

***PUBLIC INFORMATIONAL  
MEETING #2***

**US 151 FREEWAY CONVERSION STUDY**

**Project I.D. 1110-00-09**

**Columbus to Waupun**

**Dodge County**

**July 15, 2009**



# MEETING AGENDA

- Review purpose of study
- Summarize work completed since last Public Meeting in April 2008
- Summarize impacts of freeway conversion
- Discuss preliminary roadway concepts
- Discuss official “mapping” process
- Review study schedule
- Gather input



# PROJECT STAFF

- Wisconsin Department of Transportation
  - Mark Westerveld – DOT Project Manager
  - Tom Koprowski – DOT Planner
  - Nate Day – DOT Assistant Planner
- Ayres Associates Inc
  - Matt Barr – Project Manager
  - Bill Roth – Design Engineer
  - Chris Heiting – Design Engineer
  - Doug Muench – Conceptual Plan Preparation



# PROJECT STAFF

- Transmart Technologies
  - Charles Wade – Transportation Planner
- Vandewalle & Associates
  - Daniel Moser – Planning Consultant



# PURPOSE OF STUDY

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



# 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



# PROJECT NEED

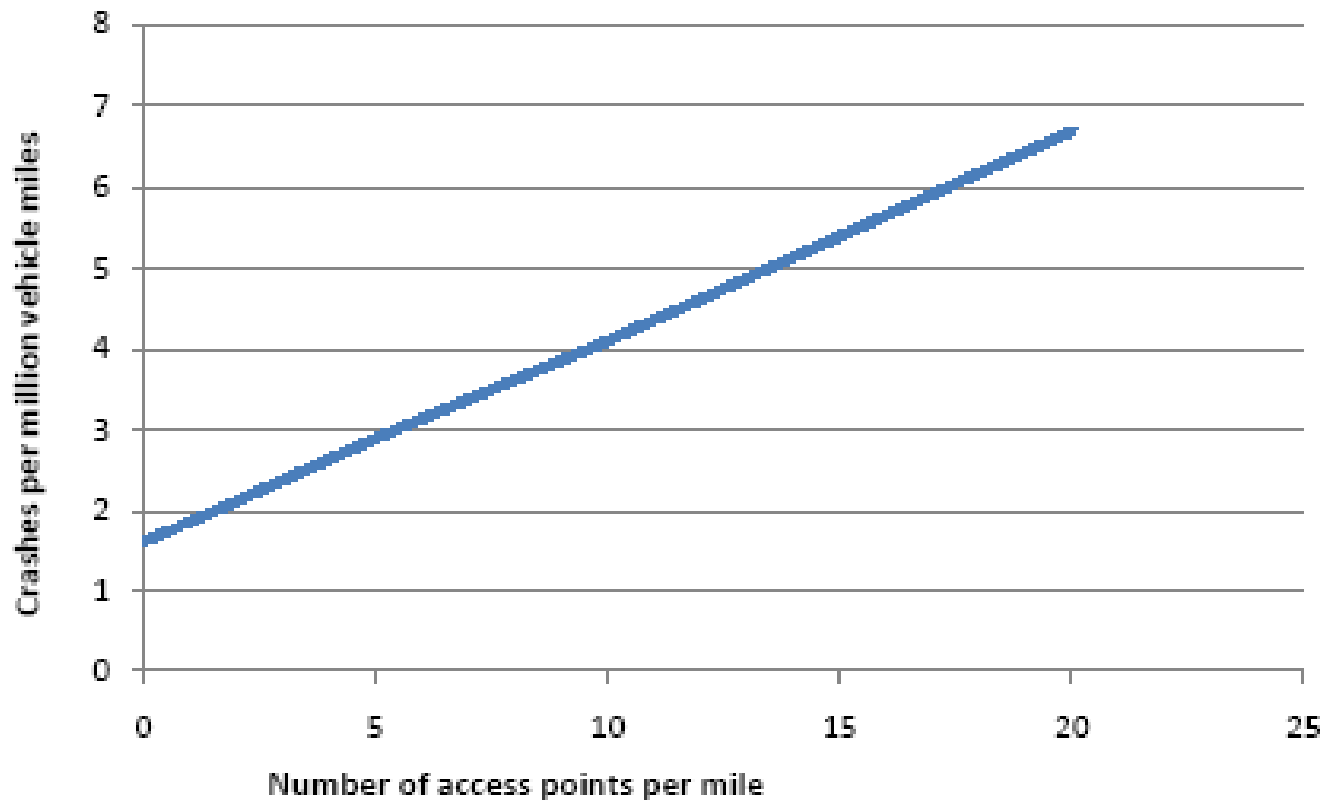
- Address increasing traffic volumes
  - 2008 counts – 12,600 (vehicles per day) near Waupun and 21,200 around Beaver Dam
  - 2035 projections – 18,500 near Waupun and 26,400 around Beaver Dam
- Address increasing growth and development
- Improve safety - Increased traffic results in increased potential for crashes – improved access = improved safety
- Facilitate planning for future land use and transportation needs
- Maintain long-term safety and operations



