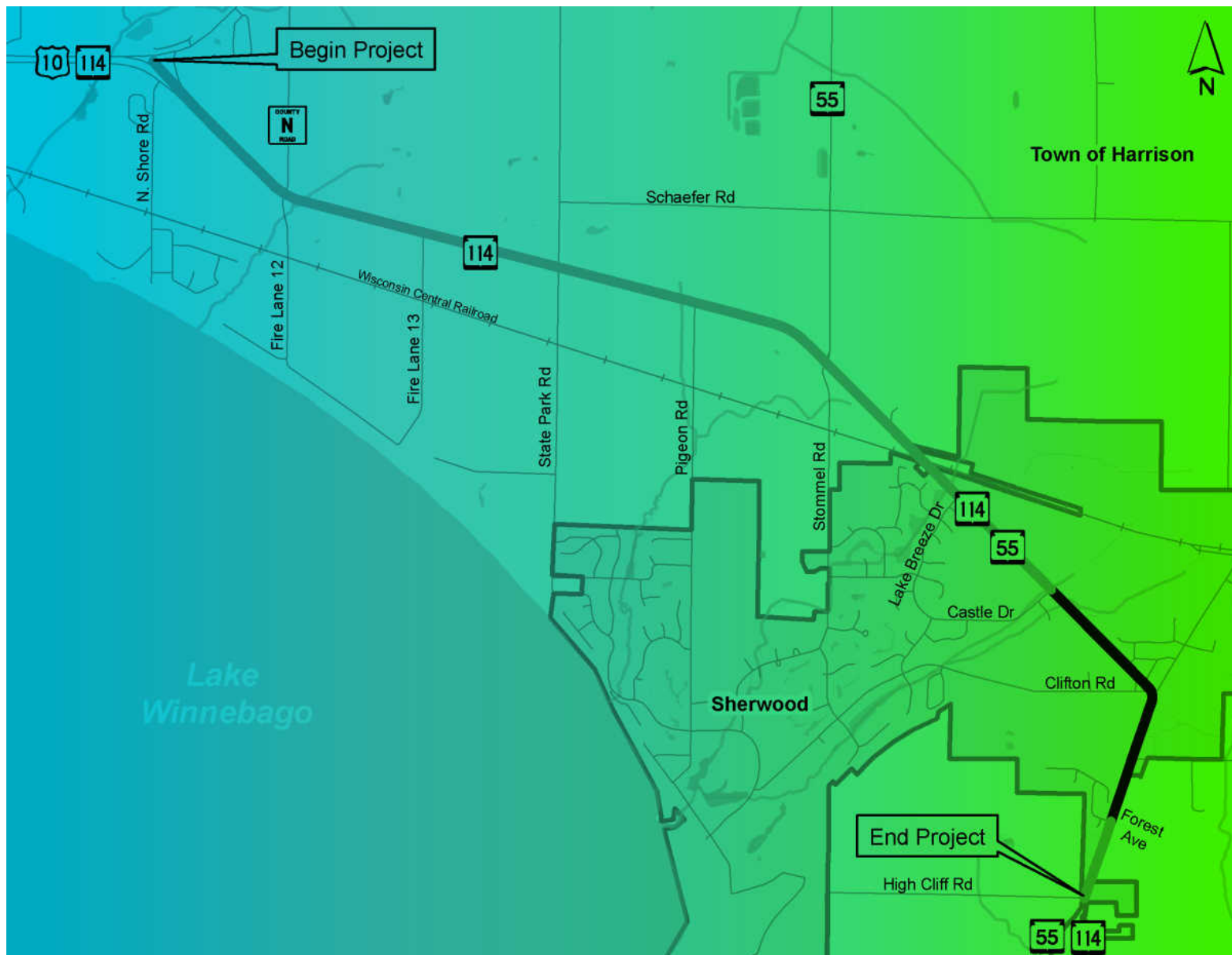


# WIS 114 Technical Report

WIS 114 Corridor Study  
US 10/WIS 114 Interchange to WIS 114/WIS 55 Split  
Calumet County  
WisDOT Project ID 4670-08-00  
AECOM Project No. 60178233



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## EXECUTIVE SUMMARY

The Wisconsin Department of Transportation's (WisDOT) Northeast Region began a long-range planning study of the WIS 114 corridor in Calumet County from the US 10/WIS 114 interchange to the WIS 114/WIS 55 split south of Sherwood in May 2009. See Exhibit 1 for a project location map. The corridor is 5.2 miles long and travels through the Town of Harrison and Village of Sherwood. The goal of the study was to select a preferred alternative for the corridor that would reduce traffic congestion and improve mobility and safety through the year 2035. The results of the study were to be contained in an environmental document and developed into 30% design plans.

Conceptual and preliminary alternatives were developed for the WIS 114 corridor and the US 10/WIS 114 interchange. One build alternative, Improve Existing Route, advanced to the preliminary alternatives stage. This alternative proposed to expand the existing two-lane highway to a four-lane divided highway in the rural area and a four-lane urban roadway in the urban area. At the US 10/WIS 114 interchange, a reconstructed interchange with WIS 114 as the dominant highway was proposed.

Two public information meetings, three stakeholder group meetings, and several local official meetings were held over the course of two years. Public participation was substantial throughout the study. The majority of the people who participated in the public involvement process expressed opposition to a four-lane roadway through downtown Sherwood and favored a bypass of Sherwood.

Environmental investigations were conducted within the WIS 114 project limits. Twelve wetland areas and three upland natural communities were identified within the project limits. Habitat for three protected species was also identified within the WIS 114 study area. A Phase 1 Hazardous Materials Assessment resulted in the identification of 13 sites with known and potential hazardous materials within the project limits. An architecture/history Phase 1 survey identified two potentially eligible properties in the urban section of WIS 114. No potentially eligible archaeological sites were identified during the Phase 1 archaeological survey; however, one previously identified historic cemetery/burial site was identified.

In August 2011, the study was suspended indefinitely for the following reasons:

- Municipalities along the route raised a number of concerns about the direction of the study.
- There are no immediate operational issues on this corridor that must be addressed.
- Improvements being built in 2012 by WisDOT at the intersection of WIS 114 and County N and in 2013 at the intersection of WIS 114 and WIS 55 will help improve traffic flow along this highway for the foreseeable future.
- The information already collected for the study will help WisDOT, should operational issues change along this corridor.
- To allow WisDOT's Northeast Region to refocus its resources toward more immediate needs.

The purpose of this report is to document the alternatives development process, public involvement activities, and environmental investigations completed for the study between May 2009 and August 2011.

## PURPOSE AND NEED

The purpose of the project was to serve existing and projected traffic volumes while minimizing environmental and social impacts. The project sought to improve the operational efficiency of the WIS 114 corridor for regional and local traffic and preserve the corridor for future transportation use.

The need for the project was to reduce traffic congestion. Traffic volumes on WIS 114 are approaching capacity limits for a two-lane roadway. During the peak periods, movements to and from the cross roads in the corridor are difficult, resulting in long delays. All two-way stop controlled intersections within the WIS 114 project limits are predicted to operate at level of service (LOS) F by the design year 2035.

### Existing Conditions

WIS 114 is a two-lane arterial state highway with distinct rural and urban sections. The rural portion of the corridor extends from the US 10/WIS 114 interchange to Castle Drive and from Forest Avenue to the WIS 114/WIS 55 split. The posted speed in these areas is 55 mph. The roadway consists of two 12-foot lanes with 8-foot shoulders, of which 3 feet are paved.

From Stumpf Avenue and County Road B in Sherwood, the roadway is urban with a 30 mph posted speed. The urban portion of the roadway has curb and gutter with two 12-foot lanes and 9-foot shoulders. On-street parking is allowed in this area and sidewalks are present as well. There is a 45 mph transitional section on either side of the urban area. Existing roadway typical sections can be seen in Exhibit 2.

There are 16 cross streets, one at-grade railroad crossing, 33 commercial driveways, 45 residential driveways, and 22 field access points within the project limits. In the rural section, there are approximately 13 access points per mile. In the urban section, there are approximately 48 access points per mile. Of the 16 cross streets, there are 7 major cross streets, defined by the volume of traffic at the intersection. The following streets were identified as major cross streets:

- County Road N/Fire Lane 12
- State Park Road
- Pigeon Road
- WIS 55/Stommel Road
- Lake Breeze Drive
- County Road M (Military Road)/Clifton Road
- WIS 114/WIS 55 Split

A single-lane roundabout was constructed at County Road N/Fire Lane 12 in the summer of 2011 and a second single-lane roundabout will be constructed at WIS 55/Stommel Road in 2012. The remainder of the intersections are stop controlled from the side road and were identified as minor cross streets because they have relatively low traffic volumes.

## Route Importance/System Linkage

WIS 114 is a 21 mile east-west link between Neenah and Hilbert. The highway runs along the northeast side of Lake Winnebago and is classified as a minor arterial. The portion of WIS 114 studied is not on the National Highway System nor is it included as a Backbone or Connector route in WisDOT's Connections 2030 Long-Range Multimodal Transportation Plan.

For 3.5 miles west of the northern study limits, WIS 114 runs concurrently with US 10. For 2.6 miles within the project corridor, WIS 114 runs concurrently with WIS 55. WIS 114 is an important commuter route between the Fox Cities and Sherwood and Hilbert.

## Land Use

The rural section of the corridor is primarily agricultural with scattered areas of residential development. The Harrison Town Hall and Park is located north of WIS 114 near State Park Road. In the past 20 years, most development in the project area has occurred south of WIS 114, between the highway and Lake Winnebago. The urban section of the corridor is a mix of closely spaced businesses and residences. See Exhibit 3 for existing land use maps.

## Geometry

The WIS 114 facility meets the current minimum highway design standards with a few exceptions, including horizontal curvature, intersection angle/sight distance, and an at-grade railroad crossing.

### *Horizontal Curvature*

Beginning at the northern project limits, the US 10/WIS 114 interchange contains two horizontal curves - northbound WIS 114 to westbound US 10 and eastbound US 10 to southbound WIS 114 - which are currently rated at a design speed of 50 mph versus a desirable design speed of 60 mph. Northbound WIS 114 to westbound US 10 has a posted advisory speed of 50 mph. Eastbound US 10 to southbound WIS 114 does not have a posted advisory speed.

The horizontal curves on WIS 114 near County Road N and WIS 55/Stommel Road meet 60 mph design standards. However, both curves are posted with an advisory speed of 50 mph.

The urban section of WIS 114 contains a horizontal curve near the Clifton Road/County Road M intersection, which is currently rated at a design speed of 25 mph versus a desirable design speed of 35 mph. An advisory speed of 25 mph is posted at this location.

At the southern project limits, the WIS 114/WIS 55 split contains a horizontal curve for southbound WIS 55 south of Sherwood which is currently rated at a design speed of 55 mph and is designed with a super elevation rate of 7.0%. The maximum super elevation to be used on a rural highway is 6.0%.

### *Intersection Angle/Sight Distance*

The angle at which Clifton Road, County Road M, and County Road B meet WIS 114 provides insufficient sight distance for vehicles turning left from these side roads. In addition, these side roads have buildings which obstruct the vision triangle. At County Road M, the layout of the intersection is also confusing to some motorists. To drivers northbound on WIS 114, it can appear that County Road M is the through-

route for WIS 114 traffic due to the horizontal curve present at this location. Drivers southbound on County Road M also experience confusion when approaching the intersection.

At the WIS 114/WIS 55 split, the angle at which northbound WIS 55 meets WIS 114 provides insufficient sight distance for vehicles turning left from WIS 55.

#### *At-Grade Railroad Crossing*

The at-grade railroad crossing north of Lake Breeze Drive intersects WIS 114 at a 28° angle. It is desirable to provide at-grade crossings as close to a 90° angle as possible to provide adequate sight distance for drivers. Large skew angles should be avoided since they restrict vision, particularly for buses and trucks when the skew is left hand forward, such as this crossing.

### **Capacity**

WisDOT prepared traffic forecasts show steady increases of traffic volumes on WIS 114. For the design year 2035, the projected traffic ranges between 15,300 vehicles per day north of the WIS 114/WIS 55 split to 19,900 vehicles per day east of County Road N/Fire Lane 12. Table 1 below summarizes the existing and forecasted traffic volumes on WIS 114 in terms of average daily traffic (ADT).

**Table 1: Existing and Forecasted ADT**

Location on WIS 114	2010 ADT <sup>(1)</sup>	2015 ADT	2035 ADT
US 10/WIS 114 Int. to Castle Dr.	8,200 – 10,200	11,600 – 12,800	15,400 – 19,900
Castle Dr. to Forest Ave.	9,300	11,600	15,400
Forest Ave. to WIS 114/WIS 55 split	8,300	11,500	15,300

(1) ADT from Wisconsin Highway Traffic Volumes Data

Roadway Level of Service (LOS) is a measure of a highway's response to the traffic demands placed on it. Traffic factors such as ADT volumes, peak-hour volumes, truck percentages, posted speed limits, number of driving lanes, lane widths, vertical grades, passing opportunities, and access points affect the LOS. Levels range from A to F in order of decreasing quality. The intermediate level C provides for stable operations, but traffic flow approaches the range in which small traffic increases will cause substantial deterioration in the LOS. Levels A and B are desirable while levels D through F are considered poor.

Capacity analyses were done to determine the LOS for the year 2009 and the design year 2035 for the seven major cross streets along the existing roadway. The results indicate that as traffic increases, the LOS will continue to deteriorate to LOS F by 2035 at almost all intersections along the corridor. Traffic in the year 2009 operated at LOS D or better during AM and PM peak hours for most intersections. However, a few intersections had traffic movements that operated at LOS E and F during the peak hours. These traffic movements are the County Road N southbound approach during the PM peak (LOS E) and the State Park Road northbound approach during the AM peak (LOS F). Table 2 below summarizes the LOS at each intersection.

**Table 2: Intersection Level of Service**

Intersection	AM Peak		PM Peak	
	2009 LOS	2035 LOS	2009 LOS	2035 LOS
County Road N/Fire Lane 12	C	F	E	F
State Park Road	F	F	D	F
Pigeon Road	C	F	C	F
WIS 55/Stommel Road	D	E	D	D
Lake Breeze Drive	C	F	C	F
County Road M/Clifton Road	D	F	D	F
WIS 114/WIS 55 Split	C	F	C	D

A single-lane roundabout was constructed at the County Road N/Fire Lane 12 intersection in 2011 and a second single-lane roundabout will be constructed at the WIS 55/Stommel Road intersection in 2012. These roundabouts are intended to be temporary solutions to existing operations, safety, and sight distance problems. By the year 2035, both roundabouts are anticipated to operate at LOS F.

From a corridor-wide perspective, regional traffic on WIS 114 encounters only two controlled intersections – the roundabouts described above – in the 5.2 mile corridor. The existing LOS for the corridor is LOS C. Average travel speeds in the rural area are general 45 mph or greater and the percent time spent following is about 65%. It is difficult to pass on WIS 114 due to the high traffic volumes and number of cross streets. Platoons frequently form. By 2035, the corridor LOS is anticipated to decrease to LOS D. Traffic flow will be unstable and average travel speeds will be 40 mph or below. Platoons of 5-10 vehicles will be common and passing will be virtually impossible. Percent time spent following will be about 80%. Table 3 below summarizes the corridor LOS in various sections of the corridor.

**Table 3: Corridor Level of Service**

Location on WIS 114	AM Peak		PM Peak	
	2009 LOS	2035 LOS	2009 LOS	2035 LOS
US 10/WIS 114 Int. to Castle Dr.	C	D	C	D
Castle Dr. to Forest Ave.	C	D	D	D
Forest Ave. to WIS 114/WIS 55 split	C	D	D	D

It is important to note that although the corridor LOS is not anticipated to be LOS E or F by 2035, conditions at the side road intersections will be so poor that control will be needed at every intersection and excessive queues are anticipated on the existing facility. Adding controlled intersections every mile or less will greatly reduce mobility on the WIS 114 corridor and is not characteristic of a rural highway.

## Safety

A crash study report was prepared in February 2010. Crash data was analyzed for crashes occurring from 2006 to 2008. Crash rates were calculated based on crashes per 100 million vehicle miles. The

corridor was divided into several segments. The roadway segment from WIS 55/Stommel Road to Castle Drive had a crash rate 25% higher than the Statewide Average Crash Rate for the same time period.

Table 4 below summarizes the crashes within the project corridor.

**Table 4: Corridor Crash Rates**

Roadway Segments		Segment Length (mi.)	Crash Severity					WIS 114 Crash Rate	3 Year Statewide Average Crash Rate
From	To		Property Damage	Personal Injury	Fatality	Total	Crash Severity (%)		
US 10/ WIS 114 Int.	County Rd. N/ Fire Lane 12	0.77	2	3	0	5	60%	87	119
County Rd. N/ Fire Lane 12	WIS 55/ Stommel Rd.	2.02	13	11	0	24	46%	110	119
<b>WIS 55/ Stommel Rd.</b>	<b>Castle Dr.</b>	<b>1.15</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>16%</b>	<b>149</b>	<b>119</b>
Castle Drive	Stumpf Ave.	0.46	2	2	0	4	50%	103	245
Stumpf Ave.	Forest Ave.	0.62	7	1	0	8	13%	117	245
Forest Ave.	WIS 114/ WIS 55 split	0.34	2	0	0	2	0%	54	119

1. Deer and other animal related crashes have been excluded.

Crashes occurred at 13 of the 16 intersections within the study limits between 2006 and 2008. The WIS 55/Stommel Road intersection had a 3 year average crash rate greater than 1.00. The roundabout scheduled to be constructed in 2012 should lower the crash rate at this intersection. Table 5 below summarizes the intersection crash rates throughout the corridor.

**Table 5: Intersection Crash Rates**

Intersection	Crash Severity					3 Year Average Crash Rate
	Property Damage	Personal Injury	Fatality	Total	Crash Severity (%)	
County Road N/Fire Lane 12	4	3	0	7	43	0.66
State Park Road	1	2	0	3	67	0.25
Pigeon Road	0	1	0	1	100	0.09
<b>WIS 55/Stommel Road</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>27</b>	<b>1.19</b>
Lake Breeze Drive	1	0	0	1	0	0.09
Castle Drive	3	1	0	4	25	0.36
Stumpf Avenue	1	1	0	2	50	0.18
Harrison Street	1	0	0	1	0	0.09
County Road M/Clifton Road	3	1	0	4	25	0.34
County Road B	1	0	0	1	0	0.09
Forest Avenue	1	0	0	1	0	0.09
WIS 114/WIS 55 Split	4	0	0	0	0	0.37

1. Deer and other animal related crashes have been excluded.



## ALTERNATIVES CONSIDERED

The WIS 114 alternatives development process consisted of the development of reasonable conceptual and preliminary alternatives. Reasonable alternatives are those that are practical and feasible from system wide engineering, environmental, and economic standpoints relative to meeting the project purpose and need. As discussed previously, reasonable alternatives for improving WIS 114 are those that provide a safe and dependable transportation corridor by eliminating design deficiencies, reducing congestion, minimizing access, and preserving the corridor for future transportation use. All reasonable alternatives for WIS 114 need to provide a high level of service, safety, and mobility.

The alternatives development process is typically made up of four stages:

1. Conceptual Alternatives Development
2. Preliminary Alternatives Development
3. Detailed Study Phase
4. Selection of the Preferred Alternatives

Because this study was suspended indefinitely in August 2011, the alternatives development process did not progress beyond the Preliminary Alternatives Development stage. The alternatives considered are described in detail in the following sections.

### Conceptual Alternatives

Conceptual alternatives were developed for the WIS 114 corridor and the US 10/WIS 114 interchange. Guidelines in WisDOT's Facilities Development Manual (FDM) for a rural highway that is not a Backbone or Connector route, such as WIS 114, recommend expansion consideration to a four-lane section when the ADT reaches 15,000 vehicles per day in the design year. By 2035, the design year for the WIS 114 corridor study, the ADT on WIS 114 will vary from 15,300 to 19,900 vehicles per day. For this reason, WIS 114 build alternatives will consider construction of a four-lane roadway.

Expansion of WIS 114 may cause operational and safety problems at the US 10/WIS 114 interchange, which currently has single-lane ramps from US 10 to WIS 114. For this reason, conceptual alternatives to expand the capacity of the US 10/WIS 114 interchange were also developed.

#### *WIS 114 Corridor*

The conceptual alternatives considered for the WIS 114 project corridor include the no-build alternative, improving other routes, improvements to the existing route, and bypassing Sherwood.

#### No-Build Alternative

The no-build alternative strictly focused on pavement maintenance of the existing facility and may consider minor safety improvements. This alternative does not address traffic capacity of access management issues. The no-build alternative does not meet the purpose and need of the project; however, this alternative was carried through the alternatives development process for comparison purposes.

### Improve Other Routes – US 10 and WIS 32/WIS 57

This alternative, suggested by the public at the first public information meeting, expanded US 10 and WIS 32/WIS 57 from two to four-lane facilities and increased the speed limit from 55 mph to 65 mph on those highways to avoid expansion of the WIS 114 corridor. Members of the public felt that vehicles originating from the Hilbert area traveling to the Fox Cities would be more likely to take US 10 and WIS 32/WIS 57 rather than WIS 114 if the roadways were improved. These routes can be seen on Exhibit 4.1.

US 10, a two-lane rural highway east of WIS 114, had an ADT of 5,900 to 7,400 vehicles per day between WIS 114 and WIS 32/WIS 57 in 2010. Traffic projections predicted an ADT of 9,500 to 12,000 vehicles per day on US 10 in 2035 – equal to the existing 2010 traffic volumes on WIS 114. WIS 32/WIS 57 had an ADT of 2,900 to 3,800 vehicles per day in 2010. Traffic projections predicted an ADT of 4,300 vehicles per day with potentially higher volumes near Hilbert in 2035.

In addition, US 10 and WIS 32/WIS 57 are currently operating well and are predicted to continue to operate well through the design year 2035. Any improvements to these roadways, including capacity expansion, are not anticipated to attract more traffic. Those drivers who want to use the roadway are currently doing so. Similar to WIS 26 between US 41 and US 151 near Oshkosh, it is anticipated that drivers would continue to use the shortest route between Hilbert and the Fox Cities. The distance between the two areas along WIS 114 from Hilbert is approximately 2.5 miles shorter than the route using WIS 32/WIS 57 and US 10. In addition, half of the traffic entering Sherwood from the south originates from WIS 55. Therefore, any improvements to WIS 32/WIS 57 and US 10 would have no impact on the choice of route for these drivers. For these reasons, improvements to WIS 32/WIS 57 and US 10 were eliminated from further consideration.

### Improve Other Routes – Elm Road and Crosstown/Schaefer Roads

The Village of Sherwood proposed two alternatives which would utilize existing roadways to route WIS 55 and WIS 114 traffic around the village. The existing WIS 114/WIS 55 roadway through Sherwood would be converted to a local road.

The first alternative was to reroute WIS 55 to the east via County Road S and existing WIS 114. The highway would then travel north via Elm Road to US 10. This alternative is indicated by the orange lines on Exhibit 4.2. The second alternative was to reroute WIS 55 to the east with a connection to Crosstown Road where it would intersect WIS 114. The highway would travel north via Elm Road, and west to WIS 55 with a connection to Schaefer Road. This alternative is indicated by the purple lines on Exhibit 4.2. Although both alternatives utilize existing roadways for the majority of their routes in an attempt to minimize environmental impacts, most drivers would likely continue using existing WIS 114/WIS 55 through Sherwood because it would be at more than 5.5 miles shorter than either of the proposed alternatives. In addition, numerous upgrades and potential expansion of the existing roadways would be needed to comply with WisDOT design standards for rural highways with a posted speed limit of 55 mph. These improvements could have significant impacts. Therefore, these alternatives do not meet the purpose and need of the study to reduce congestion on WIS 114 and were eliminated from further consideration.

### Improve Existing Route

This alternative would expand the capacity of WIS 114 by improving the roadway on its existing alignment. Intersection improvements and access control methods would also be implemented to ensure the greatest level of mobility. This alternative meets the purpose and need of the study and therefore, was carried forward to the preliminary design stage.

### Sherwood Bypass

Very early in the public involvement process, local officials from Sherwood and members of the general public requested a bypass around Sherwood. WisDOT representatives pointed out that a bypass of Sherwood would be designed with a 55mph posted speed and corridor width of approximately 300 feet. Access points would be provided at the beginning and end of the bypass and overpasses, underpasses, or cul-de-sac's would be constructed for any intersecting roadways in between. At the December 2010 WIS 114 Stakeholders meeting, four potential bypass alignments were developed by the stakeholders. See Exhibit 4.3 for a map of the alternatives developed.

Of the four proposed bypass alternatives, Alternative 2, which diverges from existing WIS 114 near Castle Drive and passes between the quarry and Kings Way residential area before rejoining the existing alignment at the WIS 114/WIS 55 intersection south of Sherwood, was selected as the most likely bypass alternative. To determine whether this was a viable alternative and should be carried forward to the preliminary design stage, it was compared at a broad, general level to the Improve Existing Route alternative through Sherwood. See Table 6 below for a comparison of the impacts to construct a bypass of Sherwood verses utilizing the existing route.

**Table 6: Comparison of Impacts – Bypass vs. Existing Route**

Alternative	Construction Cost (\$M)	Relocations	Right-of-Way (acres)
Through Sherwood	\$7.3	9	4.7
Sherwood Bypass	\$13.4	5	≈ 60

1. Cost estimate limits extend from Castle Drive to the WIS 114/WIS 55 split.
2. Sherwood Bypass is approximately 1.6 miles in length.
3. Sherwood Bypass cost estimated using WIS 15 bypass of Hortonville, estimated to be approximately \$6.8M/mile.
4. For more details, see Appendix 1.

The bypass was projected to cost almost twice as much and required significantly more right-of-way than an alternative that utilized the existing route. In addition, because it was an off-alignment alternative, the bypass has the potential to result in impacts to wetlands, woodlands, the Niagara Escarpment, and agricultural land. Based on this analysis, the bypass alternative was eliminated from further consideration.

### *US 10/WIS 114 Interchange*

The conceptual alternatives considered for the US 10/WIS 114 interchange included the no-build alternative, existing interchange location alternatives, and off-alignment alternatives.

### No-Build Alternative

This alternative would not make any modifications to the existing interchange configuration. If WIS 114 is expanded to four lanes, westbound WIS 114 traffic would merge to one lane before approaching the interchange on-ramp. Eastbound traffic would utilize the single lane on-ramp from US 10 before adding another lane just east of the interchange.

While traffic volumes on WIS 114 are presently able to safely and efficiently utilize the existing interchange, it is anticipated that as traffic increases, the merge point for westbound traffic will become congested and unsafe. Traffic volumes are anticipated to reach levels where congestion will occur by 2027. Appendix 2, the Intersection Control Evaluation (ICE) report for the US 10/WIS 114 interchange, has more information regarding the operational and safety problems anticipated at this location. The no-build alternative is not a reasonable long-term solution for this location but was carried through the alternatives development process for comparison purposes.

### Existing Interchange Location Alternatives

This alternative included improving the existing interchange or replacing the interchange with a multi-lane roundabout while utilizing as much of the existing footprint as possible. See Appendix 2 for more details about the roundabout and interchange alternatives.

#### Roundabout

The roundabout alternative would remove the existing interchange and construct a multi-lane roundabout in its place. See Exhibit 4.4 for a conceptual drawing of a roundabout at this location. Each leg of the roundabout would have two entry/exit lanes and a right turn bypass lane would be provided for eastbound US 10/WIS 114 traffic.

#### Advantages:

- Minimal relocations
- Minimal right-of-way impacts
- Lower construction costs
- Consistent type of intersection control when compared to the surrounding intersections of US 10/County Road N, WIS 114/County Road N, and potentially US 10/Eisenhower Drive

#### Disadvantages:

- Introduces delay to a location that is currently free-flow
- Goes against public perception of the type of control US 10 and WIS 114 should have – rarely is an interchange removed
- May encourage development in the surrounding area if access control is not implemented
- May need to be reconstructed and expanded to a three-lane roundabout if traffic volumes rise more than 10% above projected 2035 traffic levels

The roundabout alternative was eliminated from further consideration because WisDOT does not feel a roundabout is an appropriate control type at this location given the high volume of traffic and potential for variance in the traffic forecast. An interchange has operated efficiently at this location for decades and WisDOT is not confident a two or three lane roundabout could adequately handle peak hour traffic volumes.

#### Interchange

This alternative would remove the existing interchange to construct a new interchange. See Exhibit 4.5 for a conceptual drawing of this alternative. Although US 10 is a Connector route in WisDOT's Connections 2030 plan, WIS 114 is anticipated to carry more than double the traffic volume of US 10. For this reason, WIS 114 is proposed to be the dominant route.

#### Advantages:

- Maintains high level of mobility on US 10 and WIS 114; no delay
- Converts WIS 114, the route with the most traffic, to the dominant route
- Able to accommodate traffic volumes well beyond 2035
- Maintains public perception of the type of control the intersection of US 10 and WIS 114 should have

#### Disadvantages:

- Relocations required
- Additional right-of-way required
- Higher construction costs

While an improved interchange may be costly and require relocations and right-of-way acquisition, it also provides a high level of mobility on both US 10 and WIS 114 and can accommodate traffic volumes well beyond the design year 2035. Therefore, the interchange alternative meets the purpose and need of the project while providing an acceptable control and will be carried forward to the preliminary design stage.

#### Off-Alignment Alternatives

Three alternatives were considered for off-alignment interchanges. All three alternatives included realigning US 10 and creating a combination WIS 114/County Road N interchange on County Road N half way between existing US 10 and WIS 114. US 10 would also be expanded to a four-lane highway for the length of realignment.

#### WIS 114 Continuity

The interchange would include free flow movements to and from US 10/WIS 114 with a combination diamond/partial clover leaf interchange at County Road N. WIS 114 is considered the dominant route and US 10 would merge with and diverge from WIS 114 at the existing interchange location. County Road N would have on and off ramps from WIS 114 near the existing intersection of WIS 114 and County Road N/Fire Lane 12. A frontage road system would be created to provide access to the surrounding road network. This alternative has a large

footprint, would require several relocations, and have a high cost. See Exhibit 4.6 for a conceptual drawing of this alternative.

#### US 10 Continuity

The interchange would include free flow movements to and from US 10/WIS 114 with a traditional diamond interchange at County Road N. US 10 is considered the dominate route and WIS 114 would merge with and diverge from US 10 at the existing interchange location. County Road N would have on and off ramps from WIS 114 near the existing intersection of WIS 114 and County Road N/Fire Lane 12. A frontage road system would be created to provide access to the surrounding road network. This alternative results in a large volume of traffic from WIS 114 merging with a smaller volume of traffic on US 10, has a large footprint, would require several relocations, and would also have a high cost. See Exhibit 4.7 for a conceptual drawing of this alternative.

#### Diverging Diamond

This option would keep US 10 as the dominant route with a free-flow exit for eastbound WIS 114 only. Westbound WIS 114 traffic would travel through the diverging diamond interchange to access westbound US 10/WIS 114 and would therefore potentially encounter delay at one controlled intersection. A frontage road system would be created to provide access to the surrounding road network. This alternative has the smallest footprint of the three off-alignment alternatives, but would still require a significant amount of right-of-way acquisition, relocations, and cost. See Exhibit 4.8 for a conceptual drawing of this alternative.

