

LOCAL OFFICIALS MEETING #3

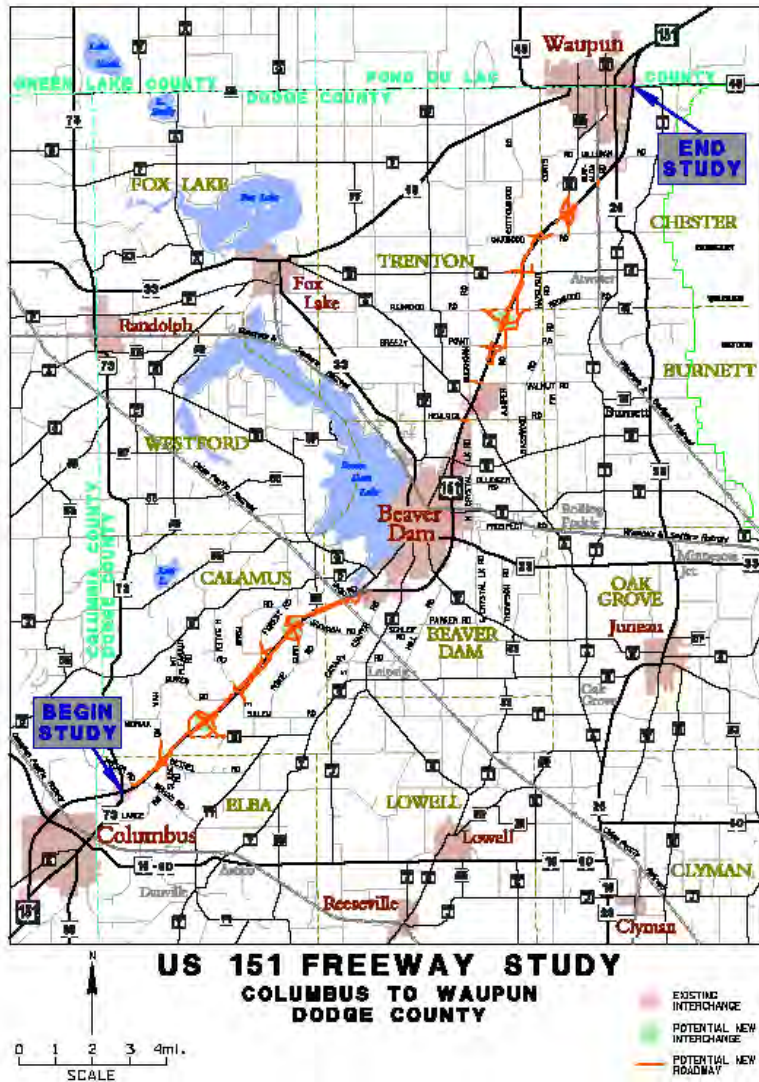
for

USH 151 FREEWAY CONVERSION STUDY

Project I.D. 1110-00-09

Columbus to Waupun

Dodge County



Beaver Dam City Council Chambers
Thursday, March 27, 2014



Wisconsin Department of Transportation
Southwest Region

A. PURPOSE OF MEETING

- Review project objectives – purpose and need
- Discuss official “mapping” process
- Summarize work completed tasks
- Summarize impacts of freeway conversion
- Discuss roadway alternatives
- Review study schedule
- Gather input from local agencies

B. MEETING INVITEES

Wisconsin Department of Transportation

Mark Westerveld WisDOT Project Manager
Thomas Koprowski WisDOT Planner

Engineering Consultant Representatives

Matt Barr Ayres Associates Project Manager
Dan Schrum Ayres Associates Design Engineer
Charles Wade TranSmart Technologies Transportation Planner

Local Agencies

Cities

City of Columbus Patrick Vander Sanden - City Administrator
City of Beaver Dam Ritchie Piltz - Engineering Coordinator
City of Waupun Kyle Clark - City Administrator

Counties

Columbia County Tom Lorfeld – Highway Commissioner
John Bluemke – Planning & Zoning
Dodge County Brian Field – Highway Commissioner
Dean Perlick – Manager of Planning & Economic
Development
Fond du Lac County Thomas Janke – Highway Commissioner
Sam Tobias – Planning Director

Townships

Town of Columbus Eugene Damm – Town Chairman
Town of Fountain Prairie Steven Rubert – Town Chairman
Town of Elba Joe Roche – Town Chairman
Town of Calamus John Kirchberg – Town Chairman
Town of Beaver Dam Neal Stippich – Town Chairman
Town of Burnett Timothy Fletcher – Town Chairman
Town of Trenton Russell Kottke – Town Chairman
Town of Chester Ronald Hull – Town Chairman
Town of Waupun Randy Vande Slunt – Town Chairman