# PROJECT NEED

- Effect of access points on crash rates

Figure 3 Crash rate versus roadway access points for rural expressways



Source: Federal Highway Administration



# PROJECT STUDY PHASES

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



# TASKS COMPLETED

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





# 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 for conversion of US 151 to freeway
- Concepts presented to local officials

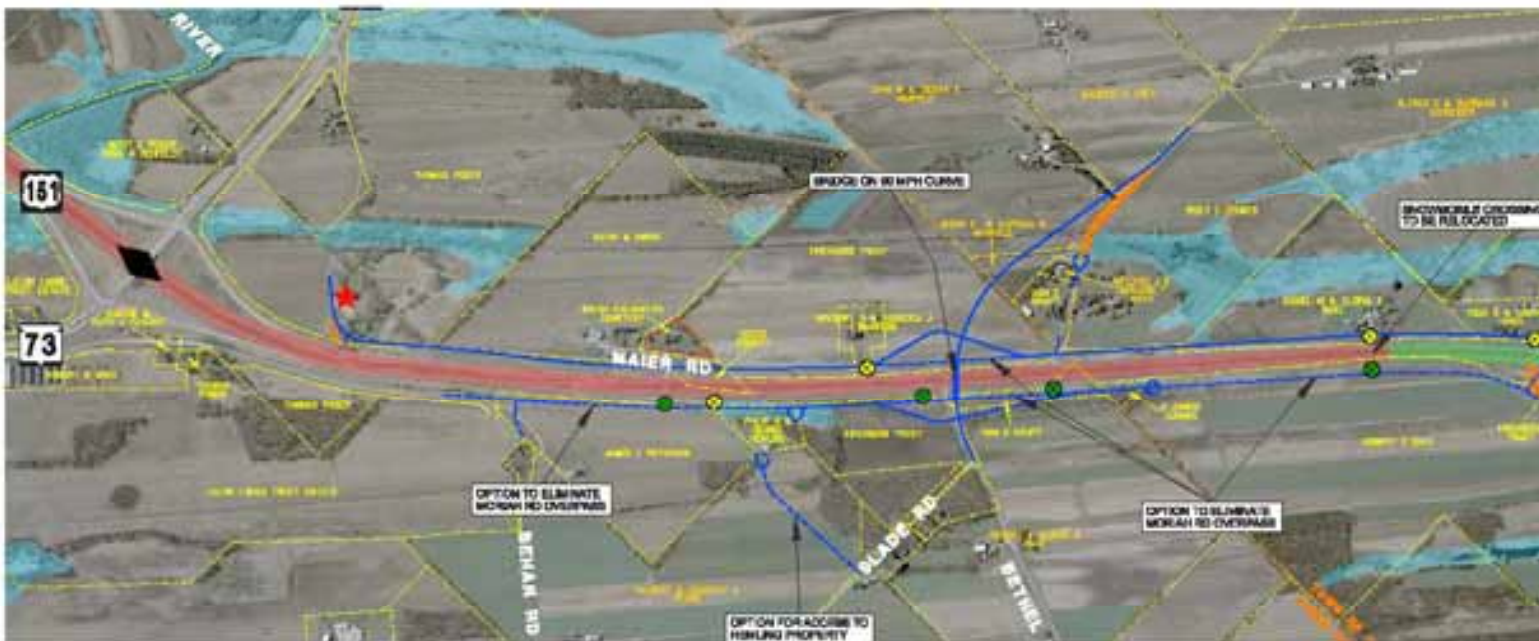


# INFORMATION ON DISPLAYS

- Property owner names obtained from Dodge County database
- Existing private access points are identified
- Wetland areas shown identified from DNR maps
- Limits are shown where interchanges may be feasible
- Preliminary freeway concepts shown
- Initial concepts intended to avoid relocations where possible
- Some concepts have multiple options (dashed lines)
- Access to US 151 analyzed for each property for both northbound and southbound movements
- **Concepts are preliminary only**



