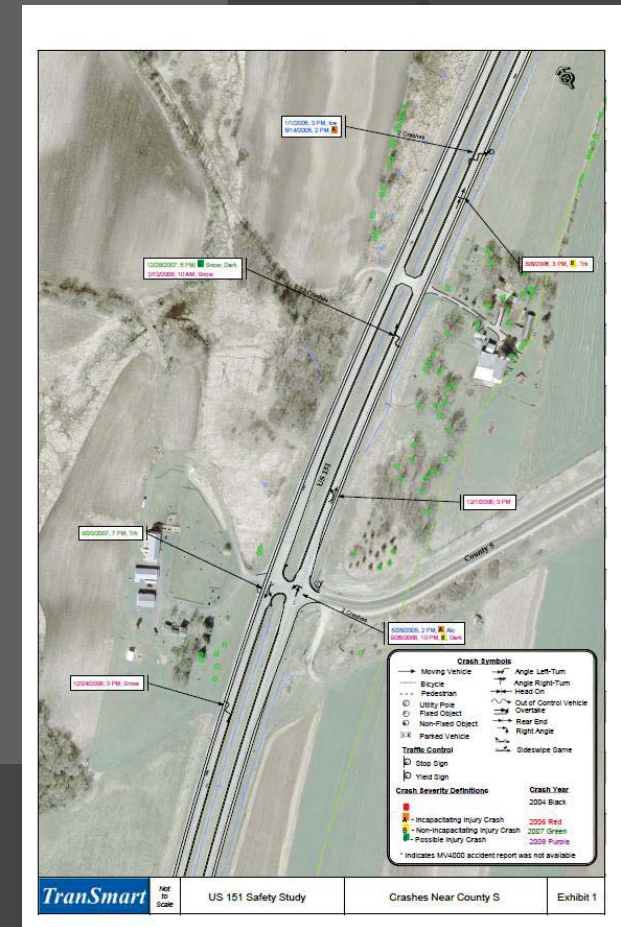
TASKS COMPLETED

- Held 2 Local Officials Meetings and 2 Public Involvement Meetings
- ***US 151 Safety Study completed 2009/2010***
- Report documenting results of Phase I completed 2010
- Developed 5 alternatives with total of 16 sub alternatives
- Environmental factors used to screen alternatives
- ***Value Planning Study (VP) completed Spring 2013***
- VP Recommendations incorporated into Alternatives
- 6 Alternatives moving forward – 3 in south segment (Columbus to Beaver Dam) and 3 in north segment (Beaver Dam to Waupun)



2009/2010 Safety Study

- Additional crash analysis completed
- Purpose was to determine high crash locations and identify 5 sites for further analysis
- 17 locations identified with high crash rates
- Five priority crash cluster locations further analyzed
 - County S
 - Forest Road
 - Iron Road
 - County E
 - Industrial Dr.
- No further action recommended at the time



2013 Value Planning (VP) Report

- Value Planning - process involving a group of individuals with applicable expertise to conduct a review. It is required on larger WisDOT studies
- Review concepts developed by project team for possible modifications to improve safety and/or reduce costs
- 30 ideas generated and compared against alternatives developed by project team
- 12 recommendations further developed
- Project team incorporated all or a portion of 10 of the 12 recommendations into the alternatives



Value Planning Report

for



Wisconsin Dept. of Transportation
2101 Wright Street
Madison, WI 53704

US 151 Freeway Conversion Project
Project ID No. 1110-00-09

HDR

Prepared by
HDR Engineering, Inc.
1001 SW 5th Ave., Suite 1800
Portland, OR 97204

May 13-17, 2013



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



SUMMARY OF FREEWAY CONVERSION

Existing interchanges likely to remain

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



County



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 $\frac{1}{4}$ mile
- Possible overpass or underpass crossings of US 151



Redw



SUMMARY OF FREEWAY CONVERSION

Private access

- All access removed from US 151
 - Commercial entrances
 - Driveways
 - Agricultural entrances
- Access to US 151 only at interchanges
- Frontage road construction likely



SUMMARY OF FREEWAY CONVERSION

Eliminate at-grade railroad crossings

- Crossing of Wis. Southern east of Beaver Dam
 - Likely require raising US 151 over railroad
 - US 151 would span both railroad and County E
- Crossing of Wis. Southern south of Waupun
 - Likely require raising US 151 over railroad
- Overpass of Union Pacific crossing south of Beaver Dam to remain



RR crossing east of Beav



CONCERNS AND IMPACTS OF FREEWAY CONVERSION

- Division of farm properties resulting from loss at-grade crossings of US 151
- Possible need to create alternative crossings 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 recreational users (snowmobiles, bicycles, etc.)



