

WELCOME

US Highway 12 Public Information Meeting

Wednesday, November 19

Open House 6:30 to 9 p.m.

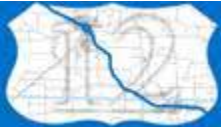
Presentation at 7 p.m.

Please Sign In



Purpose & Need

- Improve regional traffic flow to serve inter-state and inter-regional travelers
- Improve safety for all users
- Accommodate heavy traffic so that the roadway meets the role of a Corridors 2020 and NHS route
- Improve the Level of Service of US 12



Since the April 23 PIM ...

Continued Public Involvement

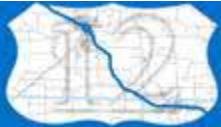
- Project Advisory Committee meetings
- Small Group meetings

State and Federal Agency Coordination

- Resource Agency meetings

Alternative Evaluation

- Continued to refine and narrow alternatives
- Detailed data collection (arch, historical, wetland, etc.)



EIS REQUIRED ALTERNATIVES

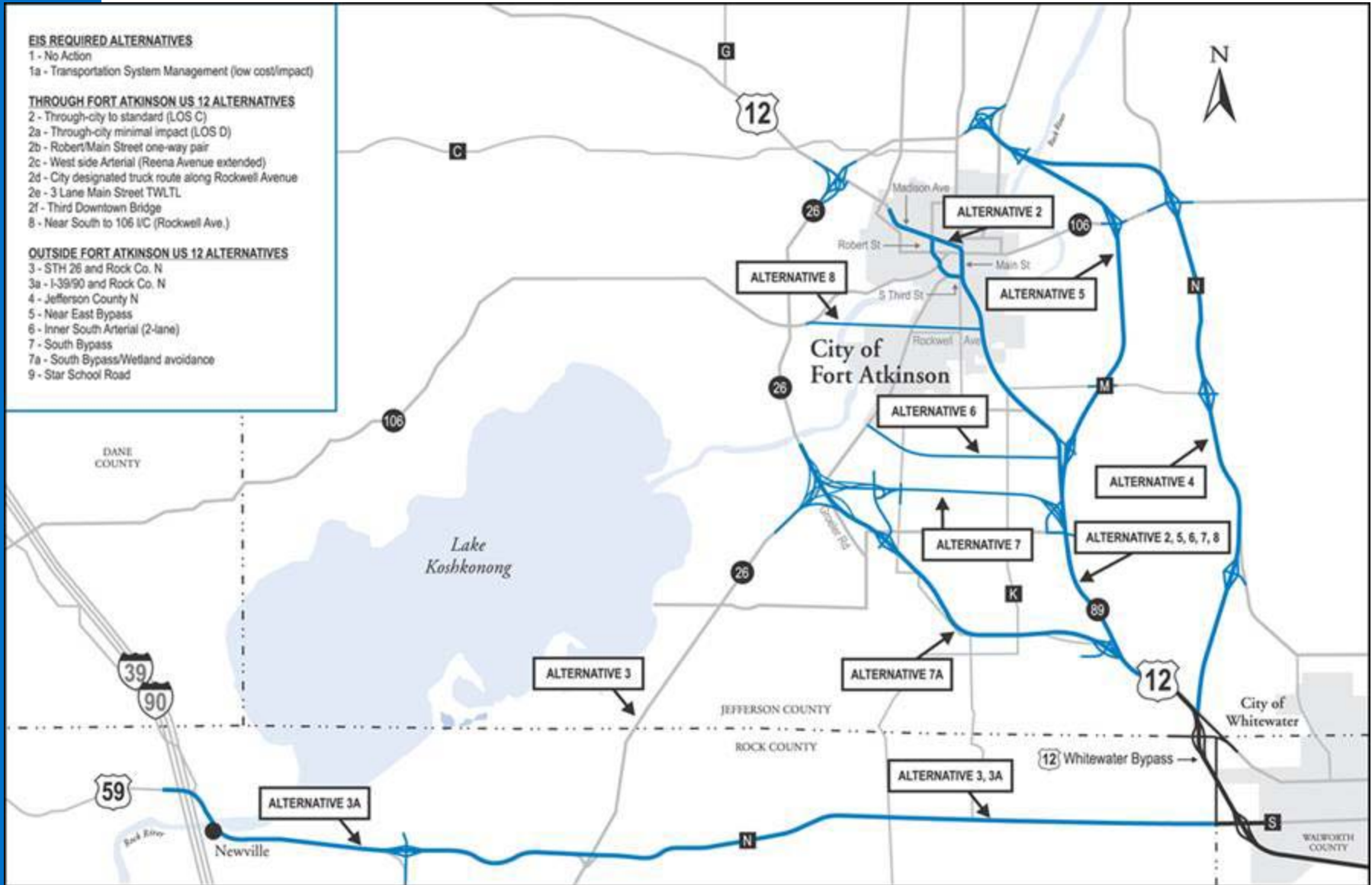
- 1 - No Action
- 1a - Transportation System Management (low cost/impact)