# INFORMATION ON DISPLAYS



# SUMMARY OF FREEWAY CONVERSION

- Existing interchanges likely to remain
  - WIS 73 - Full diamond interchange
  - County D – To be reconstructed to full diamond interchange in 2011/2012
  - County G - Full diamond
  - WIS 33 - Full diamond
  - Industrial Drive - Half diamond
  - County B - Full diamond



# 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 A Interchange



# SUMMARY OF FREEWAY CONVERSION

- New interchanges possible
- Desirable to keep 2 miles between interchanges
- 3 possible locations analyzed between Columbus and Beaver Dam
  - County S
  - Gunn Road
  - County DE
- 2 possible locations analyzed between Beaver Dam and Waupun
  - Redwood Road
  - County C
- Interchanges for County DE and County C shown on separate display sheets



# SUMMARY OF FREEWAY CONVERSION

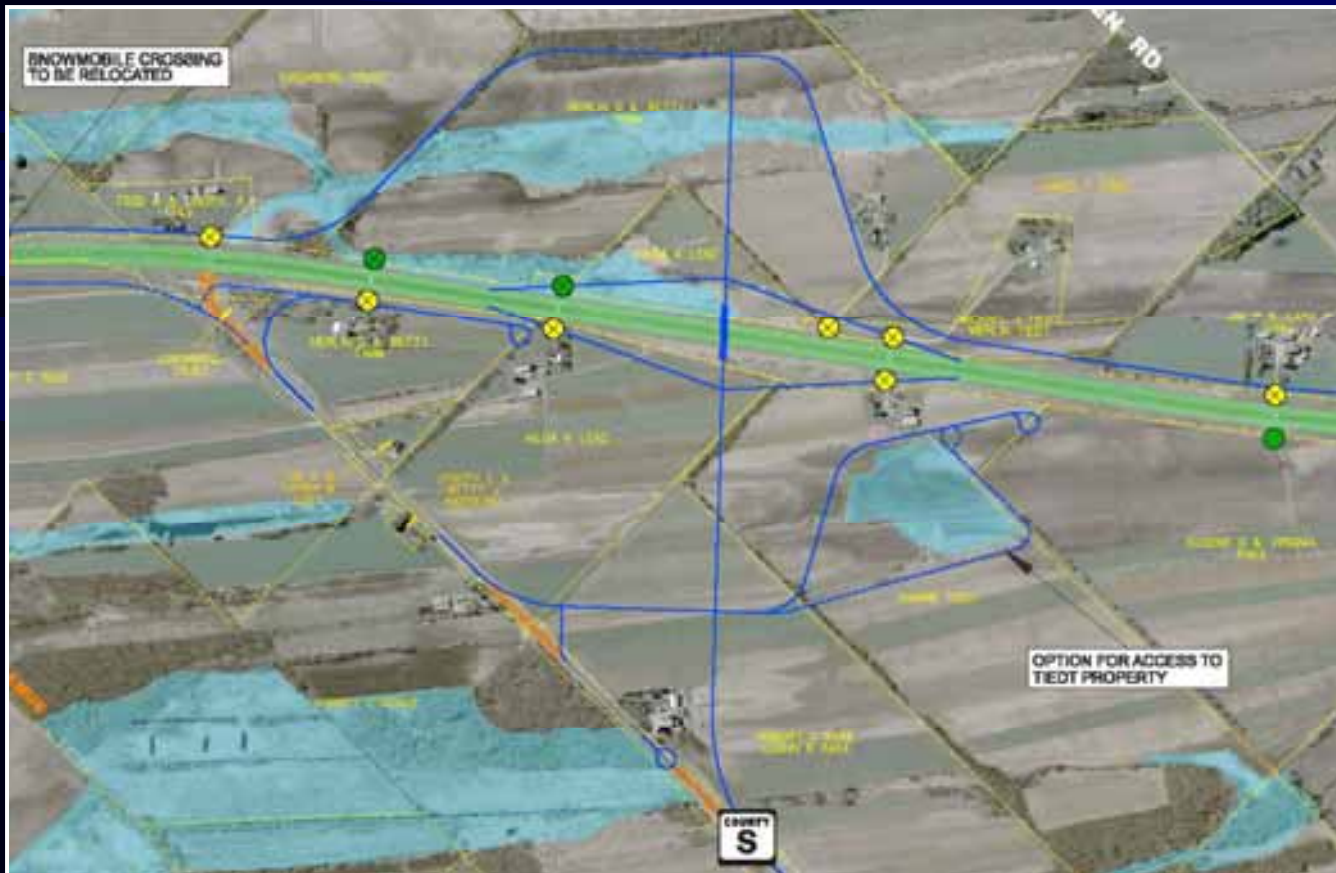
- County S interchange issues
  - Would tie into county highway
  - Uses a high quality road
  - Farmland impacts
  - Wetland impacts
  - Affects several property owner's access