CONCERNS AND IMPACTS OF FREEWAY CONVERSION

- Loss of undeveloped land due to potential new roadways
- Possible disincentive for non-agricultural development near the US 151 corridor where access is eliminated
- Possible increased pressure to develop potential new interchanges
- Possible removal/relocation of buildings
- Likely increases in traffic on remaining routes access to US 151



AREA LAND USE

- Comprehensive plans obtained from communities along corridor
- State requirement to have comprehensive plans completed by 2010
- Most of corridor is primarily agricultural
- Commercial and residential around Columbus, Beaver Dam, and Waupun



Beaver Dam



KEY FUTURE LAND USE ISSUES

- Limit commercial growth along Klatt/Jackson Roads
- Provide alternative to reduce truck traf on south side of Beaver Dam



WIS 73 Interchange



KEY FUTURE LAND USE ISSUES

- City and Town of Beaver Dam expected to experience largest growth rates in study area
- Development proposed northeast of WIS 26 interchange
- Potential commercial development adjacent to County A interchange



WIS 26 Interchange



ALTERNATIVES ANALYSIS

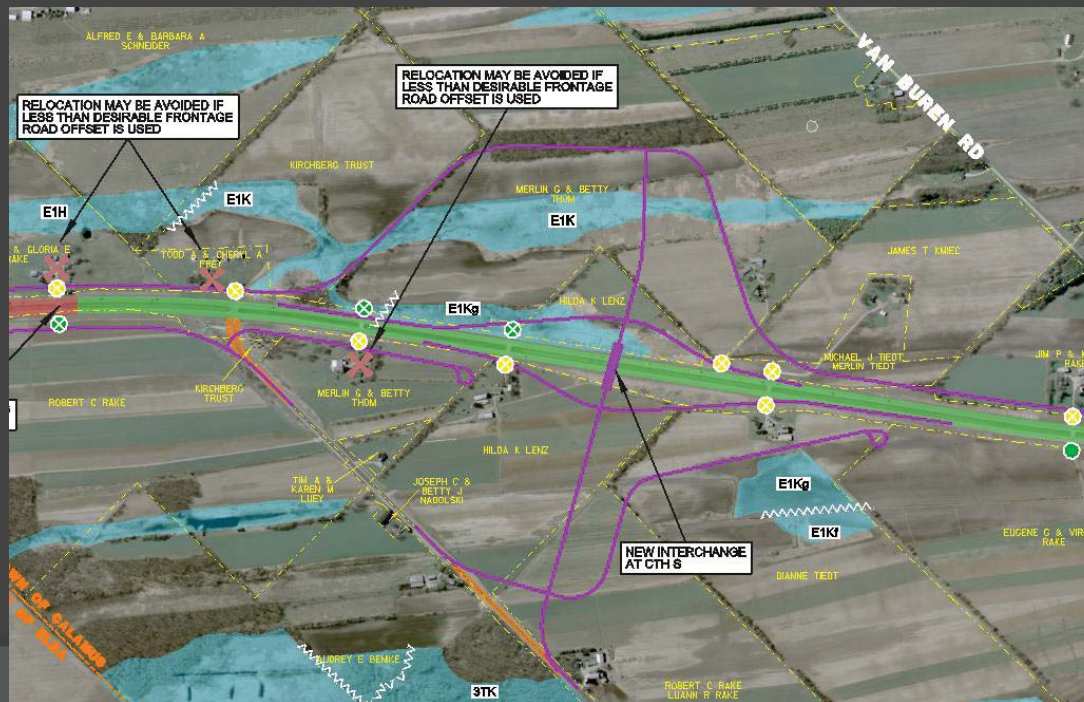
- 6 Alternatives
 - 3 South Segment Alternatives: Columbus Beaver Dam (1C, 2B, 3C)
 - 3 Possible New Interchange Locations
 - County S
 - Gunn Road
 - County DE
 - 3 North Segment Alternatives: Beaver Waupun (5B, 6A, 7A)
 - 2 Possible Interchange Locations
 - Redwood Road
 - County C



