

# **WIS 65 FINDING OF NO SIGNIFICANT IMPACT**

WisDOT Project ID: 1540-02-02  
WIS 65  
Roberts – New Richmond Road  
IH 94 – Paperjack Street  
St. Croix County

Prepared for:  
Wisconsin Department of Transportation – Northwest Region  
718 West Clairemont Avenue  
Eau Claire, WI 54701

Prepared by:



March 2007

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St. Croix County

March 2007  
KL Engineering, Inc. File No.: WD60-0366

Prepared by:

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**Wisconsin Department of Transportation**  
THIS SHEET FOR USE AFTER PUBLIC AVAILABILITY PERIOD

<b>Project ID</b> 1540-02-02		<b>Highway</b> WIS 65		<b>County</b> St. Croix	
<b>Alternative</b> Corridor Mapping			<b>Segment Termini</b> IH 94 to Paperjack Street		
<b>Date of Public Notice</b>	<b>In: (Name of Newspaper)</b>	<b>Dates Environmental Assessment made available to Public</b>			
December 26, 2006 January 2, 2007 January 16, 2007	Baldwin Bulletin	<b>From:</b> December 26, 2006 <b>To:</b> February 15, 2007			
December 28, 2006 January 4, 2007	New Richmond News				

1) **Public Hearing:**

- Was not required, explain.
- Opportunity was given but no hearing was held
  - No requests for a public hearing were received
  - Requests for a public hearing were not substantial
- Was held on

2) **Summary and disposition of public hearing comments and/or comments resulting from Public Notice of Availability. Include a summary of the changes to the environmental document and the project resulting from comments. (Note: Alternatives proposed by the public and subsequently rejected should be identified and the reasons for rejecting them included).**

The following pages document public comments and corresponding changes to the project plans and/or the Environmental Assessment resulting from the Public Notice of Availability.

**Properties Near WIS 65 – 110<sup>th</sup> Avenue Intersection**

Owners of properties on the west side of WIS 65, near the WIS 65 – 110<sup>th</sup> Avenue intersection, expressed concern over the loss of portions of property and, in one case, relocation of a building. This alignment and the related acquisitions were due mainly to the presence of overhead transmission lines along the east side of WIS 65.

Based on comments received from property owners during the public comment period, WisDOT examined the alignment and determined that relocating the overhead transmission lines in order to reduce impacts to the properties was feasible. With this new realignment, relocation of the building is not necessary and right-of-way impacts to the properties on the west side of WIS 65 are reduced. Utility coordination and additional project cost will be incurred to relocate the overhead transmission lines. Figure 1 shows this realignment.



**FONSI Figure 1: WIS 65 Realignment Near 100<sup>th</sup> Avenue**

**Relocation at WIS 65 – CTH E Jug-handle Interchange**

The Environmental Assessment showed a private residence within the jug-handle interchange in the northwest quadrant of the WIS 65 – CTH E intersection. Following approval of the Environmental Assessment, WisDOT decided to show acquisition of all property within the jug-handle at each jug-handle interchange. Therefore, the property within the WIS 65-CTH E jug-handle is now considered relocation and the entire jug-handle “infield” is shown as a WisDOT acquisition. The relocation is shown in Figure 2.



**FONSI Figure 2: Relocation at WIS 65 – CTH E Jug-handle Interchange**

**Acquisition of Property South of Kerber Waterfowl Production Area**

The U.S. Fish and Wildlife Service's Kerber Waterfowl Production Area (WPA) is located in the northeast quadrant of the WIS 65-100<sup>th</sup> Avenue intersection. As a result of the project, approximately 2.3 acres of the Kerber WPA will be acquired. Due to this planned acquisition, WisDOT conducted a series of meetings with the U.S. Fish and Wildlife Service (USFWS) and the Wisconsin Department of Natural Resources (WDNR) to discuss mitigation options.

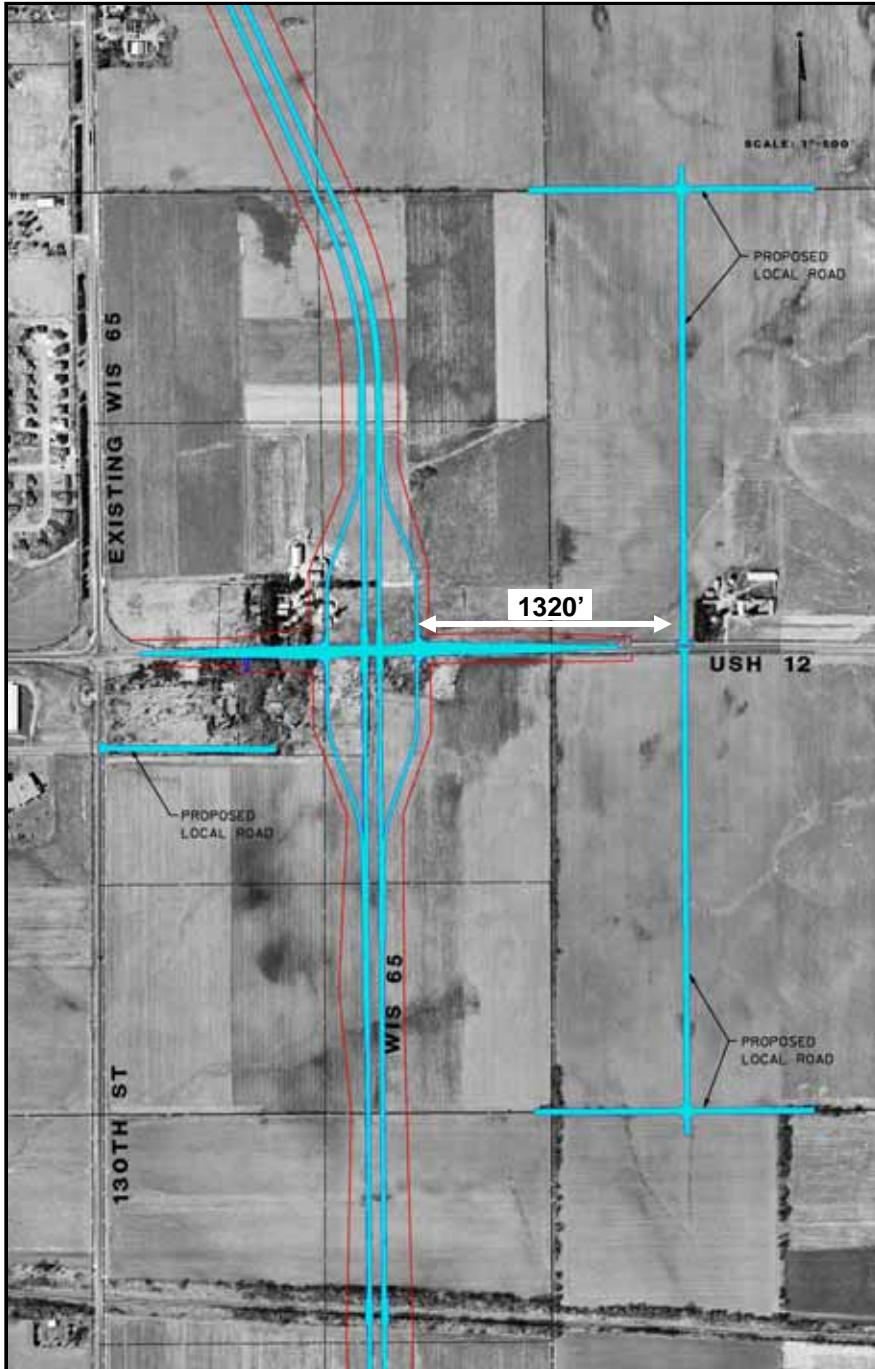
As suggested by USFWS and WDNR, WisDOT agreed that it would attempt to acquire property to the south of the Kerber WPA for inclusion of the Kerber WPA and potential wetland mitigation. Because of the uncertainty of this property acquisition until project construction was scheduled, acquisition of the property (Walter Nechville property) was not shown in the Environmental Assessment. However, WisDOT's subsequent discussions with the property owner indicate that the owner wishes to preserve the land as a type of conservation easement, possibly as part of the Kerber WPA. The property would be purchased by WisDOT, managed as a mitigation area, and then turned over to USFWS and/or WDNR. The property is shown as an acquisition on Figure 3.



**FONSI Figure 3: Land Acquisition South of Kerber WPA**

**Local Roads Near WIS 65 – USH 12 Interchange**

WisDOT design standards will prohibit the construction of local road access within 1320 feet from the ends of the WIS 65-USH 12 interchange ramps. This restriction will necessitate the construction of new local roads and related property acquisition to allow for access to properties in the immediate vicinity of the interchange. Based on WisDOT’s discussions with property owners, the local road layout shown on Figure 4 is recommended.



**FONSI Figure 4: Recommended Local Road Layout neat WIS 65 – USH 12 Interchange**

**Real Estate Acquisition Requirements**

Real estate requirements necessary for the project have changed from what was presented on Table 3.2-1 in the Environmental Assessment (presented on page 32 of this document). The changes are necessary due to refinements made to the project design and a detailed determination of right-of-way requirements conducted during preparation of the Right-of-Way Plat. The table below compares the right-of-way acquisition necessary to what was presented in the Environmental Assessment. This table updates the information presented in Table

Real Estate	I-94 to 110 <sup>th</sup> Avenue		110 <sup>th</sup> Avenue to New Richmond	
	Shown in EA	Updated	Shown in EA	Updated
Agriculture	198.3	251.2	59.0	74.1
Wetland	0.9	0.9	0.0	0.0
Commercial	0.7	0.7	3.9	4.4
Industrial	0.0	0.0	0.0	0.0
Residential	8.3	8.6	21.6	23.1
Upland	5.8	5.8	4.0	9.3
Municipal	0.0	0.0	0.0	0.0
USFWS (Kerber WPA)	2.3	2.3	0.0	0.0
Historic/Arch.	0.0	0.0	5.0	5.0
<b>Total</b>	<b>216.3</b>	<b>269.5</b>	<b>93.5</b>	<b>115.9</b>

**FONSI Table 1: Updated Real Estate Requirements**

The planned acquisition of a portion the Walter Nechville property south of the Kerber Waterfowl Production Area and the addition of local roads to the WIS65-USH 12 interchange area accounts for a majority of the right-of-way increase in the project's south section. The decision to plan for acquisition of the WIS 65-CTH E jug-handle interchange "infields" accounts for a majority of the right-of-way increase in the project's north section.

**WDNR Comments**

Following review of the Environmental Assessment, WDNR provided written comment via email. A copy of this January 24, 2007 email message is attached.

3) **Describe selected alternative.**

- Selected alternative is the same as that described on the first Basic Sheet (attached).**
- Selected alternative is different from that described on the first Basic Sheet. Explain changes or why another alternative was selected.**

**Wisconsin Department of Transportation  
ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS**

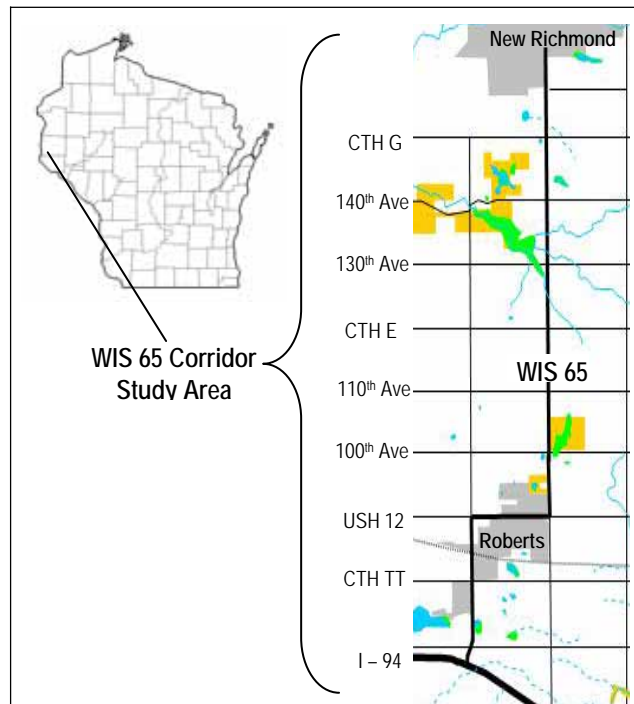
<b>Project I.D.</b> 1540-02-02	<b>Funding Source</b> <input type="checkbox"/> State Only <input checked="" type="checkbox"/> Federal
<b>Project Termini</b> WIS 65	<b>Federal Number</b> _____
<b>Section</b> IH 94 to Paperjack Street	<b>Estimated Project Cost (Include R/W Acquisition)</b> <u>\$31,000,000</u>
<b>County</b> St. Croix	

<p>It is determined, after review of the comments from the public, and coordination with other agencies, that this action would not significantly affect the quality of the human environment. This document is a</p> <p><input type="checkbox"/> Finding of No Significant Impact (FONSI).</p>	<p><input checked="" type="checkbox"/> Environmental Assessment (EA) No Significant Impacts Indicated by Initial Assessment</p> <p><input type="checkbox"/> Environmental Assessment (EA) EIS Required</p> <p><input type="checkbox"/> Environmental Report (2-ER)</p>
<p>X _____ (Date) _____</p> <p>(Title) _____ (Date)</p>	<p>X _____ (Date) _____</p> <p>(Title) _____ (Date)</p>
<p>X _____ (Date) _____</p> <p>(Title) _____ (Date)</p>	<p>X _____ (Date) _____</p> <p>(Title) _____ (Date)</p>
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<p>X _____ (Date) _____</p> <p>(Director, Bureau of Environment)</p>	<p>X _____ (Date) _____</p> <p>(Director, Bureau of Environment)</p>
<p>X _____ (Date) _____</p> <p>(<input type="checkbox"/> FHWA, <input type="checkbox"/> FAA, <input type="checkbox"/> FTA, <input type="checkbox"/> FRA)</p>	<p>X _____ (Date) _____</p> <p>(<input type="checkbox"/> FHWA, <input type="checkbox"/> FAA, <input type="checkbox"/> FTA, <input type="checkbox"/> FRA)</p>

**1. Description of Proposed Action (Attach project location map and other appropriate graphics).**

The proposed action locates improvements for preservation of the WIS 65 corridor between IH 94 and the City of New Richmond. The study corridor is shown in Figure 1-1 and is located in Northwest Wisconsin near the Village of Roberts and the City of New Richmond. Funding for construction of the project has not been appropriated and construction has not been scheduled. The preferred alternative described in this EA is not likely to be constructed until the year 2020 or later.

This EA compares the construction impacts of several alternatives to select the most environmentally balanced corridor for future WIS 65 expansion. Local governments, in cooperation with WisDOT, will seek to preserve this corridor until highway improvements can be funded.



**Figure 1-1 Project Corridor**

Rapid development in the vicinity of the study corridor is expected to make corridor preservation efforts vital to minimizing future improvement costs, feasibility, and impacts to human and natural communities.

The impacts being evaluated in this document are those of the future construction of the alternatives. The effects of corridor preservation are acknowledged, the focus of this document is to preserve the WIS 65 corridor location with the least impacts. Corridor preservation measures that may be implemented include zoning and official mapping. These corridor preservation measures will require close coordination with local communities.

- 2. Purpose and need of proposed action. Include description of existing facilities, abutting facilities, and how the action links into the overall transportation system. When appropriate, show that commitment for future work is not being made without evaluation, and that viable alternatives in a larger framework are not being unduly foreclosed.**

## **2.1 PURPOSE**

The purpose of the WIS 65 Environmental Assessment is to identify a WIS 65 alternative that meets future transportation needs. The future WIS 65 improvement alternatives should preserve highway mobility on WIS 65 through and around the Village of Roberts and north to the City of New Richmond while also addressing local transportation needs.

## **2.2 NEED**

Several need categories and factors influence the type and schedule of WIS 65 improvements. Many of these needs were identified in the *Existing STH 65 Study* (Ayres Associates, June 2002). The *Village of Roberts / Town of Warren Comprehensive Plan* (Ayres Associates, 2002) also identifies the need for WIS 65 improvements.

Generally, the needs for improving WIS 65 can be classified under the following categories:

- System Needs/Regional Role
- Traffic Operations
  - Traffic Volumes
  - Intersection Operation
  - Traffic Signal Warrants
  - Rural Two-Lane Operation
- Congestion & Safety
- Rapid Growth
- Enhance Local Planning

### 2.2.1 SYSTEM NEEDS/REGIONAL ROLE

WIS 65 is an arterial highway linking communities along the corridor to each other and providing connections to regional destinations outside the corridor. WIS 65 is classified as minor arterial that travels north-south through St. Croix County, connecting New Richmond and River Falls. A minor arterial, as classified by WisDOT, is a roadway that is intra-regional in nature and provides moderate through traffic mobility. As a north-south arterial highway, WIS 65 serves as a main roadway for the series of local roads and county highways that collect and distribute traffic between I-94 and New Richmond. Many commuters in the area traveling between New Richmond or River Falls and Minneapolis-St. Paul use the existing WIS 65 corridor. Figure 2.2.1-1 shows the regional role of WIS 65.