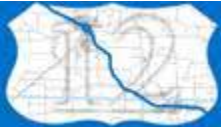
THROUGH FORT ATKINSON US 12 ALTERNATIVES

- 2 - Through-city to standard (LOS C)
- 2a - Through-city minimal impact (LOS D)
- 2b - Robert/Main Street one-way pair
- 2c - West side Arterial (Reena Avenue extended)
- 2d - City designated truck route along Rockwell Avenue
- 2e - 3 Lane Main Street TWLTL
- 2f - Third Downtown Bridge
- 8 - Near South to 106 I/C (Rockwell Ave.)

OUTSIDE FORT ATKINSON US 12 ALTERNATIVES

- 3 - STH 26 and Rock Co. N
- 3a - I-39/90 and Rock Co. N
- 4 - Jefferson County N
- 5 - Near East Bypass
- 6 - Inner South Arterial (2-lane)
- 7 - South Bypass
- 7a - South Bypass/Wetland avoidance
- 9 - Star School Road





Alternatives Removed from Further Study Last Spring

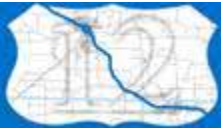
- Alternative 4: Outer East (Jefferson Co. Hwy N)
- Alternative 6: Inner South (south of Hackbarth Road)

WisDOT, drawing upon the public and the Advisory Committee, recommended elimination of two alternatives from further study due to high environmental impacts and lack of public support.



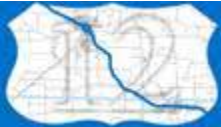
Remaining Alternatives (April – November)

- Alternative 1: No Action
- Alternative 2: Reconstruct Existing Alignment
(Widen roadway for LOS C)
- Alternative 3: Far South
(Rock Co. N from WIS 26 – Whitewater)
- Alternative 3a: Far South
(Rock Co. N from I 39/90 – Whitewater)
- Alternative 5: Inner East
- Alternative 7: Outer South



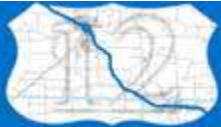
Additional Through-City Alt's Considered (April – November)

- Alternative 2a: Through city minimal impact (LOS D)
- Alternative 2b: Robert/Main Street 1-way pair
- Alternative 2c: West-side Arterial (Reena Ave. Extended)
- Alternative 2d: City designated truck route on Rockwell
- Alternative 2e: 3-Lane Main Street
- Alternative 2f: 3rd Downtown Bridge
- Alternative 8: Near South to 106 I/C (Rockwell)