ALTERNATIVES ANALYSIS

Columbus to Beaver Dam – ALTERNATIVE

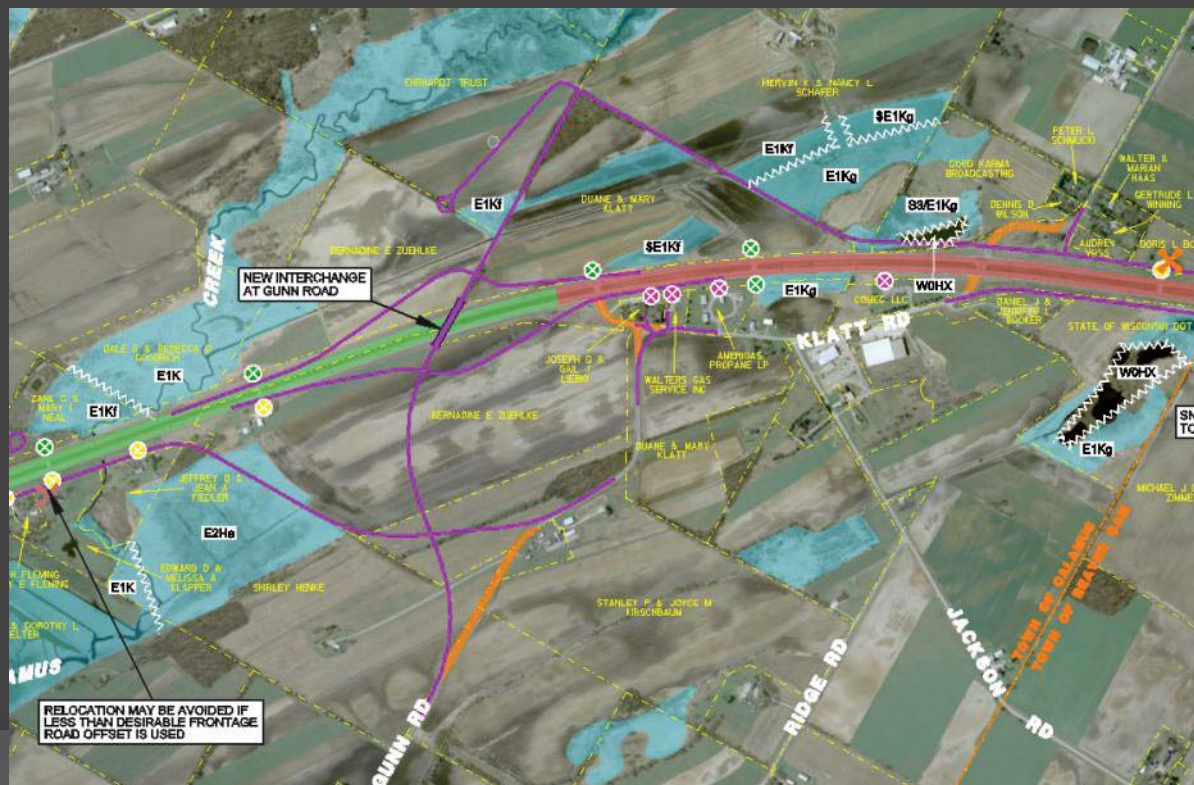
- Interchange locations – County S, Gunn Road
County S
 - Shifted south from version presented in 2009
 - Advantages: ties into county highway, uses high road
 - Disadvantages: farmland impacts, wetland impacts, pro owner access