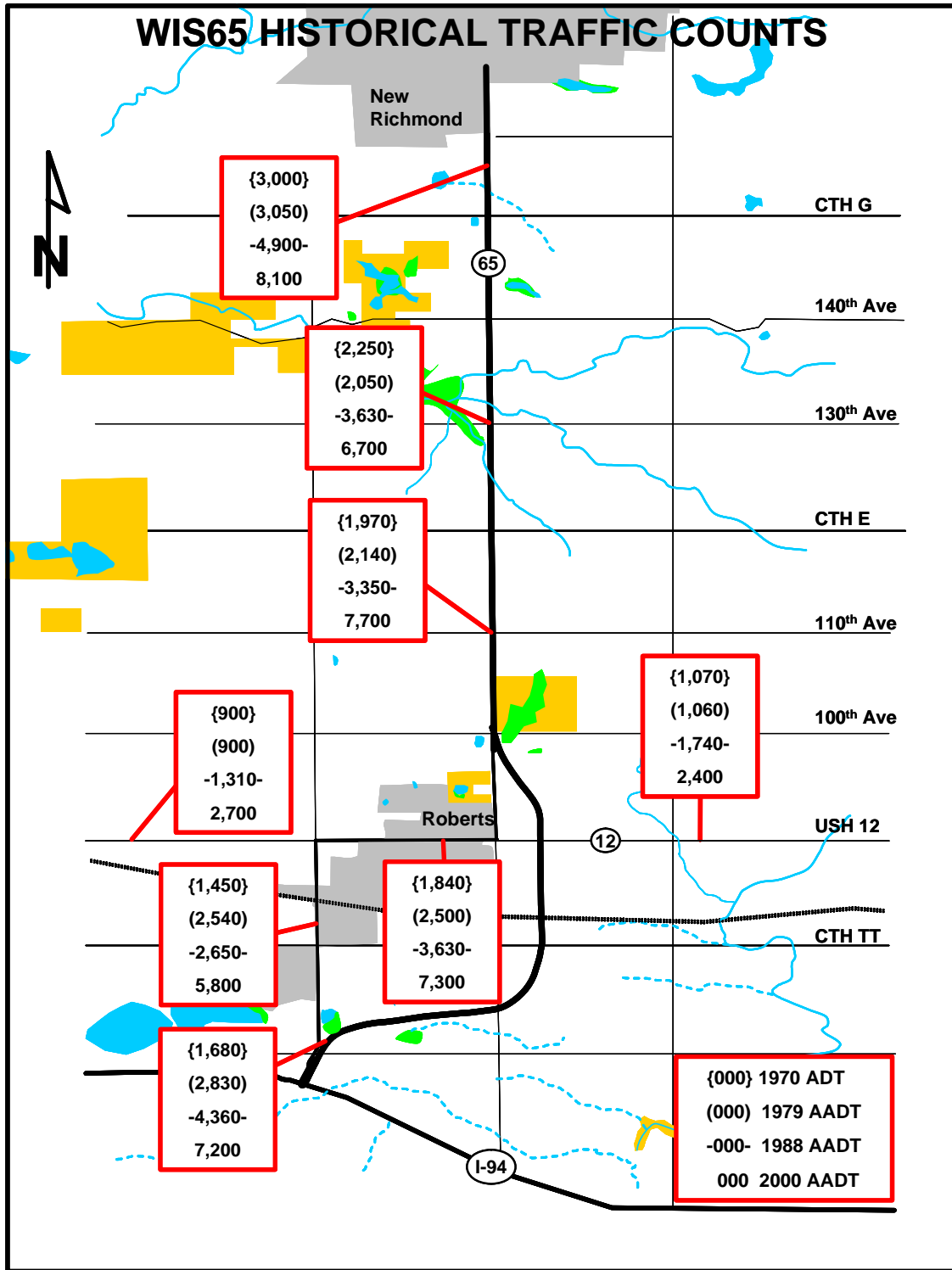
### 2.2.2 TRAFFIC VOLUMES AND AREA GROWTH

#### A. Existing and Historical Traffic

Extensive regional development has spurred higher than normal traffic growth for this corridor. An analysis of historical WIS 65 traffic volumes since 1970 shows an annual increase between 4.0 to 8.0 percent per year within the corridor. The average growth rate of the corridor averaged around 5.5 percent per year. In contrast, Wisconsin traffic growth has ranged from 2 to 3 percent for the same time period. Figure 2.2.2-1 illustrates historical traffic volumes along WIS 65.



Figure 2.2.1-1 Regional Role of WIS 65

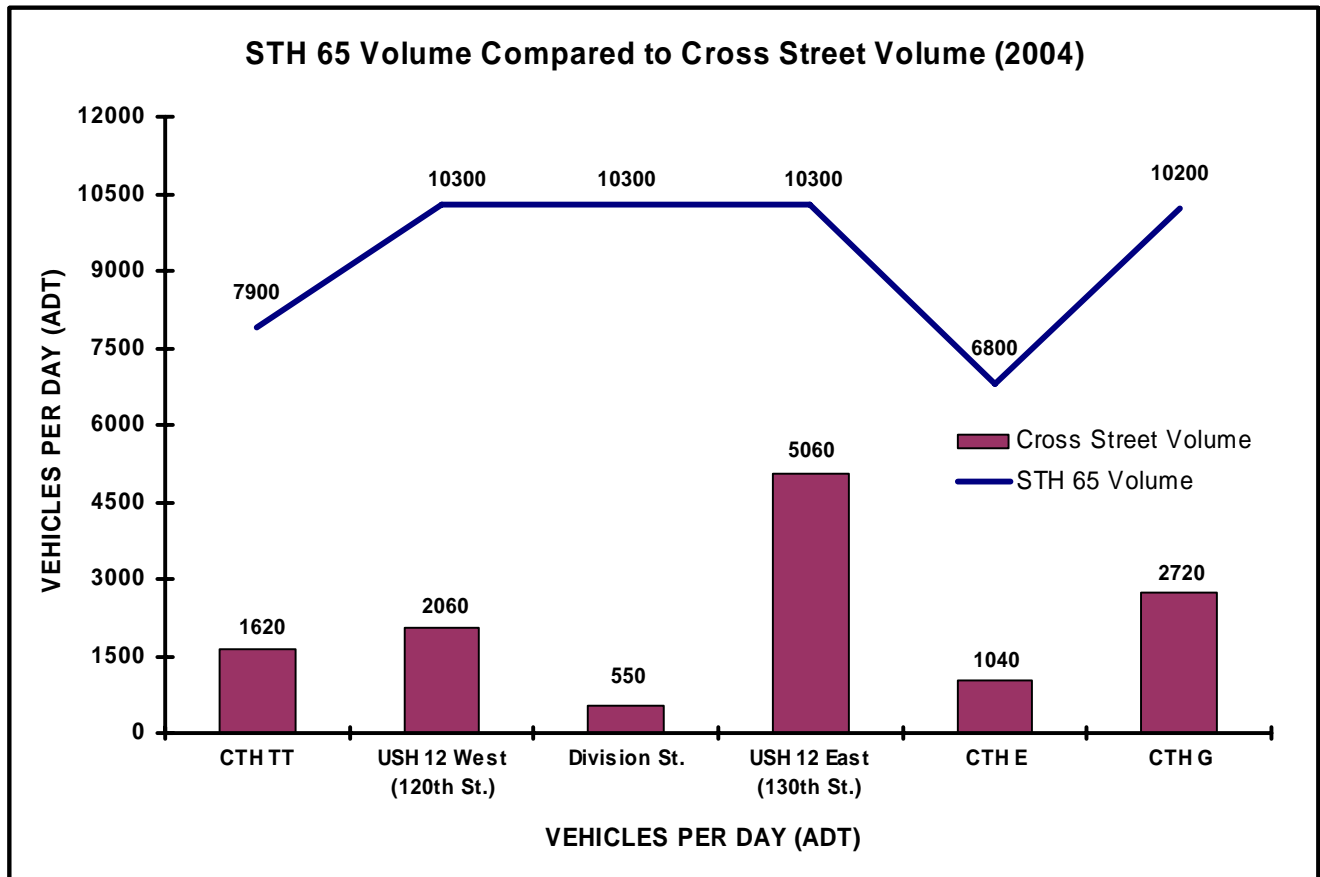


**Figure 2.2.2-1 WIS 65 Historical Traffic Volumes**  
(from WisDOT Traffic Volume Data Book(s))

## 2.2.2 TRAFFIC VOLUMES AND AREA GROWTH

### A. Existing and Historical Traffic

Traffic volumes considered “current” for this report are volumes taken in 2004. Currently, traffic volumes on WIS 65 range from about 10,300 within the Village of Roberts to about 6,800 ADT between CTH E and CTH G. Figure 2.2.2-2 shows the existing average daily traffic volumes on WIS 65 compared to the average daily cross-street traffic volumes. The USH 12 East – 130<sup>th</sup> Street intersection has the greatest side-road volumes along the route. All intersections along the route are two-way stop controlled.



**Figure 2.2.2-2 Traffic Comparisons of WIS 65 vs. Cross Roads**

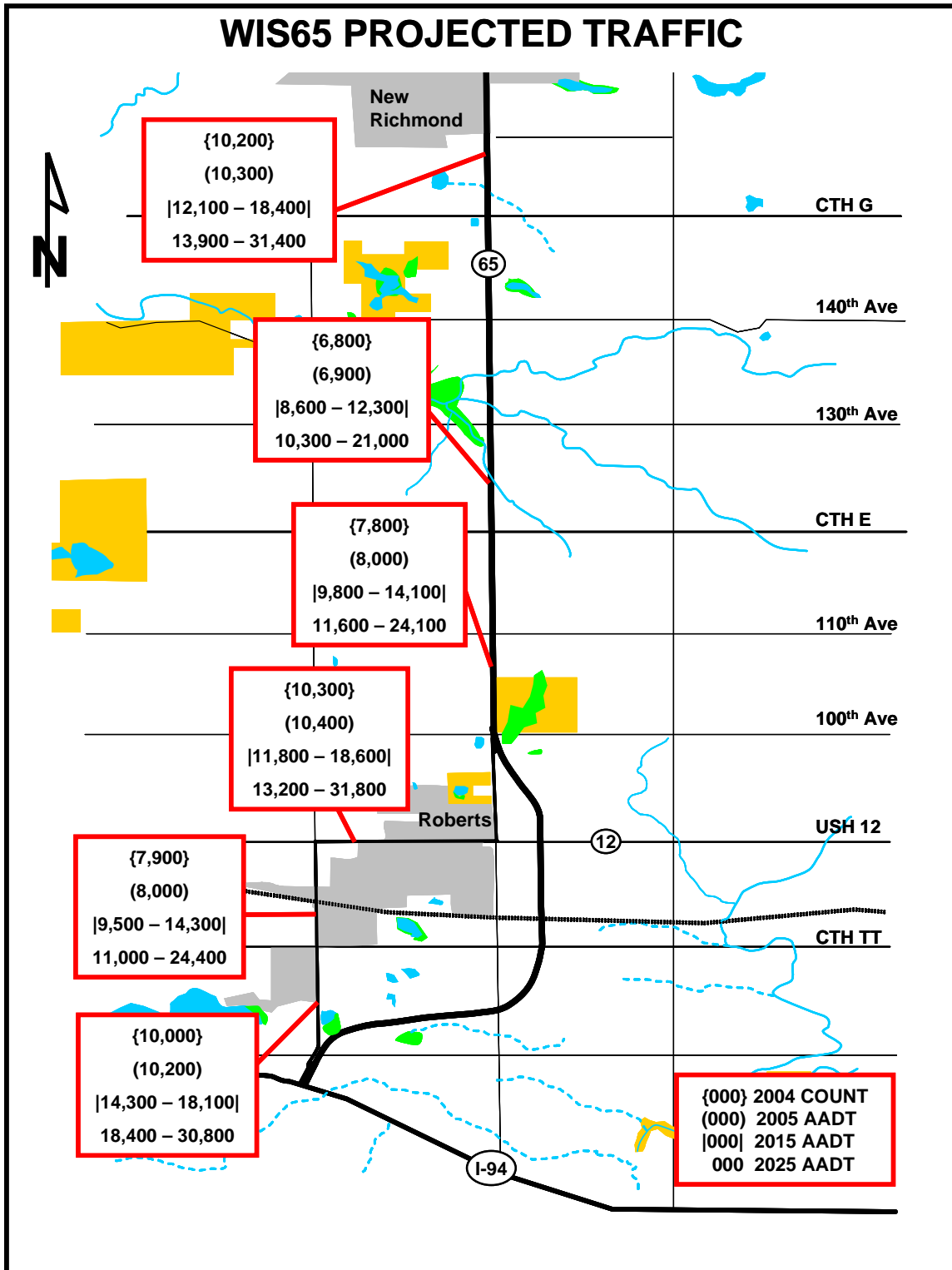
(from WisDOT Traffic Volume Data Book(s) & 2004 Traffic Counts)

### B. Projected Traffic

Projected traffic volumes were developed by WisDOT’s Central Office Traffic Forecasting Bureau. The traffic forecasts cover a planning period through the design year 2025. Projected traffic volumes are for a “no build” scenario (existing highway dimensions with projected traffic increases over time). A “build” alternative that would add roadway capacity would likely attract some additional through traffic to the WIS 65 corridor, but the effect of any attracted traffic is not expected to be substantial. Figure 2.2.2-3 shows projected traffic through the design year of 2025. The projected traffic is presented in a range between the WisDOT’s forecasted growth (1.5 – 2.5%) and the Average Historical Growth Rate (5.5%) for 2015 and 2025.

The DOT’s traffic forecast assumes traffic volumes will continue to grow at rates between 1.5 – 2.5 percent depending on the location along the corridor. This rate assumes no significant new traffic

generators will be developed in the area during the forecast period. The rapid development taking place in the New Richmond and Roberts areas will be a significant factor in the future traffic growth on WIS 65. Traffic growth percentages may exceed the DOT's projections if development occurs more rapidly than the forecast reflects.



**Figure 2.2.2-3 WIS 65 Projected Traffic Volumes**  
(from WisDOT Central Office Traffic Forecasting Bureau)

### 2.2.3 OPERATIONAL ANALYSIS

#### A. Operation Description

The operation (e.g., congestion level) of a roadway is typically described as “Level of Service” (LOS). The LOS rating system describes the traffic flow conditions of a roadway or intersection and ranges from A (free flow conditions) to F (over capacity).

On two-lane highways the level of service is largely determined by the ability of vehicles to travel at their desired traveling speed and the ability to pass slow-moving vehicles when necessary. Platooning occurs when travelers are not able to travel at their desired speed because of a slow-moving vehicle in front of them. The amount of platooning that occurs on a highway is a function of the volume of vehicles on the highway, the makeup of those vehicles, the number of passing opportunities available, and the percent of opposing traffic. Motorists are forced to change their individual travel speed as volumes increase and the ability to pass declines. Two operational measures, average speed and percent delay time, are used to describe the quality of service provided to motorists on a two-lane highway.

For intersections, LOS is determined by the average delay (in seconds) of all vehicles entering the intersection. The average delay is based on the peak 15-minute period of the peak hour being analyzed. Since this delay is an average value, some vehicles will experience greater delay, and some will experience less delay than the average value. Intersections with short average delays have a high LOS; conversely, intersections with long average delays have a low LOS. LOS D is considered to be the limit of acceptable delay and is considered to be an indication of the need for improvement. It is a widely accepted standard for a LOS D to correspond to a delay of up to 55 seconds for signalized intersections and 35 seconds for unsignalized intersections.

The operational characteristics of the WIS 65 roadway segments and intersections are shown in Figure 2.2.3-1 and Table 2.2.3-1. Only the major intersections on the project corridor were analyzed. The WIS 65 corridor operations were analyzed for current, 2015 and 2025 traffic volumes. Overall the roadway is at capacity and will operate at poor levels of service in the future.