All three of these interchanges would improve operations and safety while meeting the purpose and need of the study. However, significant right-of-way acquisition, relocations, agricultural land impacts, and construction costs are anticipated with these alternatives. The new interchange alternative at the existing interchange location meets the purpose and need of the study with significantly less impacts and costs. For this reason, the off-alignment interchange alternatives have been eliminated from further consideration.

### **Preliminary Alternatives**

The conceptual alternatives development process resulted in two alternatives that were carried forward to the preliminary alternatives stage:

1. No-Build
2. Improve Existing Route

The No-Build Alternative does not meet purpose and need of the project but was carried forward to the preliminary alternatives stage for comparison purposes. The Improve Existing Route Alternative would expand capacity of WIS 114 by improving the roadway on its existing alignment. For the preliminary alternatives stage, the WIS 114 corridor was divided into three sections: rural, urban, and transitional. These alternatives are described in detail below.

*Rural Section – Improve Existing Route*

The rural section of the WIS 114 corridor extends from the US 10/WIS 114 interchange to Castle Drive, approximately four miles. This alternative proposed to expand the existing two-lane facility to a four-lane divided highway built to expressway standards. Two 12-foot travel lanes in each direction would be constructed with 10-foot outside shoulders and 6-foot inside shoulders. A 50-foot median was proposed. See Exhibit 5 for proposed typical sections.

Two alternatives were analyzed for the rural section. Alternative 1: Expand North, utilized the existing two-lane roadway and added two additional lanes to the north. Alternative 2: Expand South, utilized the existing two-lane roadway but added two lanes to the south. Both alternatives included a roundabout or signalized intersection at County Road N/Fire Lane 12, State Park Road, and WIS 55/Stommel Road. Old Highway Road would be extended southeast to Fire Lane 12 and direct access to WIS 114 would be removed. The Fire Lane 13 and Lake Breeze Drive intersections would be modified to restrict left turns from the side road. See Exhibit 6.1 and 6.2 for details regarding the design of each alternative.

Pigeon Road, High Cliff State Park's signed access route, would be realigned north of the Canadian National Railroad tracks to travel west along property lines to State Park Road. The existing Pigeon Road/WIS 114 intersection would be removed. See Exhibit 6.3 for details regarding Pigeon Road. Other options considered for this location but eliminated include:

- Full-access intersection
  - Eliminated due to safety concerns involving large recreational vehicles turning left from the stop-controlled Pigeon Road intersection and the extra median width that would be required to accommodate storage.
- Restricted left turns from Pigeon Road
  - Many visitors to High Cliff travel to and from the Fox Cities, west of the Pigeon Road intersection. Restricting left turns from Pigeon Road would require visitors to travel one mile east to the controlled WIS 55 intersection to make a u-turn. Many of these vehicles will be large recreation vehicles or vehicles pulling boats or trailers. This option was eliminated based on the difficulty these vehicles would have making the u-turn and the misdirection created for the majority of park visitors.
- Restricted left turns from Pigeon Road and J-turn on WIS 114
  - Eliminated because there is not sufficient distance between Pigeon Road and the WIS 55 intersection to safely construct a J-turn. In addition, the horizontal curve at this location could result in sight distance issues.
- Alternate route to access High Cliff State Park
  - Eliminated because existing routes are unsuitable for the volume and type of traffic generated by the state park.
- Frontage road located closer to WIS 114
  - Eliminated because this option would require relocations at the intersection of the new frontage road and State Park Road.

Median openings for private residences or businesses were not considered at this stage of the study.

Table 7 below summarizes the impacts of each four-lane expansion alternative for the rural section of the corridor.

**Table 7: Summary of Impacts – Rural Section**

	Expand North	Expand South
Right-of-Way (Acres)	63.4	57.2
Wetlands (Acres)	4.8	0.2
Woodlands (Acres)	2.9	1.8
Business Relocations	6	2
Residential Relocations	8	17
Public Parks Impacted?	Yes	Yes

It is likely that a hybrid alternative that expands north of the existing roadway in some locations and south in other locations would reduce impacts and costs by avoiding developed areas or environmentally sensitive features. This alternative should be explored in the detail study phase of the alternatives development process.

#### *Urban Section – Improve Existing Route*

The urban section of the WIS 114 corridor extends from Castle Drive to County Road B in Sherwood. Two alternatives were considered in this section, a two-lane roadway with a two-way left turn lane (TWLTL) and a four-lane roadway. For preliminary design purposes, the design for both alternatives was centered on the existing roadway in most areas of the corridor.

#### Two-Lane Roadway with TWLTL

This alternative consists of one through lane in each direction with a TWLTL in portions of the corridor. Dedicated right and left turns lanes would be provided at major intersections. On-street parking would be provided on one side of the street where feasible. Bicycle lanes, sidewalks, and a grass terrace would also be included in urban corridor.

Any typical section with two lanes, including the two-lane roadway with TWLTL, through Sherwood would require eastbound traffic to merge from two lanes to one lane between Castle Drive and the Mobil gas station. This location was selected to merge traffic because of the adjacent land use's increasing density and urban feel. Traffic is anticipated to be 15,400 AADT between WIS 55 and County Road M in 2035. Since traffic modeling software does not accurately model lane drop scenarios such as this, professional judgment was used to analyze similar merging sections throughout Wisconsin. The following areas were studied for the safety and capacity of their two-lane to one-lane merges:

Operations and Safety are Acceptable:

10,500 AADT	US 12 east of County Road N, Cottage Grove	Dane County
11,400 AADT	WIS 113 north of County Road M, Madison	Dane County
11,900 AADT	US 12 north of Badger Ammo Plant	Sauk County



12,400 AADT	WIS 26 south of I-94, Johnson Creek	Jefferson County
12,200 AADT	US 12 south of Badger Ammo Plant	Sauk County
12,700 AADT	WIS 26 north of I-94, Johnson Creek	Jefferson County
14,400 AADT	County Road MV/County Line Road west of County Road Y	Waukesha County
14,400 AADT	WIS 19 east of US 51, DeForest	Dane County
14,700 AADT	County Road M north of County Road Q, Middleton	Dane County

Operations and Safety are Problematic:

16,700 AADT	US 51 north of WIS 19, DeForest	Dane County
17,600 AADT	US 14 south of County Road MM, Oregon	Dane County
17,700 AADT	US 12 at Wisconsin River, Sauk City	Sauk County
19,800 AADT	US 12 south of I-94, Lake Delton	Sauk County

As shown from the examples above, operational and safety issues develop at an AADT between 14,700 and 16,700 AADT assuming normal commuting traffic and peak hour traffic characteristics.

In addition, the distance between Castle Drive and the Mobil gas station is insufficient to design a merge section that meets WisDOT design standards. At its current posted speed of 45 mph, the merge section would not safely accommodate traffic. Therefore, a posted speed limit of 40 mph was used to design the merge section, which resulted in a tangent section that does not meet minimum FDM standards. See Table 8 below for a comparison of desirable design standards from WisDOT's FDM and those used for this alternative.

**Table 8: Design Values for Merging Section**

	WisDOT FDM Minimum Design Standards	WisDOT FDM Desirable Design Standards	Proposed TWLTL Design Parameters
Tangent Section	475 feet	675 feet	<b>408 feet</b>
Merge Section	540 feet	-	540 feet
Buffer Space	67 feet	100 feet	67 feet
Turn Lane Taper	133 feet	200 feet	133 feet
Turn Lane Storage	250 feet	-	250 feet

See Exhibit 6.4 for design details of the merging section for the two-lane roadway with a TWLTL.

This alternative was eliminated from further consideration because it failed to meet the purpose and need of the project to provide a long-term solution to capacity problems on the WIS 114 corridor.

#### Four-Lane Roadway

This alternative consisted of two through lanes in each direction with a median separating the travel lanes in portions of the corridor. Dedicated right and left turn lanes would be provided at most intersections. Bicycle lanes, sidewalks, and a grass terrace would be provided. On-street parking would be eliminated.

The proposed four-lane roadway design can be seen in Exhibit 6.5. The urban design included the following features:

- Flattened curve at the County Road M intersection to improve sight distance, safety, and allow for easier truck turning movements.
- Removal of direct access to WIS 114 at Clifton Road due to poor sight distance.
- Removal of the northbound WIS 114 free-flow right turn at County Road M.
- Right-in, right-out access at Meehl Street to reduce the number of full access points.
- Realignment of County Road B to intersect WIS 114 at an angle close to 90° to improve sight distance and avoid relocating the business in the northeast quadrant of the intersection.
- Shifted impacts at County Road B to the west so that a larger parcel will be available for redevelopment rather than small parcels in sporadic locations.

Minimum design standards were used to reduce the impacts in the downtown area. Desirable design standards resulted in 20 relocations whereas the use of minimum design standards reduced the number of relocations to 7. See Exhibit 6.6 for the extents and impacts of the four-lane roadway with desirable design standards. See Table 9 below for a summary of the impacts of the proposed four-lane roadway alternative.

**Table 9: Summary of Impacts – Urban Section**

	Four-Lane Roadway
Right-of-Way (Acres)	0.95
Wetlands (Acres)	0
Woodlands (Acres)	0.1
Business Relocations	2
Residential Relocations	5
Public Parks Impacted?	No

The elimination of on-street public was concerning to the public. The project team suggested constructing a public parking lot that could also serve as a venue for community events such as farmer's markets, craft fairs, or other village activities. Two potential locations for a parking lot include the southeast corner of Meehl Street and WIS 114 and the parcels currently occupied by the U.S. Post Office and Shenanigans, which were slated for relocation. The public parking lot concept was not viewed favorably by the community, which would prefer to retain on-street parking and redevelop the downtown area by placing off-street parking behind commercial buildings.

The public expressed opposition to the four-lane roadway alternative because there was concern that roadway expansion would encourage higher speeds through the downtown area, result in a less pedestrian friendly environment, and negatively impact businesses due to the loss of on-street parking. The Village of Sherwood also expressed concern that a four-lane roadway was not part of their vision and would be incompatible with future redevelopment plans.

Despite the public opposition to the four-lane roadway, this alternative met the purpose and need of the project and should be carried forward to the detail study phase of the alternatives development process.

#### *Transitional Section – Improve Existing Route*

The transitional section of the WIS 114 corridor extends from County Road B to the WIS 114/WIS 55 split. Although the speed limit is 55 mph between Forest Avenue and the WIS 114/WIS 55 split, a rural four-lane divided highway is not appropriate for this short segment. Therefore, a transitional four-lane divided highway is proposed.

Similar to the rural section, two four-lane expansion alternatives were analyzed. Alternative 1: Expand East, utilized the existing two-lane roadway and added two additional lanes to the east. Alternative 2: Expand West, utilized the existing two-lane roadway and added two additional lanes to the west. See Exhibit 6.7 for details regarding the design of each transitional alternative.

See Table 10 below for a summary of the impacts of the transitional alternatives.

**Table 10: Summary of Impacts – Transitional Section**

	Expand East	Expand West
Right-of-Way (Acres)	4.9 – 5.0	5.2 – 5.3
Wetlands (Acres)	0.2 – 0.5	0.4 – 0.8
Woodlands (Acres)	0.2 – 0.5	0.4 – 0.8
Business Relocations	0	0
Residential Relocations	1	0
Public Parks Impacted?	No	No

The variation in right-of-way, wetland, and woodland impacts is due to the type of intersection control selected for the WIS 114/WIS 55 split. Currently, WIS 114 is the dominant route at this location and traffic northbound on WIS 55 must stop and turn left to continue northbound. In the future, WIS 55 should be the dominant route because it serves as an alternate route for US 41 and has a higher rank in the Statewide Access Management Plan.

Although the WIS 114/WIS 55 intersection does not meet signal warrants by 2035, a roundabout was considered in addition to a two-way stop control intersection. Both alternatives included relocating the intersection to the northwest to minimize impacts to the Sacred Heart Cemetery and creating a four-legged intersection of High Cliff Road, WIS 114, and WIS 55. An ICE analysis for this intersection was not finalized prior to the end of the study and therefore, no preferred alternative was selected at this location. See Exhibit 6.8 for details regarding the design of each alternative.

#### Roundabout

The roundabout alternative included a two-lane southbound WIS 114/WIS 55 approach with one lane designated for WIS 55/High Cliff Road and one lane designated for WIS 114 traffic. Eastbound High Cliff

Road and northbound WIS 55 have single lane approaches. Northbound WIS 114 also included a single-lane approach with a free-flow right turn bypass lane for traffic wishing to continue on WIS 114.

The roundabout alternative avoided impacts to the Sacred Heart Cemetery property and minimized wetland impacts. This alternative has a smaller footprint than the two-way stop alternative and is anticipated to provide a higher overall level of service while improving safety at this location.

#### Two-Way Stop

The two-way stop alternative included stop control on WIS 114 and High Cliff Road, leaving WIS 55 uncontrolled. Left and right turn lanes were provided on WIS 55. A free-flow right turn lane was provided on northbound WIS 114. South of the intersection, WIS 55 merged from two lanes to one.

The two-way stop alternative impacted the Sacred Heart Cemetery property. This alternative also provided a poor level of service for all movements on High Cliff Road and lefts turns from WIS 114 during peak hours.

#### *US 10/WIS 114 Interchange*

The existing US 10/WIS 114 interchange has sufficient capacity to handle projected traffic for several years; however, it is not a long-term solution. Eventually, the merging northbound WIS 114 traffic will cause operational and safety problems. When these problems develop, a new interchange at this location is recommended.

The proposed interchange would completely reconstruct the existing interchange to make WIS 114 the dominant route. Eastbound US 10 would travel over WIS 114 and two lanes would be maintained on WIS 114 at all times. See Exhibit 6.9 for details regarding the US 10/WIS 114 interchange.

Per WisDOT design standards, all access points between the interchange and Eisenhower Drive to the west and County Road N to the east and south should be removed. Therefore, Frontage Road would be removed completely, Zirbel Drive would be relocated east to County Road N, and Old Highway Road would be extended southeast to Fire Lane 12. Kasten Road north of the interchange could be extended to provide access to the remaining parcels off of Frontage Road. However, Kasten Road may be a private drive and further research would need to be conducted to determine the feasibility of using it as a public roadway. See Table 11 below for a summary of impacts of the interchange alternative.

**Table 11: Summary of Impacts - US 10/WIS 114 Interchange**

	New Interchange
Right-of-Way (Acres)	33.1
Wetlands (Acres)	0
Woodlands (Acres)	0
Business Relocations	0
Residential Relocations	6
Public Parks Impacted?	No

*Other Features to Consider*

Other features in the WIS 114 project area which may impact the development of alternatives include the Canadian National Railroad crossing and the Friendship Trail.

Canadian National Railroad Crossing

The Canadian National Railroad currently crosses WIS 114 at-grade approximately 970 feet north of Lake Breeze Drive. This main line track runs from the Fox Cities to Manitowoc and carries approximately four trains per day. Trains typically travel 35 mph and consist of 25-100 cars. Currently, the at-grade crossing intersects WIS 114 at a 28° angle.

Prior to the cancellation of the WIS 114 project, WisDOT requested that a benefit-cost analysis be completed for three alternatives at this location: an on-alignment at-grade crossing, an on-alignment grade-separated crossing, and an off-alignment at-grade crossing. The analysis was to mimic the analysis completed for the WIS 15 project near Hortonville. Unfortunately, this analysis was not completed prior to the cancellation of the project. When future planning/design work is completed for this corridor, consideration should be given to the type of crossing needed at this location.

Friendship Trail

The Friendship Trail, a Section 4(f) resource, is a multi-use trail that currently connects Brillion and Forest Junction along US 10 in Calumet County. The trail, which opened in late 2003, can be used for hiking, biking, and horseback riding. No motorized vehicles are permitted during the hiking, biking, and horseback riding season. In winter, this trail is part of the Calumet County Snowmobile Trail system and snowmobiles are permitted.

Future plans call for the extension of this trail west to the Fox Cities. It is likely the trail will travel through the project area; however a final route has not yet been determined. A portion of existing Old Highway Road west of North Shore Road (west end of project area) as well as North Shore Road north of the railroad tracks has already been designated as part of the future trail. Proposals for the trail alignment east of North Shore Road include utilizing the Canadian National Railroad right-of-way to Pigeon Road or continuing along Old Highway Road parallel to WIS 114. All proposals call for the trail to end at High Cliff State Park. A route to connect the proposed trail to the existing trail in Forest Junction has not yet been evaluated.

When future planning/design work is completed for the WIS 114 corridor, consideration should be given to avoiding impacts to the Friendship Trail. If impacts are unavoidable, a Section 4(f) evaluation will need to be completed.

## ENVIRONMENTAL FACTORS

When evaluating potential improvement alternatives, WisDOT seeks to minimize impacts on the natural, cultural, and socioeconomic environment. Throughout the course of this study, several environmental investigations were performed to document resources in the project area. The following sections discuss environmental factors relative to the WIS 114 Corridor Study.

### Land Use

The project area includes the largely rural Town of Harrison and more urban Village of Sherwood. Both municipalities have variable land use and have approved comprehensive growth and land use plans. See Exhibit 3.1 and 3.2 for the Town of Harrison and Village of Sherwood existing land use maps. See Exhibit 7.1 and 7.2 for the Town of Harrison and Village of Sherwood future land use plans.

#### *Existing Land Use*

Currently, the land surrounding the rural portion of the WIS 114 corridor is primarily agricultural with scattered areas of residential and commercial developments. Residential development exists south of the corridor along Lake Winnebago between North Shore Road and State Park Road. East of State Park Road, development becomes denser as neighborhoods built within the last 20 years occupy the majority of the area south of WIS 114. High Cliff State Park is also located south of the corridor along Lake Winnebago. Commercial development in the Town of Harrison is clustered around the intersection of WIS 114 and State Park Road. The Town of Harrison Town Hall and park, a bar and grill, and driving range are all located within close proximity to the intersection. In addition, three storage businesses are located adjacent to the corridor as well as an auto transport and landscaping business.

The urban portion of the WIS 114 corridor within the Village of Sherwood is primarily residential with scattered areas of commercial developments. Commercial developments are located around the Castle Drive, Stumpf Avenue, County Road M/Clifton Road, and County Road B intersections. The Wannick Choute Park is located off Castle Drive south of the WIS 114 corridor. Sherwood's downtown contains a post office, bowling alley, ice cream store, church and school, and a few other small businesses.

#### *Future Land Use*

The Town of Harrison's future land use plan includes a light industrial park north of US 10 between County Road N and State Park Road. In addition, residential development is proposed west of WIS 114 and east of North Shore Road as well as between Fire Lane 12 and State Park Road in the area bounded by Lake Winnebago and the Canadian National Railroad. Commercial development is proposed north of WIS 114 at County Road N and State Park Road. In addition, there has been interest in developing approximately 20 acres of land in the northeast quadrant of the WIS 55/Stommel Road intersection. Potential improvements within the development include a strip mall, convenient store, child care center, and professional offices.

The Village of Sherwood plans to add a commercial development east of WIS 114 between the Canadian National Railroad and Castle Drive. A light industrial park is planned for property adjacent to the

Canadian National Railroad west of County Road M. Infill residential development is proposed for the remaining agricultural and unused land within the village limits.

In addition, the village plans to redevelop their downtown commercial area around the County Road M/Clifton Road intersection. The village has purchased parcels along Harrison Street, Meehl Street, and WIS 114 for redevelopment. The acquired properties can be seen in Exhibit 8.1. Sherwood's vision for their downtown includes buildings abutting the street/sidewalk with parking behind. Exhibit 8.2 shows the general redevelopment plans and Exhibit 8.3 shows the design plans for redeveloping the Mueller Trust parcel between WIS 114 and County Road M. All plans shown in Exhibit 8 were supplied by the Village of Sherwood.

### **Economic and Business Impacts**

Expansion of WIS 114 will result in impacts to businesses along the corridor. In the rural area, three storage businesses, a bar and grill, landscaping company, auto transport business, and golf driving range as well as a group of local businesses around Castle Drive are adjacent to the corridor. In the urban area, business development is denser and therefore, business impacts could be higher.

In the rural area, business relocations are likely if an expansion alternative is constructed. Business relocations may include one or more of the following: an auto transport business, a bar and grill, three storage businesses, a restaurant, and a credit union.

In the urban area, two business relocations are likely if the four-lane roadway alternative is constructed: the U.S. Post Office and Shenanigans Bowling, which are located on the west side of WIS 114 near the Clifton Road intersection. Relocation of these businesses is necessary in order to flatten the horizontal curve at this location to meet current design standards. The Village of Sherwood currently owns the building housing the U.S. Post Office and has expressed concern that relocation of the post office could lead to its permanent closure for Sherwood. Shenanigans bowling alley is a well-known businesses in Sherwood with local clientele and is also one of the few indoor entertainment options within the community. Other businesses in the urban area include an ice cream shop, auto repair garage, sandwich shop, bar and grill, general store, and plumbing business.

If a build alternative is chosen for WIS 114, businesses within the area will likely experience temporary negative impacts during construction. For the majority of its length, WIS 114 lacks convenient alternative routes, especially east of WIS 55. If the roadway is detoured to facilitate construction, it would be difficult for customers to access businesses in the urban corridor via alternative routes.

In addition, the four-lane roadway alternative proposes eliminating on-street parking. If an off-street community parking lot is not constructed, businesses that depend on the availability of on-street parking will be negatively impacted.

A Conceptual Stage Relocation Plan should be completed when a future project is initiated.

## Community and Residential Impacts

The Town of Harrison is located in Calumet County on the northeast shores of Lake Winnebago. Harrison had a population of 10,839 at the time of the 2010 census and encompasses nearly 30 square miles of land with almost 100 miles of roads. Major roadways within the town include WIS 114, US 10, WIS 55, and County Road N. The Harrison Town Hall and park area is located adjacent to WIS 114 near State Park Road.

The Village of Sherwood is located southeast of and adjacent to the Town of Harrison. Sherwood had a population of 1,550 in 2000 and has likely grown considerably since then due to a housing boom in the western portion of the village. Sherwood has a total area of 2.9 square miles. WIS 114, WIS 55, and County Road M are the major roadways within the village limits.

Both the Town of Harrison and the Village of Sherwood are largely considered bedroom communities for people who work in the Fox Cities. This area is very auto-dependent because no public transportation is available.

Improvements to WIS 114 will directly impact residential properties along WIS 114. At this time, the exact number of residential relocations is unknown. For those residences on WIS 114 that are not relocated, it is likely the property may still experience direct impacts, such as land acquisition or removal of full access, as a result of the proposed alternatives. Residents in the urban area will likely see their front yard reduced and strip right-of-way will need to be acquired. Driveway slopes may become steeper as well.

Residents in the urban area have indicated a desire to reduce the travel speed of traffic on WIS 114. There is also concern about the volume of large trucks using the roadway as well as the noise generated by the existing traffic. Another community concern is the lack of marked crosswalks in the urban area. Residents feel the WIS 114 corridor is a hindrance to pedestrians.

## Historic Resources

An architecture/history survey was completed in October 2010. Two properties potentially eligible for the National Register of Historic Places (NRHP) were identified in the urban section of WIS 114. These properties are identified on Exhibit 6.5.

The Anton H. Mueller Company Store & Storage Buildings located at N410 Veterans Avenue (WIS 114), may be collectively eligible for the NRHP under Criterion A, in commerce, for serving as the focus of commerce for the community and surrounding agricultural area for over 90 years. The store is the only commercial building in the once sizeable downtown that dates from the early twentieth century and retains its original business. While alterations have compromised the exterior, the interior of the store retains a high degree of integrity and clearly displays its historic associations. Based on historical research, the property is not eligible under Criterion B. In addition, the numerous alterations on the exterior of the building no longer present a good example of a general store building type under Criterion C. Therefore, the Anton H. Mueller Company Store & Storage Buildings are only eligible for the National Register if the business continues to operate as a general store. The Village of Sherwood



purchased this property in the fall of 2011 with the intent to redevelop this area of the corridor. If this property is still operating as a general store when a future study/project is initiated, a Determination of Eligibility (DOE) should be completed if impacts to the property are probable.

The Maurer Bros. General Store (currently occupied by High Cliff Studio) located at N398 Military Road (County Road M), may be eligible for the NRHP under Criterion C, architecture, as an example of a house and commercial block combination. The commercial-style construction of the home and the entire building's brick finish and details unify the entire structure. Additionally, the store is a good example of the Modern Broadfront commercial vernacular form. Based on historical research, the property is not eligible under Criterion B. The property was also evaluated under Criterion A, commerce, but the building has undergone alterations and no longer is associated with its historic business. A DOE is recommended for this property if the proposed WIS 114 improvements are anticipated to impact the property.

See Appendix 3 for the full architecture/history survey report.

### **Archaeological Sites**

A Phase I archeological survey was completed in October and November 2010. Two new prehistoric archaeological sites and one previously identified historic cemetery/burial site, the Sacred Heart Cemetery, were identified.

The first new prehistoric archaeological site identified is located southwest of WIS 114 between Stommel Road and the Canadian National Railroad where a single utilized secondary flake of unknown prehistoric cultural affiliation was recovered. The second new prehistoric archaeological site identified is located south of WIS 114 between Pigeon Road and Stommel Road where a low-density non-diagnostic lithic scatter, also of unknown prehistoric affiliation was recovered. Based on the results of the Phase I investigation, neither site is recommended eligible for the NRHP.

Sacred Heart Cemetery is located east of the WIS 114/WIS 55 split south of Sherwood and includes deeded boundaries that extend into the current right-of-way of WIS 114. There is potential for unmarked graves within this right-of-way boundary and therefore, it is recommended that qualified archaeologists oversee mechanical stripping of the right-of-way to establish the potential location of graves. The proposed WIS 114 improvements at this location could potentially impact the cemetery within the existing WIS 114 right-of-way but will not affect any existing identified graves.

See Appendix 4 for the full Phase 1 report.

### **Tribal Issues**

Coordination with tribal governments was initiated in May 2010. No responses to the initial coordination efforts were received. There are no known tribal lands in the project area.

## Section 4(f)

Future improvements to WIS 114 have the potential to impact three recreational resources that would fall under Section 4(f) regulations. These resources, and their proximity to WIS 114, are described in more detail below. See Exhibit 9 for more details.

### *Harrison Town Park*

Harrison Town Park is located adjacent to the Town of Harrison Town Hall in the northeast quadrant of the WIS 114 and State Park Road intersection. The 16.5 acre neighborhood park serves user groups and general public use. The park contains a pavilion, lighted softball diamond with spectator seating for 300, pressbox, scoreboard, unlighted baseball diamond with spectator seating for 100, concessions/pressbox building and scoreboard, shelter concession building, picnic facilities, playground equipment, a sand box, lighted sand volleyball court and restroom facilities. Alternatives that expand WIS 114 north of the existing roadway would impact the park.

### *Wannick Choute Park*

Wannick Choute Park is located just south of WIS 114 on Castle Drive in the village of Sherwood. This 10 acre park features a softball diamond, mowed multipurpose field, pavilion, playground equipment and parking lot. Although current park boundaries are not adjacent to WIS 114, the village of Sherwood has purchased land adjacent to WIS 114 with the intention of increasing the size of the park. Alternatives that expand WIS 114 south of the existing roadway are likely to impact the park.

### *Friendship Trail*

As stated earlier, the Friendship Trail connects Brillion and Forest Junction along US 10 in Calumet County and was opened in late 2003. Although the trail does not currently exist in the project area, Calumet County is working with local municipalities and the Wisconsin Department of Natural Resources (WDNR) to extend the Friendship Trail across Calumet County and into the city of Menasha. It is possible that in the future the Friendship Trail could be located within or adjacent to the project area.

## Wetlands

Phase 1 wetland field investigations were completed in May 2010. Twelve wetland areas were identified within the WIS 114 project area and are described in Table 12 by WisDOT classification and WDNR Wisconsin Wetland Inventory (WWI) classification. See Exhibit 6 for the location of each wetland.

**Table 12: Wetland Classification**

Wetland	WisDOT	WDNR WWI	Notes
Wetland A	Wet Meadow (M)	E1K, Emergent/Wet Meadow Persistent Wet Soil	---
Wetland B	Wooded Swamp (WS)	T3K, Forested Broad-leaved Deciduous Wet Soil	---
Wetland C	Wooded Swamp (WS)	T3K, Forested Broad-leaved Deciduous Wet Soil	---
Wetland D	Wooded Swamp (WS)	T3K, Forested Broad-leaved Deciduous Wet Soil	---
Wetland F	Wooded Swamp (WS)	T3K, Forested Broad-leaved Deciduous Wet Soil	---
	Wet Meadow (M)	E2H, Emergent/Wet Meadow Narrow-leaved Persistent Standing Water	---
Wetland H	Wet Meadow (M)	E2H, Emergent/Wet Meadow Narrow-leaved Persistent Standing Water	---
Wetland I	Wooded Swamp (WS)	T3K, Forested Broad-leaved Deciduous Wet Soil	---
Wetland J	Wooded Swamp (WS)	T3K, Forested Broad-leaved Deciduous Wet Soil	---
Wetland K	Wet Meadow (M)		---
Wetland L	---	---	Farmed Wetland
Wetland M	---	---	Farmed Wetland
Wetland N	Wooded Swamp (WS)	T3K, Forested Broad-leaved Deciduous Wet Soil	---

Wetland areas A, H, L, M, and N were determined to have low wetland function values, wetland areas F, I, and K were determined to have low to medium functional values, and wetland areas B, C, D, and J were determined to have medium function values. Wetland areas B, C, D, F, I, J, and N are forested wetland communities dominated by American elm, green ash, and Eastern cottonwood. Wetland area A and a portion of wetland areas F, H, and K are dominated by reed canary grass, cattails, and sedge species. Wetland areas L and M were determined to be farmed wetlands.

The wetland areas meet the criteria outlines by the United States Army Corps of Engineers (COE) and are likely to be deemed non-isolated, jurisdictional wetlands (except for wetland areas L, M, N and potentially wetland areas B and C), making them fall under the jurisdiction of the Clean Water Act Section 404 and COE. A Section 404 Department of Army Permit is required to discharge dredged and/or fill material into non-isolated wetlands, and water quality certification under Section 401 of the Clean Water Act is also required for impacts to all wetlands in accordance with COE and WDNR regulations. The preliminary alternatives, as proposed, impact 1-6 acres of wetlands.

See Appendix 5 for the Wetland Identification, Protected Species, and Natural Habitat Assessment Report for more details.

## Upland Wildlife and Habitat

Three upland natural communities were identified within the WIS 114 study area. These include the Southern Mesic Forest, Southern Dry-Mesic Forest, and Oak Woodland. Two wetland communities were identified within the WIS 114 study area. These include the Southern Hardwood Swamp and the Southern Sedge Meadow. Table 13 lists the natural habitat classifications based on the observed vegetation following the WDNR Natural Heritage Inventory (NHI) and Curtis criteria.