# SUMMARY OF FREEWAY CONVERSION

## Potential interchange at County S





# SUMMARY OF FREEWAY CONVERSION

- Gunn Road interchange issues
  - May avoid relocations
  - Minimal wetland impacts
  - Farmland impacts
  - Indirection for trucks accessing co-op
  - Access to US 151 is south of businesses on Klatt Road



# SUMMARY OF FREEWAY CONVERSION

## Potential interchange at Gunn Road



# SUMMARY OF FREEWAY CONVERSION

- County DE interchange issues
  - Would tie into county highway
  - Would require numerous relocations
  - Less than desirable 2-mile distance from existing interchange
  - Better access for co-op
  - Access to US 151 is north of businesses on Klatt Road



# SUMMARY OF FREEWAY CONVERSION

## Potential interchange at County DE



# SUMMARY OF FREEWAY CONVERSION

- Redwood Road interchange issues
  - Spaced equally between existing interchanges at County A and County M
  - Could possibly align with County CI to east
  - Farmland impacts
  - Wetland impacts
  - Nearby cemetery requires shifting interchange to south
  - Overpass at County C would require at least one relocation





# SUMMARY OF FREEWAY CONVERSION

## Potential interchange at Redwood Road



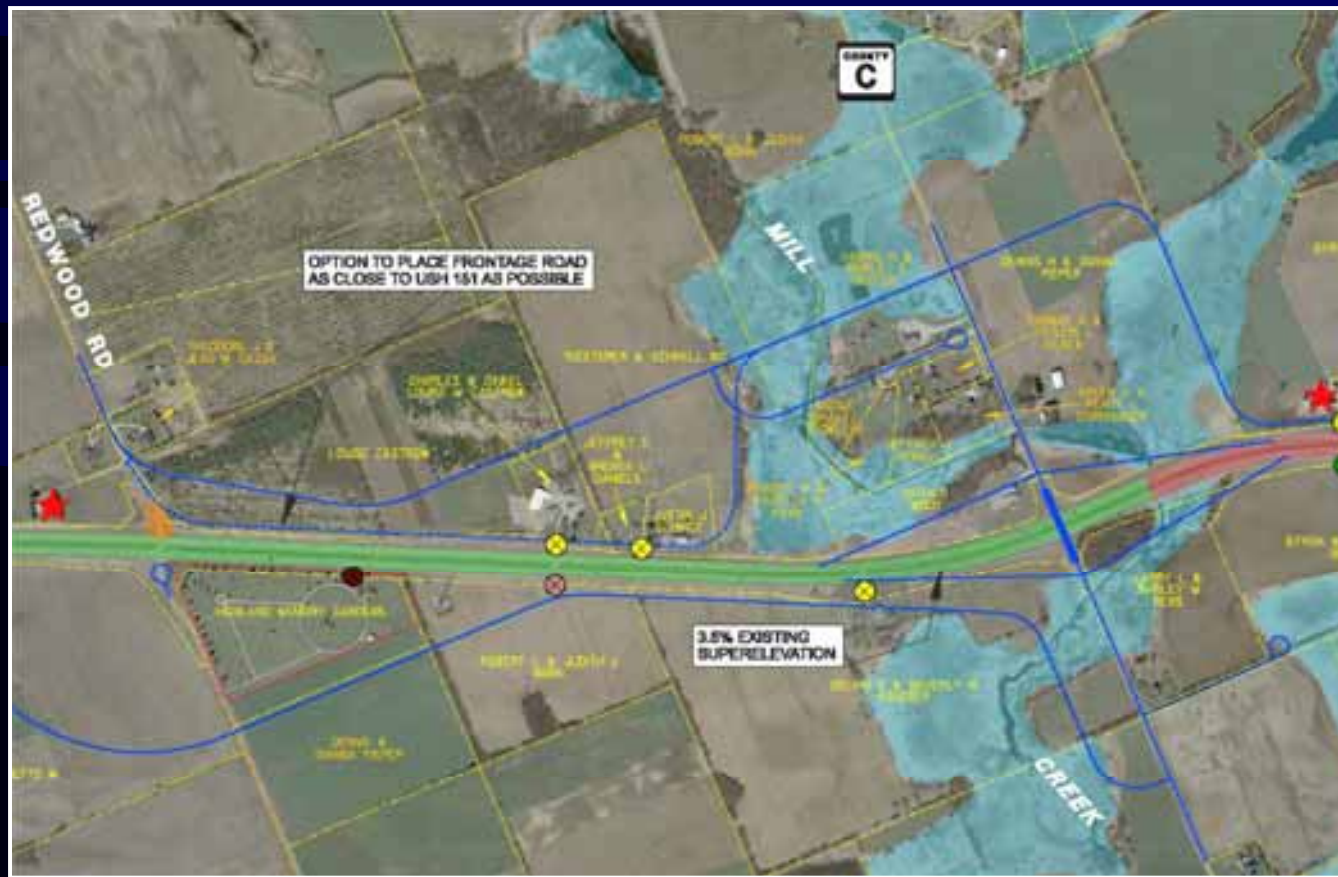
# SUMMARY OF FREEWAY CONVERSION

- County C interchange issues
  - Would tie into county highway
  - US 151 on a curve – Not desirable
  - Wetland impacts
  - Farmland impacts
  - Would require at least one relocation
  - West frontage road would have to tie in farther west on County C



# SUMMARY OF FREEWAY CONVERSION

## Potential interchange at County C





# 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

County A Interchange



# 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  
Beaver Dam



# CONCERNS AND IMPACTS OF FREEWAY CONVERSION

- 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.)



# 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 near potential new interchanges
- Possible removal/relocation of buildings
- Likely increases in traffic on remaining routes with access to US 151



# 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



# STUDY AREA GROWTH 2005-2030

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



# 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





# KEY FUTURE LAND USE ISSUES

- Limit commercial growth along Klatt/Jackson Roads
- Provide alternative to reduce truck traffic 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