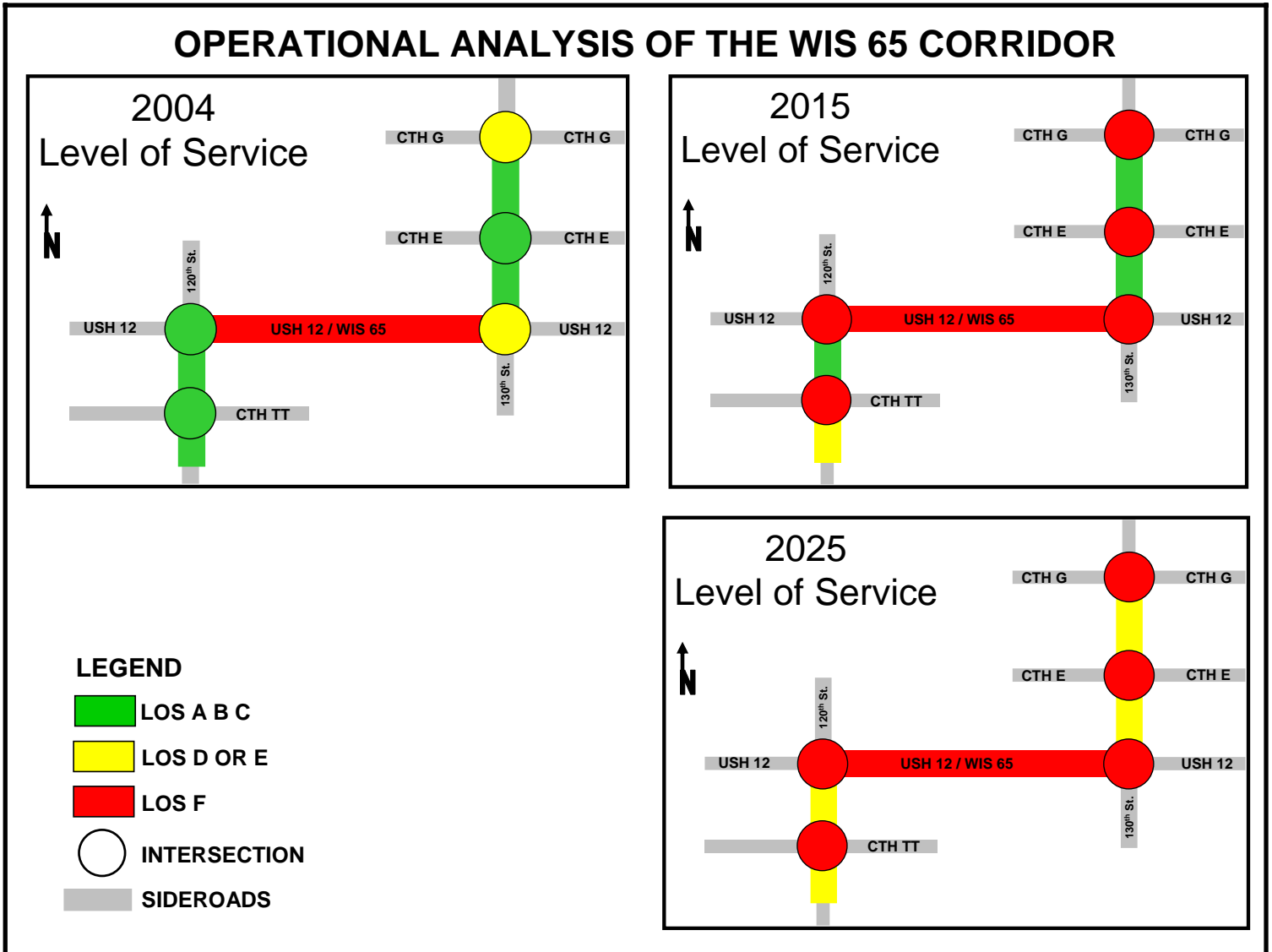


Figure 2.2.3-1 WIS 65 Corridor Operational Analysis Summary

### INTERSECTION DELAY IN SECONDS PER VEHICLE

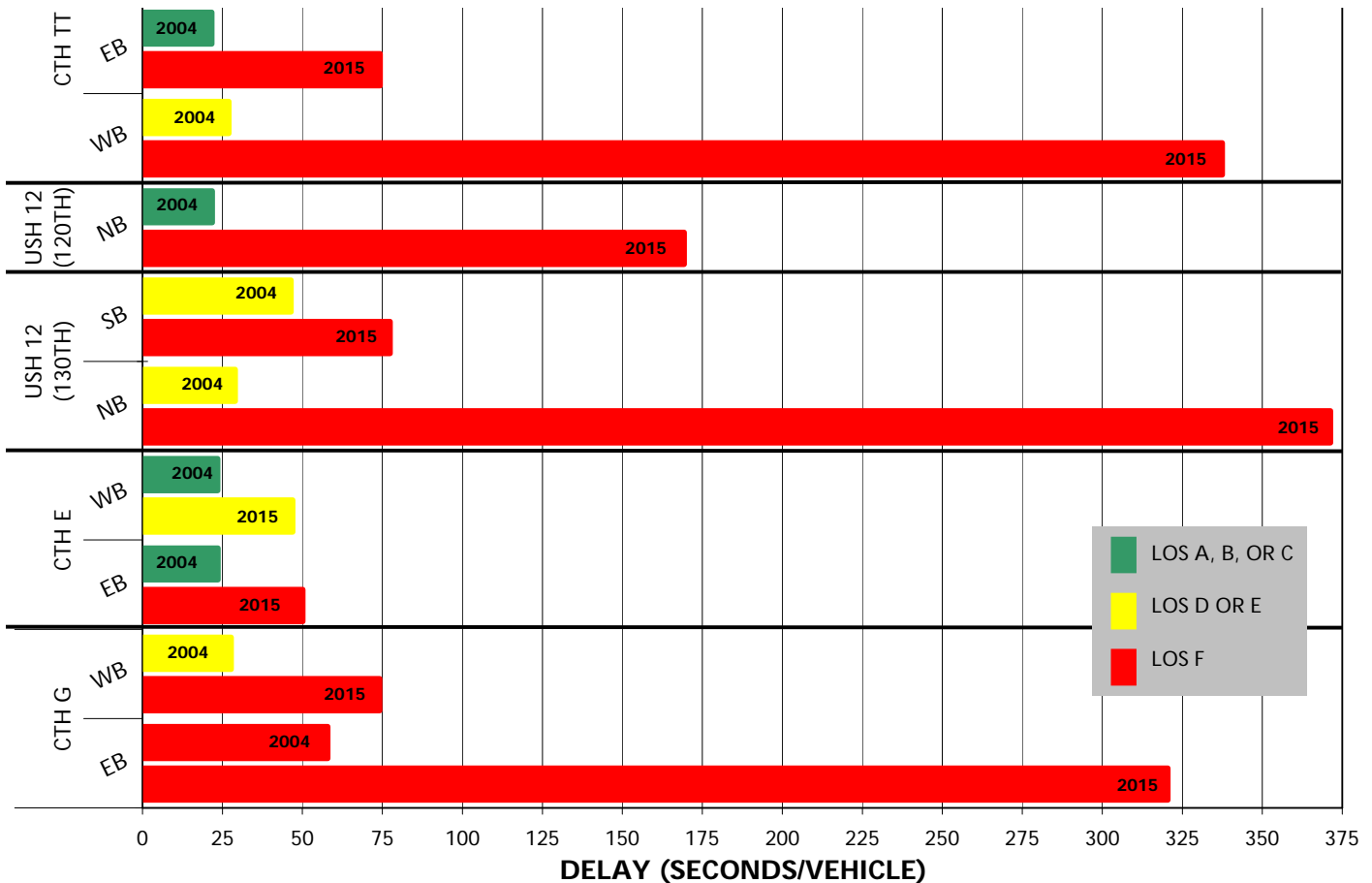


Table 2.2.3-1 WIS 65 Corridor Intersection Delay Summary

#### 2.2.4 SAFETY

##### A. Crash Rates

Highway safety is measured by the frequency and severity of crashes. An important objective of any transportation improvement is to minimize crash potential through roadway mainline and intersection design features and access management.

##### Roadway Crash Analysis

WisDOT maintains a database on crashes that have occurred annually on the state highway system. That information is used to develop statewide average crash rates for urban and rural highways. Crash rates are expressed as crashes per 100 million vehicle miles traveled.

Table 2.2.4-1 summarizes the crash data (excluding deer hits) on WIS 65 for the period between 1998 and August 31, 2005.

Year	Crash Severity			Totals
	Property Damage	Personal Injury	Fatality	
1998	9	7	0	16
1999	7	7	0	14
2000	14	16	0	30
2001	16	14	1	31
2002	27	6	1	34
2003	18	15	0	33
2004	26	14	0	40
*2005	18	15	0	33
<b>TOTALS</b>	<b>135</b>	<b>94</b>	<b>2</b>	<b>231</b>

**Table 2.2.4-1 WIS 65 Crash Summary**

(from WisDOT Central Office)

\*Crashes through August 31, 2005

As shown on Table 2.2.4-1, a total of 231 crashes occurred along the WIS 65 corridor between 1998 and September 2005. Crashes involving property damage accounted for 58 percent of the total and crashes resulting in personal injury accounted for 41 percent. There were two fatalities during the analysis period.

Figure 2.2.4-1 compares crash rates for the WIS 65 corridor by section to the statewide average rate for similar highways between 1998 and 2005. The WIS 65 crash rates and statewide crash rates presented in Figure 2.2.4-1 represent an annual average for the period 1998 to 2005. Separate statewide crash rates for rural highways versus urban highways are presented for comparison. The rural segments of WIS 65 in this study fall well below the statewide rate for rural highways. The WIS 65 / USH 12 segment of has characteristics of both an urban and rural highway, thus the rural and urban statewide crash rates should be used for comparison. This segment of WIS 65 well exceeds the statewide crash rate for a rural highway, and is approaching the statewide crash rate for an urban highway.

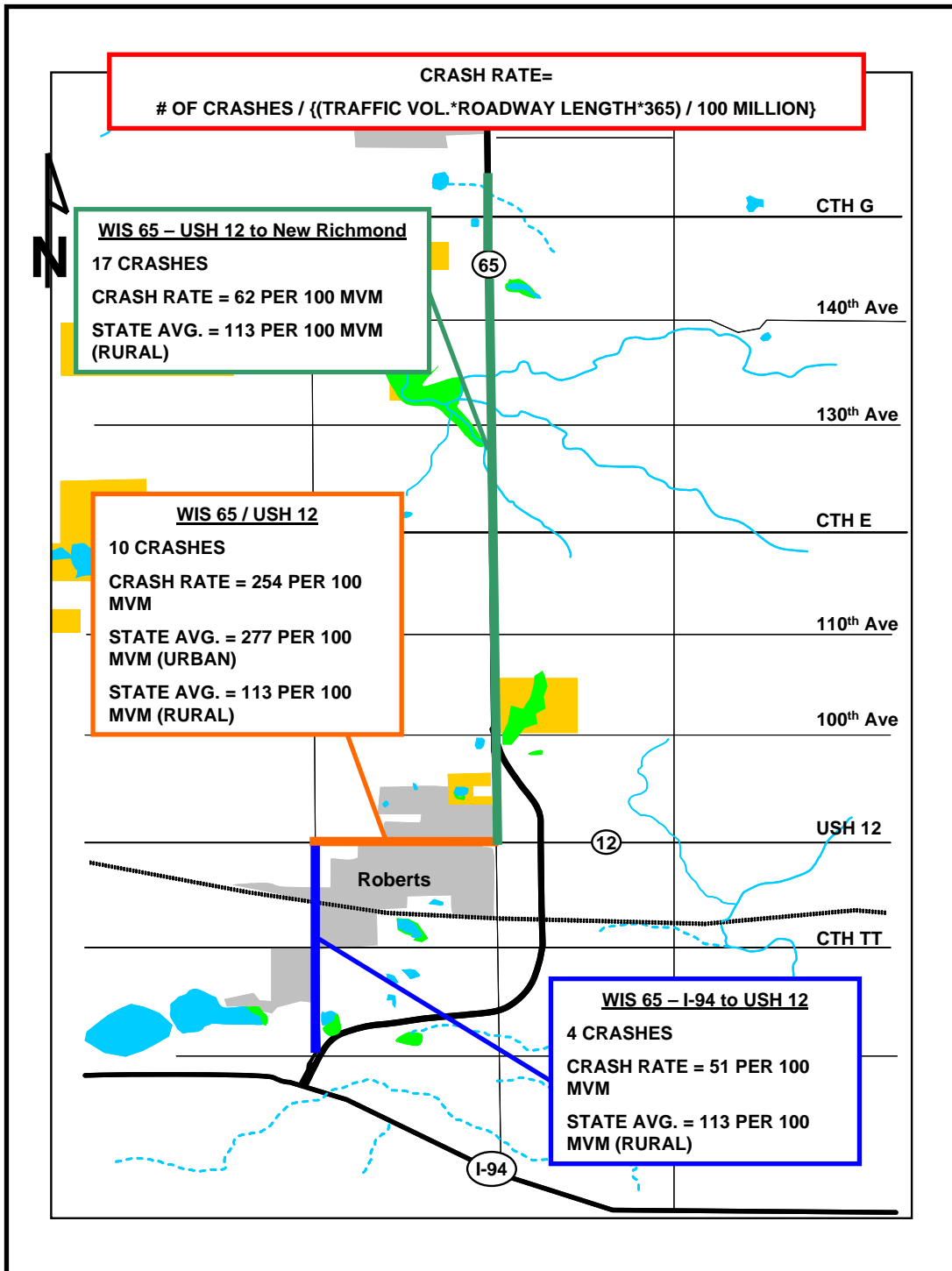
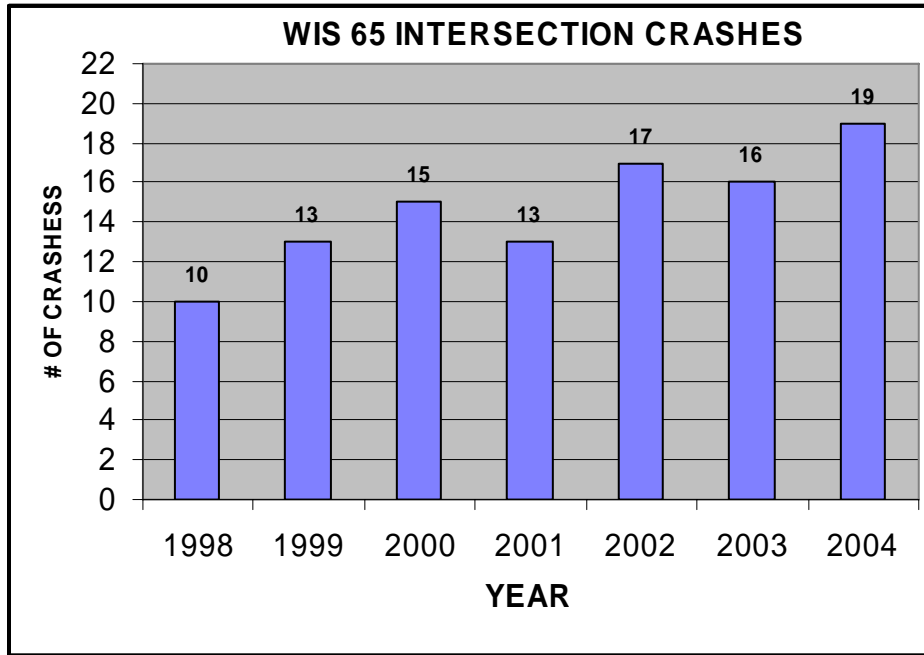


Figure 2.2.4-1 WIS 65 Crash Summary by Segment

Intersection Crashes

Intersection crashes are defined as those occurring within 300 feet along each approach leg as measured from the center of the intersection. A crash analysis was conducted for the six major intersections along the WIS 65 corridor.

Between 1998 and 2005, there were 118 isolated intersection crashes, not including animal crashes. Table 2.2.4-2 shows the annual intersection crash numbers from 1998 to 2005 along the study route.



**Table 2.2.4-2 WIS 65 Corridor Intersection Crash Summary**

Note: Does not include deer-related crashes.  
(from WisDOT Central Office)

Table 2.2.4-3 shows the 2004 crash rates for five major intersections along the study route. The rates provide a representation of the crash frequency at intersections located along the WIS 65 corridor.

Crash rates were computed based on the number of crashes per one million vehicles entering the intersection and were compared to the national average rates for unsignalized intersections (0.9). The intersections of WIS 65 & USH 12/130<sup>th</sup> Street and WIS 65 & CTH G were higher than the national average of 0.9 crashes per million entering vehicles.

Many of the crashes can be attributed to the lack of sufficient gaps in mainline traffic for vehicles turning from the side roads. This situation will worsen as traffic volumes increase in the future.