**Table 13: Natural Habitat Classification**

Habitat	WDNR NHI	Curtis	Notes
Wetland A	Southern Sedge Meadow	Southern Sedge Meadow	Reed Canary Grass Dominated
Wetland B	Southern Hardwood Swamp	Wet-Mesic Southern Hardwoods	---
Wetland C	Southern Hardwood Swamp	Wet-Mesic Southern Hardwoods	---
Wetland D	Southern Hardwood Swamp	Wet-Mesic Southern Hardwoods	---
Wetland F	Southern Hardwood Swamp	Wet-Mesic Southern Hardwoods	---
	Southern Sedge Meadow	Southern Sedge Meadow	Reed Canary Grass Dominated
Wetland H	Southern Sedge Meadow	Southern Sedge Meadow	Reed Canary Grass Dominated
Wetland I	Southern Hardwood Swamp	Wet-Mesic Southern Hardwoods	---
Wetland J	Southern Hardwood Swamp	Wet-Mesic Southern Hardwoods	---
Wetland K	Southern Sedge Meadow	Southern Sedge Meadow	Reed Canary Grass Dominated
Wetland N	Southern Hardwood Swamp	Wet-Mesic Southern Hardwoods	---
Area 1	Southern Dry-Mesic Forest	Dry-Mesic Southern Hardwoods	---
Area 2	Southern Mesic Forest	Mesic Southern Hardwoods	---
Area 3	Oak Woodland	Dry-Mesic Southern Hardwoods	---
Area 5	Southern Mesic Forest	Mesic Southern Hardwoods	---
Area 6	Southern Mesic Forest	Mesic Southern Hardwoods	---

Notes: See Appendix 5: Wetland Identification, Protected Species, and Natural Habitat Assessment for more details and locations of the woodland areas.

## Threatened and Endangered Species

Natural habitats were identified and classified according to the WDNR NHI 2002 *Natural Community Classification*. The preferred habitat for the species identified is described in Table 14. Habitats for the northern cricket frog, thin-lip vallisneria, and snow trillium have been found within the WIS 114 study area.

**Table 14: Protected Species Habitats**

Species Type	Species Name	NHI Habitat Present?
U.S. Fish and Wildlife Service (USFWS)		
Birds	Whooping Crane ( <i>Grus americanus</i> )	None observed
Plants	Prairie White-fringed Orchid ( <i>Platanthera leucophaea</i> )	None observed
WDNR NHI		
Birds	Osprey ( <i>Pandion haliaetus</i> )	None observed
Amphibians	Northern Cricket Frog ( <i>Acris crepitans</i> )	Yes: Wetlands A, F, H, K, L, and M
Snails	A Land Snail ( <i>Catinella gelida</i> )	None observed
	Dentate Supercoil ( <i>Paravitrea multidentata</i> )	None observed
	Thin-lip Vallonia ( <i>vallonia perspectiva</i> )	Yes: Along the Canadian National Railroad
Fish	Banded Killifish ( <i>Fundulus diaphanous</i> )	None observed
Plants	Snow Trillium ( <i>Trillium nivale</i> )	Yes: Southern Dry Mesic Forest – Area 1; Southern Mesic Forest – Areas 2, 5, and 6; Oak Woodland – Area 3
Natural Communities	Floodplain Forest	None observed

Notes: See Appendix 5: Wetland Identification, Protected Species, and Natural Habitat Assessment for more details and locations of the woodland areas.

## Hazardous Materials

A Phase 1 Hazardous Materials Assessment (Phase 1) was conducted in July 2011. The purpose of the Phase 1 was to identify sites that have known or potential hazardous materials within the project limits. The work was performed in general accordance with Procedure 21-35-5 of the WisDOT FDM. The Phase 1 investigation consisted of a field reconnaissance, a review of federal and state regulatory agency databases, a review of historic documents, interviews with local officials, and a review of topographic, geologic, and groundwater mapping.

Thirteen sites with known and potential hazardous materials concerns were identified within the project limits. Table 15 summarizes the Phase 1 findings and recommendations for additional work. Based on the information obtained during the Phase 1 investigation, Phase 2 investigations are recommended at up to 8 sites. A copy of the full Phase 1 Hazardous Materials Assessment Report is included as Appendix 6.

**Table 15: Phase 1 Hazardous Materials Assessment Site Survey**

Site Number	Site Name and Address	Contaminant of Concern	Phase 2 Recommended?
1	Countryside Auto Transport W5596 WIS 114	Petroleum	No
2	Reuter Property W5519 WIS 114	Petroleum	Yes
3	Shady Rest Tavern N8389 State Park Road	Petroleum	Yes
4	Harrison Township Garage W5298 WIS 114	Petroleum	No
5	Sherwood Mobile W4721 Veterans Avenue (WIS 114/55)	Petroleum	Yes
6	Zero to 60 Garage W436 Veterans Avenue (WIS 114/55)	Petroleum	No
7	Wink Mart (Winkler Oil) W415 Veterans Avenue (WIS 114/55)	Petroleum	Yes
8	High Cliff Studio N398 Military Road	Petroleum	Yes
9	Country Auto Repair N384 Military Road	Petroleum	Yes
10	Seidel Residence N307 Military Road	Petroleum	Yes
11	TDS Metrocom N287 Military Road	Petroleum	No
12	Calumet County Highway Department N205 WIS 114/55	Petroleum	Yes
13	Historic Spill Site WIS 114/55	Petroleum	No

## AGENCY COORDINATION

Agency coordination was initiated with an agency kick-off meeting on July 14, 2010. The meeting was attended by the WDNR, COE, FWS, Federal Highway Administration (FHWA), and WisDOT's Environmental Services Section (ESS), formerly known as the Bureau of Equity and Environmental Services (BEES). At that time, the WIS 114 study was included as part of the US 10 Corridor Study (WisDOT Project I.D. 1500-35-00). Kick-off meeting topics included discussing background information about the project, the purpose and need for the study, the scope of improvements, potential environmental impacts, and the study schedule. The meeting minutes are attached in Exhibit 10.1.

A second meeting was held with WisDOT's ESS and FHWA on April 12, 2011 to discuss the study's range of alternatives and which environmental document, US 10 or WIS 114, the US 10/WIS 114 interchange should be included in. The main discussion at this meeting revolved around the Sherwood bypass alternative. This alternative, which was dropped during the conceptual alternatives phase, is well liked by the public and the Village of Sherwood. FHWA and WisDOT ESS concurred that the WIS 114 Corridor Study followed an acceptable alternatives development process. They stated it was not necessary to carry a bypass alternative forward to the preliminary alternatives stage. However, a bypass alternative should be discussed as a conceptual alternative and a high level explanation of the impacts anticipated from a bypass discussed in the environmental document. The meeting minutes are attached in Exhibit 10.2.

## PUBLIC INVOLVEMENT

Public involvement activities for this study included the following:

- Meetings with local and regional governments
- Public information meetings
- Stakeholder group meetings

The public involvement activities were inclusive to all residents and population groups in the study area and did not exclude any persons because of income, race, religion, national origin, sex, age, or handicap. A description of each type of activity is below.

### Local and Regional Government Coordination

Representatives from local and regional government were active participants in the WIS 114 Corridor Study. Groups of local officials consisting of representatives from the East Central Wisconsin Regional Planning Commission (ECWRPC), Calumet County, Town of Harrison and Village of Sherwood met several times throughout the project. In addition, two small-group meetings were held with Village of Sherwood representatives.

#### *Local Officials Meetings*

Two local officials meetings were conducted during the conceptual alternatives stage of the project when WIS 114 was still included as part of the US 10 Corridor Study. The first meeting was on June 23, 2009 and its purpose was to introduce the project, gain insight on future land use in the area, and solicit nominations for the stakeholders group. At the meeting, the project team gained insight into existing roadway problems and desirable features for a new facility.

A second meeting was held on April 22, 2010 to discuss the results of the traffic and crash analysis, the public information meeting to be held later that day, and potential preliminary alternatives. At this meeting, the local officials recommended they, along with several business and property owners, be considered members of the project's Stakeholder Group. Future coordination with the local officials took place at Stakeholder meetings.

The meeting minutes for the June 2009 and April 2010 Local Officials Meetings can be seen in Exhibits 11.1 and 11.2.

#### *Village of Sherwood*

WisDOT met separately with the Village of Sherwood on two occasions. On May 10, 2010, WisDOT representatives attended a Village Board Meeting, per the request of the Village. At the meeting, WisDOT presented information about the project including potential alternatives. The Village of Sherwood and members of the community voiced strong opposition to any expansion improvements through the downtown area. Meeting minutes and the questions asked and answers provided at the meeting are included in Exhibit 11.3.

A second meeting was held with Sherwood officials on July 7, 2011 to discuss the four-lane roadway expansion alternative of WIS 114 through Sherwood. Sherwood officials voiced concern about the



negative impacts this alternative would have on their downtown redevelopment plans. They were also concerned that a four-lane corridor would encourage higher speeds and result in several relocations and property impacts. WisDOT officials stressed that the Department wants to work with the Village to plan for a safe and efficient transportation corridor while still meeting the needs of the community. Meeting minutes are included in Exhibit 11.4.

#### *Friendship Recreation Trail*

WisDOT representatives met with Calumet County and Town of Harrison officials on July 15, 2011 to discuss the future Friendship Trail alignment through the project area. Ideas discussed included routing portions of the trail along Old Highway Road, utilizing the proposed relocated Pigeon Road, and/or constructing the trail parallel to the railroad tracks. The County currently has grant money to construct a portion of the trail, however at this time it is unknown what portion will be constructed. No meeting minutes were written for this meeting.

### **Stakeholder Group**

A stakeholder group was formed in June 2010. Group members consisted of local officials and several business and property owners within the WIS 114 project area. A list of stakeholder group members can be found in Exhibit 12.1.

The first meeting was held on June 17, 2010. The purpose of the meeting was to define the goals of the project and develop a vision for the corridor. Potential roadway improvements were also discussed. An interactive workbook was used to engage the participants and encourage feedback. As a result, the stakeholders identified that the most important aspects of the WIS 114 corridor were intersection improvements, speed management, and congestion relief. The meeting minutes are attached in Exhibit 12.2.

The second meeting was held on December 16, 2010. The purpose of the meeting was to discuss the preliminary alternatives developed for the urban corridor from Castle Drive to Forest Avenue within the Village of Sherwood. Specifically, feedback from the previous stakeholder meeting was reviewed, the process for developing alternatives was discussed, the preliminary alternatives developed for the urban corridor were explained, and input and suggestions on ways to improve the urban alternatives were requested. The project team explained that the two-lane TWLTL alternative was eliminated from further consideration and minimum design standards were used for the four-lane alternative to reduce impacts. WisDOT stated that a bypass would not be considered unless significant impacts cannot be avoided with a through-town alternative. A hands-on activity in which the stakeholders were given stencils to show the impacts of a possible bypass corridor was conducted. The meeting minutes are attached in Exhibit 12.3.

The third stakeholder group meeting was held on July 19, 2011. The purpose of the meeting was to preview the materials to be presented at the second public information meeting and discuss the preliminary alternatives developed for the rural corridor. Specifically, feedback from the previous stakeholder meeting was reviewed, preliminary design alternatives for the rural corridor were presented, input and suggestions on ways to improve the rural alternatives were requested, and the

presentation and exhibits for the July 28, 2011 public information meeting were presented. A workbook was used to engaged the participants and encourage feedback. The urban corridor was revisited to explain that the County Road B intersection had been adjusted based on suggestions received at the previous stakeholder meeting. The preliminary alternatives at the US 10/WIS 114 interchange and the WIS 114/WIS 55 split were also presented. The meeting minutes are attached in Exhibit 12.4.

### **Public Information Meetings**

Two public information meetings were held for the WIS 114 Corridor Study at the Town of Harrison Town Hall. The first meeting was held on April 22, 2010. At that time, the WIS 114 Corridor Study was part of the larger US 10 Corridor Study. The meeting was announced through a newsletter to property owners adjacent to the WIS 114 corridor as well as local officials in the project area. A press release was sent to the local media. The purpose of the public information meeting was to introduce the study to the public and gain insight and feedback from the public about existing problems or issues with the WIS 114 corridor. Approximately 42 people attended the meeting, as well as a local newspaper reporter. A presentation and exhibits were displayed at the meeting. Conceptual alternatives were discussed briefly; however no proposed typical sections were shown. The meeting minutes are attached in Exhibit 13.1 and the first newsletter is attached in Exhibit 14.1.

The second meeting was held on July 28, 2011. The meeting was announced through a second newsletter to property owners, members of the public who expressed interest in the project, local officials, and Wisconsin State Representatives. In addition, a press release was sent to the local media and informational posters were provided to local officials and business owners to display in the project study area. The purpose of the meeting was to discuss the alternatives development process and present the preliminary alternatives for the corridor. Over 140 people attended in addition to two local television reporters and two newspaper reporters. A presentation was given followed by a lengthy question and answer session. Exhibits showing the preliminary alternatives were on display at the meeting. The meeting minutes are attached in Exhibit 13.2 and the second newsletter is attached in Exhibit 14.2.

## END OF PROJECT

Following the July 28, 2011 public information meeting, the Village of Sherwood Village Board, Plan Commission, and Community Development Authority adopted Resolution #10-2011 which states opposition to a four-lane roadway through Sherwood. A copy of this resolution can be found in Exhibit 15.

On August 25, 2011, WisDOT Northeast Region Director Will Dorsey mailed a letter to members of the WIS 114 stakeholder group informing them that the study had been suspended indefinitely. A copy of this letter and a list of recipients can be found in Exhibit 16. WisDOT identified in the letter the following reasons for suspending the study:

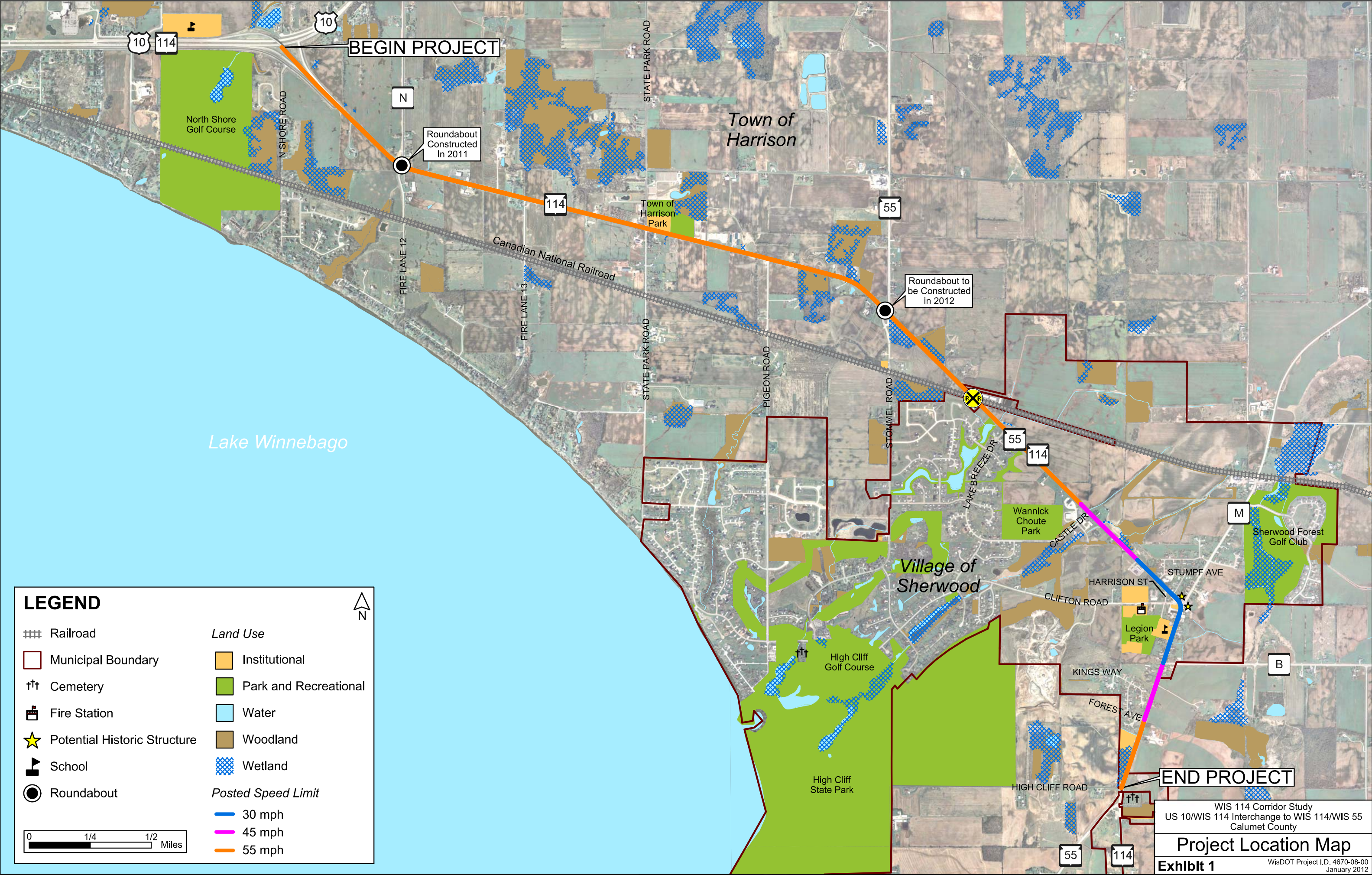
- There have been a number of concerns about the direction of the study raised by municipalities along this route. Please note that this was simply a long-range planning study. Our approach to this study was to be proactive, creating awareness of future travel conditions while balancing community and transportation needs. No construction was planned at its conclusion.
- There are no immediate operational issues on this corridor that must be addressed.
- Improvements being built this year by WisDOT at the intersection of WIS 114 and County N and next year at the intersection of WIS 114 and WIS 55 will help improve traffic flow along this highway for the foreseeable future.
- The information we have already collected for the study will help us, should operational issues change along this corridor.
- Additionally, this decision allows WisDOT's Northeast Region to refocus its resources toward more immediate needs.

The WIS 114 corridor is currently operating safely and short-term improvements are being implemented to improve operations and safety at two major intersections. However, as traffic continues to grow, corridor-wide operational and safety problems will develop and improvements will be needed to reduce traffic congestion and improve safety and mobility.

# **Exhibit 1**

## **Project Location Map**





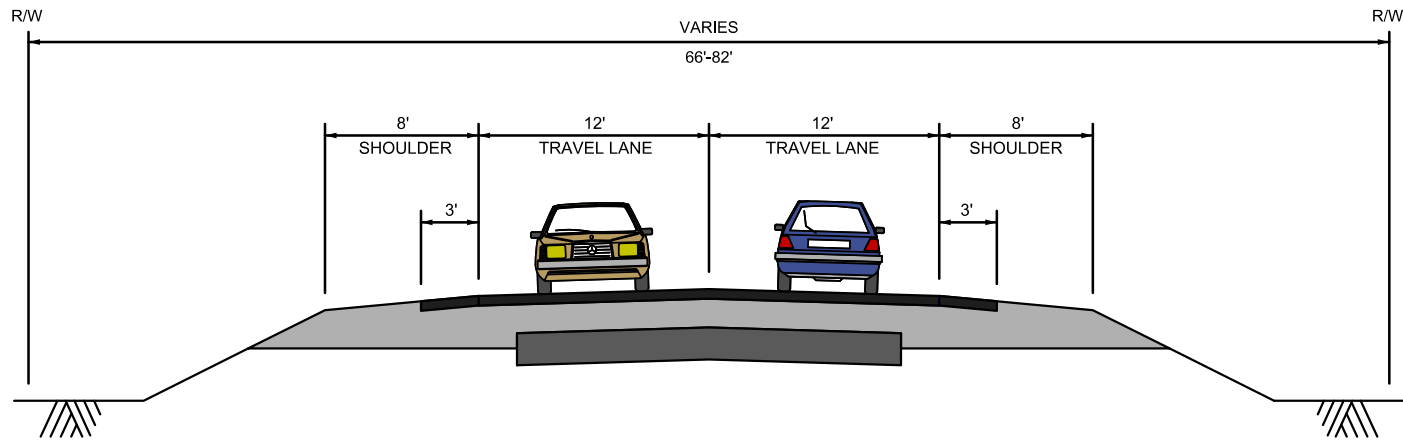
**LEGEND**

- |                                |                           |
|--------------------------------|---------------------------|
| ### Railroad                   | <b>Land Use</b>           |
| □ Municipal Boundary           | ■ Institutional           |
| †† Cemetery                    | ■ Park and Recreational   |
| 🏠 Fire Station                 | ■ Water                   |
| ★ Potential Historic Structure | ■ Woodland                |
| 🏫 School                       | ■ Wetland                 |
| ⦿ Roundabout                   | <b>Posted Speed Limit</b> |
|                                | — 30 mph                  |
|                                | — 45 mph                  |
|                                | — 55 mph                  |
- 0 1/4 1/2 Miles

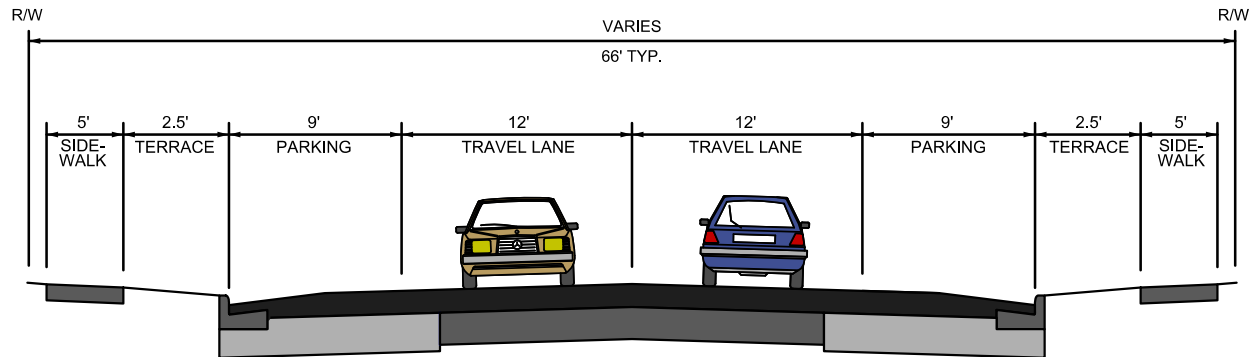


## **Exhibit 2**

### Existing Typical Sections



**RURAL SECTION**  
 US 10/WIS 114 INTERCHANGE TO CASTLE DRIVE  
 FOREST AVENUE TO WIS 55/WIS 114 SPLIT



**URBAN SECTION**  
 CASTLE DRIVE TO FOREST AVENUE

WIS 114 Corridor Study  
 US 10/WIS 114 Interchange to WIS 114/WIS 55  
 Calumet County

**Existing Typical Sections**

**Exhibit 2**

WisDOT Project I.D. 4670-08-00  
 January 2012

## **Exhibit 3**

### Existing land Use Maps

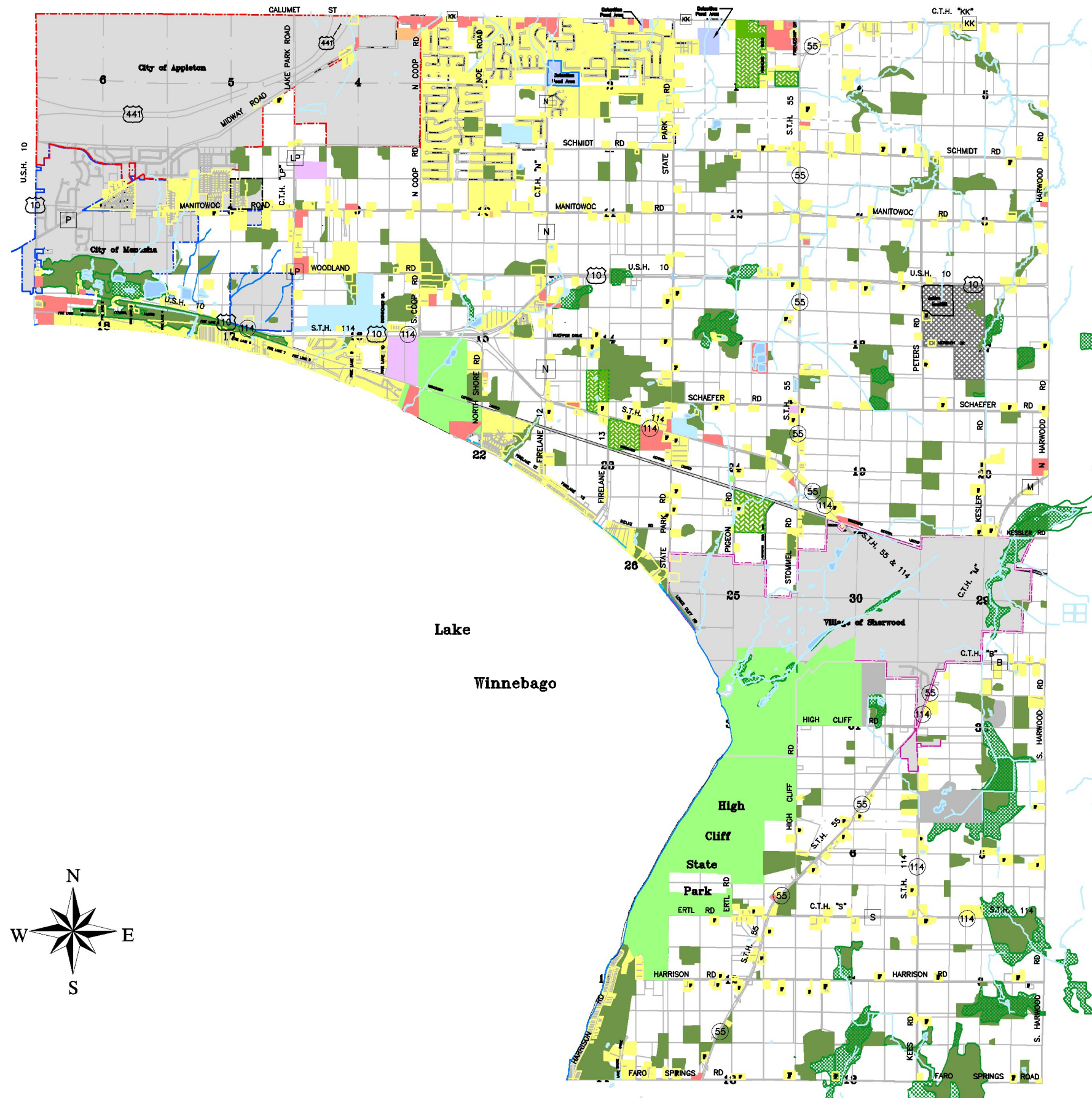
Exhibit 3.1 Town of Harrison

Exhibit 3.2 Village of Sherwood



# Town of Harrison

## Existing Land Use Map 2004



### Legend

- Single Family Residential
- Multi Family Residential
- Commercial
- Industrial
- Public/Institutional
- Quarries, Gravel Pits
- Landfills
- Parks and Recreational
- Woodland
- Wetland
- Special Ag/Nurseries
- Agricultural, Vacant and Undeveloped
- F** Farmstead Home/ Scattered Housing



**Martenson & Eisele, Inc.**

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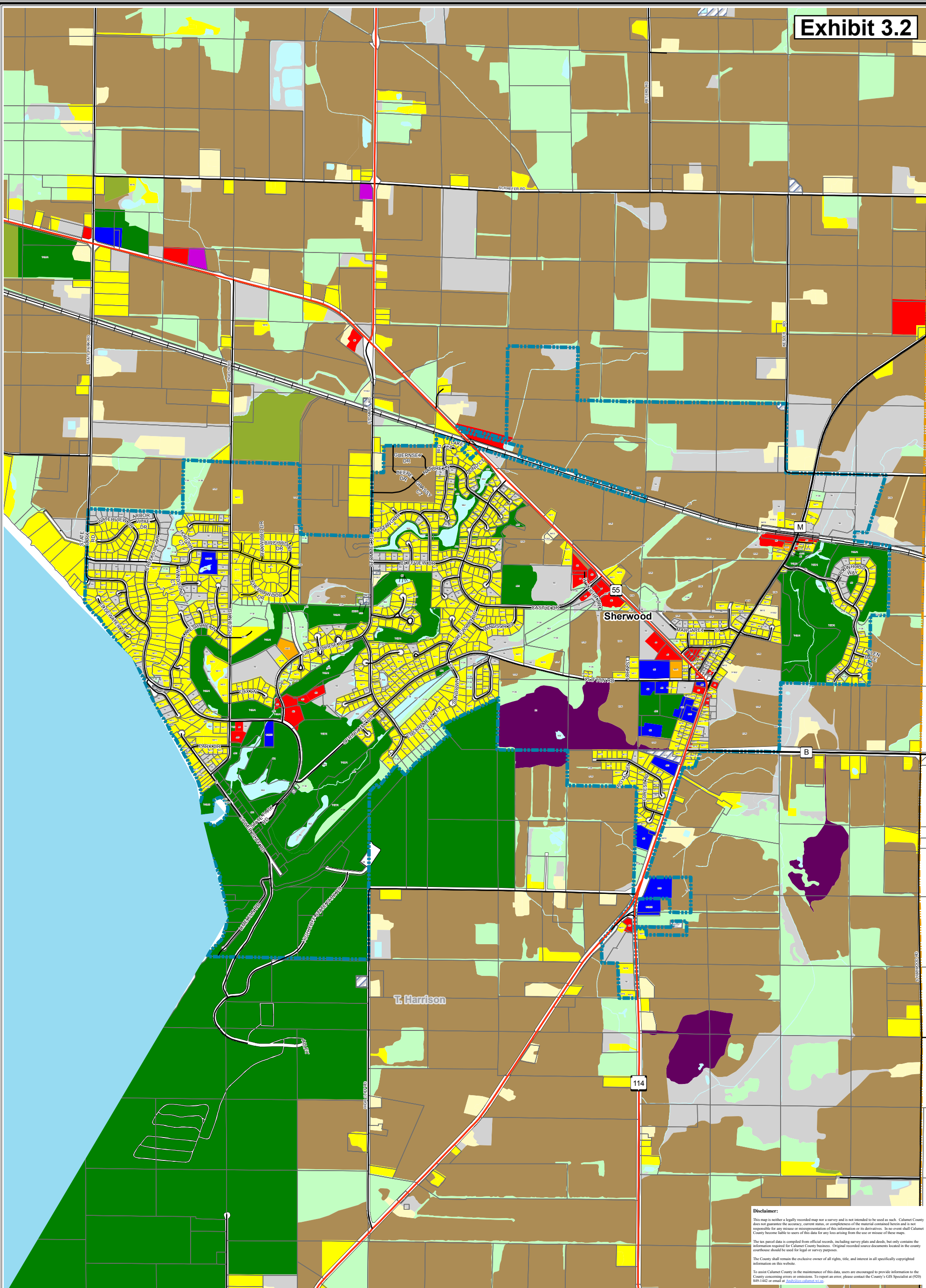
Phone (920) 731-0381 Fax (920) 733-8578

[www.martenson-eisele.com](http://www.martenson-eisele.com)

[info@martenson-eisele.com](mailto:info@martenson-eisele.com)

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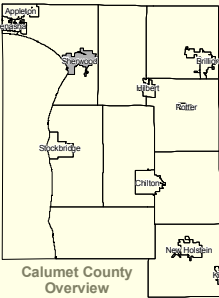
**Disclaimer:**  
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# Existing Land Use

## Village of Sherwood, Calumet County

Map Date: June 7, 2006  
Calumet County LIO  
206 Court St  
Chilton WI, 53014  
920-849-1442  
1 inch equals 1,677 feet