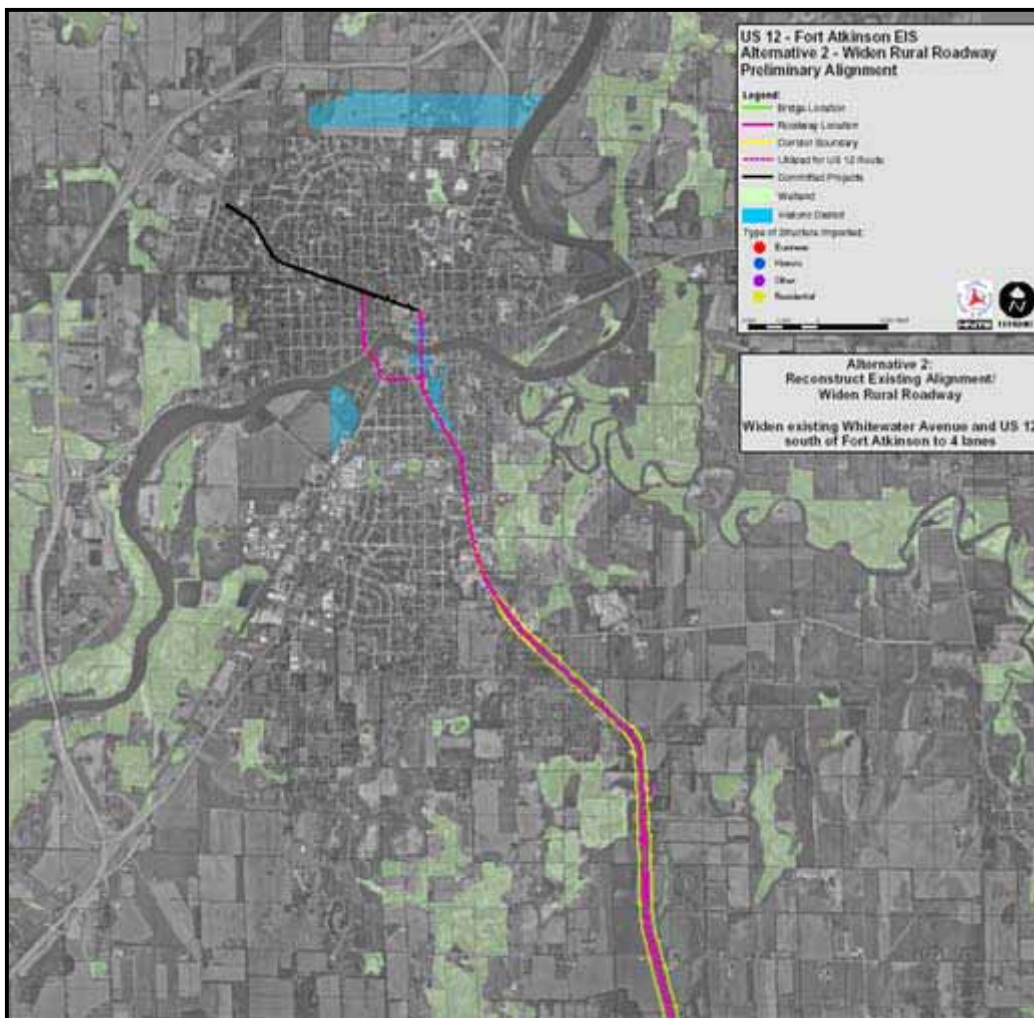


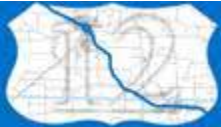
Alternatives Selected for Detailed Study (November)

- Alternative 1: No Action
- Alternative 1a: Transportation System Management
- Alternative 2b: Through-City Route - One-Way Pair
- Alternative 3: WIS 26 and Rock County N
- Alternative 7: Southern Bypass
- Alternative 7a: Southern Bypass – Wetland Avoidance



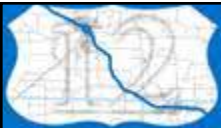
**Alternative 2b:
Through-City
Route
(One Way Pair)**





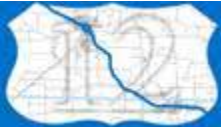
**Alternative 2b:
Through-City Route
(One Way Pair)
Downtown area**