STH 65 2004 INTERSECTION CRASH RATES			
LOCATION	INTERSECTION ADT*	# OF CRASHES	CRASH RATE
CTH TT	12034	1	<b>0.23</b>
USH 12/120 ST	11875	2	<b>0.46</b>
USH 12/130 ST	11700	5	<b>1.17</b>
CTH E	10380	2	<b>0.53</b>
CTH G**	12930	5	<b>1.06</b>

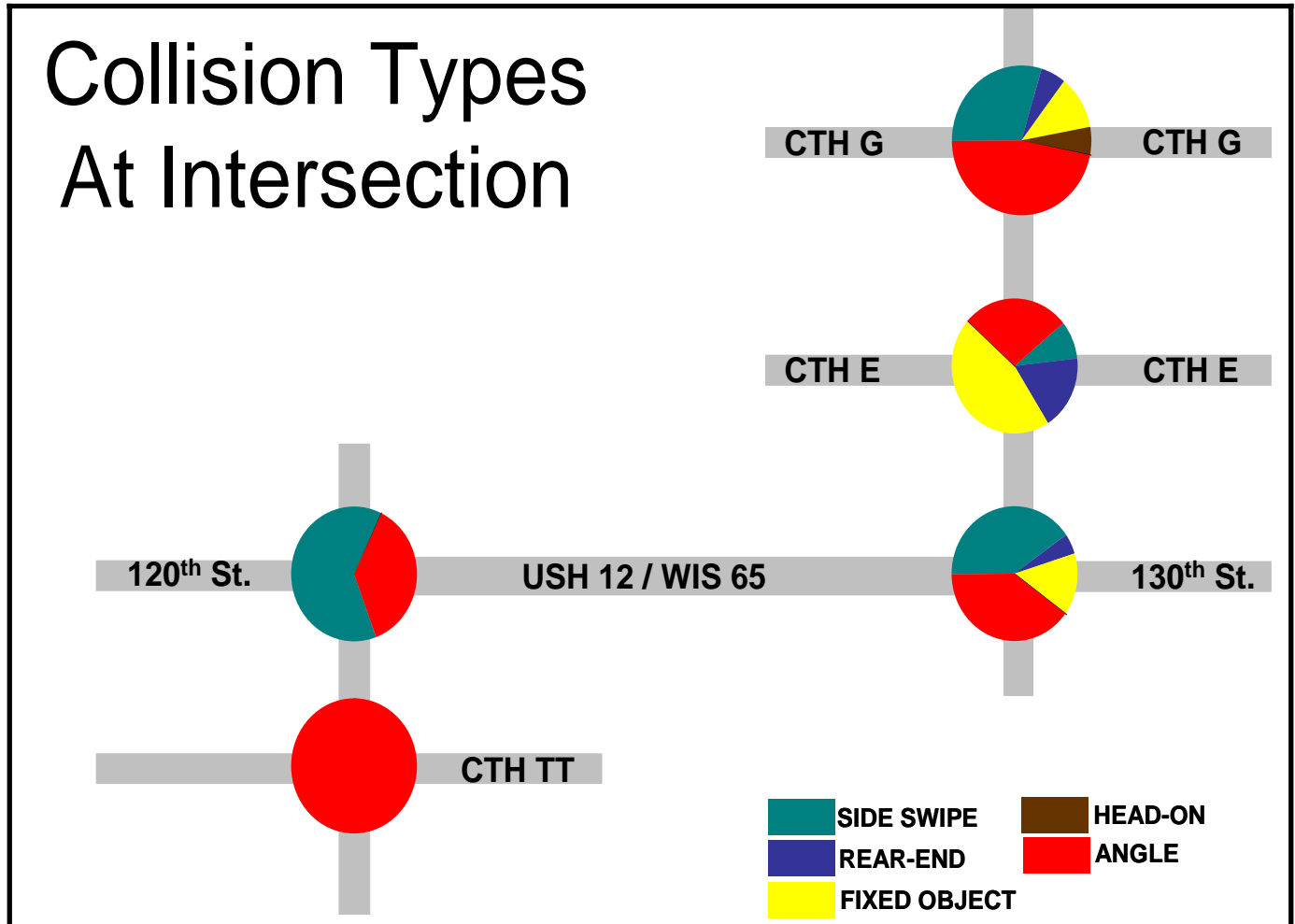
CRASH RATE =  $\frac{\text{\# OF CRASHES}}{\text{INTERSECTION ADT} * 365} * 1,000,000$

The National Average for unsignalized intersections is 0.9 crashes/million vehicles  
 A crash rate greater than 1.5 crashes/million vehicles indicates a level of concern at the intersection.  
 A crash rate greater than 2.0 crashes/million vehicles indicates an intersection that needs to be addressed.  
 \*Intersection ADT based on 6/2004 12-hour traffic counts. A 1.4 multiplier was used to calculate the (24-hour) daily traffic.  
 \*\* There have been 4 crashes at the CTH G intersection in 2005 between 1/1/05 and 7/31/05.

**Table 2.2.4-3 WIS 65 2004 Intersection Crash Rates**

B. Crash Types

The study analyzed the type and severity of crashes at intersections. Figure 2.2.4-2 shows the percentage of different types of crashes at the major intersections along the study route. The majority of crashes were angle-type crashes, most often due to turning movements made at intersections. Second most were rear end crashes. Two fatalities were reported during the period between 1998 and 2005.



**Figure 2.2.4-2 WIS 65 Collision Types**  
(from WisDOT Central Office)

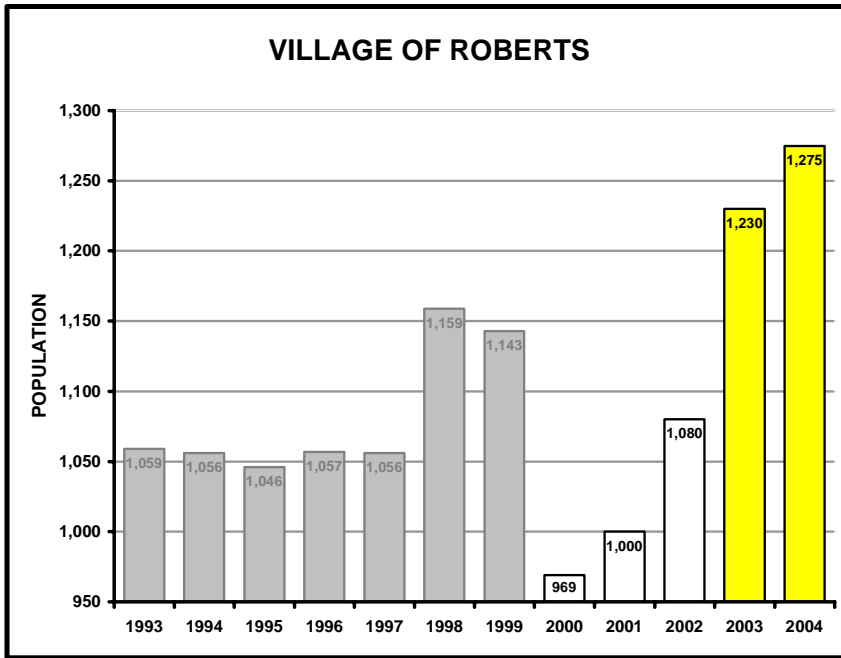
**2.2.5 RAPID GROWTH**

The *Village of Roberts / Town of Warren Comprehensive Plan* (Ayres Associates, 2002) identifies the growth rate in the two communities and St. Croix County. The Village of Roberts and Town of Warren have been experiencing rapid development, as have the Town of Richmond and the City of New Richmond.

St. Croix County is recognized as the largest growing county in Wisconsin in terms of percentage increase. Between 2000 and 2005, St. Croix County experienced a 19.8% increase in population; the next fastest growing county in Wisconsin, Brown County, experienced a 6.1% population increase in the same period.

Actual growth rates for the four communities along the project corridor have outpaced the population estimates and are likely to continue to do so, as the area continues to be a desirable residential community for those commuting to the Minneapolis / St. Paul area.

The figures and tables on the following pages present historical and projected populations for each community and show planned development in each community.



As shown on Table 2.2.5-1 the population in the Village of Roberts remained relatively steady until recently, when development increased. Local officials stated that the reported 2000 population was believed to be incorrect, due to inaccuracies by the person(s) responsible for collecting the local census numbers. The Village chose not to contest the population with the Department of Administration. The 2001 and 2002 populations were estimates based on the 2000 census and therefore are also believed to be accurate. A local census was taken in 2003 and is believed to be accurate.

**Table 2.2.5-1 Village of Roberts Historic Population Counts**  
(from US Census Bureau)

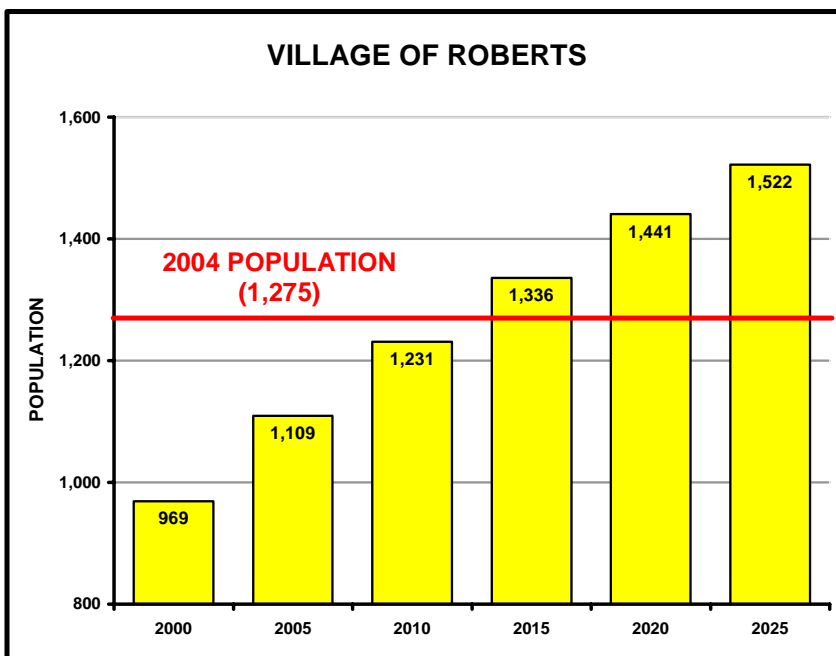
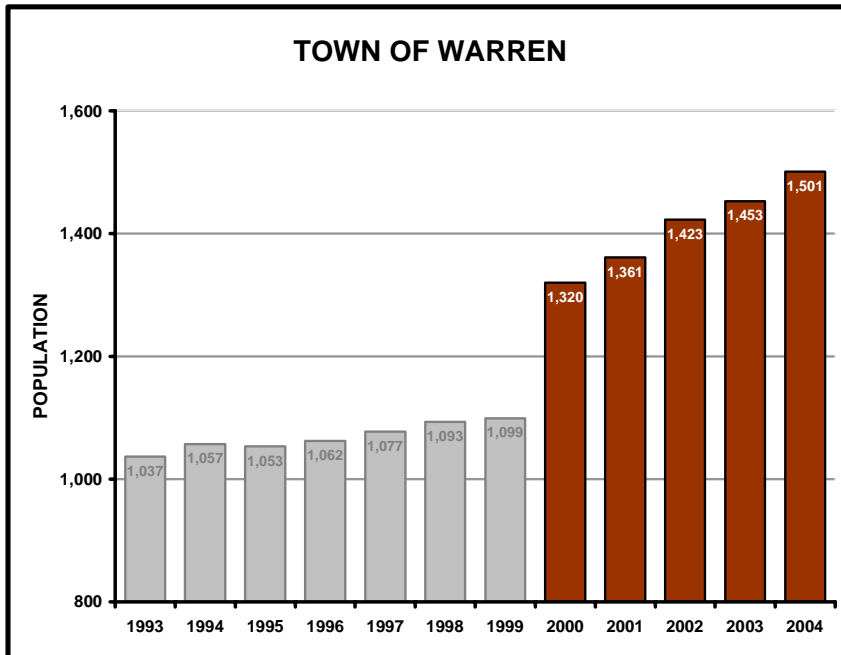
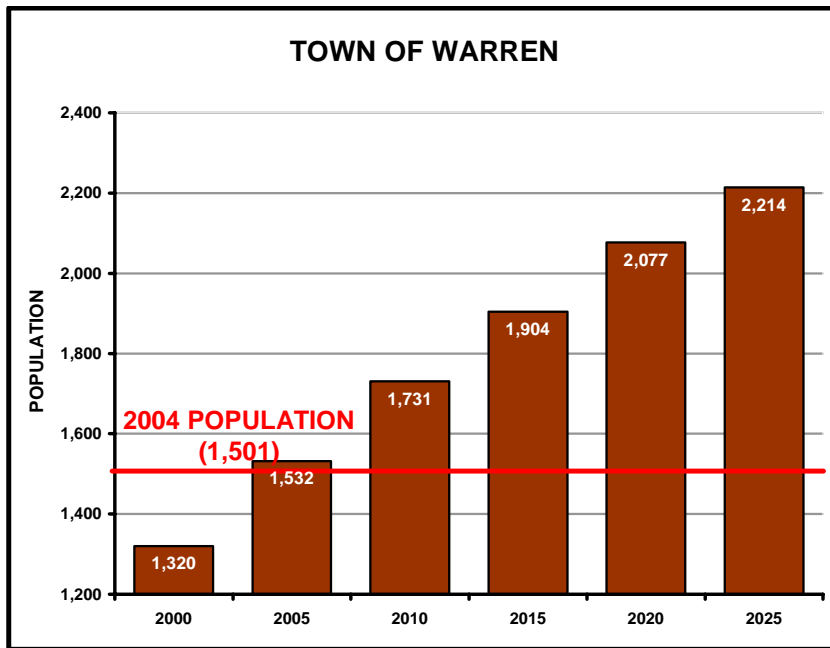


Table 2.2.5-2 presents Department of Administration population projections for the Village. As shown, the 2004 population exceeds the 2010 estimate. Until recently, development in Roberts was limited due to the capacity of the community's water and sanitary system. The system was recently expanded, which likely will result in a more rapid development rate in the area. Therefore, the actual population in the Village of Roberts will likely continue to exceed future population projections.

**Table 2.2.5-2 Village of Roberts Population Estimates**  
(from State of Wisconsin Department of Administration)



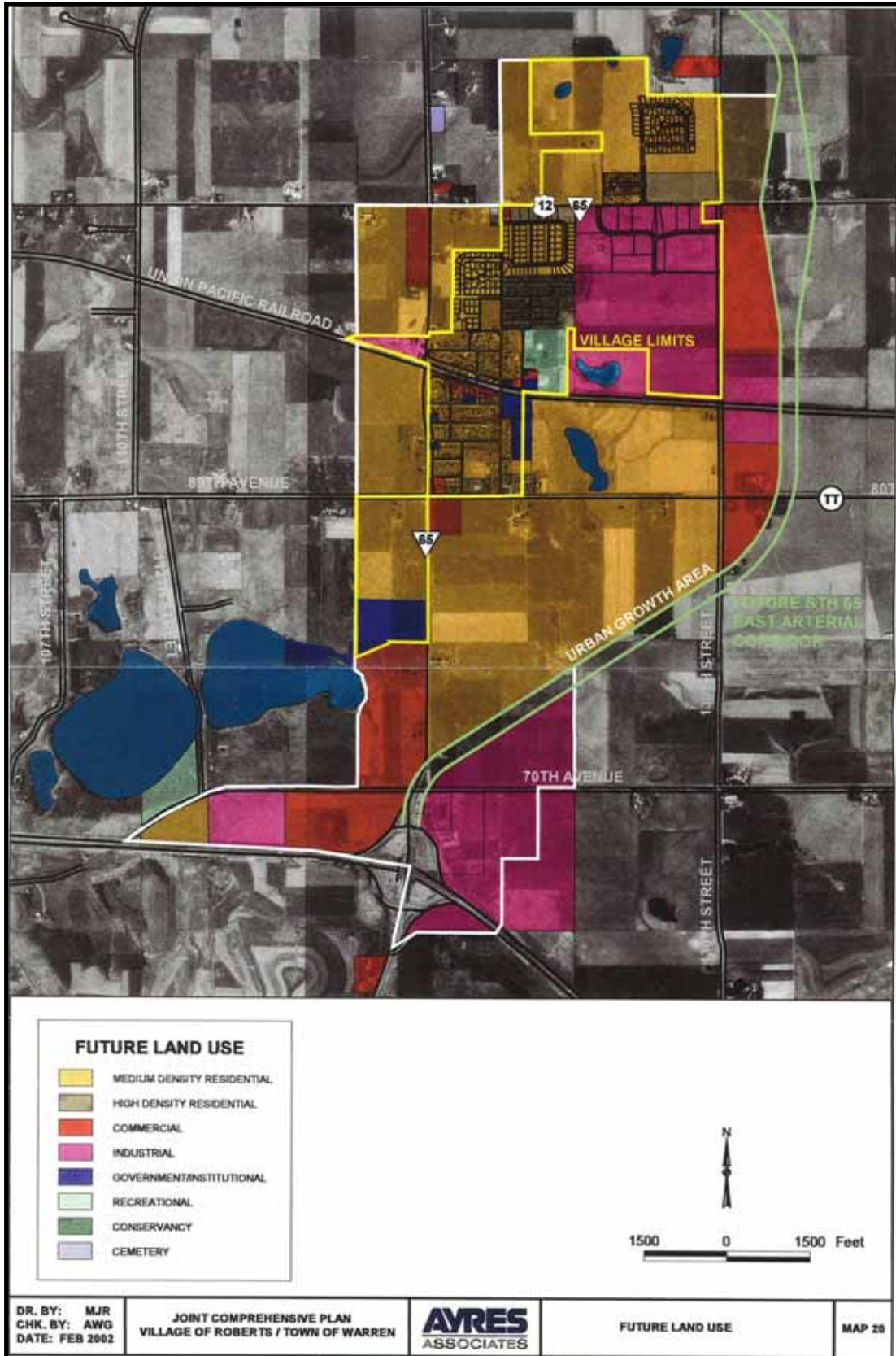
**Table 2.2.5-3 Town of Warren Historic Population Counts**  
(from US Census Bureau)



**Table 2.2.5-4 Town of Warren Population Estimates**  
(from State of Wisconsin Department of Administration)

Table 2.2.5-3 illustrates the Town of Warren’s recent growth in terms of population. As described in the *Village of Roberts – Town of Warren Comprehensive Plan*, development in the two communities is interdependent. The Town’s population is growing at a rate that closely follows projected rates, as shown on Table 2.2.5-4. The Town of Warren recent changes in development philosophy and zoning will likely increase the town’s growth rate; preliminary plans are underway for clustered residential developments east of the WIS 65 corridor.