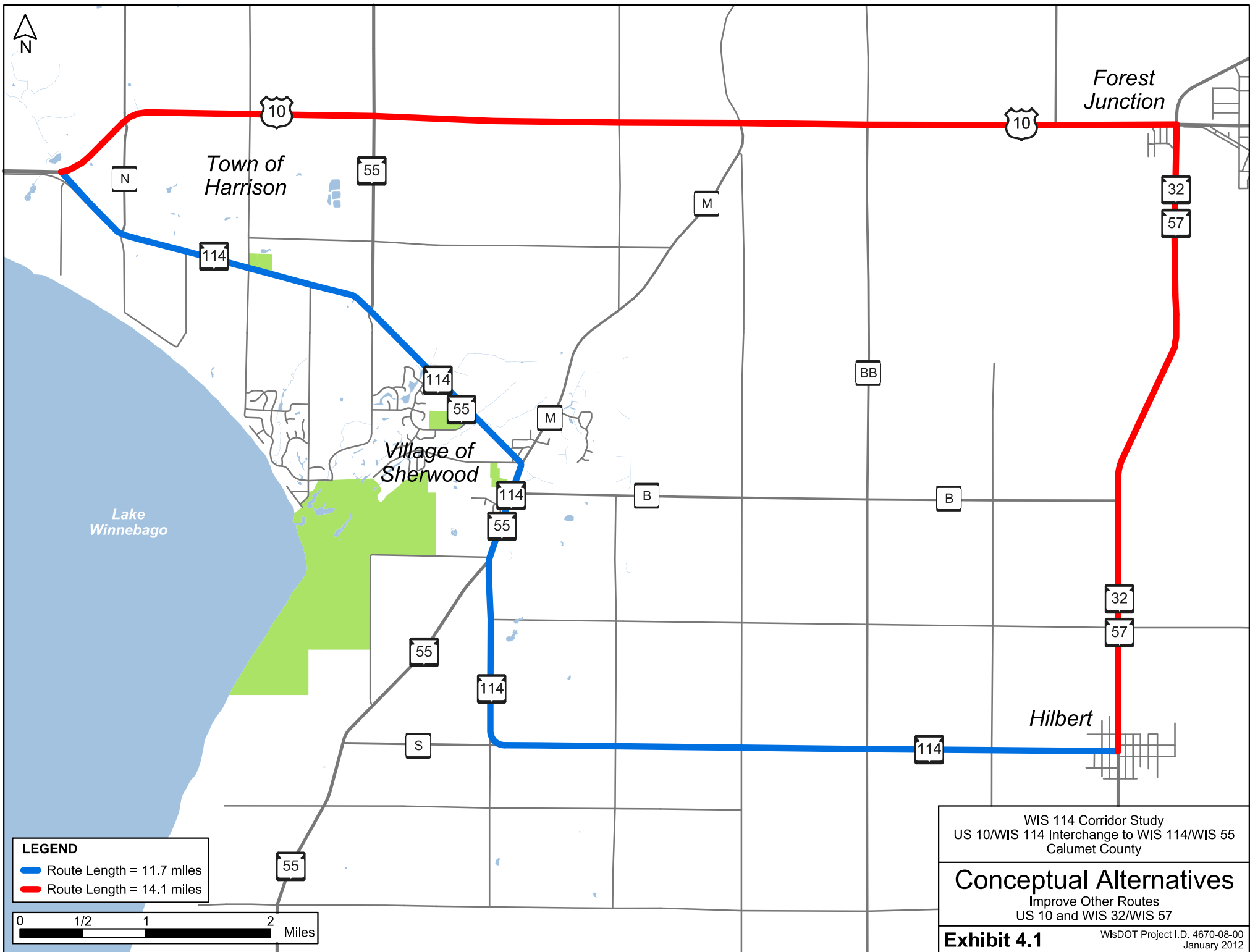
- |                  |                           |                          |                         |
|------------------|---------------------------|--------------------------|-------------------------|
| Railroads        | Parcel Boundaries         | Commercial               | Other Ag Land / Pasture |
| City Streets     | Municipal Boundaries      | Industrial               | Water Features          |
| Local Roads      | Town Boundaries           | Quarries                 | Recreational Facilities |
| County Highways  | <b>Land Use</b>           | Institutional Facilities | Planted Woodlands       |
| State Highways   | Single Family Residential | Transportation           | General Woodlands       |
| Federal Highways | Farmsteads                | Utilities/Communications | Open Other Land         |
| Rivers           | Multi-Family              | Non-Irrigated Cropland   |                         |
| Lakes            | Mobile Home Parks         | Irrigated Cropland       |                         |

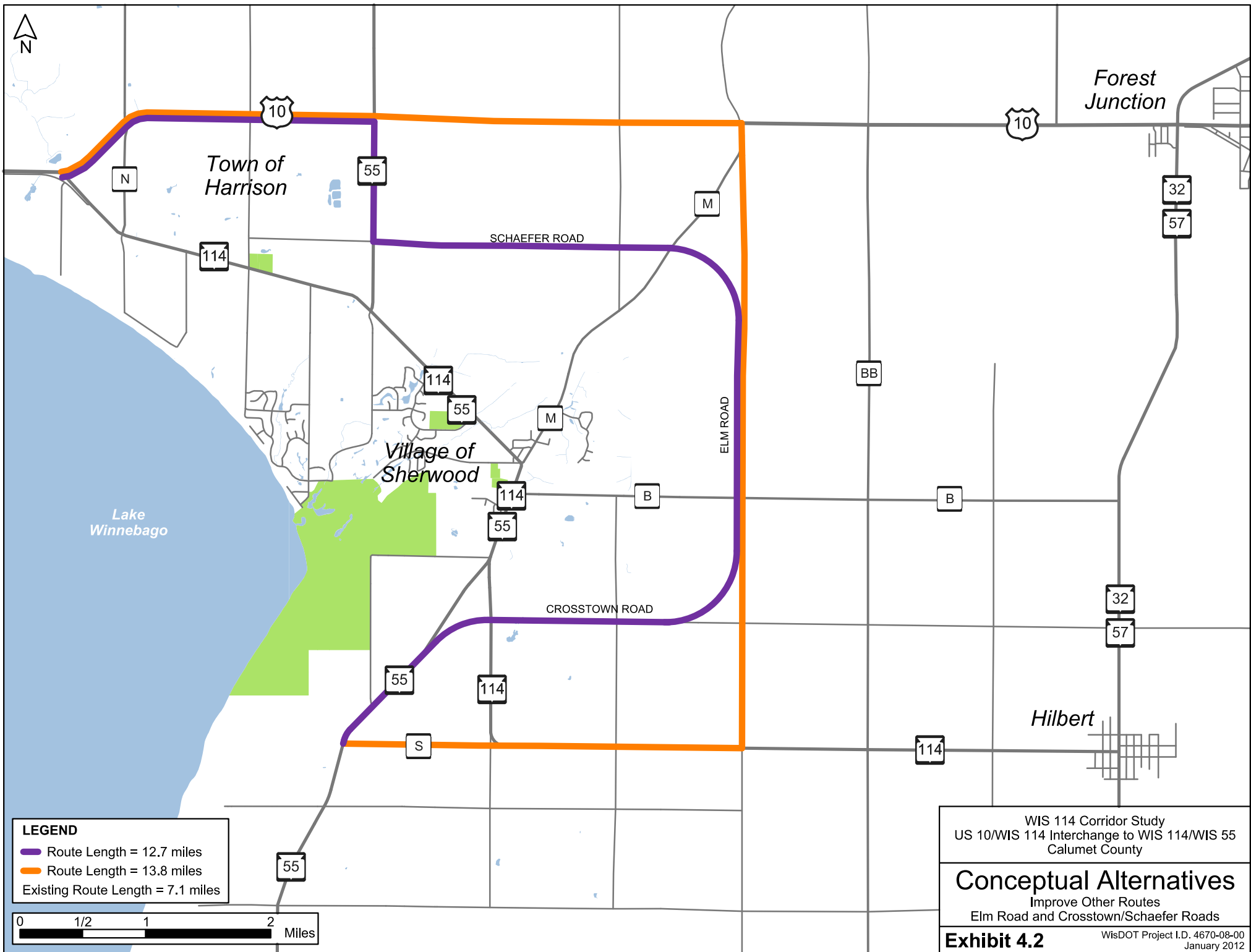


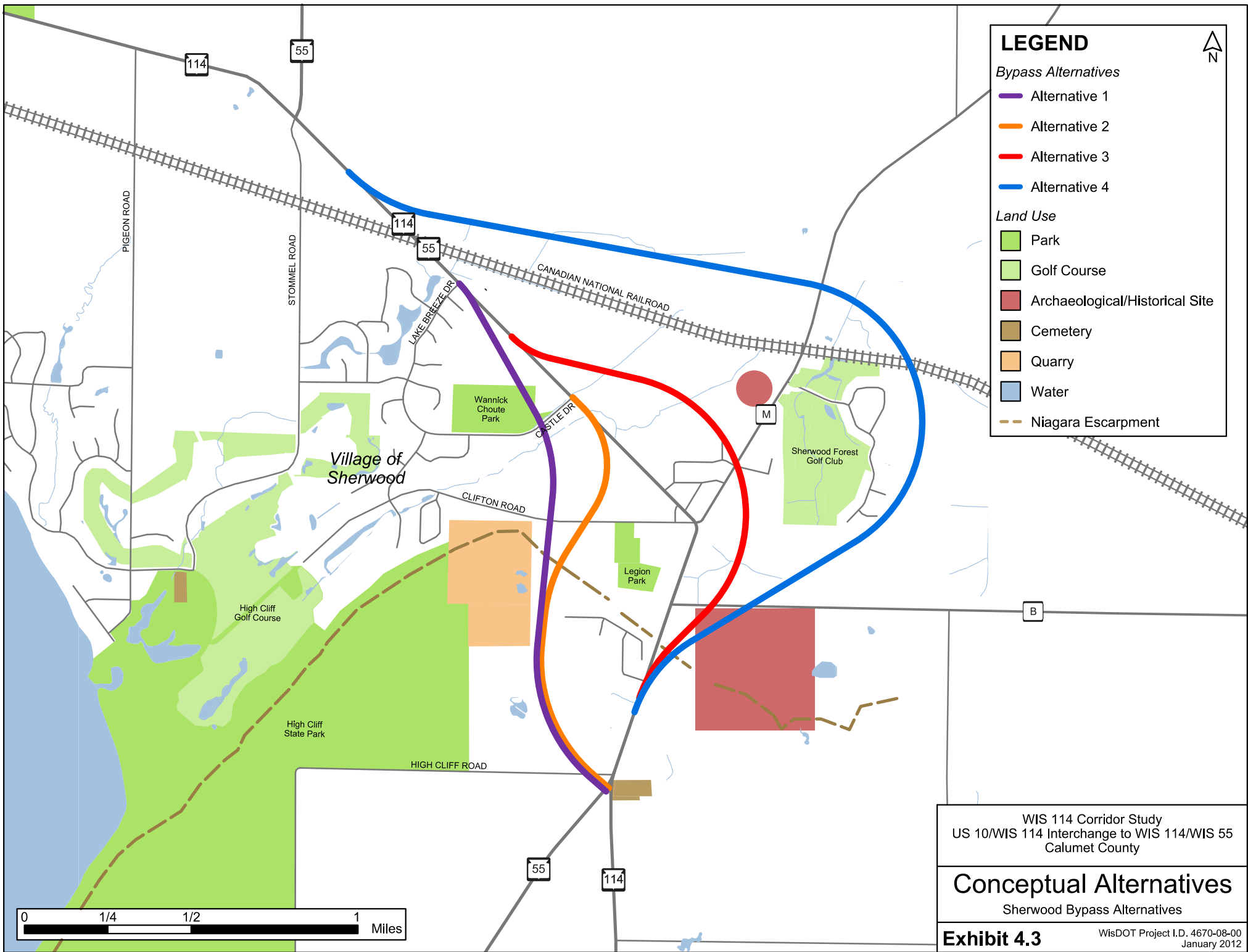
# **Exhibit 4**

## **Conceptual Alternatives**

- Exhibit 4.1     Improve Other Routes: US 10 and WIS 32/WIS 57
- Exhibit 4.2     Improve Other Routes: Elm Road and Crosstown/Schaefer Roads
- Exhibit 4.3     Sherwood Bypass Alternatives
- Exhibit 4.4     US 10/WIS 114 Interchange: Roundabout
- Exhibit 4.5     US 10/WIS 114 Interchange: Existing Location Interchange
- Exhibit 4.6     US 10/WIS 114 Interchange: Off-Alignment WIS 114 Continuity
- Exhibit 4.7     US 10/WIS 114 Interchange: Off-Alignment US 10 Continuity
- Exhibit 4.8     US 10/WIS 114 Interchange: Off-Alignment Diverging Diamond





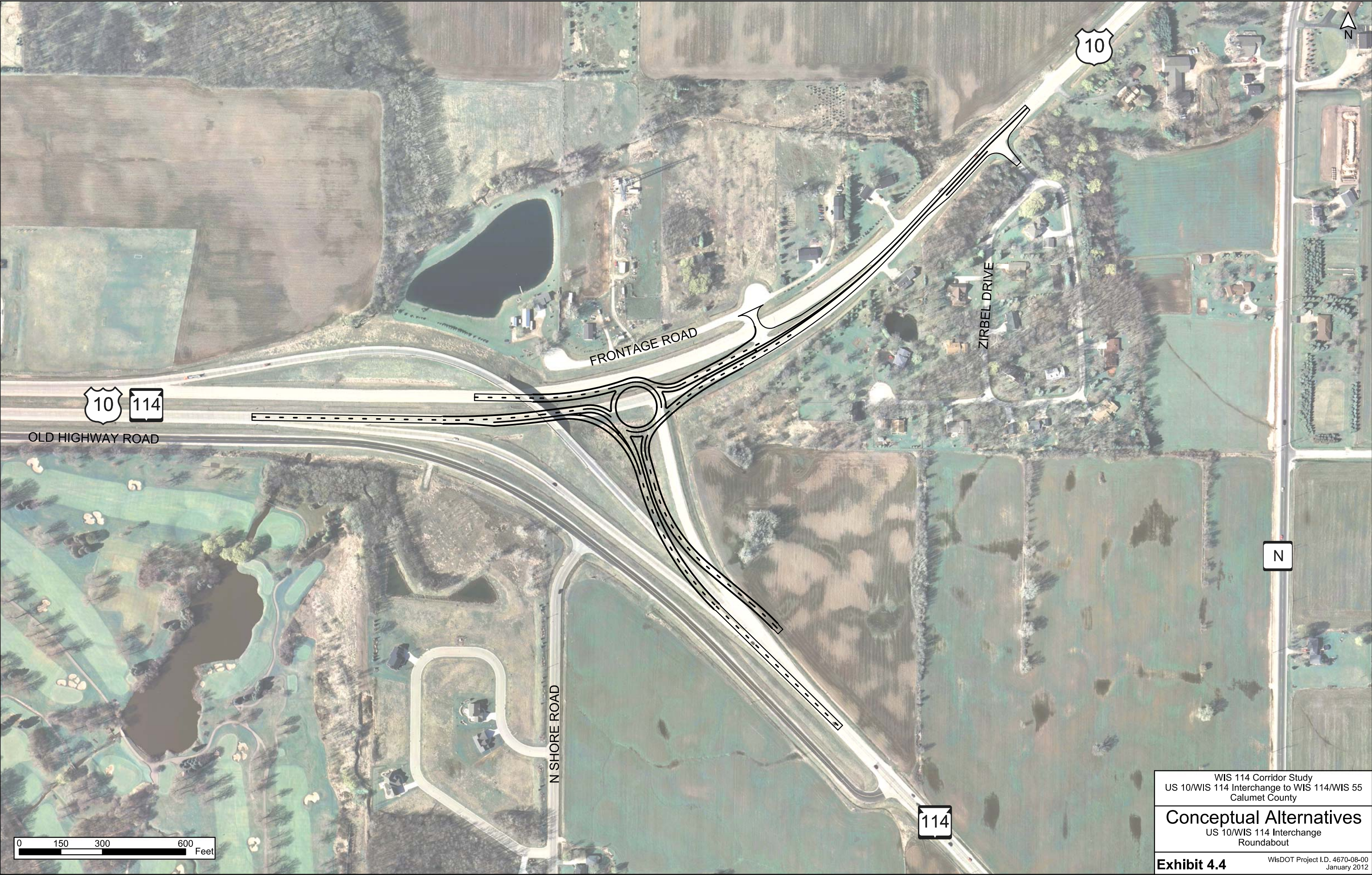


WIS 114 Corridor Study  
 US 10/WIS 114 Interchange to WIS 114/WIS 55  
 Calumet County

# Conceptual Alternatives

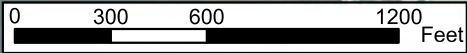
Sherwood Bypass Alternatives





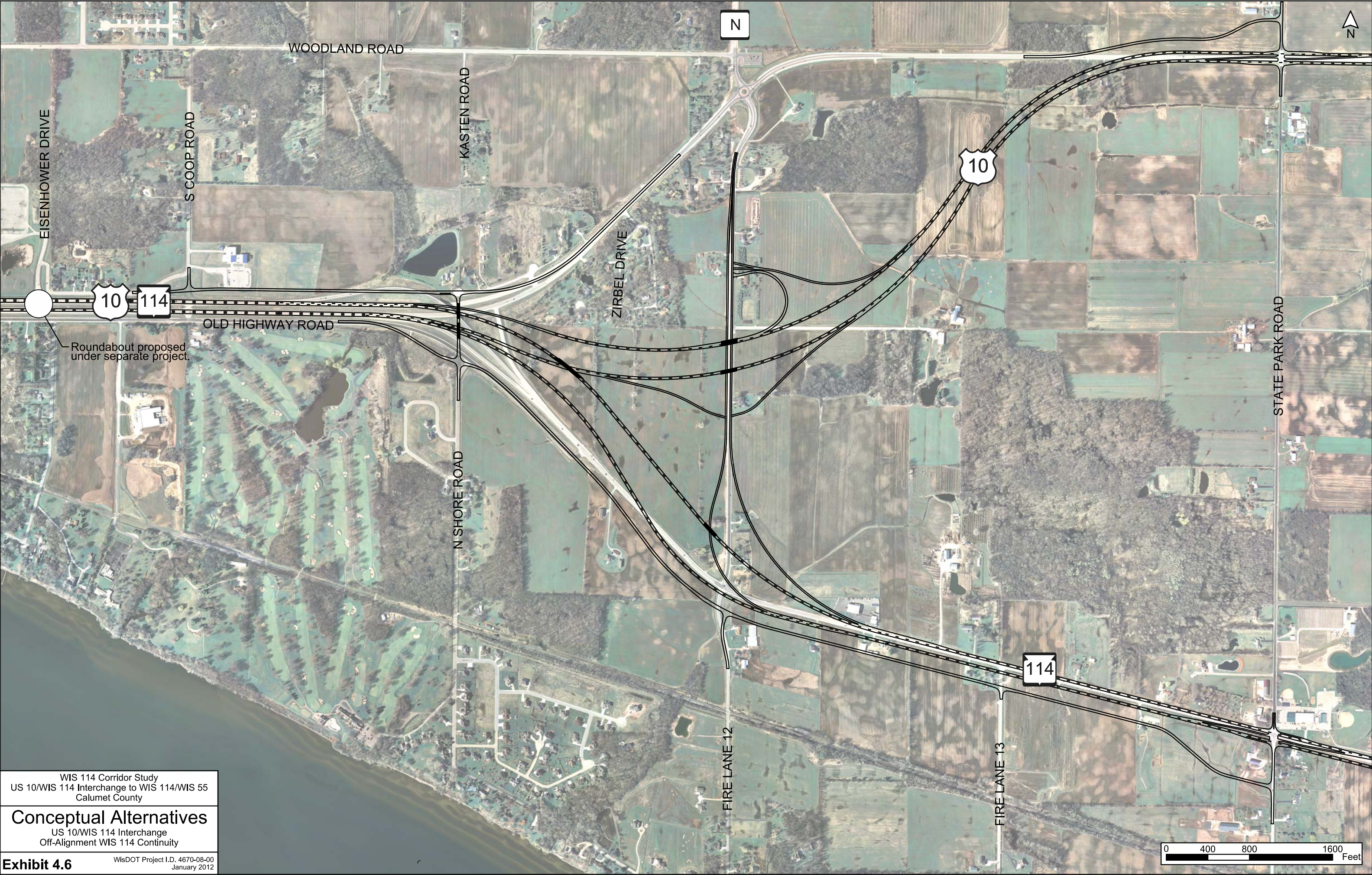
WIS 114 Corridor Study US 10/WIS 114 Interchange to WIS 114/WIS 55 Calumet County	
<b>Conceptual Alternatives</b> US 10/WIS 114 Interchange Roundabout	
<b>Exhibit 4.4</b>	WisDOT Project I.D. 4670-08-00 January 2012





WIS 114 Corridor Study US 10/WIS 114 Interchange to WIS 114/WIS 55 Calumet County	
<b>Conceptual Alternatives</b> US 10/WIS 114 Interchange Existing Location Interchange	
<b>Exhibit 4.5</b>	WisDOT Project I.D. 4670-08-00 January 2012





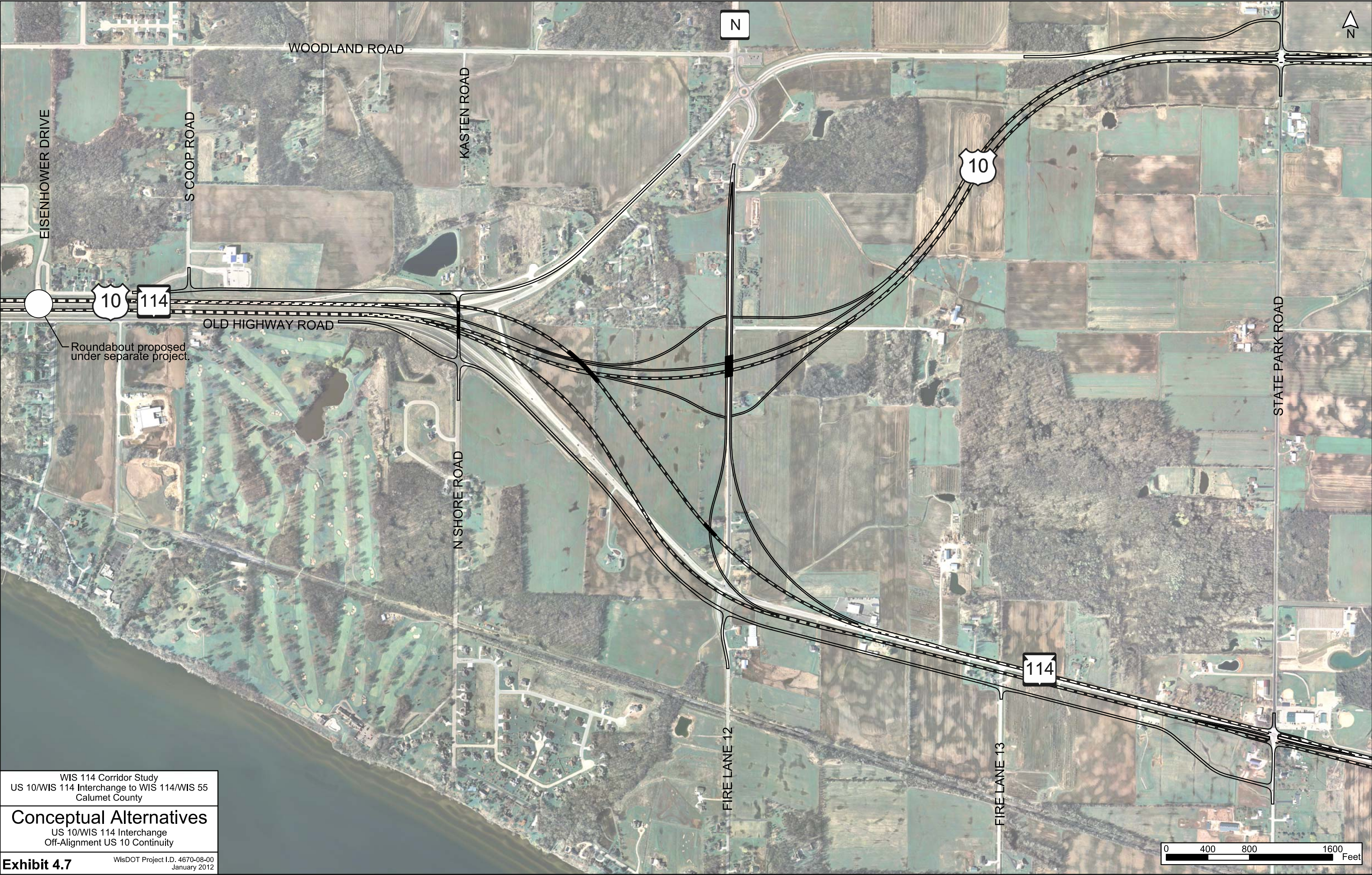
WIS 114 Corridor Study  
US 10/WIS 114 Interchange to WIS 114/WIS 55  
Calumet County

**Conceptual Alternatives**  
US 10/WIS 114 Interchange  
Off-Alignment WIS 114 Continuity

**Exhibit 4.6**

WisDOT Project I.D. 4670-08-00  
January 2012





WIS 114 Corridor Study  
US 10/WIS 114 Interchange to WIS 114/WIS 55  
Calumet County

**Conceptual Alternatives**  
US 10/WIS 114 Interchange  
Off-Alignment US 10 Continuity

**Exhibit 4.7**

WisDOT Project I.D. 4670-08-00  
January 2012





WIS 114 Corridor Study  
US 10/WIS 114 Interchange to WIS 114/WIS 55  
Calumet County

**Conceptual Alternatives**  
US 10/WIS 114 Interchange  
Off-Alignment Diverging Diamond

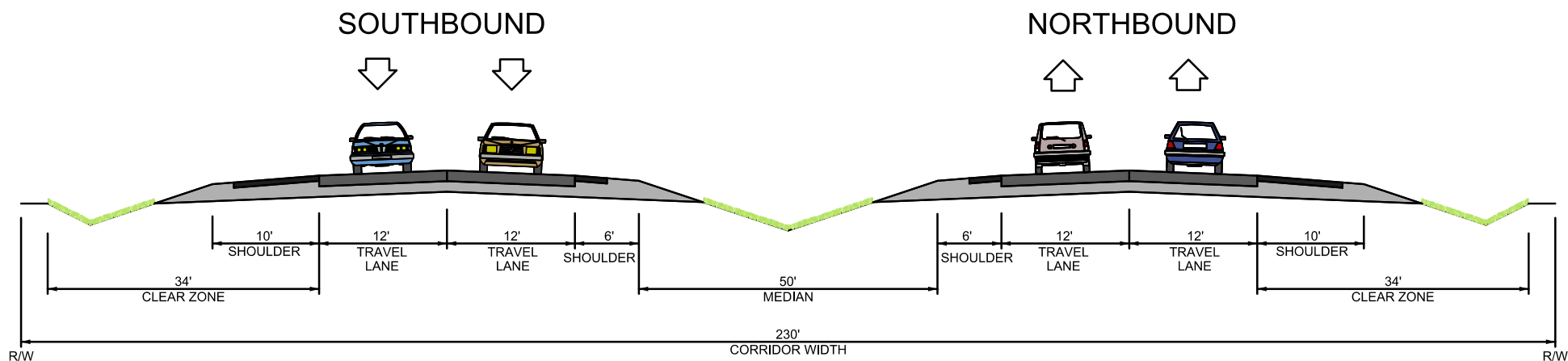
**Exhibit 4.8**

WisDOT Project I.D. 4670-08-00  
January 2012



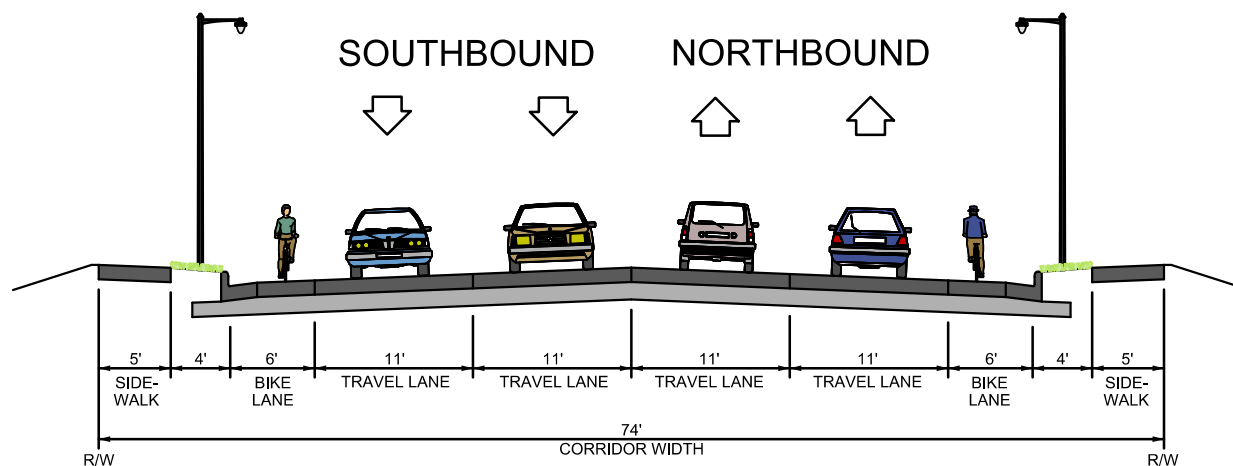
# **Exhibit 5**

## **Preliminary Typical Sections**



## RURAL SECTION

US 10/WIS 114 INTERCHANGE TO CASTLE DRIVE



## URBAN SECTION

CASTLE DRIVE TO FOREST AVENUE

WIS 114 Corridor Study  
US 10/WIS 114 Interchange to WIS 114/WIS 55  
Calumet County