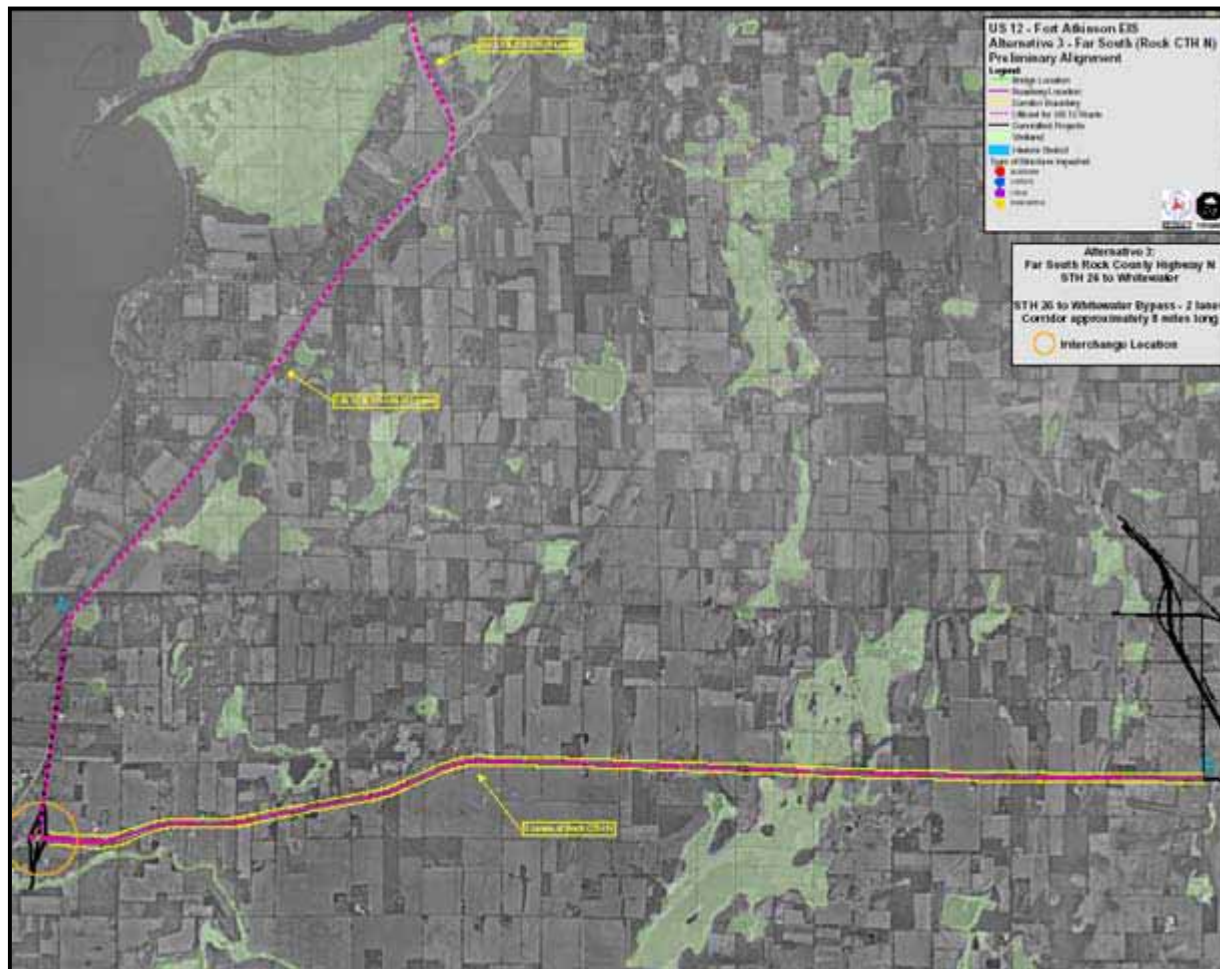


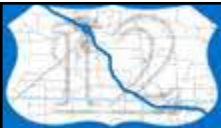
Alt. 2b: Through-City Route (One-Way Pair)