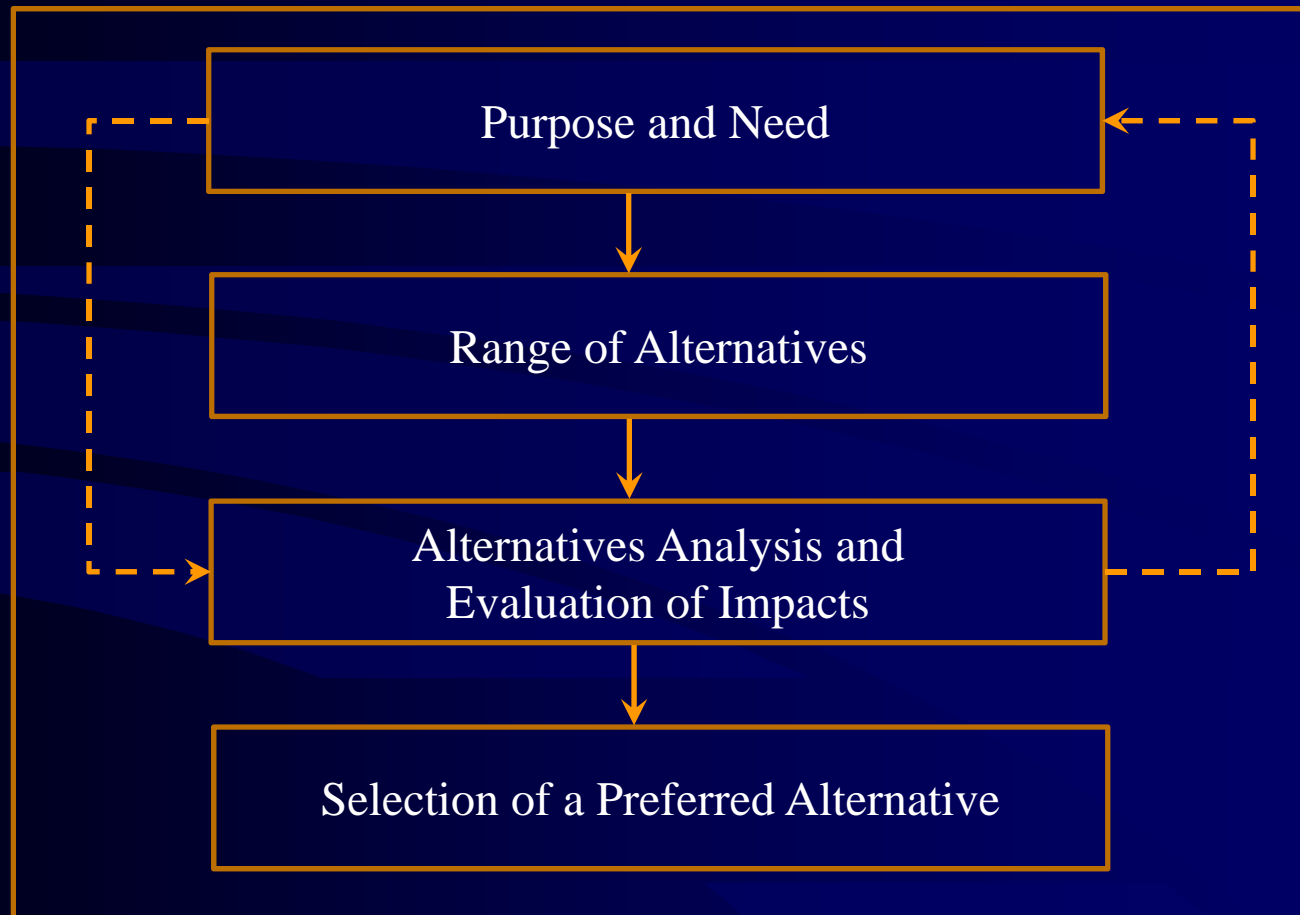


# CRASH ANALYSIS RESULTS

- Crashes analyzed from 2002 to 2005
- 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