**Proposed Typical Sections**

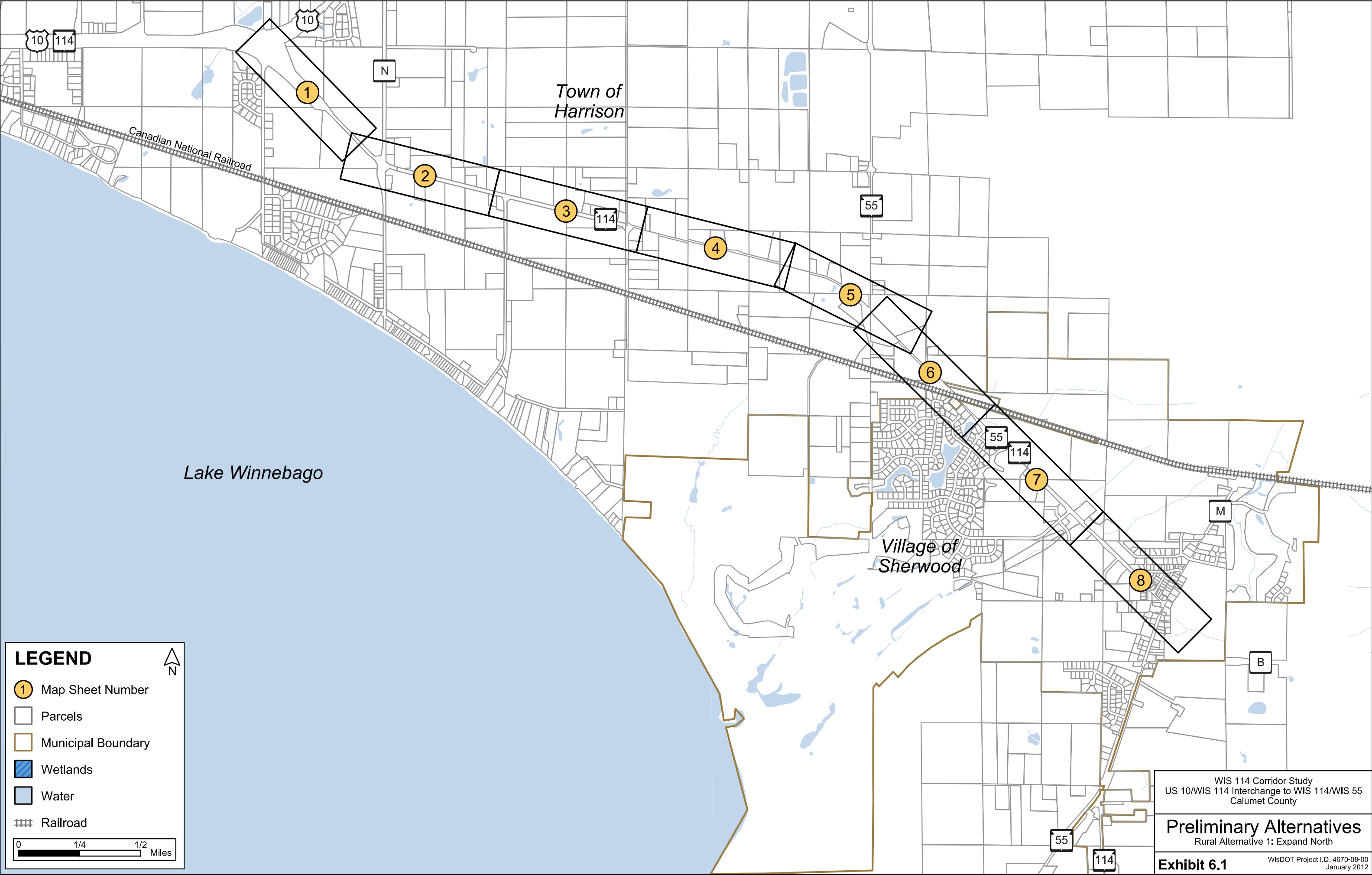
**Exhibit 5**

WisDOT Project I.D. 4670-08-00  
January 2012







# **Exhibit 6**

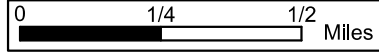
## **Preliminary Alternatives**

- Exhibit 6.1 Rural Alternative 1: Expand North
- Exhibit 6.2 Rural Alternative 2: Expand South
- Exhibit 6.3 Pigeon Road Relocation
- Exhibit 6.4 Two-Lane TWLTL Merging Section
- Exhibit 6.5 Urban Alternative: Four-Lane Roadway
- Exhibit 6.6 Four-Lane Roadway: Desirable Standards
- Exhibit 6.7 Transitional Section Alternatives
- Exhibit 6.8 WIS 114/WIS 55 Split Alternatives
- Exhibit 6.9 US 10/WIS 114 Interchange



**LEGEND**

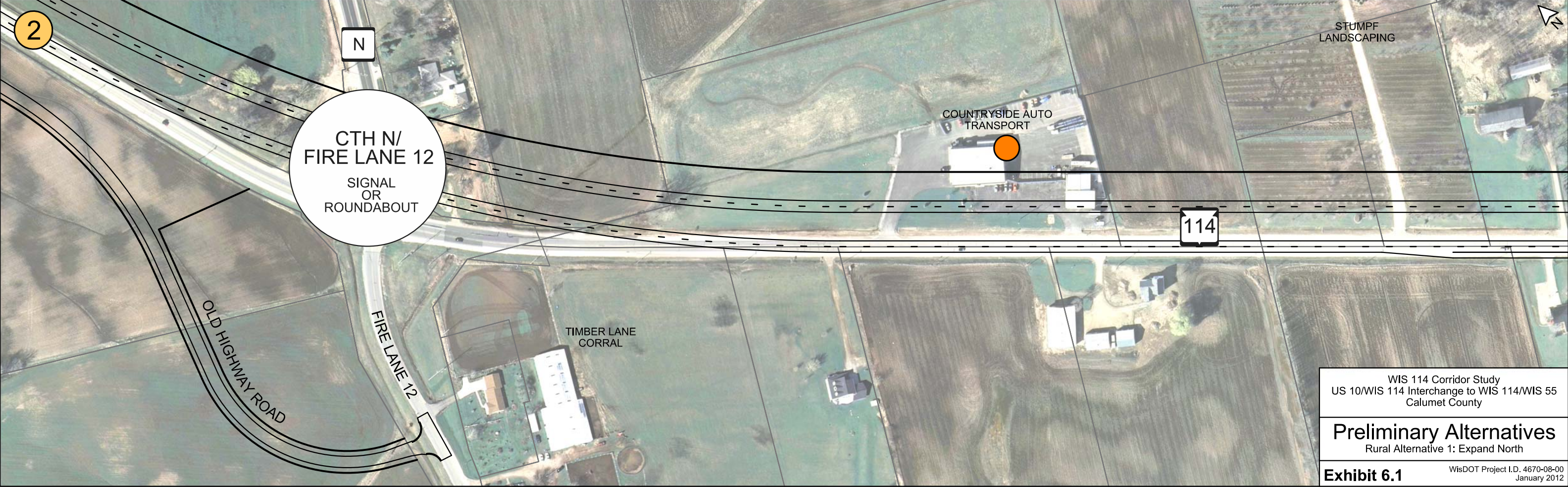
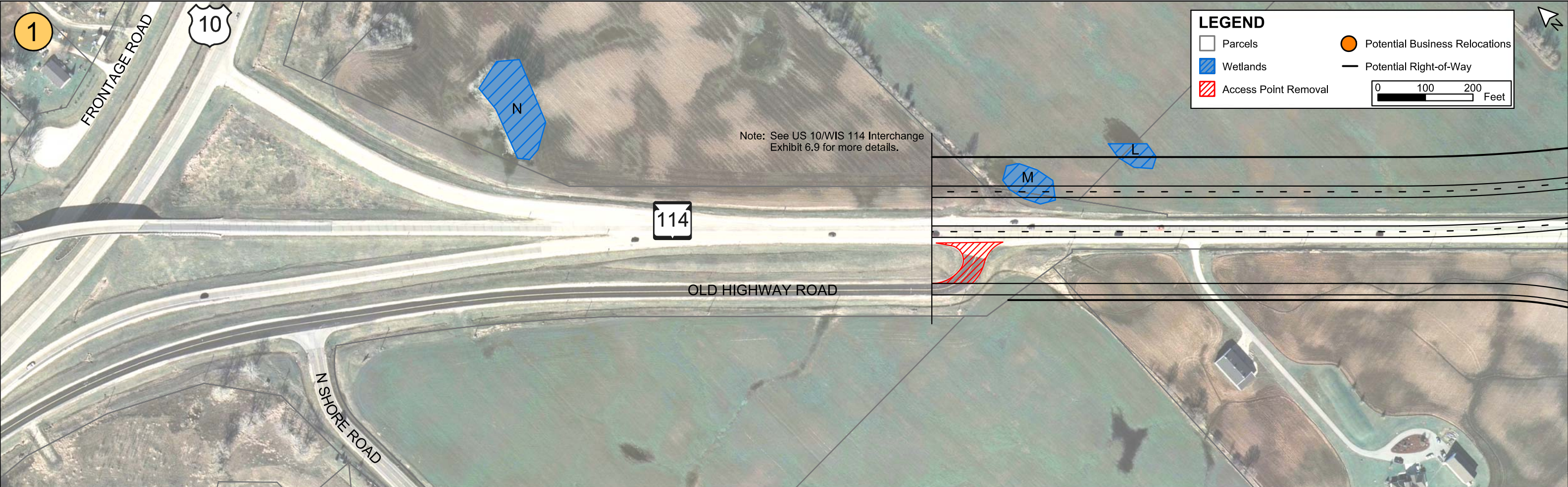
-  Map Sheet Number
-  Parcels
-  Municipal Boundary
-  Wetlands
-  Water
-  Railroad



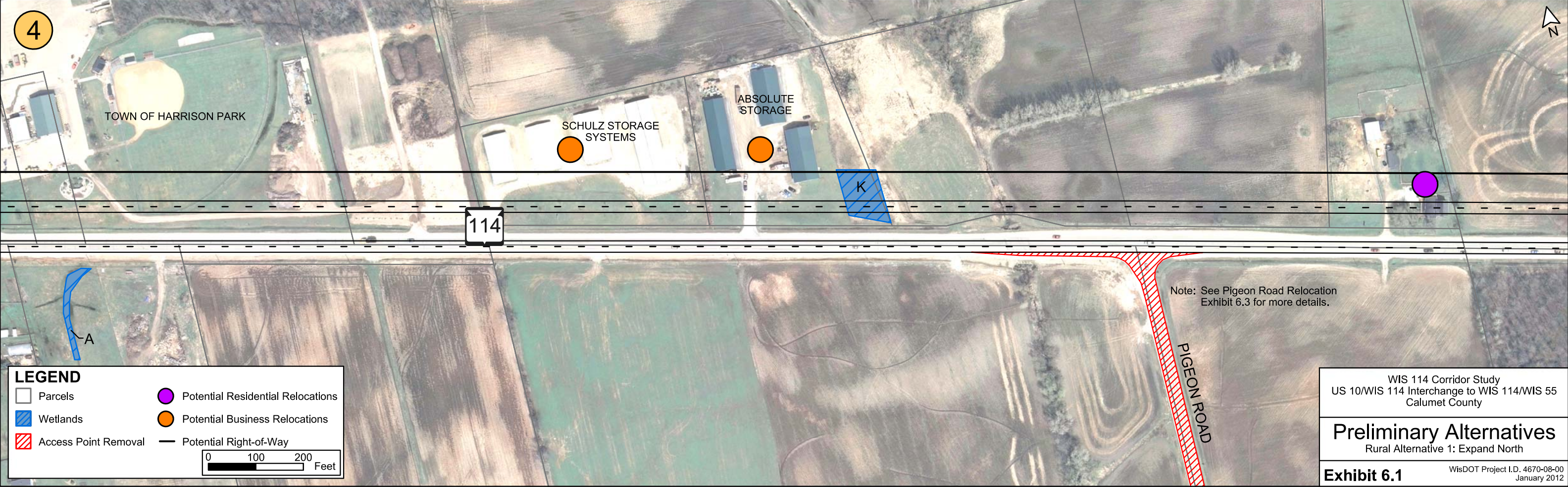
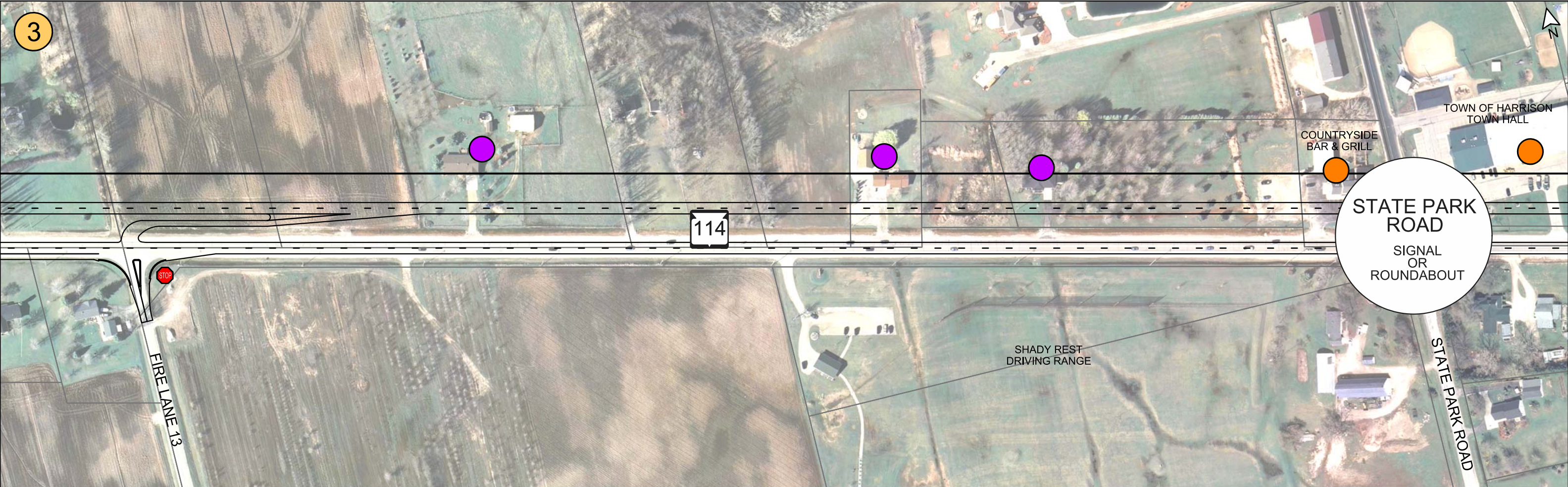
WIS 114 Corridor Study  
 US 10/WIS 114 Interchange to WIS 114/WIS 55  
 Calumet County

**Preliminary Alternatives**  
 Rural Alternative 1: Expand North

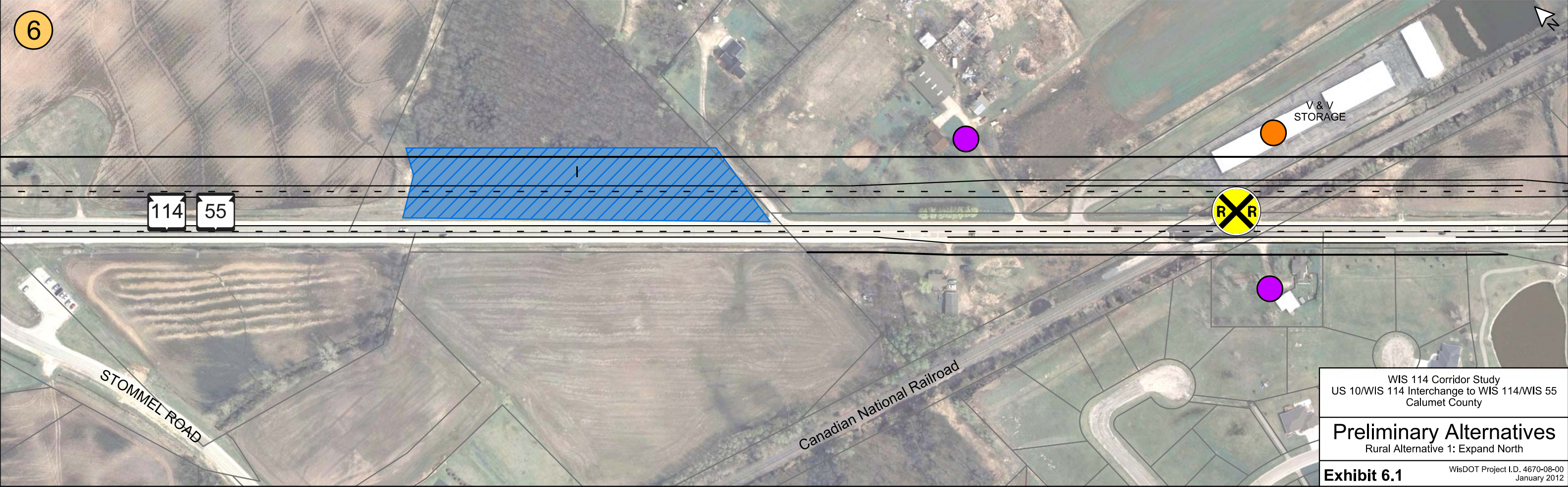
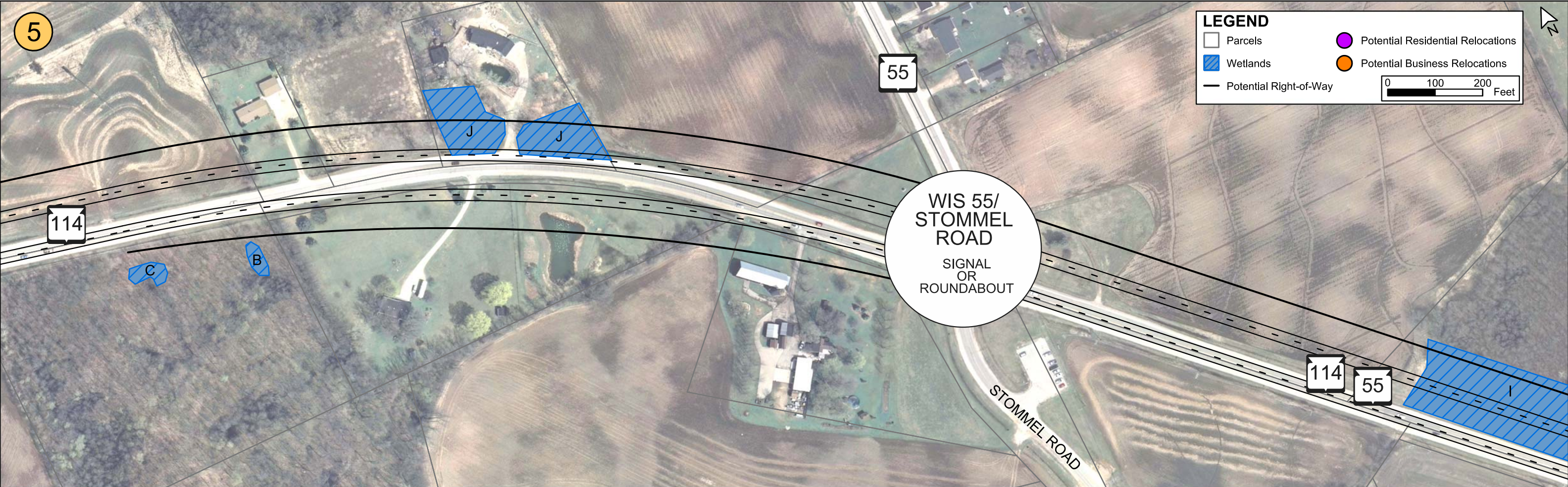




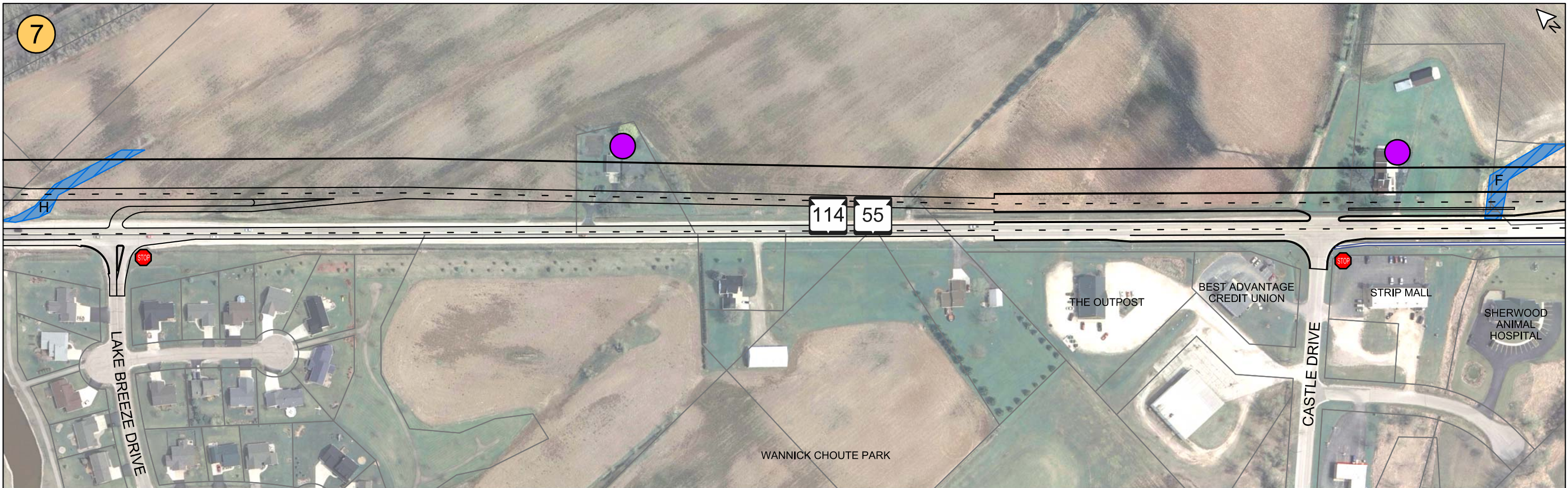




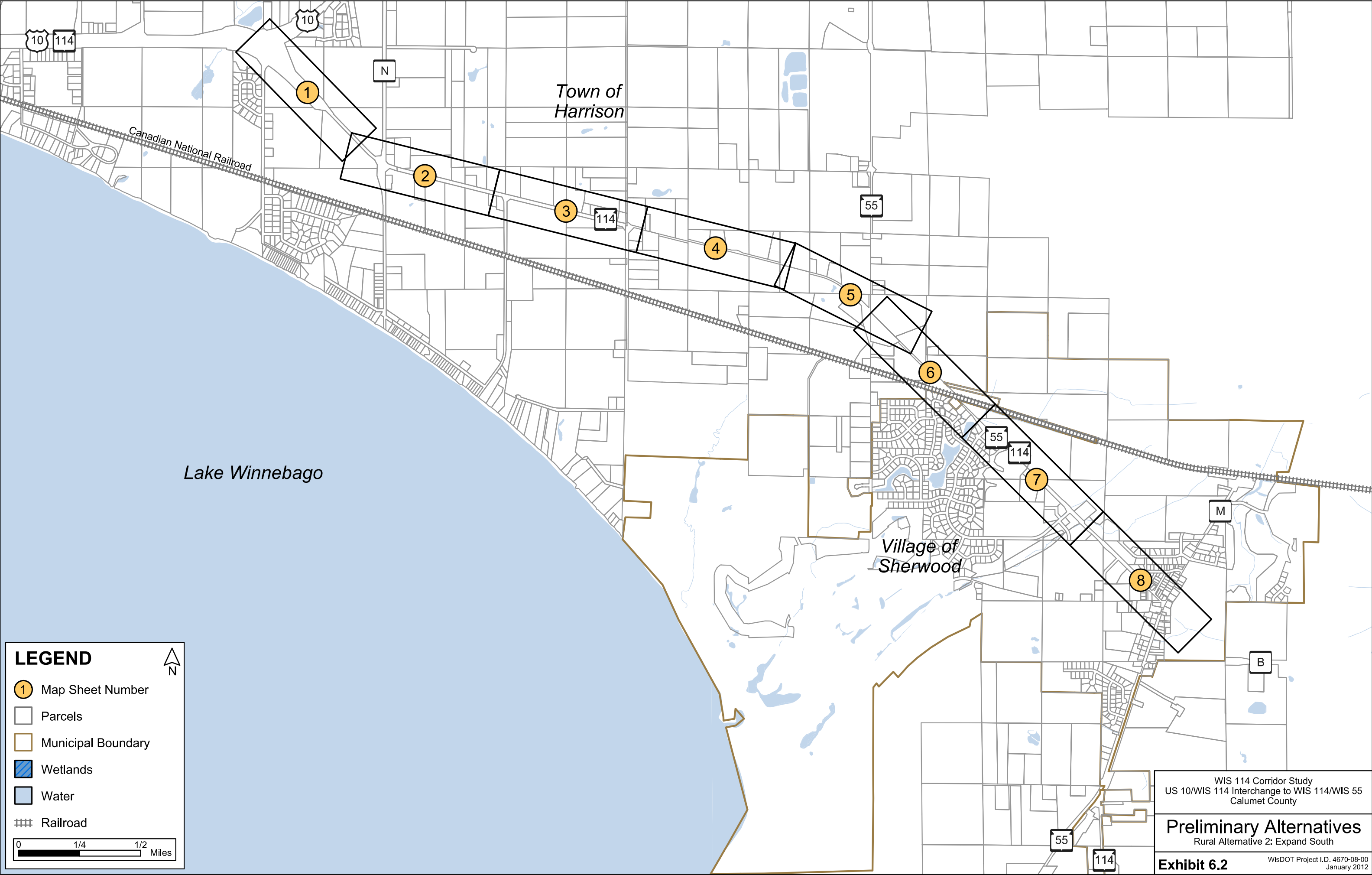












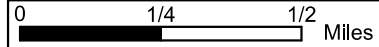






**LEGEND**

-  Map Sheet Number
-  Parcels
-  Municipal Boundary
-  Wetlands
-  Water
-  Railroad



WIS 114 Corridor Study  
 US 10/WIS 114 Interchange to WIS 114/WIS 55  
 Calumet County

**Preliminary Alternatives**  
 Rural Alternative 2: Expand South

**Exhibit 6.2** WisDOT Project I.D. 4670-08-00  
 January 2012

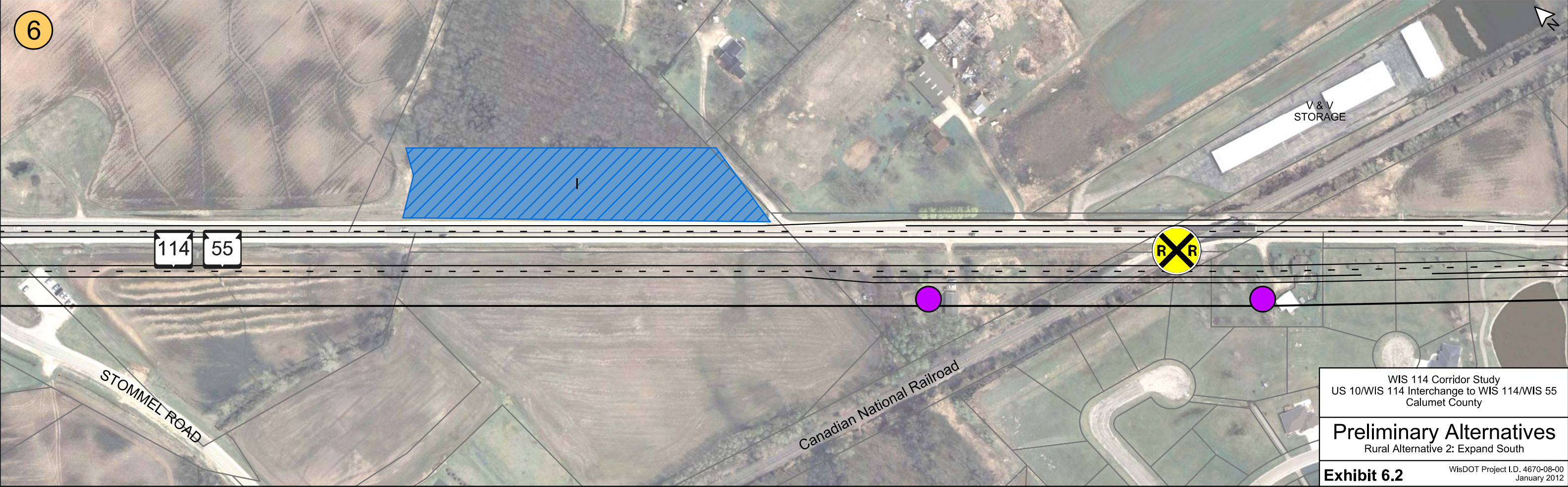
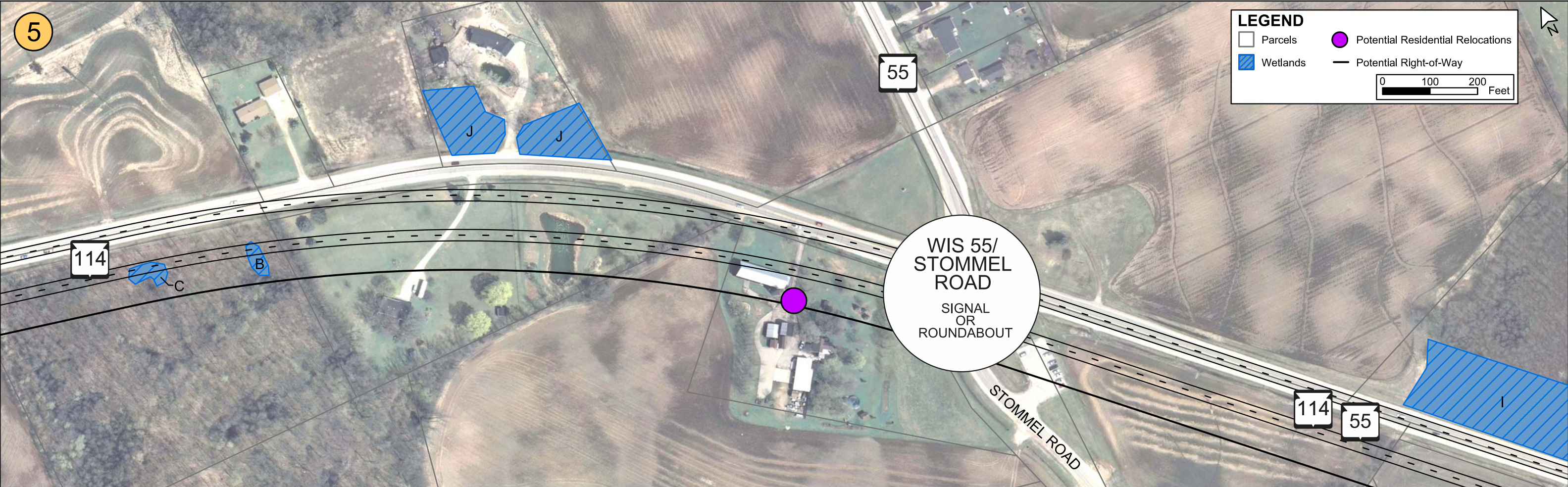




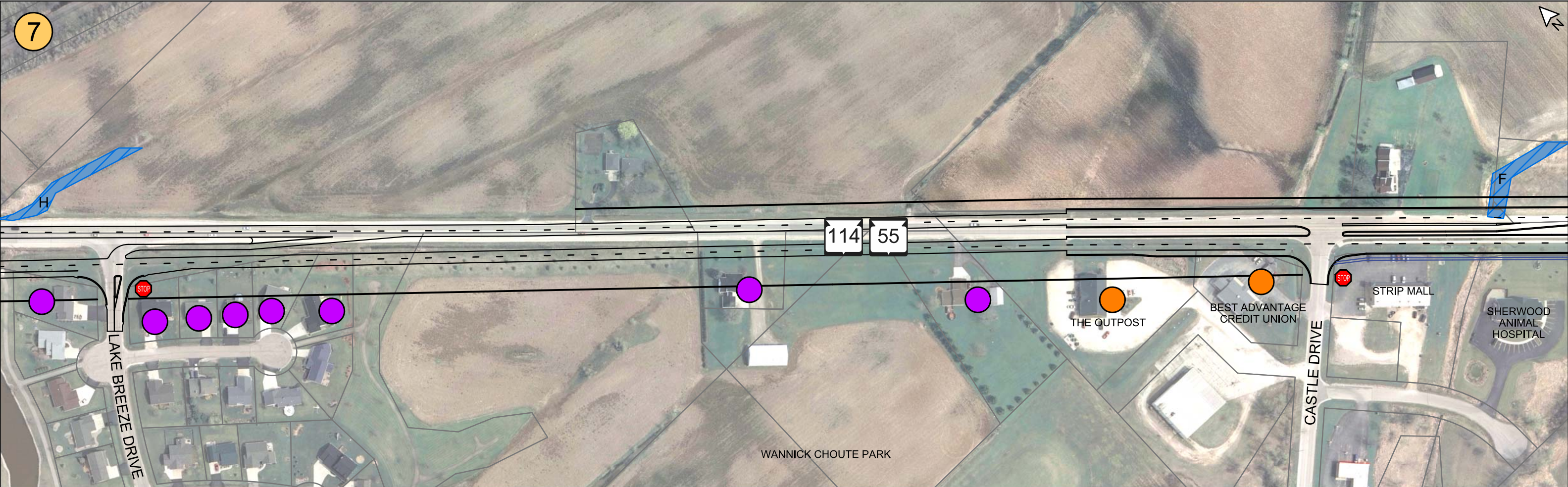
















**LEGEND**

- Parcels
- Wetlands
- Access Point Removal
- Driveway Relocation
- Potential Right-of-Way