ALTERNATIVES ANALYSIS

Columbus to Beaver Dam – ALTERNATIVE

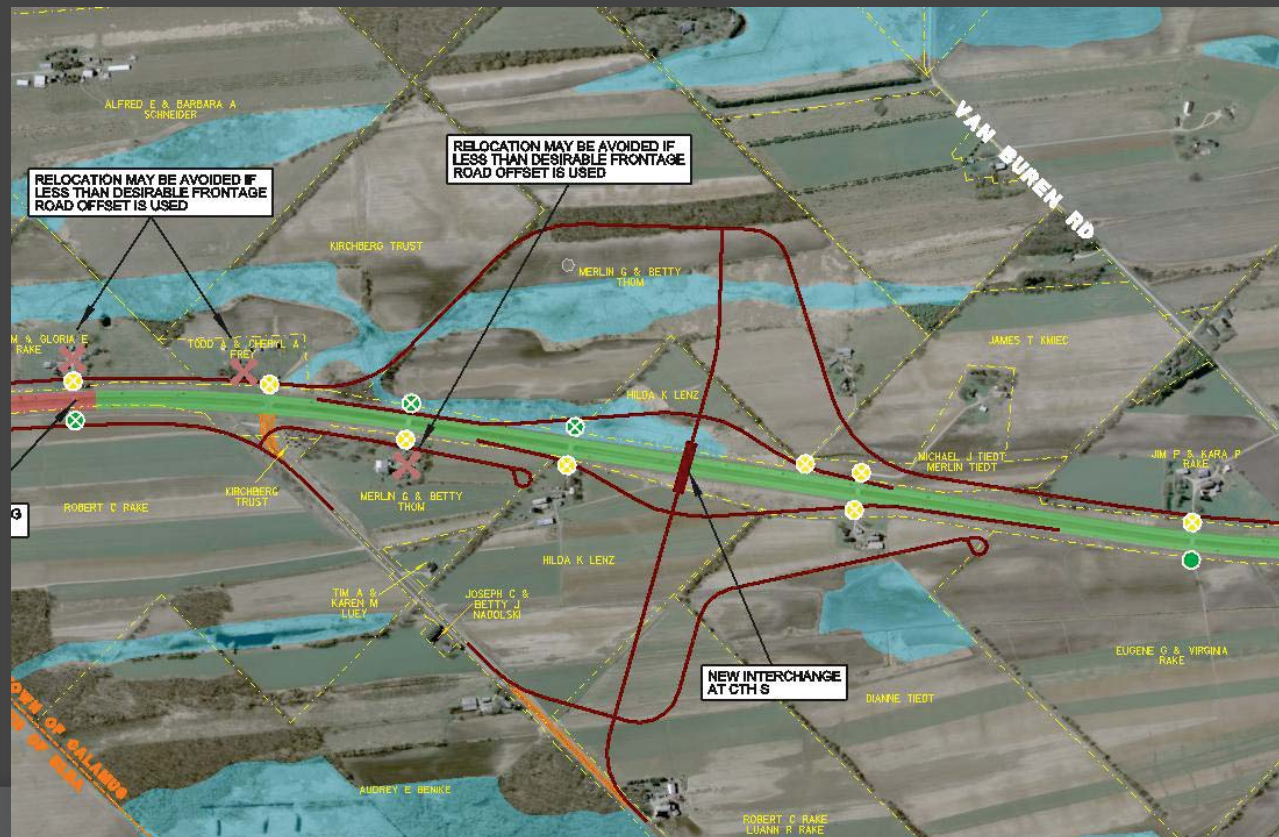
- Interchange locations – County S, Gunn Road
Gunn Road
- Shifted slightly south from version presented in 2009
 - Advantages: May avoid relocations, minimal wetland impact
 - Disadvantages: Farmland impacts, indirection for trucks



ALTERNATIVES ANALYSIS

Columbus to Beaver Dam – ALTERNATIVE

- Interchange locations – County S, County DE
County S – same configuration as Alternative 1C
 - Advantages: ties into county highway, uses high quality side road
 - Disadvantages: farmland impacts, wetland impacts, property access