Village of Roberts officials have discussed possible annexation of land between Roberts and I-94 to facilitate residential and commercial development in accordance with the *Comprehensive Plan*. This annexation may affect population growth rates in the Town of Warren. The Future Land Use Map from the 2002 *Village of Roberts – Town of Warren Comprehensive Plan* is presented in Figure 2.2.5-1.



**Figure 2.2.5-1 Village of Roberts – Town of Warren Future Land Use**  
(from *Village of Roberts – Town of Warren Comprehensive Plan*, Ayres Associates, 2002)

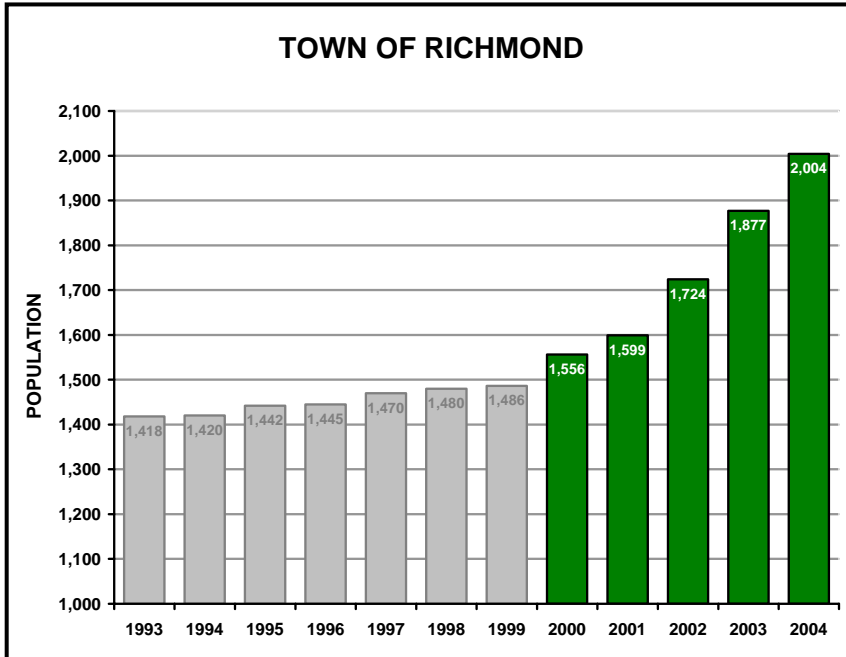
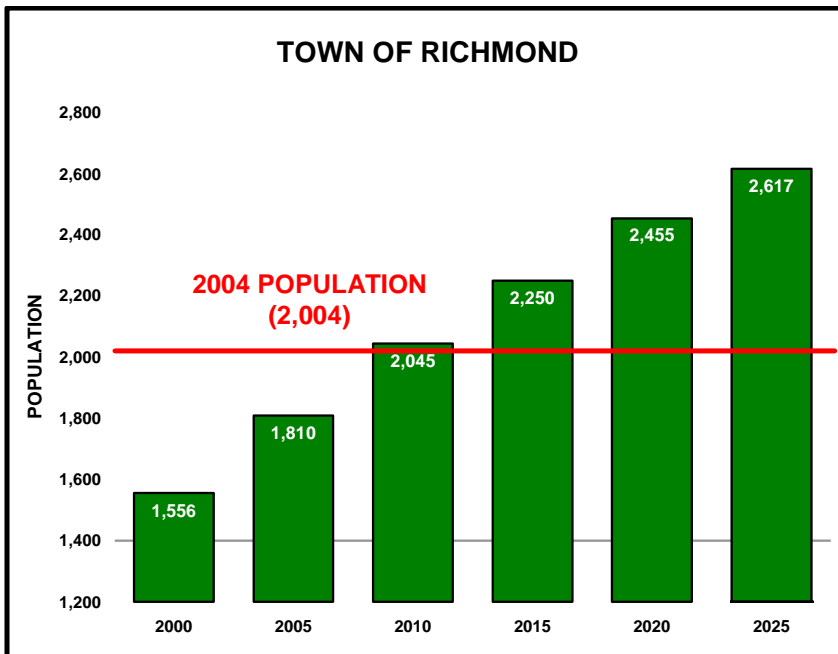
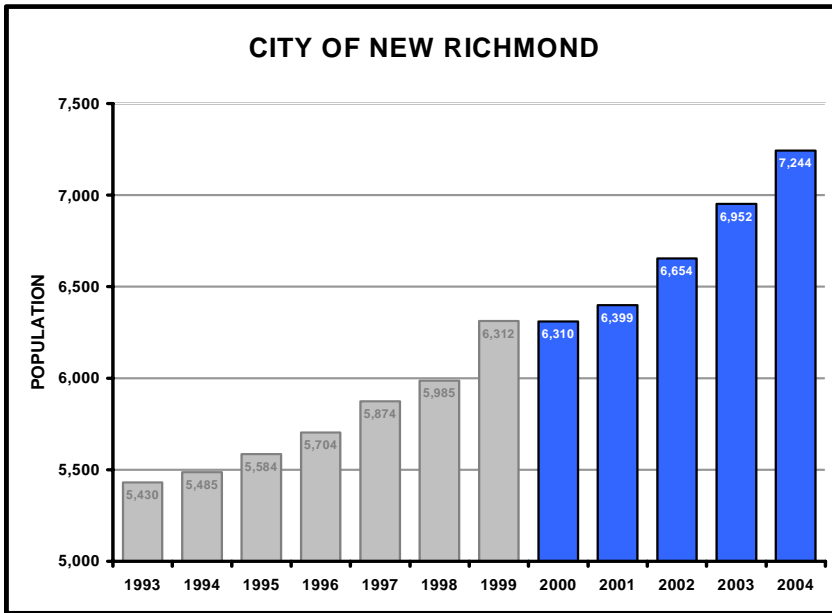


Table 2.2.5-5 illustrates the Town of Richmond's rapid growth between 2000 and 2004, after a period of relatively modest population growth. Table 2.2.5-6 shows the Richmond population estimates; as shown, the 2004 actual population is nearly equivalent to the 2010 estimate. Development of rural residential subdivisions in Richmond is expected to continue at a rapid rate.

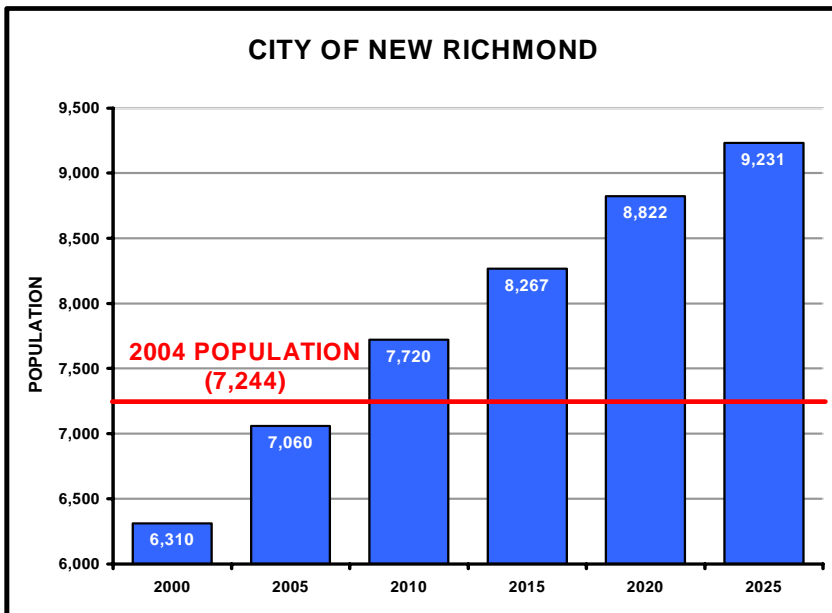
**Table 2.2.5-5 Town of Richmond Historic Population Counts**  
(from US Census Bureau)



**Table 2.2.5-6 Town of Richmond Population Estimates**  
(from State of Wisconsin Department of Administration)



**Table 2.2.5-7 City of New Richmond Historic Population Counts** (from US Census Bureau)



**Table 2.2.5-8 City of New Richmond Population Estimates** (from State of Wisconsin Department of Administration)

The City of New Richmond’s population has been steadily increasing for over 10 years, as shown on Table 2.2.5-7. The Wisconsin Department of Administration’s original population estimates indicate that this population increase will continue over the next 20 year, as shown on Table 2.2.5-8. Growth is rapid in the area; the actual 2004 population exceeded the 2005 projection and is approaching the 2010 projection.

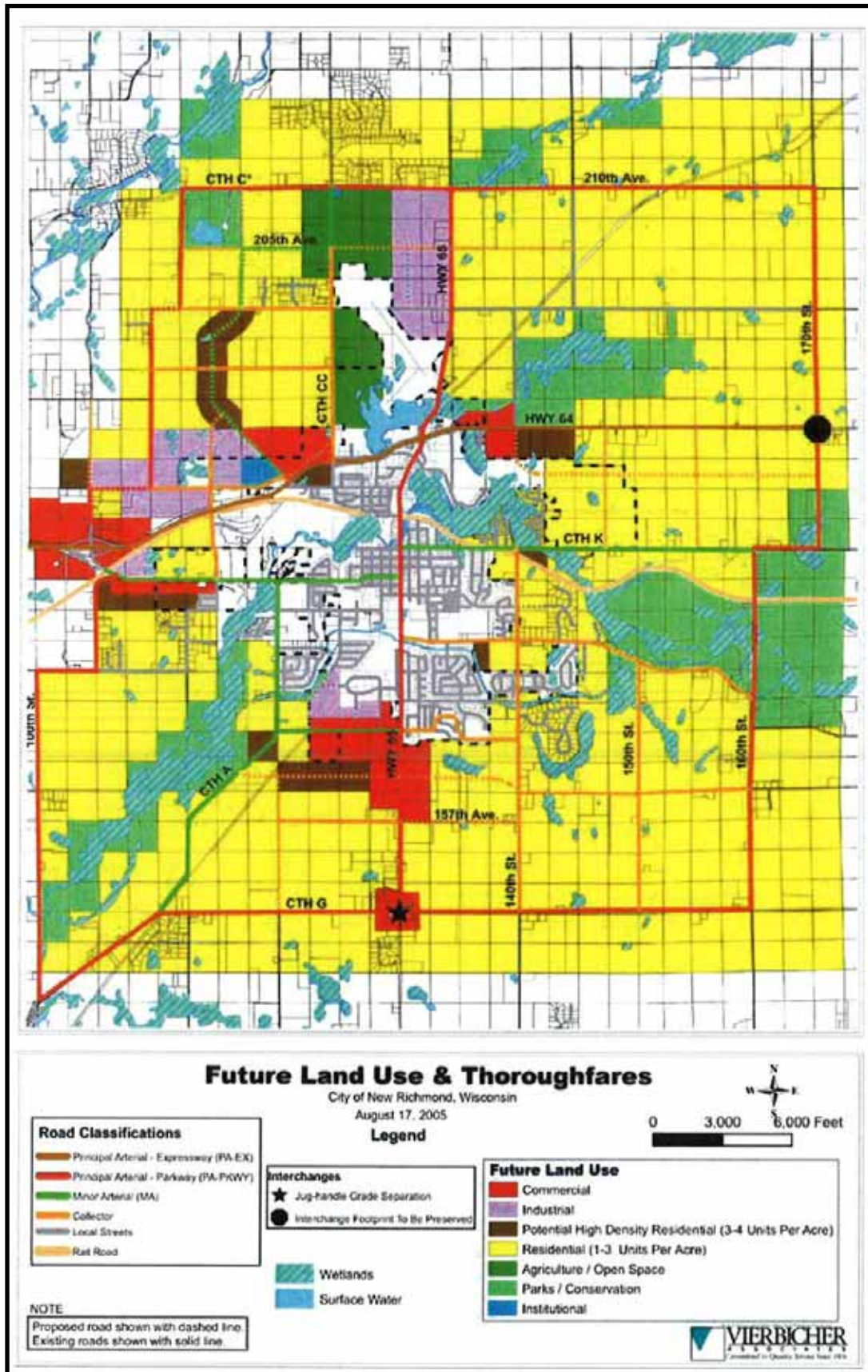
Based on the 2000 Census, recent growth trends and reconstruction of roadways in the area, including STH 64, new population projections were formulated. The results of the revised projections are presented in Table 2.2.5-9, excerpted from the *City of New Richmond Comprehensive Planning Program Land Use Element*. These projections were prepared under the direction of the City Plan Commission and are “offered as the most likely to occur and preferred scenarios of the city’s future growth.”

Figure 2.2.5-2 presents the City of New Richmond Future Land Use. the map indicates planned growth to extend along the WIS 65 corridor to CTH G.

Revised Population Projections								
	U.S. Census				Projections			
Growth Scenario	1970	1980	1990	2000	2005	2010	2015	2020
Low Growth 3.5%	3,707	4,306	5,106	6,310	7494	8901	10571	12556
Medium Growth 4.25%	3,707	4,306	5,106	6,310	7770	9567	11781	14506
High Growth 5%	3,707	4,306	5,106	6,310	8053	10278	13118	16742

Source: Tierbichler Associates, Inc.

**Table 2.2.5-9 Revised Population Projects – City of New Richmond** (from *City of New Richmond Comprehensive Planning Program Land Use Element*)



**Figure 2.2.5-2 City of New Richmond Future Land Use**

(from *City of New Richmond Comprehensive Planning Land Use Element*, 2005, Vierbicher Associates, Inc.)