Potential Benefits	Potential Drawbacks
<ul style="list-style-type: none">• Improved traffic flow without left turn conflicts	<ul style="list-style-type: none">• Increased traffic impact on parallel streets
<ul style="list-style-type: none">• No widening necessary	<ul style="list-style-type: none">• Safety concerns on side streets with more traffic
<ul style="list-style-type: none">• Minimal impact on agriculture/wetlands	<ul style="list-style-type: none">• Disruption on local traffic patterns
<ul style="list-style-type: none">• Keeps Main Street parking with safer access	<ul style="list-style-type: none">• Impacts to Main Street businesses (access)
<ul style="list-style-type: none">• Keeps parking on one side of Robert St.	<ul style="list-style-type: none">• Local/regional traffic mix not addressed
<ul style="list-style-type: none">• Prevents removal of downtown historic district buildings	<ul style="list-style-type: none">• WIS 89 route would be impacted
<ul style="list-style-type: none">• Improved regional traffic flow on one-way couple	<ul style="list-style-type: none">• Faster through-traffic
<ul style="list-style-type: none">• Sherman/Milw. may be improved to function w/one-ways	



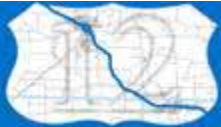
**Alternative 3:
WIS 26 &
Rock Co. N**



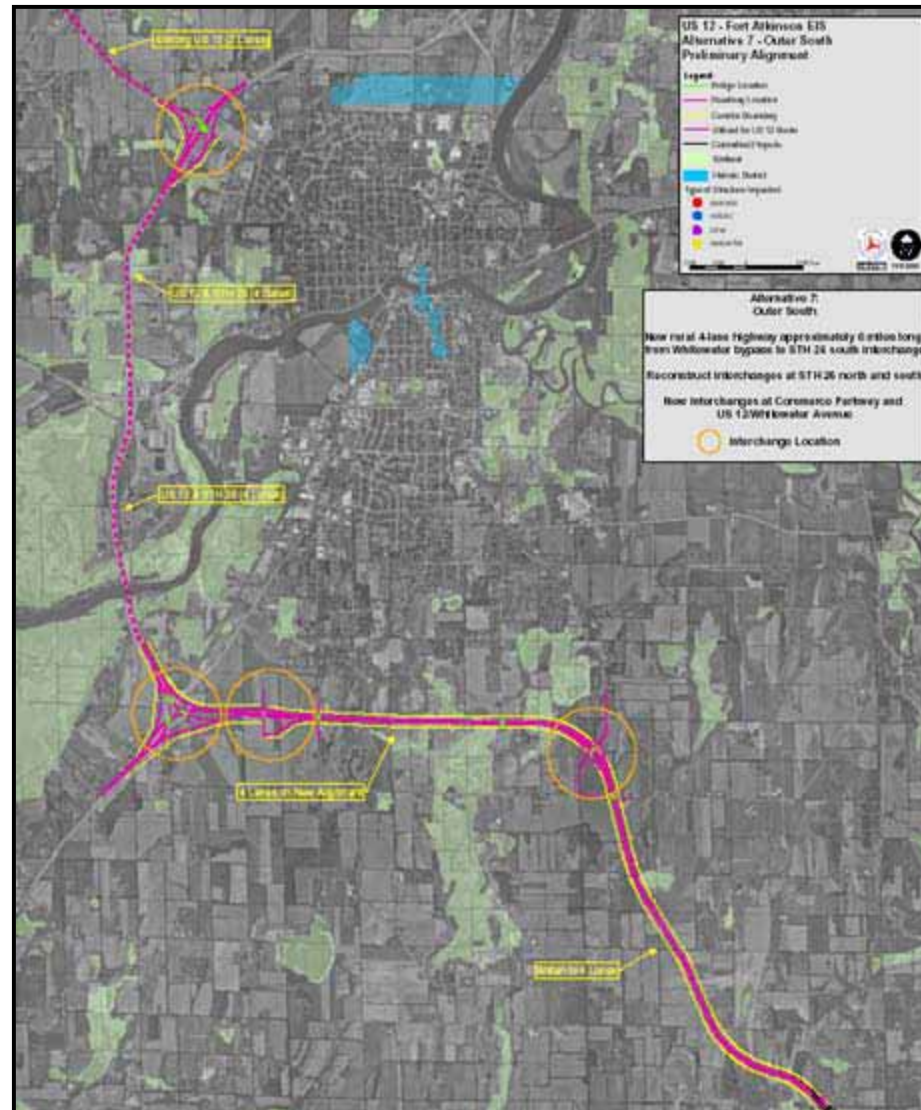


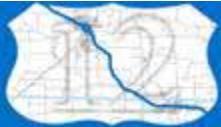
Alt 3: WIS 26 & Rock Co. N

Potential Benefits	Potential Drawbacks
<ul style="list-style-type: none">• Meets project purpose and need	<ul style="list-style-type: none">• Long length
<ul style="list-style-type: none">• Uses existing corridors	<ul style="list-style-type: none">• Existing route that may not redirect regional traffic
<ul style="list-style-type: none">• Low estimated construction costs	<ul style="list-style-type: none">• Impacts 28 houses
<ul style="list-style-type: none">• Meets intercity connection requirements of C. 2020	<ul style="list-style-type: none">• Jurisdictional transfer of Rock Co. N required
<ul style="list-style-type: none">• Potential for low cost test or “interim” solution	<ul style="list-style-type: none">• Does not maintain Interstate backup system “grid”
<ul style="list-style-type: none">• Rock Co. N currently is access controlled	<ul style="list-style-type: none">• Impacts 3 historic farmsteads