0 100 200 Feet

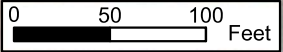
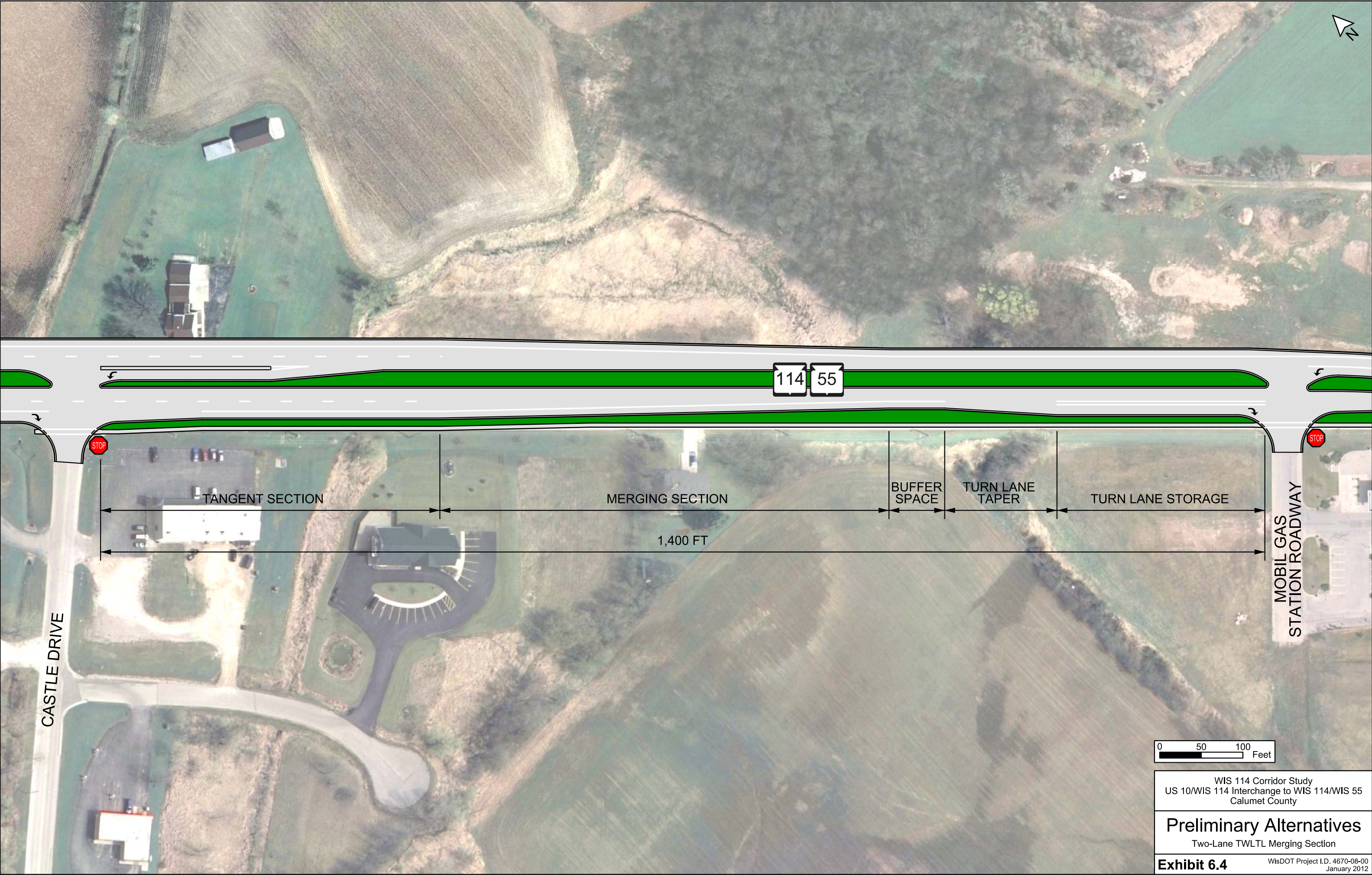
WIS 114 Corridor Study  
US 10/WIS 114 Interchange to WIS 114/WIS 55  
Calumet County

**Preliminary Alternatives**  
Pigeon Road Relocation

**Exhibit 6.3**

WisDOT Project I.D. 4670-08-00  
January 2012



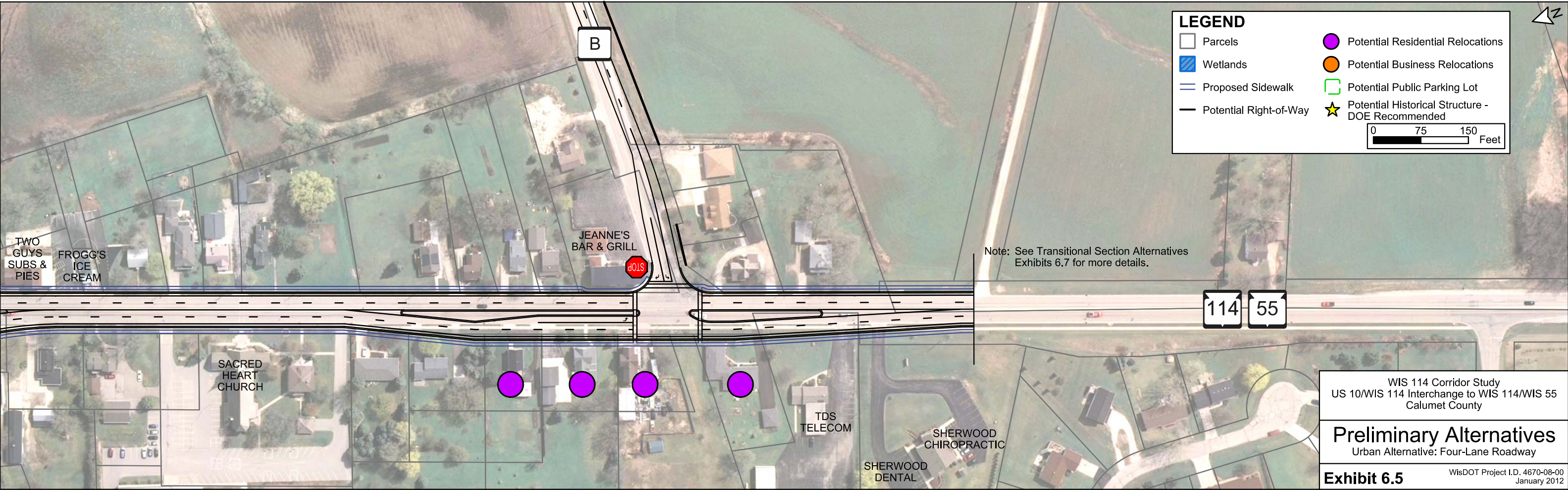
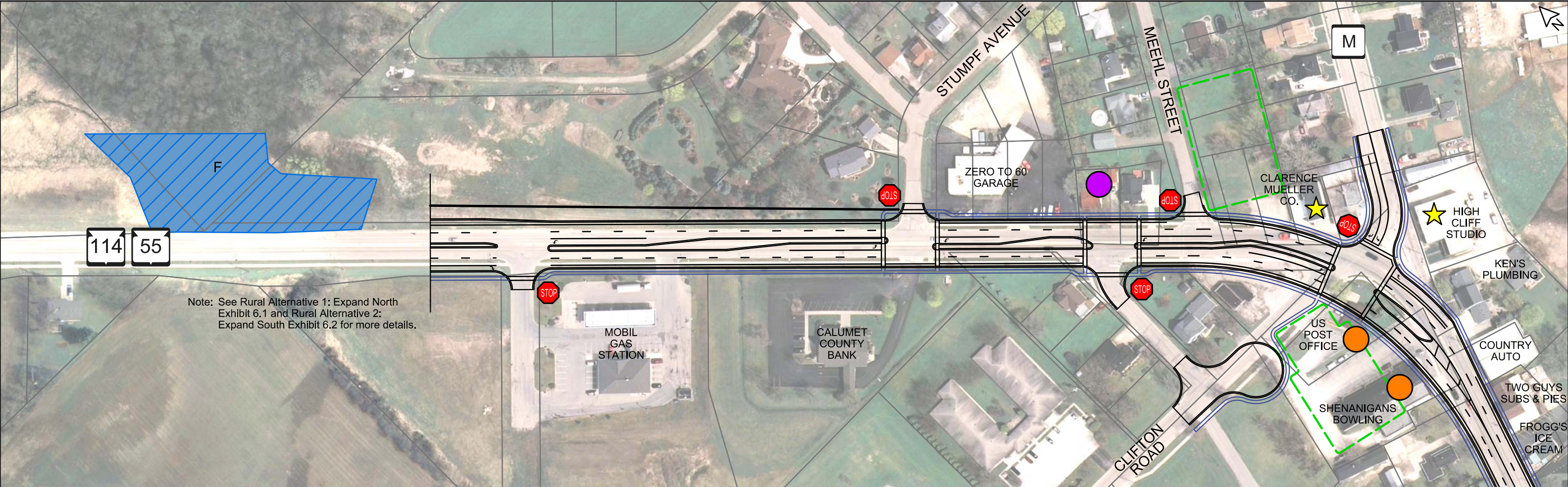


WIS 114 Corridor Study  
US 10/WIS 114 Interchange to WIS 114/WIS 55  
Calumet County

**Preliminary Alternatives**  
Two-Lane TWLTL Merging Section

**Exhibit 6.4** WisDOT Project I.D. 4670-08-00  
January 2012





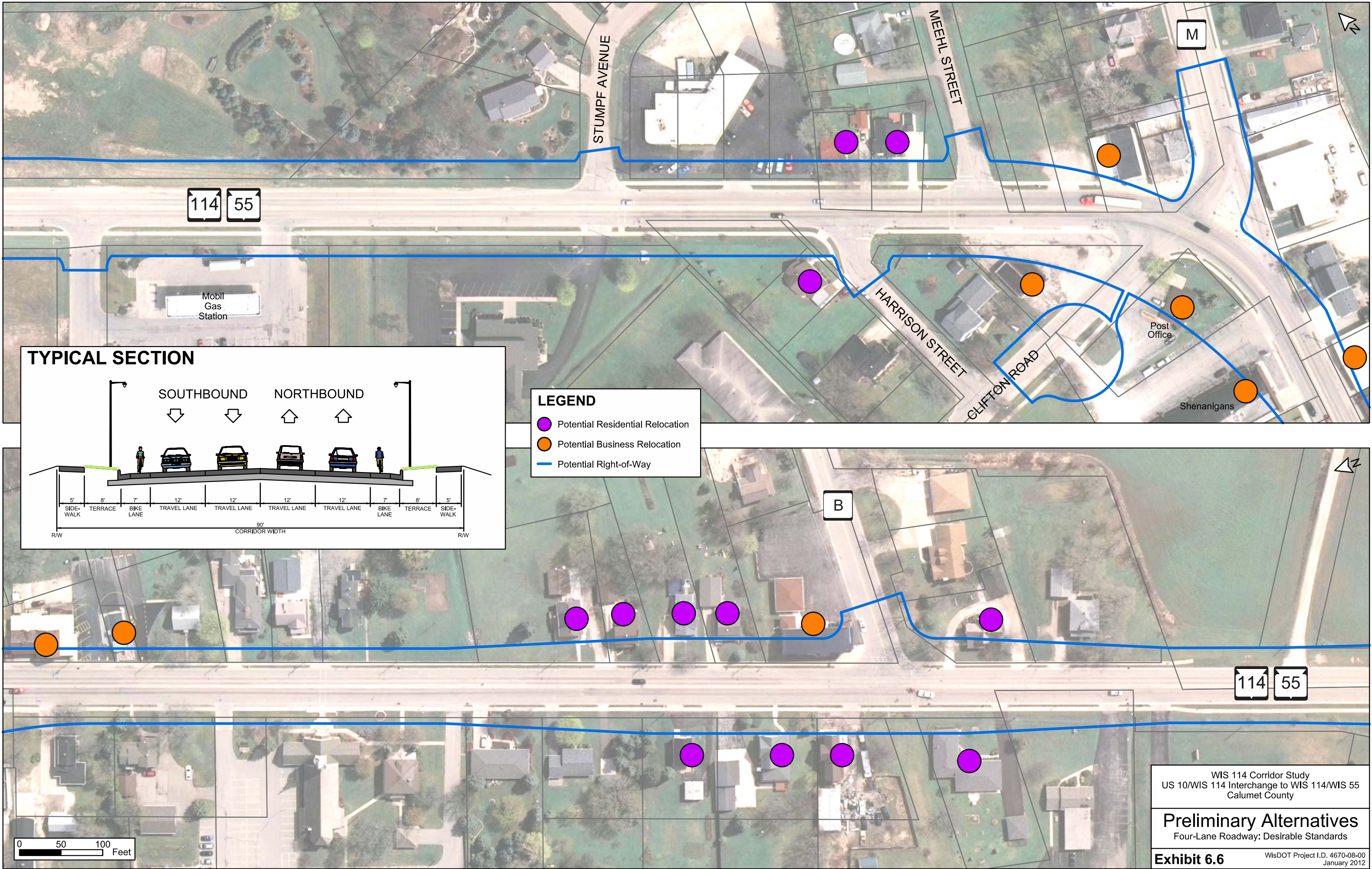
WIS 114 Corridor Study  
US 10/WIS 114 Interchange to WIS 114/WIS 55  
Calumet County

**Preliminary Alternatives**  
Urban Alternative: Four-Lane Roadway

**Exhibit 6.5**

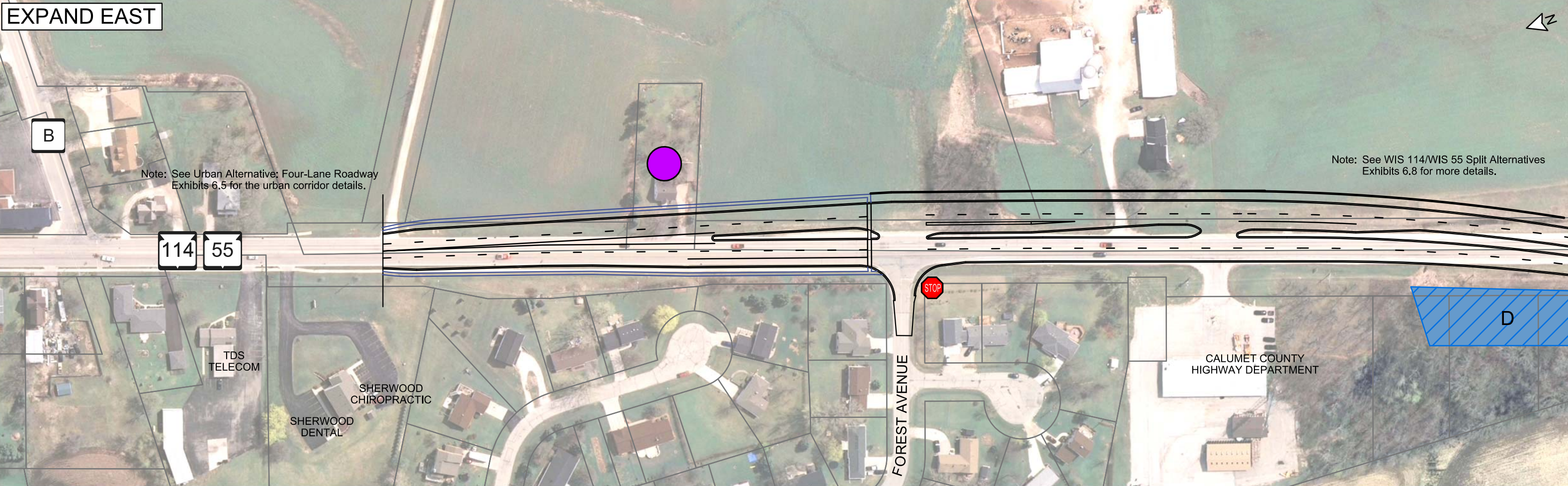
WisDOT Project I.D. 4670-08-00  
January 2012







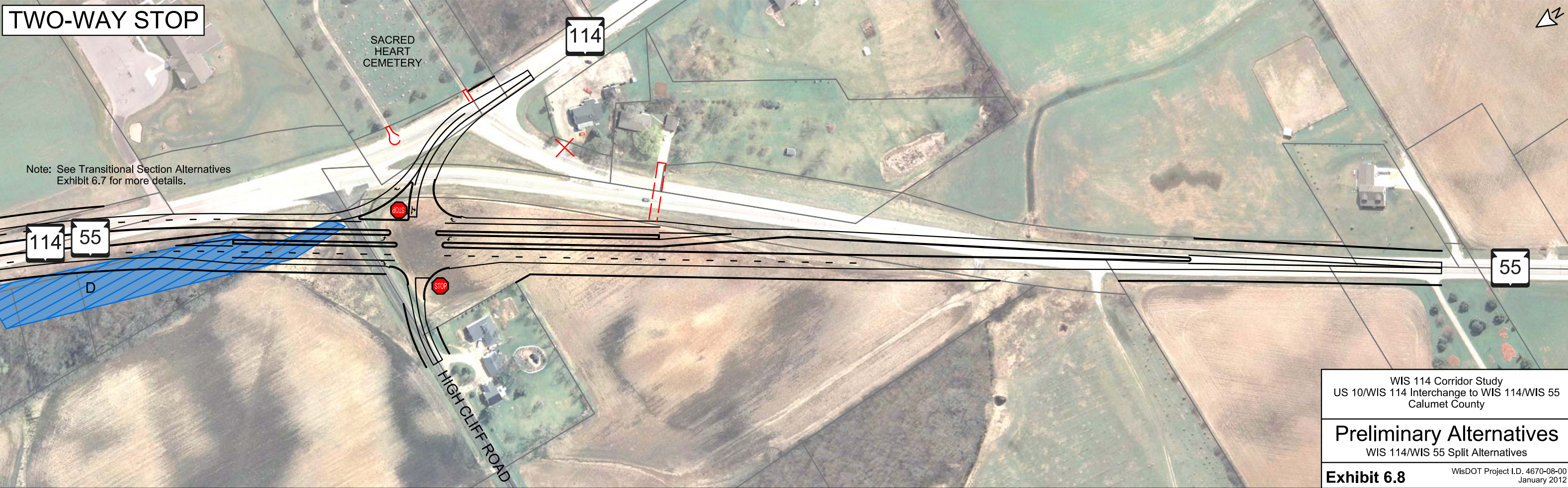
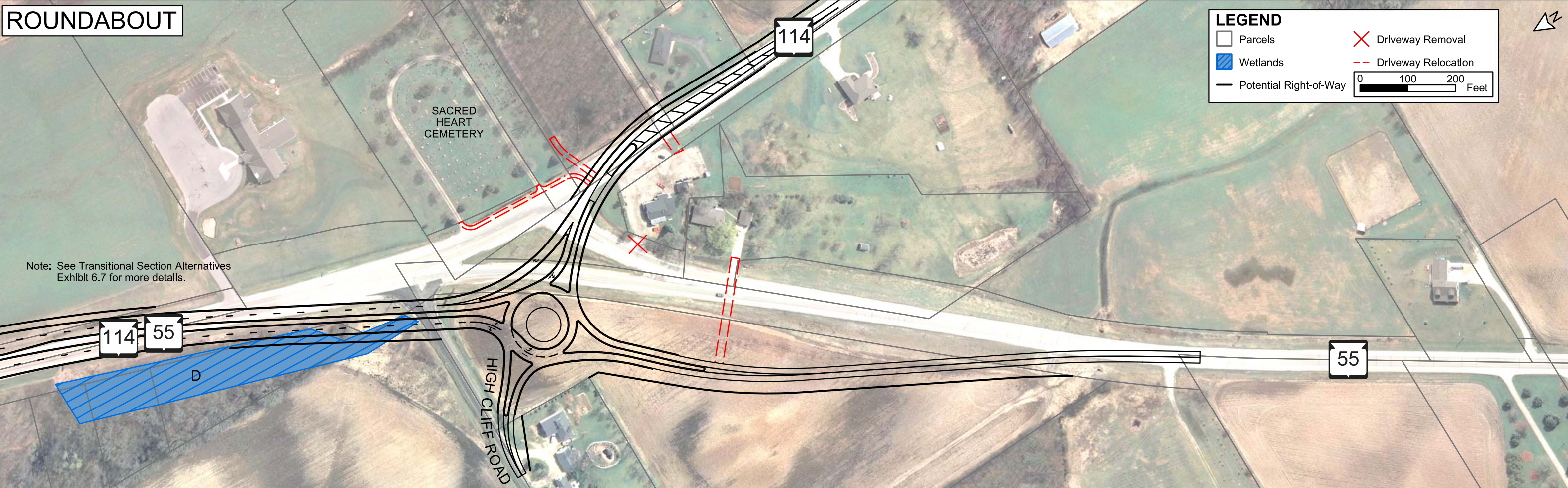
EXPAND EAST



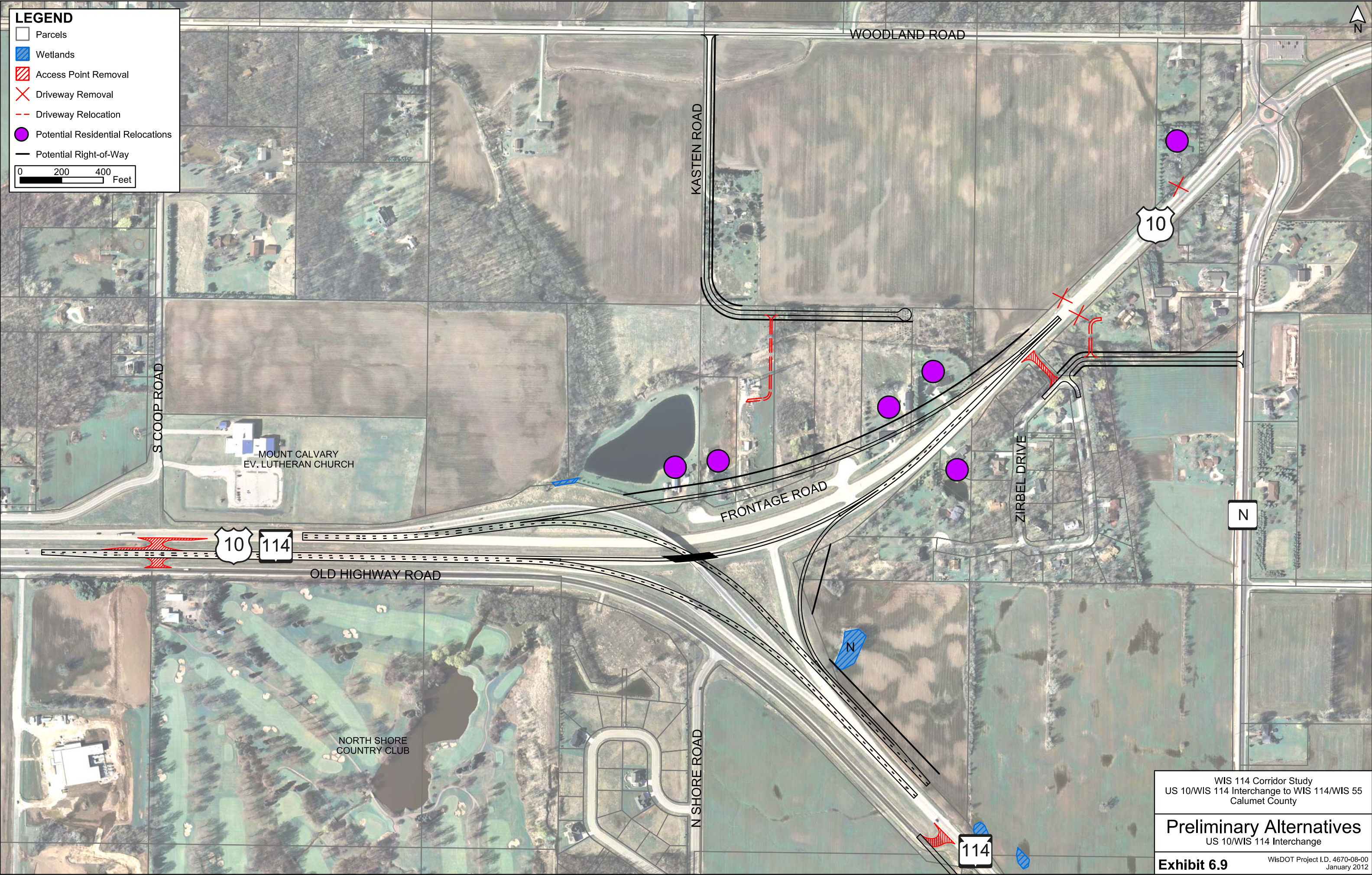
EXPAND WEST











**LEGEND**

- Parcels
- Wetlands
- Access Point Removal
- Driveway Removal
- Driveway Relocation
- Potential Residential Relocations
- Potential Right-of-Way

0 200 400 Feet

WIS 114 Corridor Study  
US 10/WIS 114 Interchange to WIS 114/WIS 55  
Calumet County

**Preliminary Alternatives**  
US 10/WIS 114 Interchange

**Exhibit 6.9**

WisDOT Project I.D. 4670-08-00  
January 2012



# **Exhibit 7**

## **Future Land Use Maps**

Exhibit 7.1     Town of Harrison

Exhibit 7.2     Village of Sherwood

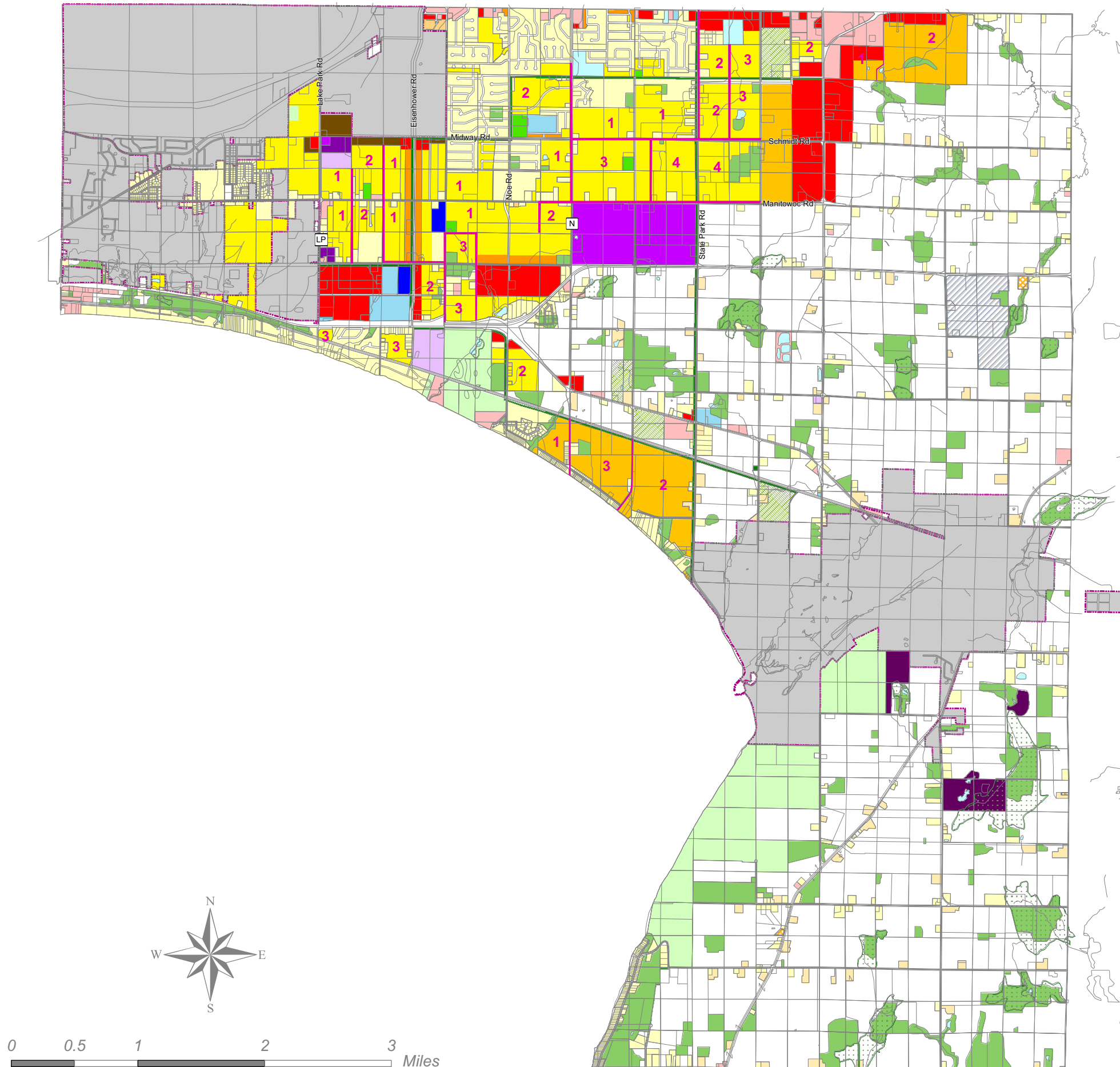
# Town of Harrison

## Future Land Use Plan

### 2004 - 2023

#### Legend

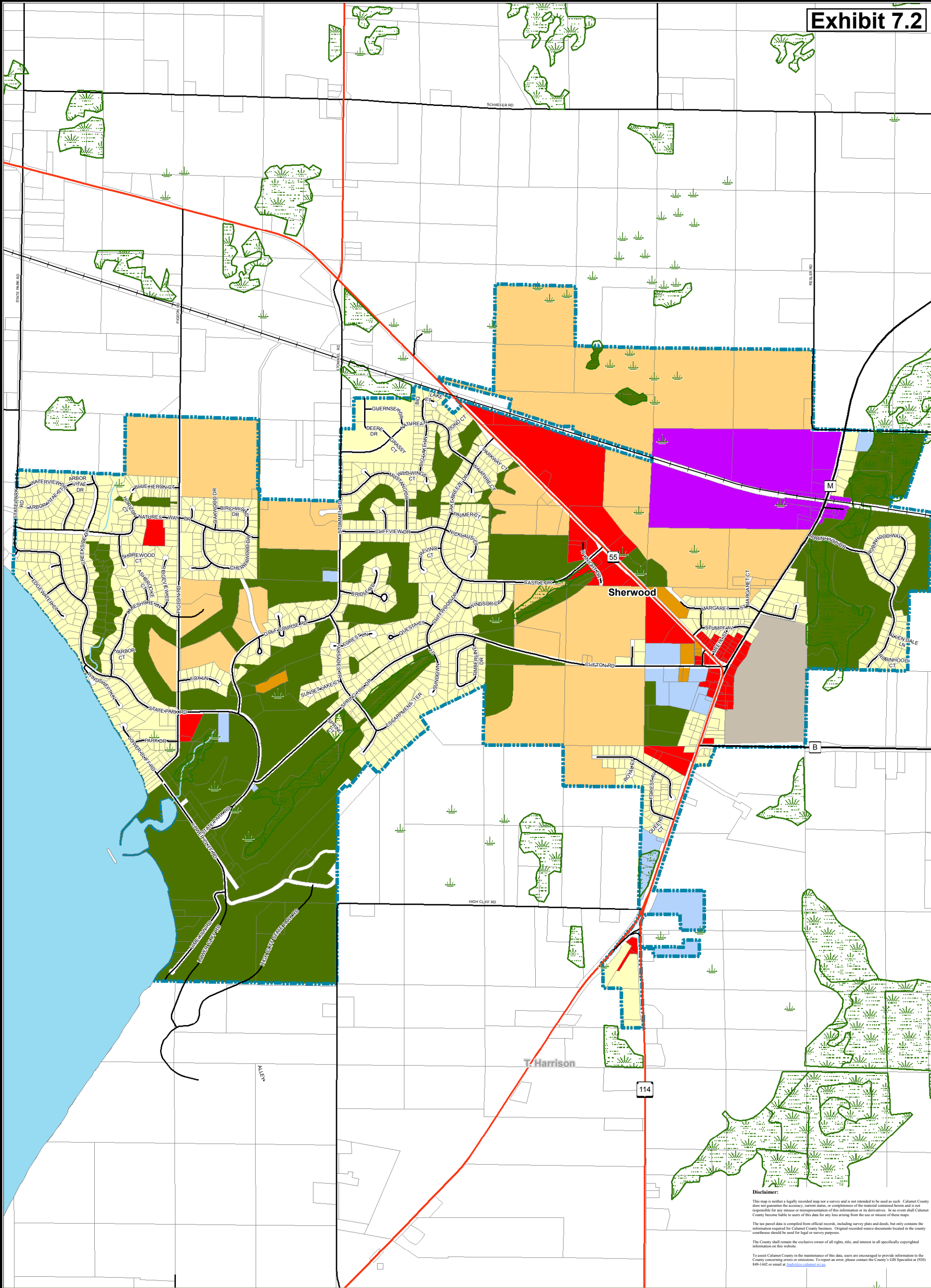
Existing	Future	
		Single Family Residential (sewered)
		Single Family Residential (unsewered)
		Two Family Residential
		Multi-Family Residential
		Mobile Home Park
		Commercial
		Light Industrial
		Industrial
		Public/Institutional
		Utilities
		Quarries
		Parks and Recreation
		Recreational Trails
		Water
		Woodlands
		Wetlands
		Special Ag/Nurseries
		Agricultural, Vacant, and Undeveloped
		Farmstead Homes
		Municipalities
		5yr. Growth Increments
		1 - 2004 - 2008
		2 - 2009 - 2013
		3 - 2014 - 2018
		4 - 2019 - 2023



This Future Land Use Map and the Future Land Use data was developed by the Town of Harrison working with Martenson & Eisele, Inc.