ALTERNATIVES ANALYSIS

Columbus to Beaver Dam – ALTERNATIVE

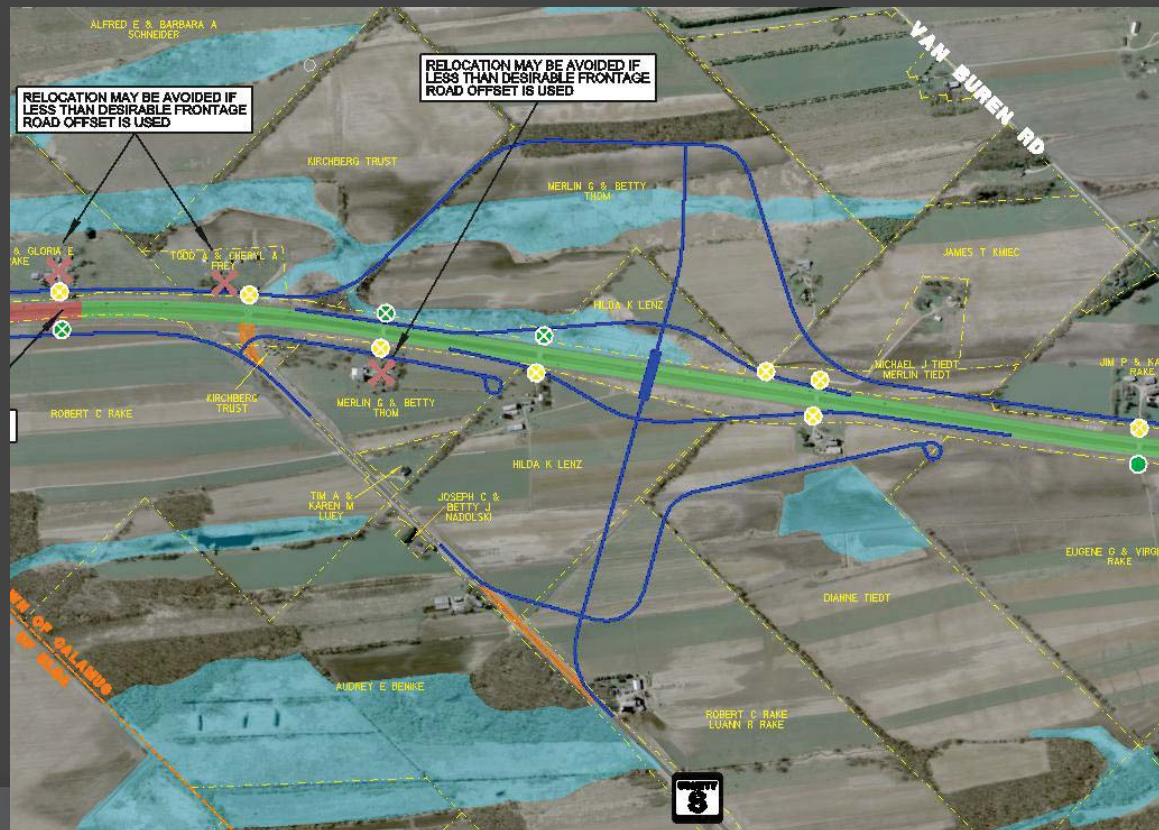
- Interchange locations – County S, County DE
County DE
 - Similar configuration as version presented in 2009
 - Advantages: Ties into county highway, better access to co
 - Disadvantages: numerous relocations, less than desirable 2 distance from existing interchange



ALTERNATIVES ANALYSIS

Columbus to Beaver Dam – ALTERNATIVE

- Interchange location – County S
County S – same configuration as Alternative 1C
 - Advantages: ties into county highway, uses high quality side road
 - Disadvantages: farmland impacts, wetland impacts, property access



ALTERNATIVES ANALYSIS

Beaver Dam to Waupun – ALTERNATIVE

- Interchange locations – County C, Diamond at County County C
 - Similar configuration as version presented in 2009
 - Advantages: Ties into county highway
 - Disadvantages: Located on a curve, farmland impacts, wetland impacts require at least one relocation



ALTERNATIVES ANALYSIS

Beaver Dam to Waupun – ALTERNATIVE

- Interchange locations – Split Diamond at Redwood Road and County C, Diamond at County M
- Split Diamond – Redwood Road and County C
 - Not presented in 2009
 - Advantages: Ties into county highway, less wetland impacts than 5B
 - Disadvantages: Non-standard interchange type, farmland wetland impacts, possible relocations, alignment shift of Redw



ALTERNATIVES ANALYSIS

Beaver Dam to Waupun – ALTERNATIVE

- Interchange locations – Partial Cloverleaf (P Redwood Road, Diamond at County M
PARCLO at Redwood Road
 - Not presented in 2009
 - Advantages: Minimal wetland impacts, could possibly tie into CTH east
 - Disadvantages: Non-standard interchange type, farmland impac into county highway, Redwood Road alignment shifted



WHEN WILL CONSTRUCTION OCCUR?