<ul style="list-style-type: none">• No farm severances	<ul style="list-style-type: none">• High likelihood of arch sites and burial impacts
<ul style="list-style-type: none">• Impacts fewer wetlands than new alignments	<ul style="list-style-type: none">• Secondary impacts to Cambridge
<ul style="list-style-type: none">• Public support (T. Koshkonong Resolution 11-13-02)	<ul style="list-style-type: none">• Loss of farmland
<ul style="list-style-type: none">• <i>Comparable travel times to existing route at peak hour</i>	



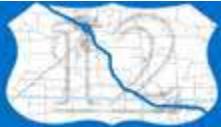
Alternative 7: Southern Bypass





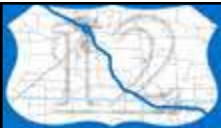
Alt. 7: Southern Bypass

Potential Benefits	Potential Drawbacks
<ul style="list-style-type: none">• Direct connection to existing WIS 26 interchange	<ul style="list-style-type: none">• Severs farms
<ul style="list-style-type: none">• Shortest distance from WIS 26 I/C to Whitewater bypass	<ul style="list-style-type: none">• Impacts extremely high quality wetlands
<ul style="list-style-type: none">• Consistent with Fort's adopted Master Plan	<ul style="list-style-type: none">• Impacts Allen Creek
<ul style="list-style-type: none">• Carries 40-60% regional traffic	<ul style="list-style-type: none">• Plant and animal habitat threatened
<ul style="list-style-type: none">• Reduces downtown traffic by 10%, other streets by 30%	<ul style="list-style-type: none">• Secondary impacts to Cambridge
<ul style="list-style-type: none">• City has been preserving corridor for highway use	<ul style="list-style-type: none">• Impacts to 29 homes
<ul style="list-style-type: none">• Provides new access to Clements Business Park	<ul style="list-style-type: none">• High estimated construction costs
<ul style="list-style-type: none">• Commerce Pkway built for heavy truck traffic (new Bus 26)	<ul style="list-style-type: none">• Loss of farmland
<ul style="list-style-type: none">• May encourage compact infill development as city grows	<ul style="list-style-type: none">• May encourage urban sprawl
	<ul style="list-style-type: none">• Short distance between bypass interchanges
	<ul style="list-style-type: none">• Loss of town tax base
	<ul style="list-style-type: none">• High likelihood of arch sites and burial impacts