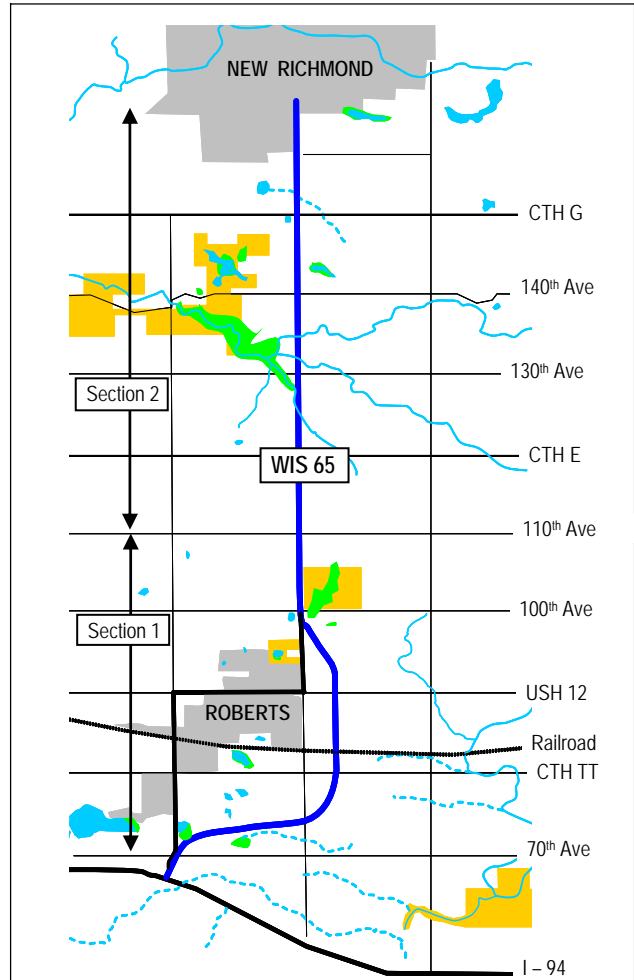
**3. Summary of the alternatives considered and if they are not proposed for adoption, why not. (Identify which, if any, of the alternatives is the preferred alternative.)**

**3.1 INTRODUCTION**

This study separates the corridor into two sections. Section 1 addresses the needs in and around the Village of Roberts and spans from the Interstate 94 interchange to 110<sup>th</sup> Avenue, north of the village. Section 2 is an on-alignment section. Section 2 addresses the needs north of Roberts and spans from 110<sup>th</sup> Avenue to New Richmond. Figure 3.1-1 shows the locations of Sections 1 and 2.

The existing WIS 65 within Section 1 consists of rural roadway north and south of the Village of Roberts that transitions into a rural roadway in a developing area within the Village. Alternatives for this section include a no build alternative and multiple alignments around the Village. The Section 1 preferred alternative is Alternative A-2, which realigns WIS 65 east of the Village of Roberts.

In Section 2, existing WIS 65 is a two-way, two-lane rural roadway. The alternatives developed for Section 2 include a No-Build Alternative and an On-Alignment Build Alternative.



**Figure 3.1-1 WIS 65 Corridor Sections**

**3.2 ROAD TYPE ANALYSIS**

Three roadway types were examined for the entire WIS 65 corridor

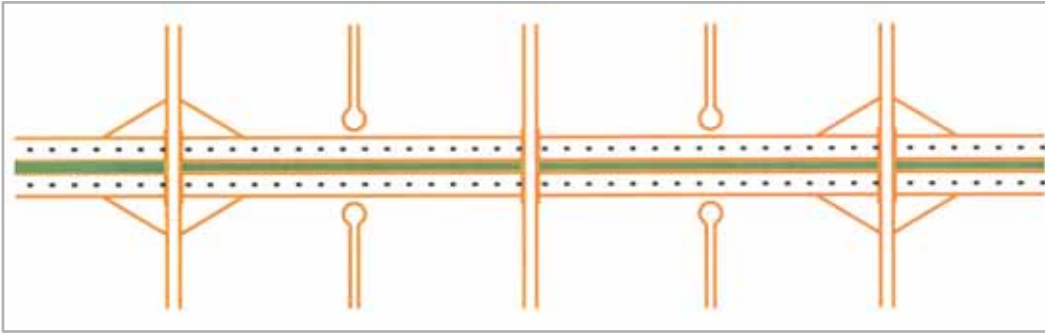
- Freeway
- Expressway
- Enhanced Expressway

Each road type adds significant capacity to WIS 65 and preserves the corridor to encourage community planning for appropriate development. Construction WIS 65 with four travel lanes should provide adequate capacity to meet traffic demands as the area develops and road use increases.

**A. Freeway**

The Freeway would provide uninterrupted flow at freeway speeds, thereby removing the potential of crashes related to side road access. Access to WIS 65 would be only at interchanges; local roads and residences would be accessed from service roads. This road type would require the greatest

right-of-way acquisition and the highest construction costs of the three road types.

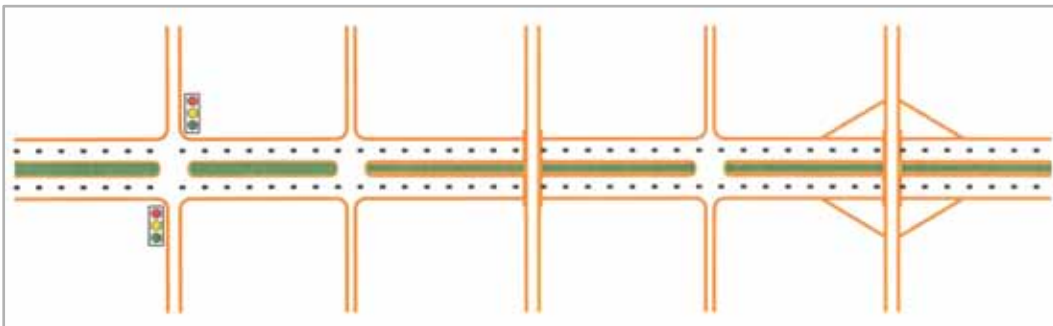


**Figure 3.2-1 Conceptual Model of Freeway**

Based on the anticipated right-of-way impacts, construction costs, limited access, and input from local officials and public, and the Freeway Alternative was not selected as the preferred WIS 65 road type.

**B. Expressway**

The Expressway would provide right- and left-turn access to local roads, along with some access to private entrances and driveways. This roadway type would reduce mainline congestion and safety issues. This road type would require the least right right-of-way acquisition of the three road types considered for the project. However, the local road access would not alleviate the intersection congestion travelers experience currently along the WIS 65 corridor. Lower speed limits and main-line stops would be required to maintain a safe roadway. This road type does not address the needs of the WIS 65 corridor and was not selected as the preferred WIS 65 road type.



**Figure 3.2-2 Conceptual Model of Expressway**

**C. Enhanced Expressway**

The enhanced expressway allows access at various points along the roadway as right-in, right-out, except at interchange locations where all turning movements will be allowed. The enhanced expressway will be designed for 70 mph and posted 55 mph. For the preliminary design presented in this document, interchanges are located at:

- Division Street (jug-handle) (South Bypass Alternatives)
- CTH TT (jug-handle) (North Bypass Alternative)
- USH 12 (diamond)
- CTH E (jug-handle)
- CTH G (jug-handle)

Right-in, right-out access is located at:

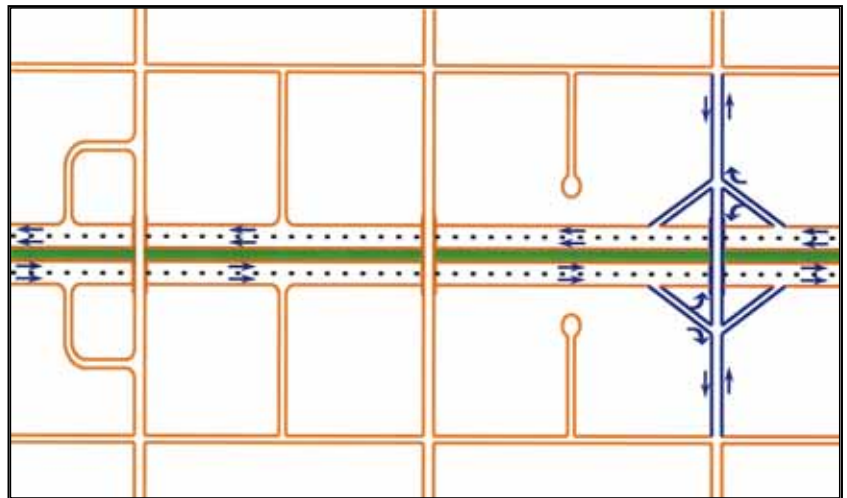
- Division Street jug-handle interchange
- 110<sup>th</sup> Avenue

- CTH E jug-handle interchange
- 130<sup>th</sup> Avenue
- 140<sup>th</sup> Avenue
- CTH G jug-handle interchange
- 157<sup>th</sup> Avenue

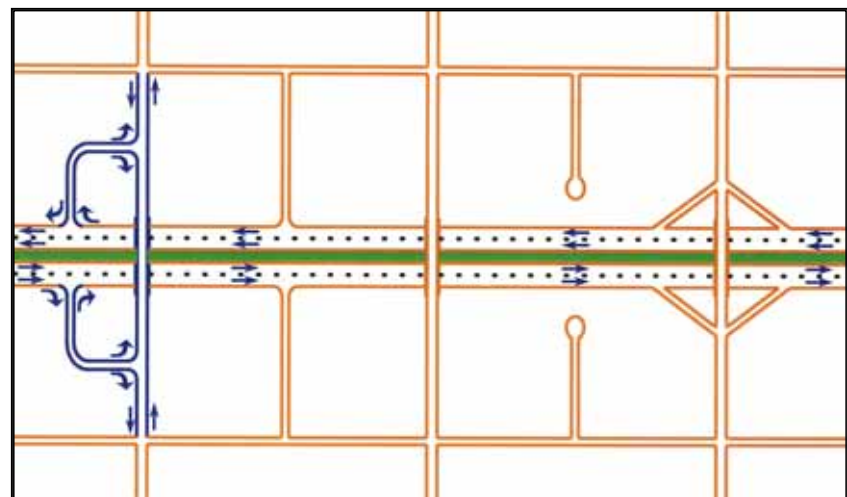
The preferred alternative for Sections 1 and 2 is a four-lane, enhanced expressway facility with limited access. The typical section of the preferred WIS 65 roadway will have two 12-foot travel lanes in each direction with shoulders. The roadway will have a 60-foot wide grass median. A 280-foot right-of-way corridor was used for preliminary design of the roadway.

The figures below provide a conceptual idea of the features offered by the enhanced expressway.

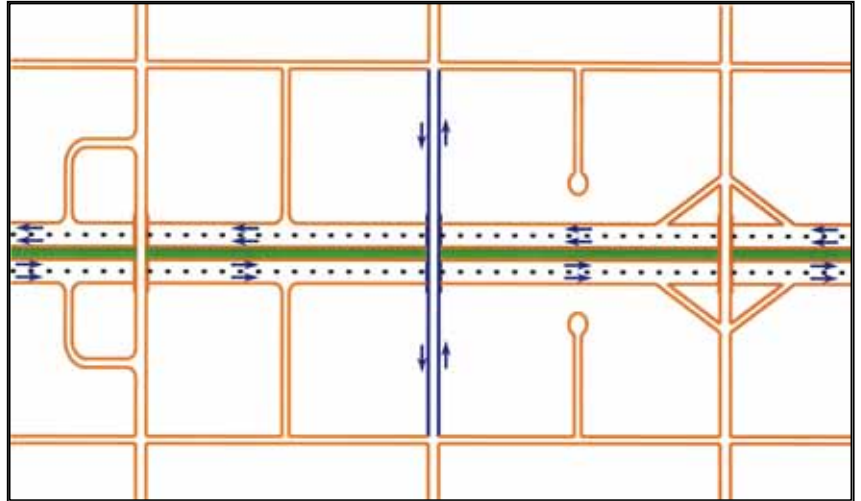
**Figure 3.2-3  
Diamond Interchange at USH 12**



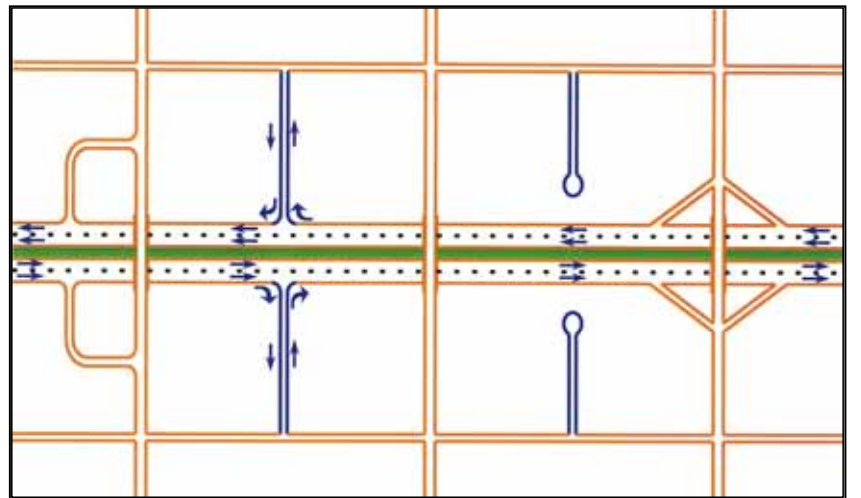
**Figure 3.2-4  
Jug-handle interchanges at  
Division Street, CTH E, and CTH G**



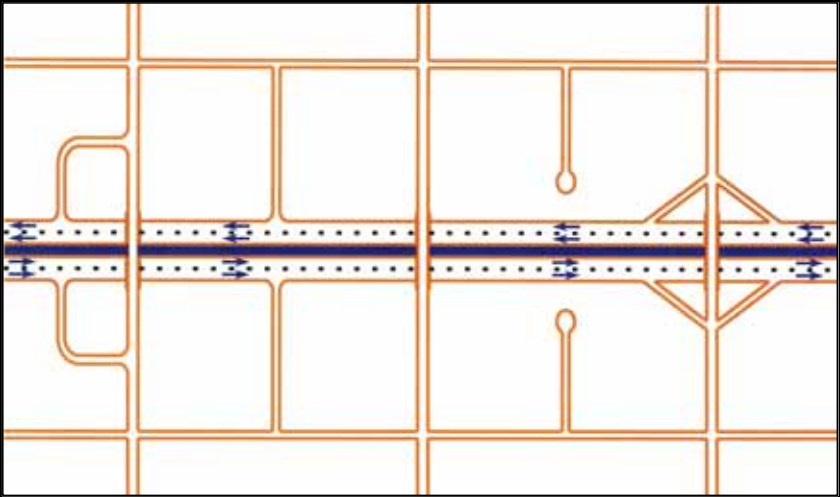
**Figure 3.2-5**  
**Grade separated roads at 130<sup>th</sup>**  
**Street, CTH TT and the Union**  
**Pacific Railroad to provide**  
**regional connectivity**



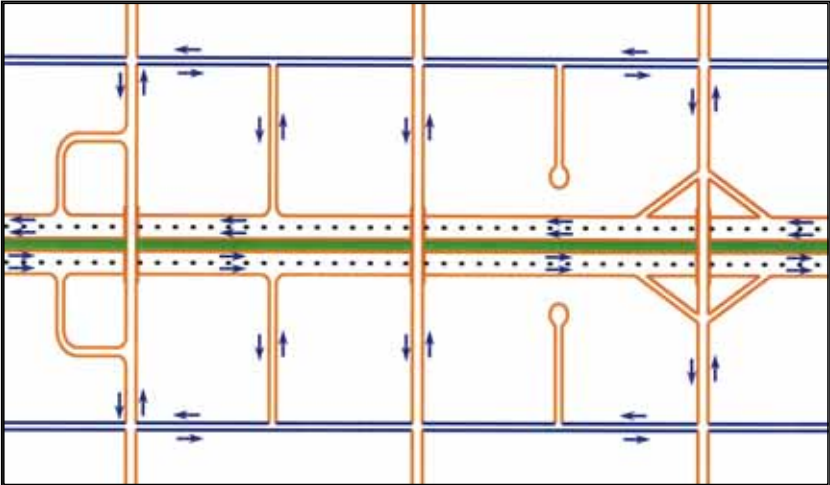
**Figure 3.2-6**  
**Limited local road access with**  
**right-in, right-out or cul du sacs**



**Figure 3.2-7**  
**No left turn conflicts**



**Figure 3.2-8**  
**Integration with local road network**



Using the Enhanced Expressway as the preferred road type, impacts were calculated for the WIS 65 corridor. The table below summarizes the estimated cost and impacts for the alternatives considered.