Calumet County Land Information Office

206 Court Street, Chilton, WI 53014  
 Phone: 920.849.1442 Fax: 920.849.1481  
[www.co.calumet.wi.us](http://www.co.calumet.wi.us)  
 November 22nd, 2004  
 Updated June 28th, 2006



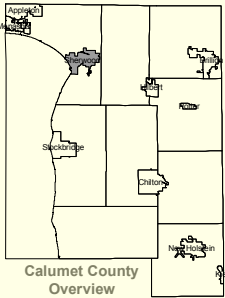
**Disclaimer:**  
This map is neither a legally recorded map nor a survey and is not intended to be used as such. Calumet County does not guarantee the accuracy, current status, or completeness of the material contained herein and is not responsible for any misuse or misrepresentation of this information or its derivatives. In no event shall Calumet County become liable to users of this data for any loss arising from the use or misuse of these maps.  
The tax parcel data is compiled from official records, including survey plats and deeds, but only contains the information required for Calumet County business. Original recorded source documents located in the county courthouse should be used for legal or survey purposes.  
The County shall remain the exclusive owner of all rights, title, and interest in all specifically copyrighted information on this website.  
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# Future Land Use

## Village of Sherwood, Calumet County

Map Date: 9/22/2008  
Calumet County LIO  
208 Court St  
Chilton WI 53014  
920-849-1442  
1 inch equals 1,473 feet

- |                        |                           |                                      |
|------------------------|---------------------------|--------------------------------------|
| Wetlands Under 2 Acres | Lakes                     | General Residential District         |
| Railroads              | Wetlands                  | Multiple Family Residential District |
| City Streets           | Parcel Boundaries         | General Commercial District          |
| Local Roads            | Municipal Boundaries      | Industrial District                  |
| County Highways        | Town Boundaries           | Institutional District               |
| State Highways         | <b>Future Land Use</b>    | Park and Recreation District         |
| Federal Highways       | Single Family Residential | Agricultural District                |
| Rivers                 |                           |                                      |



## **Exhibit 8**

### **Sherwood Downtown Redevelopment Plans**

- Exhibit 8.1     Downtown Properties for Redevelopment
- Exhibit 8.2     Possible Downtown Redevelopment Scenario
- Exhibit 8.3     Downtown Redevelopment Concept for Mueller Trust



# Downtown properties for Re-Development

**Exhibit 8.1**

Not yet: Mueller Trust; Wink-Mart; Eugene Maurer



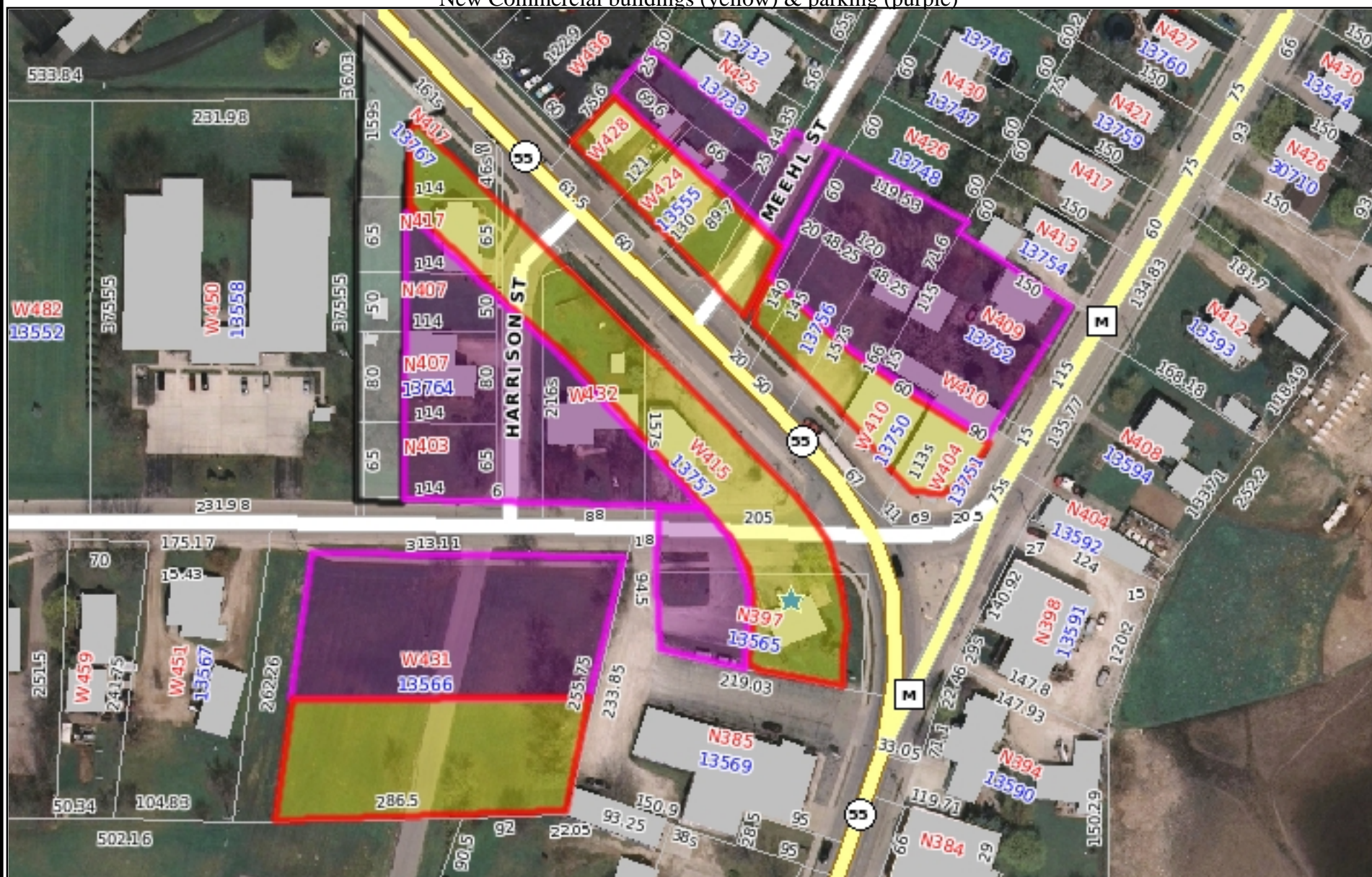
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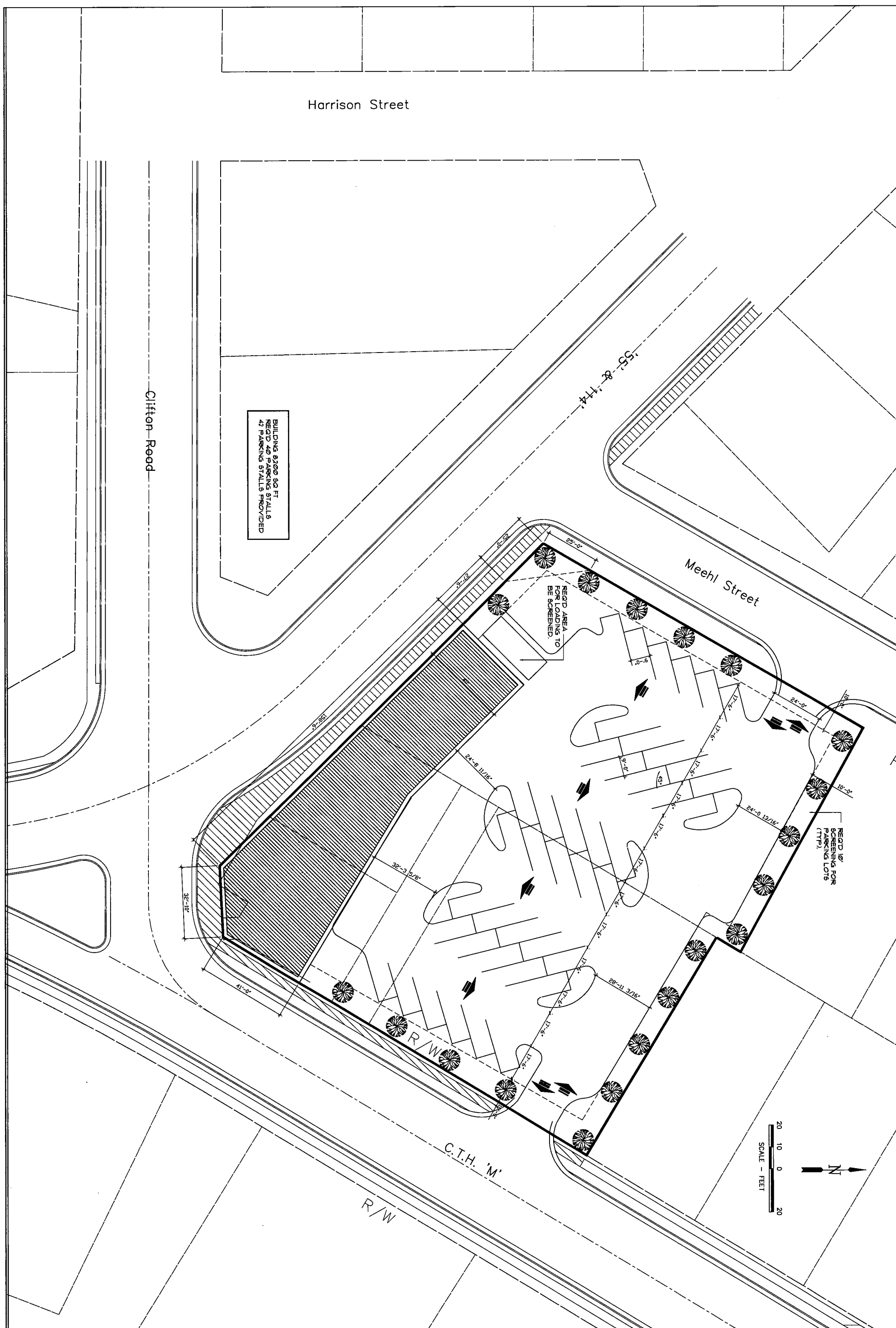
## Possible Downtown scenario(s): Including Post Office & church land


**Exhibit 8.2**

New Commercial buildings (yellow) & parking (purple)



This map is neither a legally recorded map nor a survey and is not intended to be used as such. Calumet County does not guarantee the accuracy, current status, or completeness of the material contained herein and is not responsible for any misuse or misrepresentation of this information or its derivatives. In no event shall Calumet County become liable to users of this data for any loss arising from the use or misuse of these maps. The tax parcel data is compiled from official records, including survey plats and deeds, but only contains the information required for Calumet County business. Original recorded source documents located in the county courthouse should be used for legal or survey purposes. The County shall remain the exclusive owner of all rights, title, and interest in all specifically copyrighted information on this website. To assist Calumet County in the maintenance of this data, users are encouraged to provide information to the County concerning errors or omissions. To report an error, please contact the County's GIS Administrator at (920) 849-1442 or at [Hess.Andy@co.calumet.wi.us](mailto:Hess.Andy@co.calumet.wi.us).



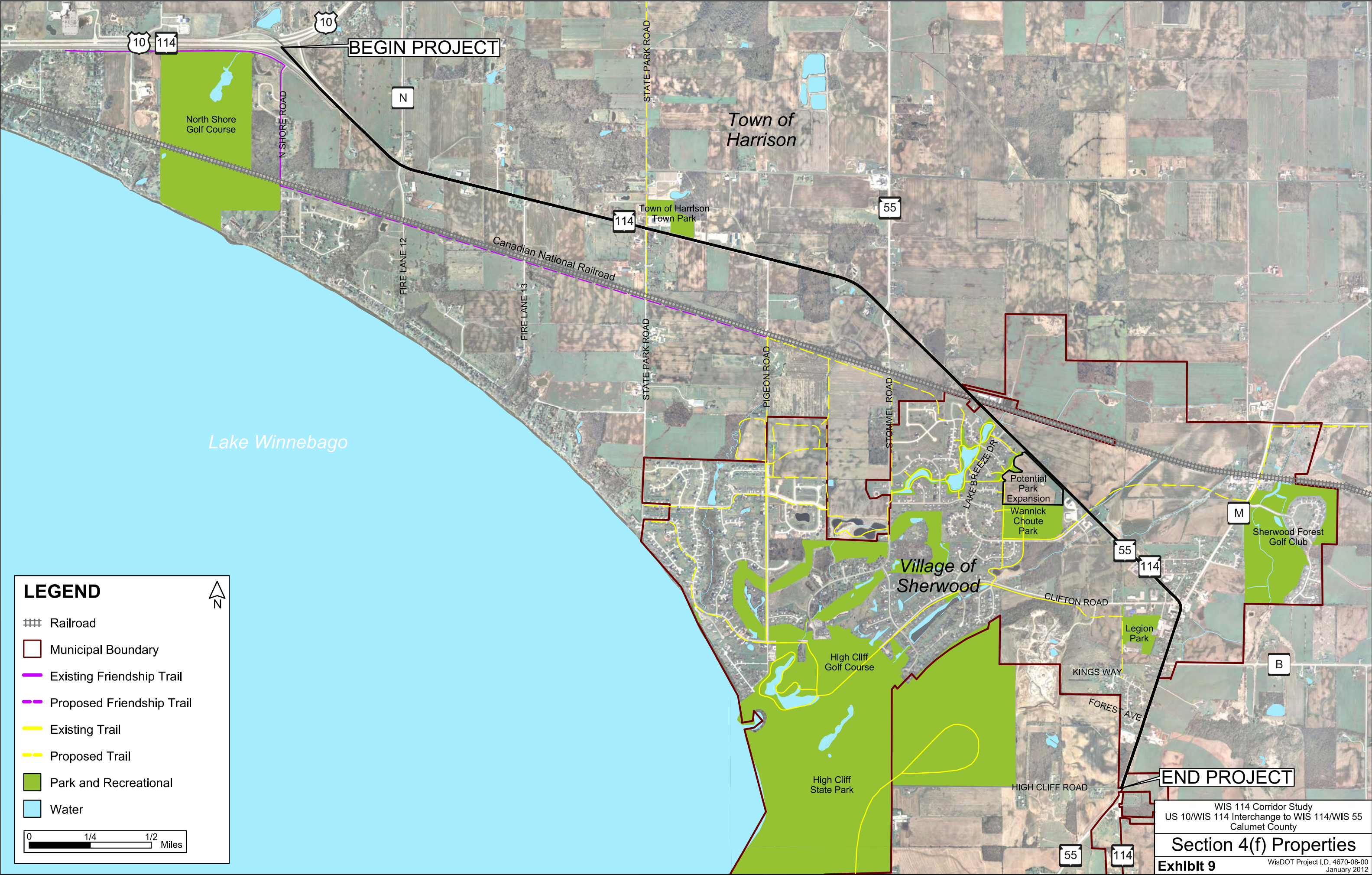
FILE NO. CAD	SCALE	DOWNTOWN REDEVELOPMENT CONCEPT VILLAGE OF SHERWOOD CALUMET COUNTY, WISCONSIN	DESIGNED	McMahon Associates, Inc. provides this drawing and data, regardless of form; as instruments of service. All rights including copyrights are retained by McMahon Associates, Inc. The client and/or recipient agrees to the fullest extent permitted by law to indemnify and hold McMahon Associates, Inc. harmless for any reuse of or changes made to the original drawing or data without prior written consent by McMahon Associates, Inc.	 <small>ENGINEERS   ARCHITECTS   INTERIORS   PRODUCT DESIGNERS</small> <small>1440 McMAHON DRIVE NEEDHAM, MA 02461</small> <small>Mailing: P.O. BOX 1022 NEEDHAM, MA 02467-1022</small> <small>Tel: (617) 751-4200 Fax: (617) 751-4294</small>	NO.	DATE	REVISION
	DATE		KPK					
	APRIL 10, 2007		DRAWN					
	PROJECT NO. S0017-960563		KRH					
SHEET NO.			CHECKED					
			JLS					



# **Exhibit 9**

## **Section 4(f) Properties**







# **Exhibit 10**

## **Agency Meeting Minutes**

Exhibit 10.1 Agency Kick-off Meeting – June 1, 2010

Exhibit 10.2 FHWA/WisDOT ESS Update Meeting – April 12, 2011



## Memorandum

To	Tammy Rabe, P.E. – WisDOT Northeast Region
CC	Patrick Allen, P.E. – AECOM
Subject	Project I.D. 1500-35-00 & 4670-08-00 <b>Minutes – Agency Kick-Off Meeting – 6/1/2010</b> USH 10 Corridor Study, STH 114 Corridor Study STH 441 to STH 114, USH 10 to STH 55 AECOM Project No. 60046066 and 112492
From	Amy Canfield, P.E. – AECOM
Date	July 14, 2010

On Tuesday, June 1, 2010 an agency kick-off meeting was held to discuss the USH 10 and STH 114 corridor studies. The meeting agenda is attached for reference. Representatives from the Wisconsin Department of Natural Resources (WDNR), United States Army Corps of Engineers (USACE), United States Fish and Wildlife Service (FWS), Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation's Bureau of Equity and Environmental Services (WisDOT – BEES) were invited to the meeting. The following people attended the meeting:

<u>Name</u>	<u>Representing</u>
Jim Doperalski, Jr.	WDNR
Matt Schaeve	WDNR
Bobbi Jo Fischer	WDNR
Joey Shoemaker	USACE
Jay Waldschmidt	WisDOT – BEES
Jason Spilak	FHWA (via phone)
Tammy Rabe	WisDOT Northeast Region
Colleen Harris	WisDOT Northeast Region
Jill Michaelson	WisDOT Northeast Region
Kathie Van Price	WisDOT Northeast Region
Patrick Allen	AECOM
Amy Canfield	AECOM
Steve Grumann	AECOM

### Project Information

The purpose of the meeting was to introduce the two corridor studies to the agencies and discuss any initial concerns they may have. The USH 10 study will most likely include improvements along the existing alignment, whereas the STH 114 study will analyze expansion of the roadway from two to four lanes. No construction is programmed for either project at this time.

The limits of the USH 10 study are from STH 441 to the STH 114/USH 10 split in the Town of Harrison. Previously, the project limits extended east to STH 32/57 in Forest Junction. Because there was no distinct change in traffic at this location, the project limits were shortened to the logical termini of the STH 114/USH 10 split. This change was discussed with FHWA and WisDOT – BEES before it was made. The DNR questioned why no off-alignment alternatives were being studied for USH 10. WisDOT stated that off-alignment alternatives were not being considered because development has closed off corridors that may have previously been available.

The limits of the STH 114 study are from USH 10 to the STH 114/STH 55 split south of the Village of Sherwood.

It is anticipated that an Environmental Assessment (EA) will be prepared for each project. Two separate documents will be prepared because each corridor has a unique purpose and need for improvement. Each document will acknowledge the existence of the other.

The first public information meeting for both projects was held on April 22, 2010. Approximately 42 people attended the meeting with the majority interested in STH 114. At the meeting, the Administrator from the Village of Sherwood requested that WisDOT look at bypass alternatives around the Village of Sherwood. WisDOT – BEES and FHWA stated that if bypass alternatives were requested they must be mentioned in the EA and a reason for dropping them, if that is the case, must be given.

## **Environmental Concerns**

AECOM presented the findings of the preliminary wetlands, natural habitat, and threatened and endangered species investigation for USH 10 and STH 114. The largest concentration of wetlands occurs in the USH 10 corridor, east of Oneida Street and west of Lake Park Road between USH 10 and the railroad corridor.

In addition to the discussions mentioned above, the project team discussed potentially historic structures as well as Section 4(f) concerns. The items below were discussed in greater detail:

*Menasha Conservancy:* The Menasha Conservancy is located north of USH 10 between Oneida Street and Kernan Avenue. This is a protected wetland area that should be avoided. Bobbi Jo Fischer of WDNR has information regarding this location that the project team may find helpful.

*Drainage Ditches:* A large drainage ditch runs parallel to Oneida Street from Nature's Way south to Plank Road where it crosses from the east side of the roadway to the west. WDNR does not like that this is currently a concrete lined channel and does not want to see this water diverted to a storm sewer. They also questioned whether or not this was a navigable channel. Impacts to this drainage area should be studied in the environmental document.

*Friendship Trail:* Impacts to the Friendship Trail could be Section 4(f). The project team should work with representatives from the Friendship Trail on joint development to avoid Section 4(f). WisDOT – BEES stated that a signalized intersection at Lake Park Road is an

acceptable accommodation for trail users to cross USH 10 and that an overpass probably would not be needed.

*Wetlands:* WisDOT – BEES questioned whether the wetland/pond on the north side of the USH 10/STH 114 interchange was a WisDOT mitigation site from construction of the USH 10/STH 114 interchange.

*Threatened or Endangered Species:* WDNR has done work on the Fire Lanes south of USH 10, possibly in the area of Fire Lanes 3 – 6. This could be potential turtle habitat.

*Cemeteries:* A cemetery is located adjacent to the southern project termini of the STH 114 study at STH 55. Due to this constraint and the unusual configuration of this intersection, good planning should be used for improvement solutions.

**ACTION ITEMS: AECOM will contact Bobbi Jo Fischer of WDNR to obtain information regarding the Menasha Conservancy. AECOM will determine whether the drainage channel to the east of Oneida Street is navigable.**

#### **Other**

The future contact person from WDNR for both the USH 10 and STH 114 projects is Jim Doperalski, Jr.

WisDOT – BEES stated that a noise analysis will not be needed for USH 10.

Eisenhower Drive will be expanded in 2013. The EA for USH 10 should acknowledge work here “by others”. The analysis for USH 10 should include how the future Eisenhower Drive will connect to USH 10.



## **AGENDA**

### **Agency Kick-Off Meeting June 1, 2010**

**US 10 Corridor Study  
WIS 441 to WIS 114  
WisDOT I.D. 1500-35-00  
Calumet & Winnebago Counties**

**WIS 114 Corridor Study  
US 10 to WIS 55  
WisDOT I.D. 4670-08-00  
Calumet County**

1. Introductions
2. Background Information
  - Purpose and Need of Projects
  - Study Limits
  - Type of Environmental Document
  - Feedback from the first public information meeting
3. Scope of Improvements
  - US 10
    - Access management
    - Intersection improvements
    - Congestion relief
  - WIS 114
    - Capacity expansion
    - Intersection improvements
4. Potential Environmental Impacts
  - Wetlands
  - Threatened and Endangered Species
  - Habitat
  - Rivers, Streams, and Floodplains
  - Potentially Historic Structures
  - Section 4(f)
5. Study Schedule
  - Preliminary Alternatives Development – Summer 2010
  - Field Work – Summer/Fall 2010
  - Detailed Study Alternatives Development – Winter 2010/2011
  - Agency Meeting #2 – Winter 2010/2011
  - Selection of a Preferred Alternative – Spring 2011
  - Complete Environmental Document – Fall 2011
  - Construction – Not Scheduled



AECOM  
 1350 Deming Way  
 Suite 100  
 Middleton, WI 53562  
 www.aecom.com

608 836 9800 tel  
 608 836 9767 fax

## Memorandum

To	Tammy Rabe, P.E. – WisDOT Northeast Region
CC	Meeting attendees
Subject	Project I.D. 1500-35-00/4670-08-00 <b>Minutes – 4/12/2011 Project Review Meeting</b> <b>FHWA/WisDOT ESS Update</b> US 10/WIS 114 Corridor Studies Calumet County AECOM Project No. 60178233
From	Amy Canfield, P.E. – AECOM
Date	April 13, 2011

On Tuesday, April 12, 2011 a project review meeting was held to discuss the range of alternatives for WIS 114 and how to include the US 10/WIS 114 interchange alternatives into each environmental document. The meeting agenda is attached for reference. The following people attended the meeting:

<u>Name</u>	<u>Representing</u>
Tammy Rabe	WisDOT Northeast Region
Jill Michaelson	WisDOT Northeast Region
Colleen Harris	WisDOT Northeast Region
Kathie VanPrice	WisDOT Northeast Region
Jay Waldschmidt	WisDOT Environmental Services Section (ESS)
Tracey McKenney	FHWA
Emeka Ezekwemba	FHWA
Amy Canfield	AECOM
Randy Fuchs	AECOM

### **US 10 Project Update**

The purpose of the US 10 Corridor Study is access management and long-term preservation of the existing corridor. This roadway is a Connector route in WisDOT's Corridors 2030 transportation plan.

The project is currently in the detailed study phase of alternatives development. Two alternatives, a 4-lane roadway with a two-way left-turn lane (TWLTL) and a 4-lane roadway with a raised median, are under consideration for the urban section of the corridor from Midway Road to WIS 114. The ADT in this area is anticipated to range from 25,100 to 27,900 vehicles per day by the design year of 2035. In the rural portion of the corridor, intersection improvements are planned for Lake Park Road, Eisenhower Drive, and the US

10/WIS 114 interchange. The ADT in this area is anticipated to be 23,700 vehicles per day by 2035.

Two public information meetings and 2 stakeholder meetings have been held to-date. No archaeological sites or historic resources were identified in the project area. No impacts to Section 4(f) properties are anticipated, but there will be relocations along the route. At this time, 4 relocations have been identified but there is the potential for more relocations as the alternatives are refined. Minimal wetland impacts may occur.

The project team met with WDNR and during this meeting the open drainage ditch along the south end of Oneida Street was discussed. Additional stormwater and erosion investigations will be conducted in the near future to determine if it is best to keep the open drainage ditch or to construct a stormwater piping system in the area.

A draft EA for the US 10 corridor study is anticipated in January 2012.

### **WIS 114 Project Update**

The purpose of the WIS 114 Corridor Study is capacity expansion. Traffic volumes are anticipated to increase more than 50% in the village of Sherwood and more than 100% in the town of Harrison by 2035. Traffic forecasts show volumes approaching 19,900 vehicles per day in the rural portion of the corridor and 15,300 vehicles per day in the urban area.

WisDOT ESS questioned why the traffic volumes were rising so much on this corridor, where was the traffic originating from? The project team explained that rapid growth has been occurring between the village of Sherwood and US 10, mainly south of WIS 114. This growth is projected to continue in the future.

### **Alternatives Development**

Conceptual alternatives for the corridor included no-build, on-alignment, off-alignment and alternatives to improve other routes. The no-build alternative does not meet purpose and need and was therefore dropped from further consideration. Off-alignment alternatives are anticipated to have much higher environmental impacts and costs than on-alignment alternatives and therefore were dropped as well. The alternative to improve other routes (namely US 10 and WIS 32/57) was dropped because improving these routes would not divert enough traffic from WIS 114 to eliminate the need for capacity expansion.

The study is currently in the preliminary alternatives stage. In the rural portion of the corridor the alternatives being considered include expansion north and south of the existing roadway. In the urban area the alternatives considered include a 2-lane roadway with a TWLTL and a 4-lane roadway. The 2-lane roadway with a TWLTL was dropped because of concerns over the high volume of traffic in the merging section from the 4-lane roadway to the 2-lane roadway. The project team has determined this alternative is not a viable long-term solution. The 4-lane roadway is a feasible alternative in the urban area. In order to minimize impacts, the proposed 4-lane roadway is designed to minimum design standards. There is one potentially historic structure adjacent to the roadway in this area. A DOE will be completed for this property. There is a cemetery adjacent to the roadway at the south end of the corridor. It is anticipated that impacts to the cemetery will be avoided.



The 4-lane alternative would eliminate approximately 70 on-street parking spots along WIS 114. FHWA and WisDOT ESS stated that a discussion of this impact must be addressed in the environmental document, as well as discussion of any off-street parking lots constructed to mitigate the loss. No air quality analysis will be required in regards to these parking lots as per Wisconsin Administrative Code NR 411.

A draft EA for the WIS 114 corridor study is anticipated in August 2012.