Alt. 7a - Southern Bypass – Wetland Avoidance

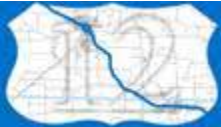
Potential Benefits	Potential Drawbacks
<ul style="list-style-type: none">• Avoids high quality wetlands crossed by Alt. 7	<ul style="list-style-type: none">• Too far from city which may encourage sprawl
<ul style="list-style-type: none">• Regional traffic benefits similar to Alt. 7 but less local trips	<ul style="list-style-type: none">• Concerns w. pushing city's boundary further south
<ul style="list-style-type: none">• Provides access to Clements Business Park	<ul style="list-style-type: none">• Severs more farms than Alt. 7
<ul style="list-style-type: none">• Commerce Pkway built for heavy truck traffic (Bus 26 link)	<ul style="list-style-type: none">• Loss of farmland
	<ul style="list-style-type: none">• Secondary impacts to Cambridge
	<ul style="list-style-type: none">• Disrupts rural character of Rustic Road 87
	<ul style="list-style-type: none">• Additional non-wetland environmental impacts
	<ul style="list-style-type: none">• Lengthy route
	<ul style="list-style-type: none">• Loss to town tax base
	<ul style="list-style-type: none">• Highway would spit town in half
	<ul style="list-style-type: none">• Old landfill raises possible groundwater concerns
	<ul style="list-style-type: none">• Old cemetery in vicinity of alignment
	<ul style="list-style-type: none">• High likelihood of arch sites and burial impacts
	<ul style="list-style-type: none">• High estimated construction costs



Initial Environmental Screening

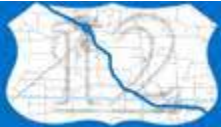
Updated 11/19/03

Environmental Issues	Measure	1	2b	3	3a	4	5	6	7	7a	8
		No Action	Through City 1-way pr.	Rock Co. N Whitewater to STH 26	Whitewater to I-39	Jefferson County N	Near East Bypass	Inner South Arterial (2 lane)	South Bypass	Wetland Avoidance Alternative	Rockwell Avenue Extension
Project Length											
Length to be constructed	Miles	0	8.3	7.6	13.2	9.1	8.4	5.8	5.7	5.4	7.6
Project distance between Whitewater bypass and WIS 26 Interchange northwest of Fort	Miles	0	8.3	17.2	N/A	11.4	10.8	10.9	9.9	9.6	9.6
Project Cost											
Estimated construction cost	Million \$	\$0	\$14.8	\$12.4	\$34.1	\$36.7	\$44.7	\$18.2	\$30.4	\$28.9	\$37.9
Estimated Direct Real Estate Impacts Within Study Limits of Each Alternative											
Houses	Number	N/A	41	28	67	35	35	19	29	22	37
Commercial /Industrial Buildings	Number	N/A	2	0	5	3	0	0	0	0	8
Other buildings or structures	Number	N/A	16	16	58	38	29	10	18	17	4
Estimated Environmental Impacts Within Study Limits of Each Alternative											
Total area in agriculture	Acres	0	80	165	304	218	277	98	240	254	99
Wetlands	Acres	0	2	4	9	45	29	13	38	4	4
Woodlands	Acres	0	9	0	0	24	30	16	4	23	12
Flood plain	Acres	No	2	1	7	85	73	17	31	4	7
Endangered species	Yes/No	No	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe	Likely	Maybe	Maybe
Registered and potentially eligible historic properties	Number	2 Districts	2 Districts 3 sites	3	5	1					
Archaeological sites known	Number			High potential	4	1	8	High potential	3/high potential	High potential	High potential
New and rebuilt interchanges	Number	0	0	0	1	3	4	0	4	4	1
River and stream crossings	Number	0	3	2	4	3	4	2	3	3	1
yard	Number	0	3	0	1	1	0	0	0	0	1