<b>WIS 65, St. Croix County, Wisconsin Impacts Evaluation Matrix</b>						
Issues	Unit	Section 1 Alternatives				Section 2
		North Bypass	South Bypass A1	South Bypass A2	South Bypass A3	110th Ave - Paperjack
<b>Length</b>	miles	4.9	5.1	5.0	4.7	5.5
<b>Construction Cost</b>	2005 dollars(millions)					
Earth Work		\$8.1	\$6.1	\$4.6	\$7.8	\$2.5
Roadway	(\$1.325/mile)	\$6.5	\$6.8	\$6.6	\$6.2	\$7.3
Structures	(\$80/sf) [# Structures]	\$2.8 [6]	\$3.5 [7]	\$3.5 [7]	\$6.4 [9]	\$1.5
20% Miscellaneous		\$3.5	\$3.3	\$2.9	\$4.1	\$2.3
<b>Total</b>		<b>\$20.9</b>	<b>\$19.6</b>	<b>\$17.7</b>	<b>\$24.5</b>	<b>\$13.5</b>
<b>Real Estate</b>	acres					
Agriculture		178.9	201.8	198.3	182.9	59
Wetland		1.0	0.0	0.5	0.9	0
Commercial		0.0	0.7	0.7	0.7	3.9
Industrial		1.5	0.0	0.0	0.0	0
Residential		8.9	8.5	8.3	8.5	21.6
Upland		3.7	5.8	5.8	5.8	4
Municipal		1.1	0.0	0.0	0.0	0
USFWS - Kerber Area		0.0	2.3	2.3	2.3	0
Historic/Arch		0.5	0.0	0.0	0.0	5
<b>Total</b>		<b>195.6</b>	<b>219.1</b>	<b>215.9</b>	<b>201.1</b>	<b>93.5</b>
<b>Impacted Parcels</b>	number	28	25	24	23	61
<b>Buildings (each)</b>	number					
Commercial Units		0	0	0	0	0
Housing Units		3	1	1	1	6
Farming Units		3	7	7	9	0
Other		13	0	0	0	0
<b>Total</b>		<b>19</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>6</b>
<b>Historic Properties</b>	number	0	0	0	0	2
<b>Archeological Sites</b>	number	1	0	0	0	1
<b>Stream Crossings</b>	number	0	2	1	1	5
<b>Potential Contaminant</b>	number	2	1	1	1	1
<b>Complies w/ local land use plan</b>	yes/no	no	yes	yes	yes	NA
<b>Highest</b>						
<b>Lowest</b>						

Table 3.2-1 Impacts Evaluation Matrix

### 3.3 SUMMARY OF SECTION 1 ALTERNATIVES – I-94 TO 110<sup>TH</sup> AVENUE

#### A. No Build Alternative

The No Build Alternative would not provide improvements to the WIS 65 corridor other than those associated with routine maintenance. Figure 3.3-1 shows the existing WIS 65 alignment through Roberts.

The No-Build Alternative does not alleviate the operational concerns expected to arise in the next twenty years. The WIS 65/USH 12 and the WIS 65/USH 12 intersections in the Village of Roberts are projected to reach Level of Service F by year 2014.

Congestion on WIS 65/USH12 could have several effects. WIS 65/USH12 congestion will make it more difficult to access businesses fronting WIS 65/USH12, affecting the Village's economic vitality. Congestion will also affect community character and cohesion, including separating citizens living on the north side of WIS 65/USH12 from the school, community park, and businesses on the south side of WIS 65/USH12. Congested conditions could lead to WIS 65/USH12 acting as a barrier in the community, dividing it into the north and south sides and inhibiting frequent community interaction.

The No-Build Alternative does not meet the needs of the WIS 65 corridor. For the reasons listed above the No-Build Alternative is not proposed for adoption.

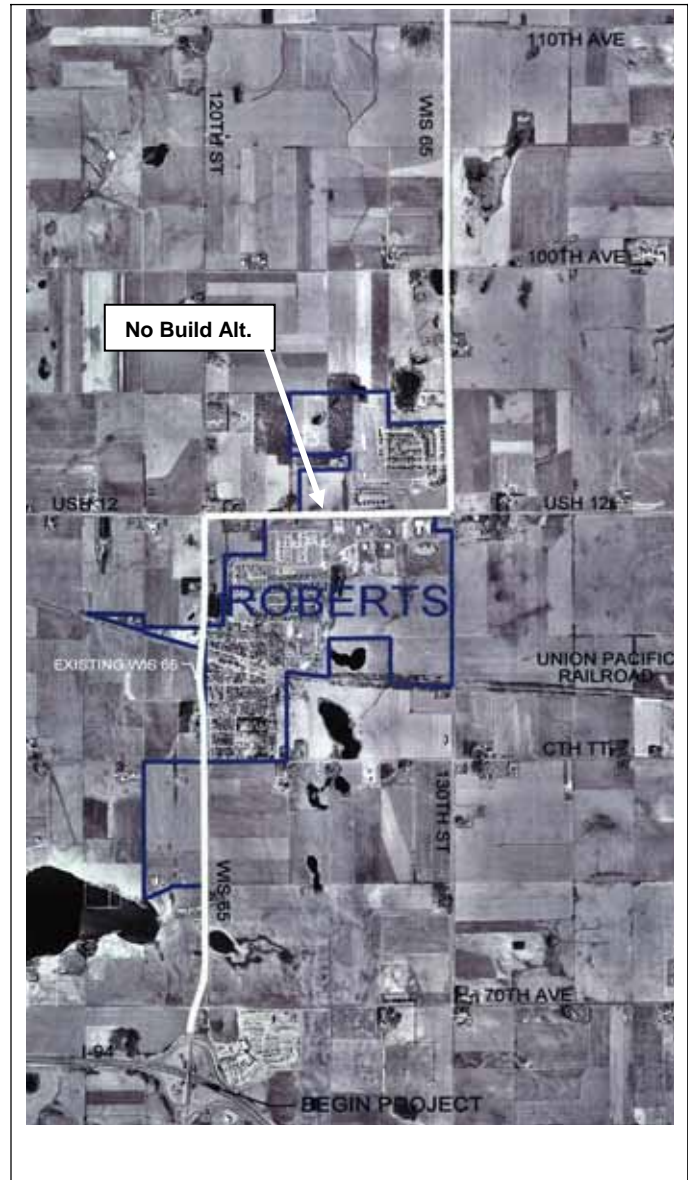


Figure 3.3-1 Section 1 No Build Alternative

#### B. North Realignment (Purple)

The North Realignment alternative would follow the existing WIS 65 corridor before realigning WIS 65 around the west and north sides of Roberts, rejoining the existing WIS 65 roadway near 110<sup>th</sup> Avenue. As shown in Figure 3.3-2, the North Realignment (purple) departs from the existing WIS 65 corridor near CTH TT, where bends slightly west and continues north along the west side of Roberts. After crossing over USH 12, the alignment bends northeast until it reconnects with the existing WIS 65 corridor. Access to WIS 65 would be limited to a jug-handle interchange at CTH TT and a diamond interchange at USH 12.

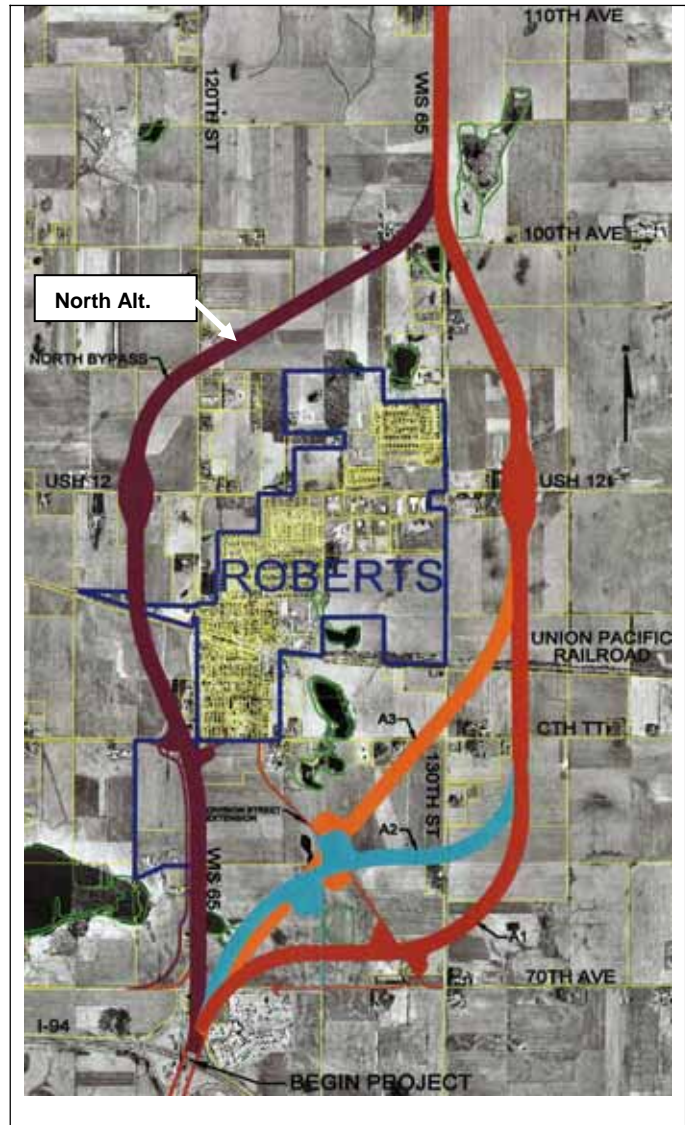
Advantages and Disadvantages of the Section 1 North Realignment Alternative are presented below. These were identified during meetings with the public, local officials, government agencies, as well as from information gathered and reviewed for this document.

Advantages

- Lowest acreage real estate acquisition (195.6 acres)
- Does not impact Kerber Waterfowl Production Area
- Uses approximately 4,000 feet of existing WIS 65

Disadvantages

- Does not follow *Village of Roberts – Town of Warren Joint Comprehensive Plan*
- USH 12 westbound traffic will need to travel through the Village of Roberts to access I-94
- Impacts the most buildings (19 buildings)
- Impacts the most parcels (28)
- CTH TT – WIS 65 jug-handle interchange is restricted by existing residential development in the northeast quadrant, new retail / residential development in the southeast quadrant and planned residential development in the southwest quadrant of CTH TT – WIS 65. Construction of the interchange at this location will impact these developments.
- The jug-handle interchange configuration does not allow Division Street to be the direct entryway into Roberts, as preferred by the Village.
- The North Realignment Alternative impacts parcels north and west of the Village of Roberts not designated as planned development areas and are projected to remain agricultural.



**Figure 3.3-2 Section 1  
North Realignment Alternative**

Based on the anticipated impacts, input from local officials and public, and the WIS 65 route proposed in the *Roberts/Warren Comprehensive Plan*, the North Realignment Alternative is not the preferred alternative for Section 1 of the project.

### C. South Realignment A-1

The South Realignment Alternative A-1 would leave the WIS 65 – I-94 interchange and realign WIS 65 to travel east-west, paralleling 70<sup>th</sup> Avenue, then bend north-south to parallel 130<sup>th</sup> Street. After crossing over USH 12, where an interchange would be constructed, the proposed route would reconnect with the existing WIS 65 alignment at 100<sup>th</sup> Avenue.

Access to WIS 65 would be limited to a jug-handle interchange at Division Street and a diamond interchange at USH 12.

The proposed route is shown in red on Figure 3.3-3.

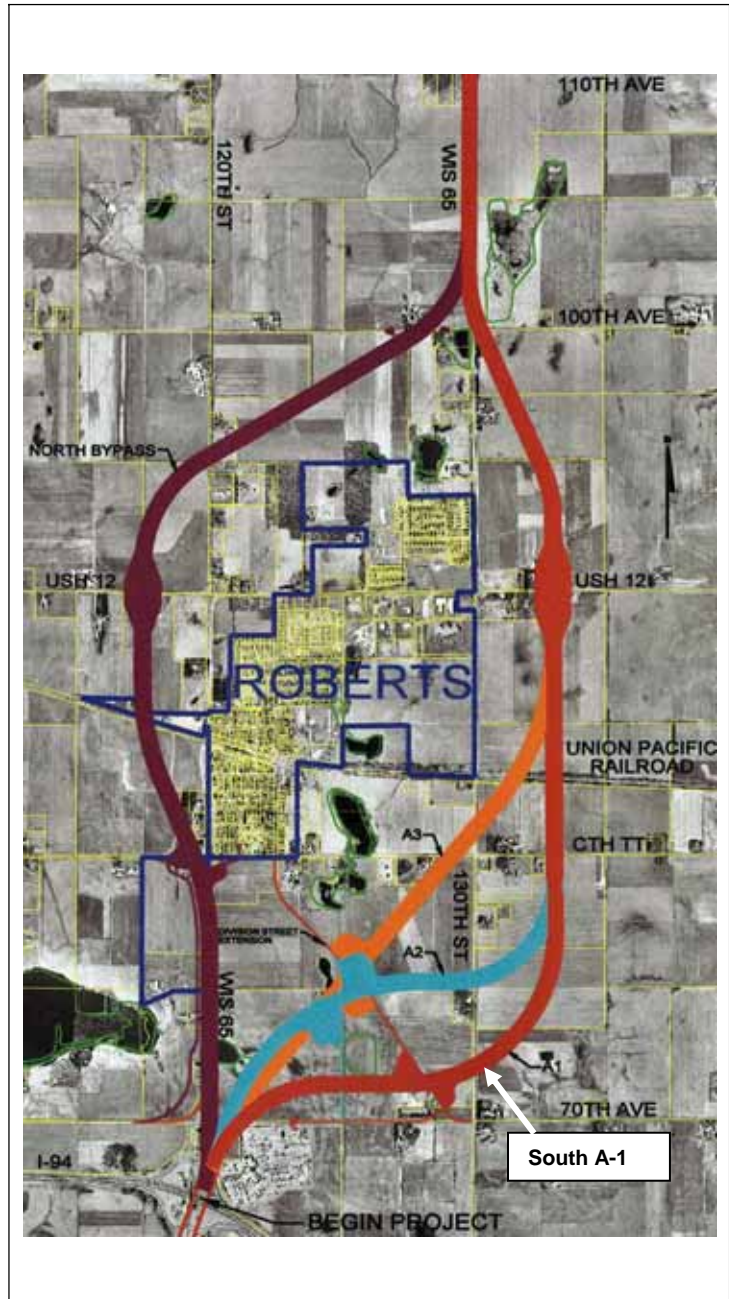
Advantages and Disadvantages of the Section 1 South Realignment Alternative A-1 are presented below. These were identified during meetings with the public, local officials, government agencies, as well as from information gathered and reviewed for this document.

#### Advantages

- Favored by the Village of Roberts (October 24, 2005 letter, Appendix B).
- Does not impact wetland / lowland / standing water area near south project limit.
- Eliminates the need for USH 12 westbound traffic to travel through the Village of Roberts to access I-94.
- General route was agreed to by WDNR and USFWS through meetings and written correspondence.
- Jug-handle interchange aligns with Division Street to create an entryway into Roberts, which is favored by the Village of Roberts.
- USH 12 interchange is in close proximity to the developing industrial park on the northwest edge of the village of Roberts.

#### Disadvantages

- Close proximity of WIS 65 – Division Street jug-handle interchange to 70<sup>th</sup> Avenue and the 70<sup>th</sup> Avenue – 130<sup>th</sup> Street intersection creates less than recommended spacing between access points (FDM Chapter 11-5-5).
- Impacts 2.3 acres of the Kerber Waterfowl Production Area.



**Figure 3.3-3 Section 1  
South Realignment Alternative A-1**

The South Realignment Alternative A-1 generally follows the WIS 65 realignment route proposed in the *Roberts/Warren Comprehensive Plan*; however, the alignment proximity to 70<sup>th</sup> Avenue poses design issues for the Division Street jug-handle interchange, as stated above. Based on these design issues and input from local officials and public, South Realignment Alternative A-1 is not the preferred alternative.

#### D. South Realignment A-2

The South Realignment Alternative A-2 is similar to Alternative A-1, but parallels 70<sup>th</sup> Avenue further north, generally following a section line. As the alternative bends north-south, it connects with the alignment presented for Alternative A-1.