# 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.

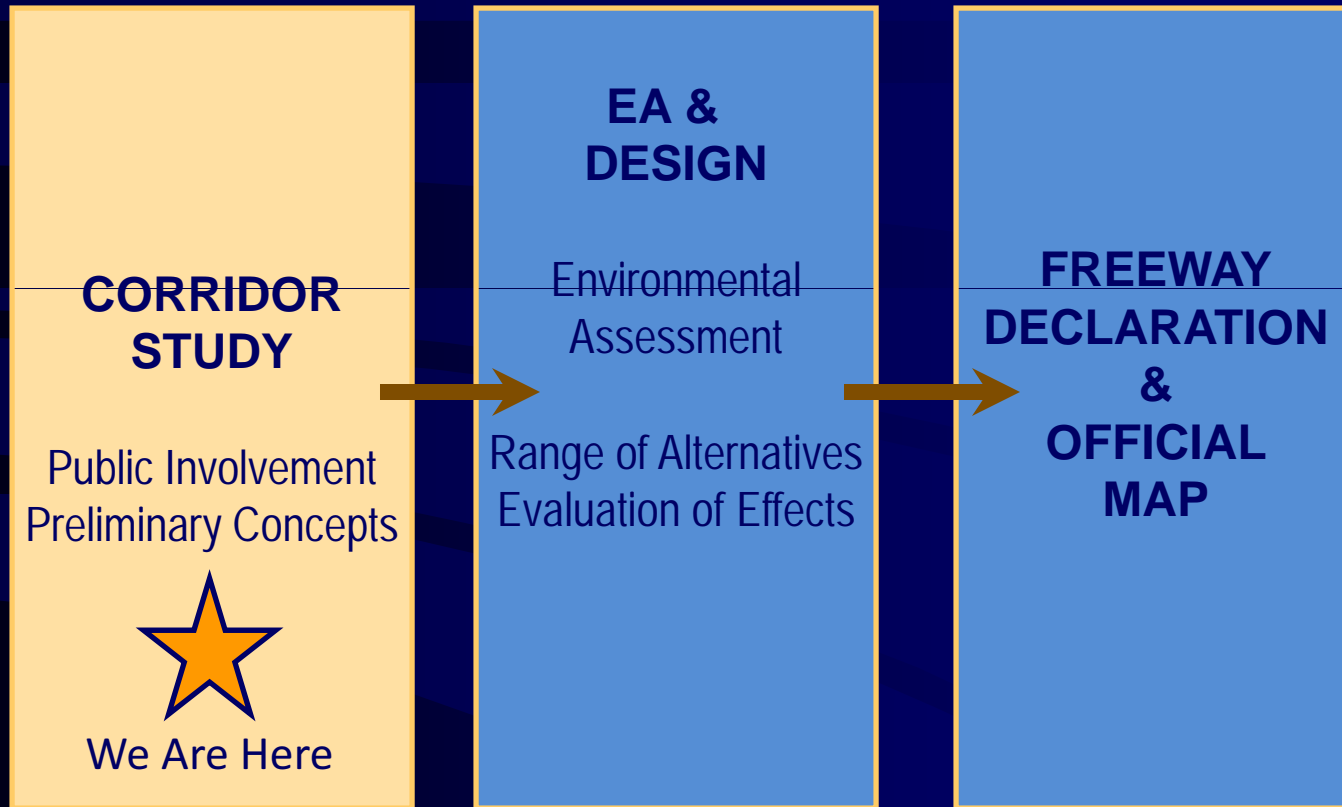


# WIS. STATUTES 84.295 & OFFICIAL MAP

- 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 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



# 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.

1	This intersection experiences long wait times.
write sticker number here	
write sticker number here	
<b>Space is provided on the back for general comments.</b>	
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,

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
- County D Interchange
  - Reconstruction in 2011/2012
    - Includes removal of access between US 151 and Iron Road
- Construction of this freeway conversion is not programmed



# 2009 SAFETY STUDY

- Review updated crash statistics to identify areas for further study
- If warranted, incorporate spot safety improvements prior to future freeway conversion project
- Areas of focus
  - Intersections
  - Private and commercial entrances
  - Median crossovers
- Conduct field review
- Compare geometrics with current standards
- Identify areas of concern



# 2009 SAFETY STUDY

- Analyze construction alternatives
- Possible improvements
  - Incorporate minor geometric modifications
  - Relocate and/or combine median crossovers or private entrances
  - Modify or upgrade signing
  - Modify or upgrade pavement marking
- Obtain funding for construction if improvements are warranted





# PROJECT SCHEDULE

- Initiate Corridor Study Summer 2007
- Collect data July 2007 March 2008
- Local Officials Meeting #1 February 5, 2008
- Public Info. Meeting #1 April 15, 2008
- Send surveys June 2008
- Local Officials Meeting #2 May 2009
- Public Info. Meeting #2 July 15, 2009
- Safety Study August - November 2009
- Freeway Conversion Report November 2009
- Environmental Study 2009 – 2011
- Prepare Official Map 2012 - 2013



# QUESTIONS?



## Project website

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

## Project contacts

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