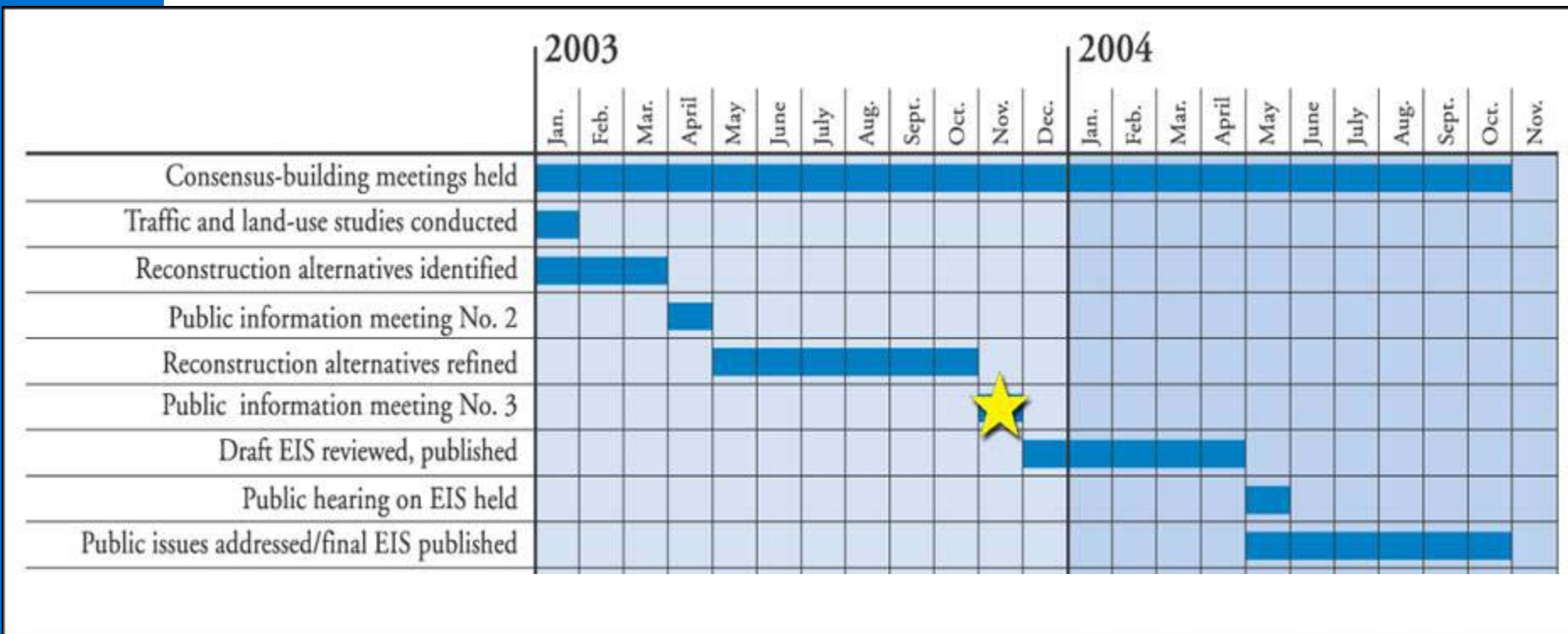


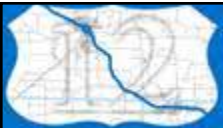
Next Steps

- Working with the Agencies and Advisory Committee, continue study of remaining 4 alternatives
 - Traffic impacts
 - Land use impacts
 - Environmental impacts
 - Social-economic impacts
 - Preliminary lay-out refinements
 - Right-of-way requirements
- Complete Draft Environmental Impact Document
- Public review period for DEIS
- Public hearing on DEIS anticipated in Spring 2004



Proposed Time Line





Your comments are appreciated.

Thank-you for attending!