- Wis. Stats. 84.295 and official mapping does 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 as intersection improvements and driveways and/or median alterations



INFORMATION ON DISPLAYS

- Property owner names obtained from Dodge database
- Existing private access points are identified
- Wetland areas shown identified from DNR maps
- Alternative freeway concepts shown
- Concepts intended to avoid relocations where possible
- Access to US 151 analyzed for each property for northbound and southbound movements



OPEN HOUSE SESSION / EXERCISE

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

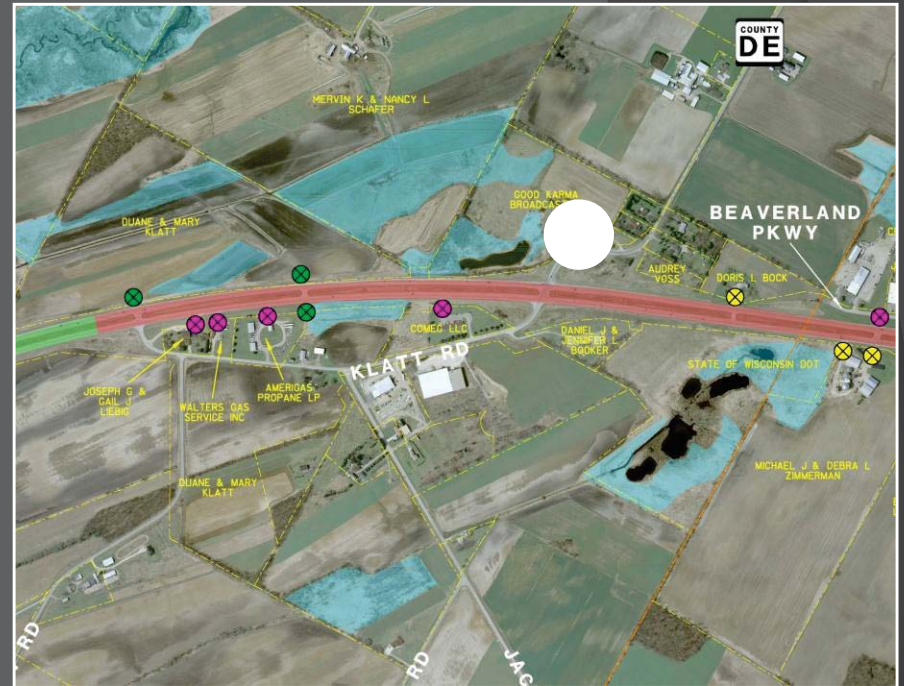


US 14 Corridor Study (East) Comment Form

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

write sticker number here 1	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 location,

Write number of sticker on form provided,

Write your comment on the

Space is provided on the back comments.

PROJECT SCHEDULE

- Initiate Corridor Study Summer 2007
- Collect data July 2007 – March
- Local Officials Meeting #1 February 25, 2008
- Public Info. Meeting #1 April 16, 2008
- Send surveys June 2008
- Local Officials Meeting #2 May 12, 2009
- Public Info. Meeting #2 July 15, 2009
- Safety Study August - Novemb
- Phase I Complete November 2010
- Preliminary Design, Screening of 2011-2014
- Alternatives and Environmental
-
-
- ~~Data Collection~~ (VP) Study Spring 2013
- Local Officials Meeting #3 March 27, 2014
- Public Involvement Meeting #3 May 20, 2014
- Environmental Study 2014 – 2015
- Prepare Official Map 2016 - 2017



QUESTIONS?



Project website

<http://www1.wisconsin.gov/Pages/projects/by-region/sw/151/default.aspx>

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