C. PROJECT STUDY SUMMARY

- (1) Project Limits
 - a) Columbus to Waupun
 - b) WIS 73 interchange on north side of Columbus to WIS 49 interchange
- (2) Project Purpose
 - a) Study USH 151 corridor for conversion to freeway
 - Freeway = Access only allowed at interchanges
 - Expressway = Limited access for side roads and private entrances
- (3) Project Segments
 - a) Columbus to Beaver Dam (south section) – Existing expressway
 - b) Beaver Dam Bypass – Functioning as freeway now
 - c) Beaver Dam to Waupun – Existing expressway
 - d) Waupun Bypass (north section) – Functioning as freeway now
- (4) Study phases
 - a) Phase 1 – Gather data, develop preliminary concepts
 - b) Phase 2 – Preliminary design, environmental document (current)
 - c) Phase 3 – Prepare mapping of corridor
 - i. Follow 84.295 process
 - ii. Preserve right-of-way for future transportation needs

D. TASKS COMPLETED SINCE LAST LOCAL OFFICIALS MEETING

- (1) Completed report summarizing Phase 1 of study
- (2) Some environmental analysis completed
- (3) Safety Study
- (4) Value Planning Study completed
- (5) Preliminary roadway concepts for conversion to freeway modified based on results of Value Planning Study
- (6) Alternatives revised to address Value Planning Study recommendations
- (7) Preliminary roadway concepts narrowed to six alternatives – three for each segment

E. FREEWAY CONVERSION SUMMARY

- (1) Existing interchanges likely to remain
- (2) Side road access relocated to interchanges
- (3) Private access relocated to local roads
- (4) Frontage roads required to provide access for properties adjacent to corridor
- (5) Eliminate at-grade railroad crossings
- (6) Desirable to keep 2 miles between interchanges
- (7) Desirable distance between ramp terminals and frontage road is 1320' (1/4 mile)
- (8) Preliminary concepts intended to minimize relocations
- (9) Provide design to desirable standards while minimizing cost and impacts

F. PRELIMINARY CONCEPTS

- (1) New interchanges being investigated
 - a) One or two in south section between Columbus and Beaver Dam
 - b) One in north section between Beaver Dam and Waupun

Location	Advantages	Disadvantages
CTH S	<ul style="list-style-type: none"> • Ties into county highway • Uses high quality side road 	<ul style="list-style-type: none"> • Farmland impacts • Wetland impacts • Property owner access
Gunn Road	<ul style="list-style-type: none"> • May avoid relocations • Minimal wetland impacts 	<ul style="list-style-type: none"> • Indirection for trucks using co-op • Farmland impacts
CTH DE	<ul style="list-style-type: none"> • Ties into county highway • Better access to co-op 	<ul style="list-style-type: none"> • Numerous relocations • Less than desirable 2 mile distance from existing interchange
Redwood Road: Partial Cloverleaf (PARCLO)	<ul style="list-style-type: none"> • No impacts to cemetery • No relocations • Minimal wetland impacts • Could possibly tie into CTH CI to the east 	<ul style="list-style-type: none"> • PARCLO configuration doesn't meet driver expectancy • Nearby cemetery requires shifting Redwood Road alignment • Farmland Impacts • Does not tie into county highway
Split Diamond: Redwood Road & CTH C	<ul style="list-style-type: none"> • Ties into county highway • No impacts to cemetery 	<ul style="list-style-type: none"> • Split diamond configuration doesn't meet driver expectancy

		<ul style="list-style-type: none"> • Farmland impacts • Wetland impacts • Nearby cemetery requires shifting Redwood Road alignment • Possible relocations
CTH C	<ul style="list-style-type: none"> • Ties into county highway 	<ul style="list-style-type: none"> • Located on curve • Significant wetland impacts • Farmland impacts • Would require at least one relocation along CTH C

- (2) Existing interchanges
 - a) Configurations will likely remain
 - b) Convert CTH M to a full diamond interchange
- (3) Possible bridge crossings of USH 151
 - a) Bethel Road
 - b) Salem Road
 - c) Forest Road
 - d) CTH DE
 - e) Breezy Point Road
 - f) CTH C
 - g) Oakwood Road

Railroad crossings

- h) Union Pacific south of Beaver Dam – Probably no changes
- i) Wis. & Southern east of Beaver Dam
 - i. Eliminate at-grade crossing
 - ii. Would likely require USH 151 bridges over railroad
 - iii. Railroad grade would likely remain the same
- j) Wis. & Southern south of Waupun
 - i. Eliminate at-grade crossing
 - ii. Would likely require USH 151 bridges over railroad
 - iii. Likely lower grade of railroad
- (4) Address snowmobile crossings

G. STUDY SCHEDULE

(1)	Start of Study	Summer 2007
(2)	Collect data	July 2007 – March 2008
(3)	Local Officials Meeting #1	February 25, 2008
(4)	Public Informational Meeting #1	April 16, 2008
(5)	Send surveys	June 2008
(6)	Local Officials Meeting #2	May 12, 2009
(7)	Public Informational Meeting #2	July 15, 2009
(8)	Safety Study	August – November 2009
(9)	Phase I Complete	November 2010
(10)	Preliminary Design, Screening of Alternatives, Environmental Data Collection	2011 – 2014
(11)	Value Planning (VP) Study	Spring 2013
(12)	Local Officials Meeting #3	March 27, 2014
(13)	Public Information Meeting #3	April 2014
(14)	Environmental Study	2014 - 2015
(15)	Prepare Official Map	2015 - 2017

H. OPEN DISCUSSION