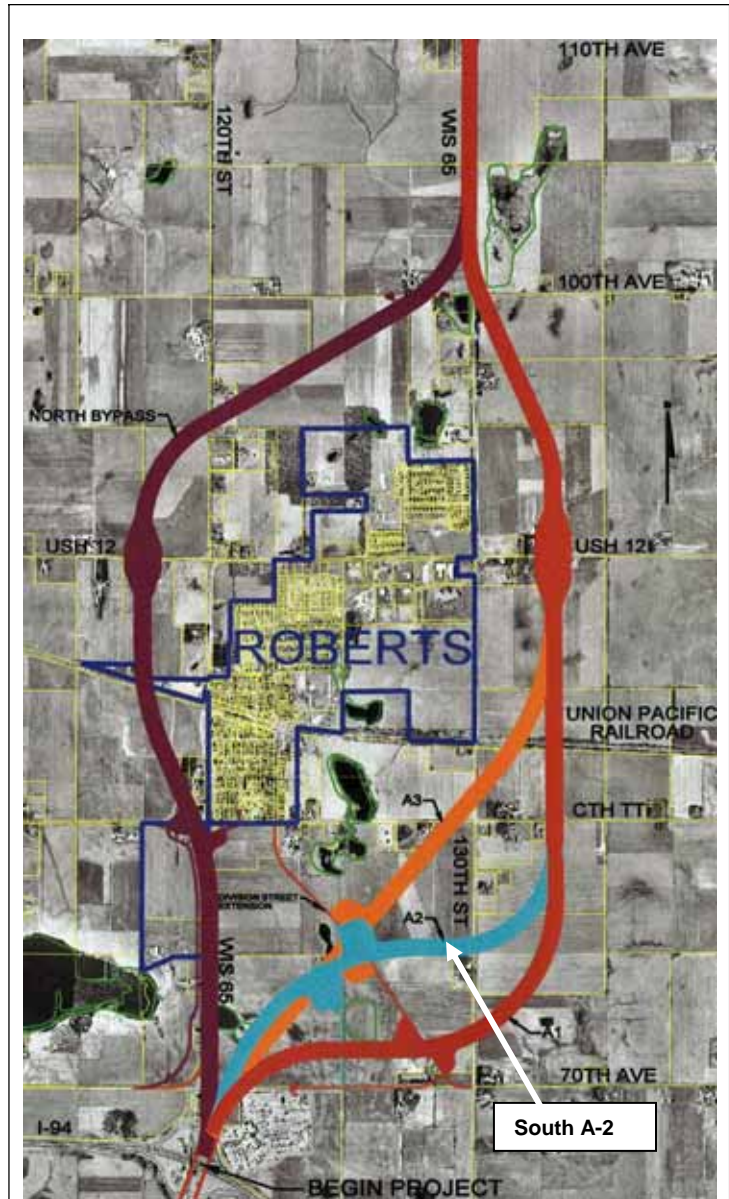
This alternative most closely resembles the route suggested in the Roberts/Warren Comprehensive Plan. As with Alternative A-1, access to WIS 65 would be limited to a jug-handle interchange at Division Street and a diamond interchange at USH 12.

The proposed route is shown in light blue on Figure 3.3-4.

Advantages and Disadvantages of the Section 1 South Realignment Alternative A-2 are presented below. These were identified during meetings with the public, local officials, government agencies, as well as from information gathered and reviewed for this document.

#### Advantages

- Favored by the Town of Warren (see October 19, 2005 letter, Appendix B).
- Alignment closely follows route recommended in the *Village of Roberts – Town of Warren Joint Comprehensive Plan*. The A-2 alignment was slightly adjusted to avoid residential takings.



**Figure 3.3-4 Section 1  
South Realignment Alternative A-2**

- Lowest construction cost of the Roberts Bypass alternatives (\$17.7 million).
- Eliminates the need for USH 12 westbound traffic to travel through the Village of Roberts to access I-94.
- General route was favored by WDNR (see email message dated March 31, 2006, Appendix B) and agreed to by USFWS through meetings and written correspondence.

- Jug-handle interchange aligns with Division Street to create an entryway into Roberts, which is favored by the Village of Roberts.
- Creates a natural divider for future residential and commercial development.
- USH 12 interchange is in close proximity to the developing industrial park on the northwest edge of the village of Roberts.

Disadvantages

- Impacts the wetland / lowland / standing water area near the south project limit.
- Impacts 2.3 acres of the Kerber Waterfowl Production Area.

The South Realignment Alternative A-2 closely follows the WIS 65 realignment route proposed in the *Roberts/Warren Comprehensive Plan* and has received approval from local officials, public, and businesses. Alternative A-2 requires relatively low real estate acquisition in comparison with the other Section 1 alternatives, and has the lowest estimated construction cost. Alternative A-2 is the **preferred alternative** for Section 1. A 1" = 1000' plan view of the preferred alternative is presented in Appendix A. This Environmental Assessment is being prepared to preserve the WIS 65 corridor; there is no planned construction date for the roadway.

E. South Realignment A-3

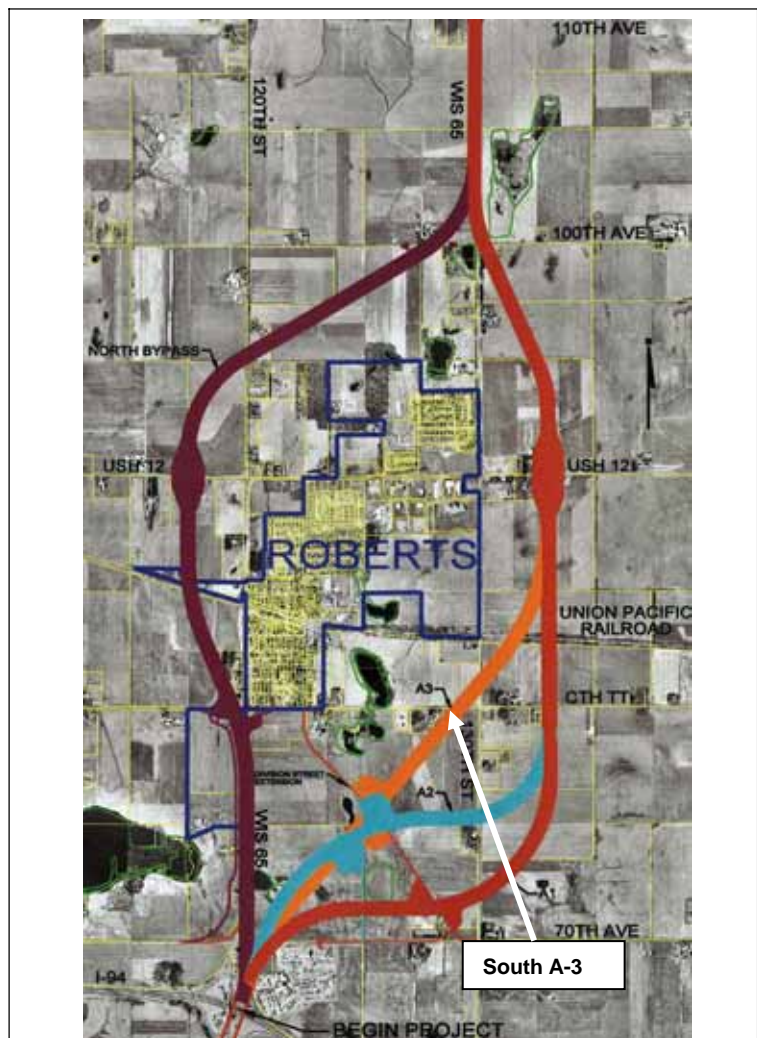
The South Realignment Alternative A-3 would leave the WIS 65 – I-94 interchange travel northeast-southwest before joining the Alternative A-1 alignment immediately south of USH 12. This alternative was suggested by a local resident at one of the Public Information Meetings. The alternative requires significant earthwork and construction of two more structures than alternatives A-1 and A-2.

As with Alternatives A-1 and A-2, access to WIS 65 would be limited to a jug-handle interchange at Division Street and a diamond interchange at USH 12. The proposed route is shown in orange on Figure 3.3-5

Advantages and Disadvantages of the Section 1 South Realignment Alternative A-3 are presented below. These were identified during meetings with the public, local officials, government agencies, as well as from information gathered and reviewed for this document.

Advantages

- Shortest (length) of the Roberts Bypass alternatives (4.7 miles).



**Figure 3.3-5 Section 1 South Realignment Alternative A-3**

- Eliminates the need for USH 12 westbound traffic to travel through the Village of Roberts to access I-94.
- General route was agreed to by WDNR and USFWS through meetings and written correspondence.
- Jug-handle interchange aligns with Division Street to create an entryway into the Village of Roberts.
- Creates a natural divider for future residential and commercial development.
- USH 12 interchange is in close proximity to the developing industrial park on the northwest edge of the village of Roberts.

#### Disadvantages

- Highest construction cost of the four alternatives proposed for the south portion of the project.
- Requires most structures (9).
- Creates severance of properties planned for residential development.  
Existing terrain and railroad tracks require that WIS 65 cross over CTH TT and 130<sup>th</sup> Avenue. This would require a large fill section in the CTH TT – 130<sup>th</sup> Avenue area raising the road approximately 25 feet above existing ground level.
- Impacts 2.3 acres of the Kerber Waterfowl Production Area.

The South Realignment Alternative A-3 severs parcels slated for residential and/or commercial development and is estimated to have the highest construction cost of the Section 1 alternatives. Based on the anticipated impacts, input from local officials and public, and the WIS 65 route proposed in the *Roberts/Warren Comprehensive Plan*, the South Realignment Alternative A-3 is not the preferred alternative for Section 1 of the project.

### 3.4 SUMMARY OF SECTION 2 ALTERNATIVES – 110<sup>TH</sup> AVENUE TO PAPERJACK STREET

#### A. No Build Alternative

The No-Build Alternative does not provide improvements to the WIS 65 corridor other than those associated with routine maintenance. These maintenance activities could consist of resurfacing and intersection reconstruction yet does not include any capacity expansion.

The No-Build Alternative does not alleviate the operational concerns expected to arise in the next twenty years on WIS 65. Operations analysis indicates that by 2014 both the CTH G and CTH E intersections will experience side-road delay in the LOS F range, depending on the rate of future traffic growth. Intersection capacity improvements will be necessary to increase these levels of service. Two-lane operation levels on WIS 65 are expected to reach LOS D or E by 2024 and will continue to decrease as traffic volumes grow at moderate levels. If the recent historical traffic growth rates persist, levels of service will deteriorate even more quickly.

The No-Build Alternative does not address this safety concern. For the reasons listed above, the No-Build Alternative is not proposed for adoption.

#### B. On-Alignment Enhanced Expressway

The Section 2 preferred alternative for the purposes of this WIS 65 study is the four-lane, on-alignment, Enhanced Expressway, as shown on Figure 3.4-1.

The facility would maintain the existing WIS 65 roadbed and construct an additional two-lane road adjacent to it. The existing road would be used as the northbound lanes in some locations and the southbound lanes in other locations. The new roadbed would be constructed on the side of the existing roadway that produces the fewest impacts.

The conversion of Section 2 of the WIS 65 corridor to an enhanced expressway would improve roadway safety. Angle and side-swipe collisions are make up the majority of crashes along the corridor; reducing access and left turns will likely reduce these types of crashes.

For the reasons listed above, an on-alignment, four-lane enhanced expressway is the **preferred alternative** for Section 2. A 1" = 1000' plan view of the preferred alternative is presented in Appendix A. This Environmental Assessment is being prepared to preserve the WIS 65 corridor; there is no planned construction date for the roadway.



Figure 3.4-1 Section 2  
On-Alignment Alternative

### 3.5 TRANSPORTATION SYSTEM MANAGEMENT

Transportation Demand Management (TSM) involves measures to maximize the efficiency and use of the highway system to help alleviate or postpone the need to increase capacity. The TSM element of the 2020 Regional Transportation System Plan recommends measures such as freeway traffic management (ramp meters, bus and high-occupancy lanes), intelligent transportation systems (advanced traveler information for transit and highway travel conditions), and travel demand management (ridesharing, telecommuting, and flexible work schedules). TSM measures also include engineering design features to improve traffic flow and safety such as intersection capacity improvements, street parking removal or restricting parking to non-peak traffic periods, adding traffic signals, and eliminating or consolidating driveways where possible. Other TSM safety improvements include pavement edge lines, raised pavement markers, post delineators, slope flattening, obstacle removal, vision corners, shoulder widening, driveway relocations, and speed control.

The project will preserve the Park and Ride near the I-94/WIS 65 interchange. WisDOT does not have plans to operate a local bus service or other means of public transit along the project corridor; however, WisDOT would support local and/or private enterprises interested in operating transit services.

Generally, the types of TSM measures applicable to the WIS 65 corridor would be similar to the safety improvements that would occur over time under the No Build Alternatives of Section 1 and 2. Although the TSM Alternative would partially address some purpose and need issues on a short term basis, it is not considered a viable stand-alone solution for addressing future traffic demand and safety concerns on WIS 65.

### 3.6 STAGED IMPROVEMENT

Construction of the preferred alternatives may be done in stages in accordance with need, as funding becomes available. WisDOT is currently studying intersection improvements at CTH TT, USH 12 east and west, and CTH G. Staged construction of the Section 1 preferred alternative A-2 may include constructing two lanes of the proposed four-lane enhanced expressway, with the intent of constructing the additional two lanes as funding becomes available.

### 3.7 CORRIDOR PRESERVATION MEASURES

As mentioned previously, *this document evaluates the effects from the construction of the proposed alternative*. However the preferred alternative will not be implemented for 15 to 20 years into the future. WisDOT will work cooperatively with local governments to implement land use regulations that limit development within future transportation corridors. These measures are briefly described in the following paragraphs, yet are not the focus of this document.

Land use regulations commonly take the form of zoning laws and municipal ordinances. Most ordinances are overseen by a specific department of the town or county government. Most towns have the option of adopting countrywide comprehensive zoning, which can contribute to a consistency within the county. Following are some types of land use regulations that greatly help to promote effective corridor preservation.

- Development Exactions
- Setback Ordinances
- Vision Triangle Ordinances
- Access Point Design
- Zoning for Developing Areas

- Official Maps (Maps of Reservation)

WIS 65 corridor preservation measures will likely focus on Setback Ordinances, Zoning for Developing Areas and Official Mapping.

#### A. Setback Ordinances

Setback ordinances are zoning measures that prevent the construction of structures within a certain distance from a roadway. Appropriate setbacks not only help preserve a corridor for potential future roadway improvements but also help to protect landowners along highways from excessive noise and pollution associated with today's traffic. Appropriate setback distances are important for corridor preservation, especially if traffic characteristics begin to warrant expansion to a divided four-lane facility. Early and continuing coordination between the local communities, St. Croix County, and WisDOT is necessary to develop local setback guidelines and to approve land use changes.

#### B. Zoning for Developing Areas

Local land use authorities have the ability to regulate land use in developing areas by creating zoning districts. St. Croix County offers comprehensive zoning. This means that townships that have adopted the countywide comprehensive zoning are divided into districts that have regulated land uses. Typical zoning districts include agricultural, low-density residential, high-density residential, commercial/business, industrial, forestry, conservancy, shoreland, mineral reservation, and unincorporated village. A method to help preserve the WIS 65 corridor would be to zone the corridor area in such a way that would limit development along it.

#### C. Official Mapping (Maps of Reservation)

A map of reservation is, "...a planning tool available to state and local governments that allows land within a proposed transportation corridor, park, or other planned public facility to be reserved for future acquisition."<sup>1</sup> Different levels of government have authority to map corridors under different state statutes. Under Wisconsin Statute 62.23 (6), the councils of cities and villages can prepare official maps that establish exterior lines for planned new streets, highways, railroads, historic districts, parkways, parks, and playgrounds, as well as for widening or extending of current facilities. Generally, building permits will not be issued for building or enlarging a building within the limits identified on the official map. If construction does take place within right-of-way or other limits, the owner is not entitled to compensation for any damage to the building that may occur during construction of the planned facility shown on the map. Towns can exercise the municipal mapping authority if they adopt village powers.

WisDOT's *Comparison of Official Map and Transportation Plan Element* offers guidelines for local communities in planning for future land development and transportation improvements. A copy of this document is presented in Appendix C.

Counties are given mapping authority under Wisconsin Statute 80.64. The county board may map planned new streets and highways or improvements; however, persons who want to build within mapped limits do not need to obtain a building permit or notify the government.<sup>2</sup>

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<sup>1</sup> John J. Maironana, *Synthesis of Highway Practice: Corridor Preservation*, National Academy Press, Washington, DC, 1994, p. 8

<sup>2</sup> Statewide Land Use Task Force, *Final Report*, Wisconsin Department of Transportation, Madison, 1993, pp. 18-20.

Corridor preservation can be exercised by municipalities along the corridor by official mapping. This power can be exercised for both the bypass portion of the preferred alternative as well as the on-alignment expansion part of the preferred alternative.

**4. In general terms, briefly discuss the construction and operational energy requirements and conservation potential of the various alternatives under consideration. Indicate whether the savings in operational energy are greater than the energy required to construct the facility.**

Highway energy consumption manifests itself in the raw materials and fuels used to construct, operate, and maintain a highway facility. Construction energy is comprised of the raw materials and equipment necessary to build and maintain the highway. Fuel consumption is affected by the type of vehicle using the roadway, the travel speed, geometry, congestion, and condition.

For Sections 1 and 2 of the WIS 65 corridor, the energy required for construction of the preferred alternatives will be greater than a no-build alternative. However, the purpose of this Environmental Assessment is to preserve a corridor for future WIS 65 expansion, so a no-build alternative was not considered.

The operational energy required for the preferred alternatives will be less than that required for the existing WIS 65 because of reduced congestion and increased safety.

Over the design life of the facility, savings in operational energy is anticipated to offset the energy required to construct the preferred alternatives.

## WDNR January 24, 2007 Correspondence