#### Public Involvement

One public information meeting and two stakeholders meetings have been held so far. Several stakeholders and members of the public have requested that WisDOT consider a bypass of the village of Sherwood in the range of alternatives. The desire for the bypass is strong and many members of the stakeholders group are unwilling to discuss on-alignment alternatives. The project team has told the stakeholders that the Department will not consider a bypass unless significant impacts to resources protected by law (historic structures, wetlands, etc.) cannot be minimized or mitigated with an on-alignment alternative. From past experience, off-alignment alternatives typically have more environmental impacts and higher construction costs.

#### FHWA/WisDOT ESS Discussion

There was discussion as to whether WisDOT's long-range vision for this area included a bypass, potentially even beyond the design year 2035. If this was the case, one option that was discussed was constructing the 2-lane TWLTL as an interim alternative and mapping a bypass for future use. The Department stated that they do not see the need for a bypass in this area because there is an on-alignment alternative that meets the purpose and need of the study. A 4-lane alternative on the existing alignment can handle traffic volumes more than double the predicted 2035 volumes; therefore this alternative is a long-term solution.

Another suggestion was to create one-way pairs through downtown Sherwood in an effort to create a parallel route and reduce the impacts along the existing roadway. The Department was not supportive of this idea because there was not an existing roadway to serve as a one-way pair for WIS 114 and the cost and environmental impacts of this alternative would most likely be higher than on-alignment improvements.

The group also expressed concern that if a bypass route was considered and selected, construction would need to be funded through WisDOT's Major Projects program. Major program funding is reserved for large projects around the State and projects are ranked based on a variety of factors. The group believes that WIS 114 would not rank high enough to qualify for funding and therefore the bypass may not come to fruition through this funding vehicle.

In summary, FHWA and WisDOT ESS concur with the alternatives development process for the WIS 114 Corridor Study. It is not necessary to study a bypass alternative in detail as long as it is discussed as a conceptual alternative and a high level explanation of the impacts anticipated from a bypass are discussed in the environmental document.

**US 10/WIS 114 Interchange**

The US 10/WIS 114 interchange is the termini of the US 10 Corridor Study and the beginning of the WIS 14 Corridor Study. The current interchange configuration is compatible with the existing 2-lane typical section on WIS 114. When WIS 114 is expanded to four lanes, it is anticipated that the existing US 10/WIS 114 interchange would be reconfigured to meet the future traffic demands. Since any modifications would increase the capacity of this interchange and because the purpose and need of the WIS 114 study is capacity expansion, it is logical to include alternatives analysis discussion of this interchange in the WIS 114 environmental document. For US 10, it would be acceptable to reference the WIS 114 environmental document for more information on the US 10/WIS 114 interchange. It would also be acceptable for the study limits to extend to the interchange but the improvement limits to end with the Eisenhower Drive intersection.



## **AGENDA**

### **Project Review Meeting April 12, 2011**

**US 10 Corridor Study**  
**CTH AP (Midway Rd.) to WIS 114**  
**WisDOT I.D. 1500-35-00**  
**Calumet & Winnebago Counties**

**WIS 114 Corridor Study**  
**US 10 to WIS 55**  
**WisDOT I.D. 4670-08-00**  
**Calumet County**

Meeting Goal: Obtain concurrence on the range of alternatives for WIS 114; determine how to discuss the US 10/WIS 114 interchange in each environmental document

1. US 10 Project Update
  - a. Purpose and need
  - b. Alternatives development
  - c. Public involvement
2. WIS 114 Project Update
  - a. Purpose and need
  - b. Alternatives development
    - i. Conceptual
    - ii. Preliminary
  - c. Public involvement
3. US 10/WIS 114 Interchange
  - a. Extent of discussion in each environmental document



# **Exhibit 11**

## **Local and Regional Government Meeting Minutes**

- Exhibit 11.1 Local Officials Meeting #1 – June 23, 2009
- Exhibit 11.2 Local Officials Meeting #2 – April 22, 2010
- Exhibit 11.3 Village of Sherwood Board Meeting – May 10, 2010
- Exhibit 11.4 Village of Sherwood Meeting – July 7, 2011

**AECOM**

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## Memorandum

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Date: July 10, 2009  
To: Tammy Rabe, P.E. – WisDOT Northeast Region  
Patrick Allen, P.E – AECOM  
From: Amy Roth – AECOM  
Subject: **Local Officials Meeting #1**  
**Project I.D. 1500-35-00**  
**US 10 Corridor Study, WIS 114 Needs Assessment**  
**WIS 441 to WIS 32/57, US 10 to WIS 55**  
**AECOM Project No's. 60046066 and 112492**

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On Tuesday, June 23, 2009 a meeting was held at the Town of Harrison Municipal Building to introduce the project to the local officials. The following people attended the meeting:

<u>Name</u>	<u>Representing</u>
Walt Raith	East Central Wisconsin Regional Planning Comm.
Kenneth Draheim	Calumet County Highway Department
Mike Ottery	Calumet County Highway Department
Paul Rusch	Calumet County Sheriffs Office
Julie Heuvelman	Calumet County Planning
Jay Shambeau	Calumet County
Bill Barribeau	Calumet County
Mike Hopfensperger	City of Menasha Police Dept./Calumet County Sup.
Mark Radtke	City of Menasha
Donald Merkes	City of Menasha
Mark Mommaerts	Town of Harrison
Joe Sprangers	Town of Harrison
Wayne Fischer	Town of Harrison Resident
Joe Mueller	Town of Harrison Resident
David Miller	Village of Sherwood
Randy Friday	Village of Sherwood
Daniel Thiel	Town of Woodville
Wayne Maile	Town of Brillion
Arnie Lindauer	Wisconsin DNR – Parks Dept. on behalf of High Cliff
Tammy Rabe	WisDOT – NE Region
Jill Michaelson	WisDOT – NE Region
Matt Halada	WisDOT – NE Region



<u>Name</u>	<u>Representing</u>
Patrick Allen	AECOM
Randy Fuchs	AECOM
Amy Roth	AECOM
Nick Uitenbroek	AECOM

The purpose of the meeting was to introduce the project to the group, gain insight on future land use in the area, and solicit nominations for the stakeholders group. A copy of the agenda is attached.

A general overview of the project was presented to the group by Tammy Rabe and Patrick Allen. A copy of this presentation is attached. Items included in the presentation were the study scope, a description of Corridors 2030 and 84.295 mapping, characteristics/issues of USH 10 and STH 114, the types of public involvement anticipated, and a request for stakeholder group member nominations. A handout describing Corridors 2030 was distributed and is attached for reference.

Following the presentation, the local officials were given the opportunity to ask questions of the project team. The following list details some of the questions asked and the answers provided by the project team.

- *Question:* What size stakeholder group are you anticipating? The people present at this meeting would be good committee members.
  - *Answer:* We were anticipating one to two individuals per entity. The people present could indeed end up being our stakeholders group. If you would like to nominate yourself for the stakeholders group, feel free to do so.
- *Question:* How will the existing/proposed roundabouts be handled in the future?
  - *Answer:* The roundabouts were built (will be built) as a short-term solution to safety problems. They may or may not be utilized in the long range design of USH 10/STH 114.
- *Question:* Will relocation of USH 10 be considered?
  - *Answer:* Yes, all options for USH 10 are currently being considered.
- *Question:* Are there plans to connect USH 10 to STH 441 over the City of Menasha near Little Lake Butte des Morts?
  - *Answer:* All options for USH 10 will be considered. The impacts of each option will be weighed.
- *Question:* How far away is construction?
  - *Answer:* Construction on USH 10 is most likely 20 years away. Construction on STH 114 could happen much sooner. One of the Department's goals is to get STH 114 in the 6 year construction plan.
- *Question:* Will the location of the STH 114/USH 10 connection be studied for possible relocation?
  - *Answer:* Yes, relocation of the STH 114/USH 10 connection will be considered.
- *Question:* Is there any truth to the rumor of a plan to build an expressway around the eastern side of Lake Winnebago?

- *Answer:* WisDOT has not studied a route in this location. However, the East Central Wisconsin Regional Planning Commission has this route in their long range plan.
- *Question:* What are the existing problems with USH 10?
  - *Answer:* Existing USH 10 is a connector route in WisDOT's Corridors 2030 plan. As such, it should provide an efficient, safe route for the travelers and the transportation of goods. Initial traffic projections show that by 2040, USH 10 will be under capacity. In addition, the access management goals for USH 10 are not currently satisfied as there are several residential and business access points along the route. Another motive for studying USH 10 at this time is the extensive development that has been occurring in this area over the past 20 years. This development is increasing the need for a long-range plan for USH 10.

At the conclusion of the question/answer session, several large maps depicting future land use in the area were shown to the group. In open-house format, the local officials were encouraged to comment on the accuracy of the future land use shown on the map and provide insight into any specific development possibilities. WisDOT and AECOM representatives spoke with the officials and documented their concerns. The following list details some of the comments made by various officials throughout the open-house portion of the meeting.

#### Future Development

- There is a new access point on USH 10 just west of Kernan Avenue. A developer would like to make the property commercial.
- The commercial development planned for USH 10 (Oneida Street) between Province Link and Midway Road will not have access to USH 10. Access will be provided via Province Link.
- There are two potential new fire station locations in the corridor, one on the south side of Manitowoc Road just east of USH 10 and the second on the south side of Midway Road just east of USH 10.
- The Town of Woodville has a new plan for Brillion that shows more growth in Forest Junction than what is indicated on the future land use map.
- The Town of Harrison is revising its future land use map to include more commercial development and perhaps a new industrial area.

#### Bicycle/Pedestrian Accommodations

- There is a proposed bike trail crossing at the USH 10/Lake Park Road intersection.
- There is a proposed bike trail crossing at the USH 10/STH 114 (Plank Road) intersection.
- There is a desire for a USH 10 corridor trail for bicycles and pedestrians.
- On road bike trails are planned for Midway Road and State Park Road.
- A bike trail on the south side of STH 114 is proposed as an alternative to the proposed trail following the railroad corridor.

#### Future Roadways

- Eisenhower Road will be extended from Midway Road to USH 10 in 2013. In addition, Midway Road will be extended from Eisenhower Road west to connect to CTH AP.
- There is a mapped Town of Harrison extension of Pigeon Road from STH 114 north to CTH KK.
- CTH LP (Lake Park Road) may become a local road with a bike trail.
- The Village of Sherwood has a potentially mapped road extending from Quella Drive to Kessler Road, north of STH 114.



Other Concerns

- There is a crash problem at the intersection of Manitowoc Road and CTH LP (Lake Park Road).
- There is a regional park planned for behind the development in the south west quadrant of the Manitowoc Road/CTH LP intersection.
- Sherwood's "Downtown District" is considered the area between Castle Drive (just to the west) and CTH B (just to the east).
- Pigeon Road is the primary access to High Cliff State Park from STH 114 for those pulling trailers.
- There is some sort of monument in the northwest quadrant of the STH 114/STH 55 intersection.
- There is concern over the amount of impact a reconstruction of the STH 114/CTH M/Clifton Road intersection would have on Sherwood.

## **AGENDA**

### **Local Officials Meeting June 23, 2009**

#### **WisDOT I.D. 1500-35-00 US 10/WIS 114 Corridor Study Calumet & Winnebago Counties**

1. Introductions
2. Presentation
  - a. Project Limits
  - b. Study Scope
  - c. Corridors 2030
  - d. US 10
  - e. WIS 114
  - f. Public Involvement
    - o Stakeholders Meetings
      - Needed: Nominations for individuals to serve on committee
      - Up to five meetings will be held
      - First meeting as soon as next month
  - g. Next Steps
3. Future of US 10/WIS 114
  - a. Discuss land use in areas surrounding the corridors
  - b. What desires do you have for these roadways in terms of mobility, access, etc.?
4. Open discussion





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## Memorandum

To	Tammy Rabe, P.E. – WisDOT Northeast Region
CC	Patrick Allen, P.E. – AECOM
Subject	Project I.D. 1500-35-00 & 4670-08-00 Local Officials Meeting #2 USH 10 Corridor Study, STH 114 Corridor Study STH 441 to STH 114, USH 10 to STH 55 AECOM Project No. 60046066 and 112492
From	Amy Canfield – AECOM
Date	May 3, 2010

On Thursday, April 22, 2010 a local officials meeting was held at the Town of Harrison Town Hall to discuss the results of the traffic and crash analysis, upcoming public information meeting, and the potential preliminary alternatives to be developed. The meeting agenda is attached for reference. The following people attended the meeting:

<u>Name</u>	<u>Representing</u>
Walt Raith	East Central Wisconsin Regional Planning Commission
Dena Mleziva	Calumet County
Mike Ottery	Calumet County Highway Department
Mark Radtke	City of Menasha
Mark Mommaerts	Town of Harrison
Tracy Flucke	Town of Harrison
Joe Sprangers	Town of Harrison
Bob Streck	Town of Harrison
Mitch Grube	Winnebago County Sheriff
Michael Krueger	Town of Menasha Police Department
Tammy Rabe	WisDOT Northeast Region
Jill Michaelson	WisDOT Northeast Region
Colleen Harris	WisDOT Northeast Region
Kim Rudat	WisDOT Northeast Region
Patrick Allen	AECOM
Amy Canfield	AECOM

### Project Update

Tammy Rabe began the meeting by discussing the changes that have occurred to the study limits and scope. As a result of a meeting with FHWA and WisDOT BEES in July, 2009, the project termini on the east end of USH 10 has been shortened from STH 32/57 in Forest Junction to the USH 10/STH 114 split. FHWA and WisDOT BEES felt this was the most logical termini for the project and any study that extended beyond this limit should study the

entire corridor between the Fox Cities and Manitowoc. In addition, WisDOT has decided to divide the USH 10 and STH 114 corridor studies into two separate projects with unique WisDOT ID's. The alternatives considered for each project will include improvements along the existing alignment – no off-alignment alternatives will be considered at this time. An environmental document will be prepared for each project. It is anticipated that as the projects progress, they will diverge from each other and separate meetings for each project will be held.

The following information was presented at the meeting:

### **Traffic Analysis Results**

In the spring of 2009, traffic counts were conducted at various intersections along the USH 10 and STH 114 corridors. These traffic counts and future land use projections were used by WisDOT to develop a traffic forecast for the year 2035. AECOM analyzed the level of service for each intersection with traffic counts in 2009 and 2035. The analysis was done assuming no improvements would be made to the roadway between now and 2035. The results of the analysis show that by 2035, traffic on USH 10 will have increased by more than 75% in some areas. Although this is a significant increase, a 4-lane typical section south of Midway Road is anticipated to be sufficient to handle the increased traffic. North of Midway Road, traffic volumes may necessitate a 6-lane typical section.

The USH 10 intersection level of service analysis revealed operational problems at several intersections in the corridor by 2035, most notably Midway Road. The analysis assumed the extension of Eisenhower Road from USH 10 north to CTH KK. By 2035, Eisenhower Road will meet signal warrants and therefore a signalized intersection or a roundabout will be considered at this location as well as at the other intersections that are currently signalized.

Along STH 114, traffic volumes in the rural area are expected to exceed 15,000 vehicles per day by 2035. At this threshold, WisDOT begins to consider expansion to a 4-lane divided highway. In the urban area in the Village of Sherwood, the traffic volumes do not necessitate a 4-lane urban section, but improvements will be necessary to provide accommodations for turning vehicles.

The level of service analysis for STH 114 indicated that by 2035, all intersections along STH 114 will experience serious operational difficulties if no improvements are made. Without the ability to make a two-stage crossing, excessive delay and long queues will develop on the side roads as gaps in the mainline STH 114 traffic decrease.

By 2035, CTH N, State Park Road, and STH 55 will meet signal warrants. No other intersections along STH 114 meet signal warrants by this time period.

The results of the traffic analysis are attached for reference.

### **Crash Analysis Results**

Crash data from 2004 through 2008 was analyzed to determine intersection and segment crash rates. For USH 10, the results indicated that the only area of concern was north of



Midway Road, where the crash rate was higher than the state average. All other intersections and segments along USH 10 have crash rates lower than the state average.

On STH 114, all intersections have crash rates lower than the state average. One segment of roadway, from STH 55 to Castle Drive, has a crash rate higher than the state average for a rural 2-lane roadway.

The results of the crash analysis are attached for reference.

### **Public Information Meeting**

The first public information meeting for the project will be held immediately following the local officials meeting. Tammy Rabe gave the presentation for the public meeting to the local officials. A copy of this presentation is attached for reference. The exhibits for the public meeting were also on display before, during, and after the local officials meeting.

### **Potential Preliminary Alternatives**

WisDOT presented potential preliminary alternative typical sections for both USH 10 and STH 114. The typical sections discussed for USH 10 were a two-way left turn lane (TWLTL) or raised median in the urban area and intersection improvements, frontage roads, and the existing 4-lane divided freeway in the rural area. Some of the local officials were skeptical of a raised median north of Midway Road. The City of Menasha raised their concern that the posted speed limit (55 mph) on USH 10 in the rural area was too high. WisDOT noted that it is up to the local municipalities and law enforcement to enforce the speed limit.

The typical sections presented for STH 114 included a 4-lane divided expressway alternative in the rural area and either a TWLTL or a 4-lane undivided roadway in the urban area through Sherwood. Local officials from the Town of Harrison felt that a bypass around the Village of Sherwood should be considered as part of this study. They felt that they study was short-sighted for failing to consider off-alignment alternatives. WisDOT indicated that this would not be studied at this time and that a potential bypass could be considered through another study. The improvements to USH 41 are anticipated to draw significant traffic traveling from Fond du Lac to Green Bay and therefore WisDOT does not foresee the need for a high speed route around the Village of Sherwood by the design year for this project (2035).

Bicycle and pedestrian facilities will be considered for all alternatives. The local officials supported this idea and commented that safe ways to cross USH 10 and STH 114 are an important consideration. State Park Road is a popular north/south bike route leading to High Cliff State Park.

### **Next Steps**

Field work will be beginning this summer for both projects. Field crews will be conducting investigations to determine the presence of wetlands, threatened or endangered species, habitat types, archaeological resources, and historic resources. Property owners within the study area will receive a letter to inform them of the field surveys.



Minutes – 4/22/10 Local Officials Meeting #2  
USH 10 and STH 114 Corridor Studies  
Page 4 of 5

Preliminary alternatives will be developed based on the typical sections discussed at this meeting. It is anticipated that the next local officials meeting will occur after the preliminary alternatives have been developed and prior to the next public information meeting.





Minutes – 4/22/10 Local Officials Meeting #2  
USH 10 and STH 114 Corridor Studies  
Page 5 of 5

## **AGENDA**

**Local Officials Meeting #2  
April 22, 2010**

**WisDOT I.D. 1500-35-00  
US 10 Corridor Study  
Calumet and Winnebago Counties**

**WisDOT I.D. 4670-08-00  
WIS 114 Corridor Study  
Calumet County**

1. Introductions
2. Project Update
  - a. Modifications to project limits and scope
    - o Limits of US 10 study shortened
    - o Changes in scope for each study
  - b. Traffic Analysis Results
    - o US 10
    - o WIS 114
  - c. Crash Analysis Results
    - o US 10
    - o WIS 114
2. Public Information Meeting
  - a. Presentation
3. Potential Preliminary Alternatives
  - a. US 10
  - b. WIS 114
4. Next Steps
  - a. Field work to begin in May
  - b. Preliminary alternatives development
  - c. Agency meeting

## Village Board Meeting Minutes

May 10, 2010

- 1) Call to Order and Roll Call – *President Miller called the meeting to order at 6:31 p.m.*

**Present**

Joe Hennlich

Roger Kaas

David Miller

Joyce Laux

Jim Rath (arr 8:14 pm)

Carl Thomson

Terri Welisek

**Absent**

None

**Others Present**

Randy Friday, Administrator

Jennifer Schaff, Village Engineer

Tom Boll

Steve McGrath

Gary Rosenbeck

Kathy Salo

Rich Storey

Susan Williams, Clerk-Treasurer

- 2) Pledge of Allegiance

- 3) Approval of the Agenda - Hennlich *moved to approve the agenda. Thomson 2<sup>nd</sup>. Motion carried.*

- 4) Approval of Minutes

a) Organizational Meeting – April 26

b) Regular Meeting – April 26

*Laux moved to approve the April 26, 2010 Organizational Meeting of the Village Board minutes and April 26, 2010 Regular Village Board minutes. Kaas 2<sup>nd</sup>. Motion carried.*

- 5) Registered Citizen Comments on Agenda Items

Dick Austin, N7988 Mustang Dr., Sherwood – regarding agenda item 12 b)

Jeff Dercks, N7547 Lower Cliff Rd., Sherwood – regarding agenda item 12 a)

Carla Engelhardt, N7567 Lower Cliff Rd., Sherwood - regarding agenda item 12 a)

John Engelhardt, N7567 Lower Cliff Rd., Sherwood - regarding agenda item 12 a)

Dan Stein, W5142 Park Dr., Sherwood - regarding agenda item 12 a)

Rich Storey, W4773 Nature Ln., Sherwood – regarding agenda item 6

Carl Boucher, N7577 Lower Cliff Rd., Sherwood - regarding agenda item 12 a)

Dan Vanden Heuvel, N7585 Lower Cliff Rd., Sherwood - regarding agenda item 12 a)

Lisa Ott, N7987 Mustang Dr., Sherwood - regarding agenda items 10 b) and 12 b)

Frank Matejov, N7571 Lower Cliff Rd., Sherwood - regarding agenda item 12 a)

Jeff Weyenberg, W4878 Forest Ln., Sherwood – regarding agenda item 13

- 6) Presentation: WisDOT Project Leader Tammy Rabe will present and discuss potential alternative transportation routes in & around Sherwood as WisDOT studies future traffic growth and possible traffic patterns, including STH 114 – Ms. Rabe presented video on the growth on the Hwy 10 and Hwy 114 corridor and the study being conducted to plan for future demands. Ms. Rabe stated that that resident input is being solicited and encouraged interested



parties to complete a comment form and mail it in. A question and answer period followed her presentation.

- 7) Report of the Plan Commission: No meeting held in April
- 8) Report of Village Officers
  - a) Village President
  - b) Clerk/Treasurer
    - i. Review/Approve financial reports - ***Kaas moved to approve the checks in progress list as presented. Thomson 2<sup>nd</sup>. Motion carried.***
    - ii. High Cliff Cemetery: Consider 'Sale of plot' (Palm) – ***Hennlich moved to approve the Palm plot sale. Laux 2<sup>nd</sup>. Motion carried.***
    - iii. High Cliff Cemetery: Consider 'Perpetual Care Agreement' (ibid) – ***Laux moved to approve the agreement for perpetual care for Palm plot. Hennlich 2<sup>nd</sup>. Motion carried.***
    - iv. Operator's License
      - Elizabeth Mary Ditter (renewal)
      - Elizabeth Marie Hammen (renewal)
      - Elizabeth Ann Plath (renewal)
      - Amanda Marie Pyke (new)
      - Michelle A Sieckert (renewal)
      - Rachel Elizabeth Strelow (renewal)
      - Amanda R. Swedberg (renewal)
      - Kim Marie Van Rossum (renewal)
      - Allison Beth Verhagen (renewal)
      - Tami Dianne Verhagen (renewal)

***Kaas moved to approve the list as a whole Operator License applications as presented. Thomson 2<sup>nd</sup>. Motion carried.***

*Clerk Williams informed the Board that the 2009 Audit was complete and the Financial Statements are being printed and will be available for presentation. Williams requested input from the Board whether to invite Baker Tilly Virchow Krause in for a 2010 Board meeting, the schedule has been every other year and they were in 2009. The Board wishes to stay on the schedule and will see them next year.*

- 9) Village Engineer
  - a) Project update: Water transmission main – Engineer Schaff reported pipe installation complete, bore and jack casing pipe complete and air relief manholes are 95% complete, the City of Appleton consultant determined a Rohn 25 tower is needed for the antenna at the metering station, a poured concrete foundation base will be needed to support the antenna, the City is considering contracting directly with Miron for that base, Miron installed

stainless steel piping through the reservoir at well 5/6 on 4/22/10, the aeration system was down while the reservoir was out of service, the pipe supports were poured on 4-24-10, 2 safe samples, 24 hours apart were needed to bring the reservoir back on line, the system was back on line 4-28-10, Hietpas completed the inter connection last week, water main interconnections were installed to add redundancy into the system, the existing water main on Timberline Drive was much deeper than anticipated and was found on the south side of the sanitary sewer, additional bends were needed to provide proper clearance, an existing valve was also replaced, Miron anticipates completing the foundation concrete pours at the metering station the week of 5-3-10, and Miron will begin block work at the metering station.

10) Village Administrator

- a) Howitt property: PRUT Board recommendation to purchase land (appraisal ordered)

*Administrator Friday stated that an appraisal of the property is in process and will be presented when complete.*

- b) Trail placement: Local residents' input regarding asphaltting new trail segments
- c) FY2010 Recycling Grant Award

*Friday stated that the Village will receive \$10,771.66 grant for 2010 recycling program.*

11) Old Business

- a) Facility Rental Policy: Consider rental charge for annual SJSH Church picnic

No motion was made to change policy for SJSH Church picnic.

12) New Business

- a) High Cliff State Park (Marina) discharge into Lake Winnebago: Village role regarding water circulation from State Park Marina affecting private properties along Lower Cliff Road residences, et. al.

Mr. Derck presented to the Board photos and information about a situation that he and his fellow neighbors have been experiencing for the last 4 years. Mr. Derck stated that the State Park replaced a pump (which had been in place since 1973) in 2006 which pumps from the Marina and discharges into Lake Winnebago. Mr. Derck further stated this pumping is causing a buildup of pollutants along the residential lakeshore.

Mr. Engelhardt presented a video of the lakeshore along his and neighboring properties, the State Park pump and Marina.

Mr. Vanden Heuvel stated that the pump is causing a stench and obnoxious noise.

Mr. Derck informed the Board that he and other residents have been trying to resolve this with the State Park unsuccessfully for 4 years and requested the Board's assistance in this issue.



*Administrator Friday stated the Village Attorney's opinion is that this is a civil matter between the residents and State Park; due to the fact the Village does not have an ordinance in place prohibiting/ regulating this type of situation.*

***Miller moves to instruct Staff to draft letter on behalf of the Board to the State Park to inquire their current stand on the algae pollution of the Sherwood property owners. Kaas 2<sup>nd</sup>. Motion carried.***

*Welisek will contact the Harbor House Commission to find out who was responsible for the pump installation and report back to the Board.*

- b) Fishing at Village Ponds: Request by local residents to restrict fishing on Village stormwater ponds

Mr. Austin requested the Board to restrict fishing on Village public ponds to Village residents and to eliminate night fishing.

Board directed Staff to draft ordinance that will set fishing hours on Village ponds from 8 am to dusk.

- c) *Resolution #09-2010: Resolution Authorizing a Grant to the Community Development Authority of the Village of Sherwood for the Purposes of Making a Loan to High Cliff Golf Course, Inc. in Connection with a Redevelopment Agreement Relating to Tax Incremental District No. 1*

*Administrator Friday stated the Community Development Authority which met earlier this evening had approved Resolution #08-2010 Consider/Approve Resolution Authorizing the Acceptance of a Grant from the Village of Sherwood and the Making of a Loan to High Cliff Golf Course, Inc. in Connection with a Redevelopment Agreement Relating to Tax Incremental District No.1.*

*Friday informed the Board that the Village disbursed \$116,321.70 on May 7, 2010.*

***Kaas moved to approve Resolution #09-2010: Resolution Authorizing a Grant to the Community Development Authority of the Village of Sherwood for the Purposes of Making a loan to High Cliff Golf Course, Inc. in Connection with a Redevelopment Agreement Relating to Tax Incremental District No. 1. Rath 2<sup>nd</sup>. Motion carried.***

- 13) Complaints and Compliments: Yoga class cancellation (Matthias; April 29)
- 14) Correspondences:
  - a) Roadway Urbanization for Lakeshore Estates West II – Residents' letter (MCC; May 6)
  - b) Letter of Appreciation (High Cliff Golf Course; May 7)
- 15) Adjournment – ***Hennlich moved to adjourn at 9:15 p.m. Laux 2<sup>nd</sup>. Motion carried.***

Respectfully submitted for review and approval by Susan Williams, Village Clerk.

## WIS 114 Corridor Study

### Village of Sherwood Board Meeting

5-10-2010

Tammy Rabe and Jill Michaelson attended the Sherwood Village Board Meeting on Monday, May 10, 2010 to address agenda item #6: WisDOT presentation on WIS 114 in and around Sherwood.

Tammy gave a PowerPoint presentation about the project. Besides providing project information, the purpose of the presentation was to send several messages –

- This is the beginning of the project/we are still in the data gathering stage
- We will look at through-town alternatives to address safety and mobility issues first
  - A three-lane option that features a TWLTL
  - A four-lane undivided option
- If they don't work, we will consider bypass options.

After the presentation the floor was opened to questions and answers:

Q – Is it a duplication to look at expanding both WIS 114 and US 10?

A – Based on traffic volumes and projected growth, added lanes will be needed to address future needs.

Q – How many local trips and how many through trips use WIS 114?

A – We may need to conduct an origin-destination study to determine traffic make-up. Simply expanding US 10 will not divert traffic from WIS 114. Drivers will look for shortest, quickest route.

Comment – there are a couple of roundabouts (RABs) scheduled for construction at intersections on WIS 114. They are not being built for a four-lane WIS 114.

Response – the proposed RABs help control traffic at intersections. Eventually the traffic will outgrow them. This study will include both short- and long-term recommendations. It is doubtful that short-term solutions will be identified soon enough to implement with the RAB construction project in 2011.

Q – Does RAB installation on US 10 divert more traffic to WIS 114 (that wants to avoid RABs)?

A – We haven't noticed a difference or change in traffic volumes.

US 10 traffic volumes are not projected to grow as quickly as WIS 114 traffic volumes.

Q – If you expand US 10 and improve WIS 57, keeping WIS 114 a two-lane road, will you divert traffic from WIS 114?

A- Not necessarily. Experience on other routes indicates that drivers tend to look for the shortest, quickest route. For example, even though US 151 was expanded to four-lanes, people still use WIS 26.



They requested we consider improving US 10 and WIS 57 for future traffic to bypass Sherwood.

The process we are going to follow is to look at alternatives along the existing alignment first.

Concern - building 4 lanes on WIS 114 promotes running more traffic through the village. They want to keep Sherwood a quiet village.

Response – our goal is to provide a safe route for all traffic. (Including bicycles and pedestrians)

Q – If the RABs work can we delay the future expansion of WIS 114?

A – This is a planning study only. No construction projects are currently programmed as the result of this study. In the future, the study results could be used to scope projects. Design, utility coordination, right-of-way acquisition and construction would follow. (It takes years to go from a study to a construction project.)

Clarification about RABs - The two RABs will be constructed on WIS 114 next year. We want to keep the circumference of the inner circle small to slow traffic down. And trucks are supposed to drive on the red inner circle/truck apron.

Q – What are the scope and goals of the study?

A – Our primary goals are safety and mobility. Then we work with the public and local officials to determine additional goals. We need your input.

Please fill out the comment form. (Ignore the May 5 deadline – these are forms from the PIM). You can send in comments at any time. Tammy's contact information is on the newsletter (which was made available at the meeting.)

Q – What are the traffic volumes in Hilbert? Chilton?

A – We don't have that information available at this meeting. We can provide traffic counts north and south of Sherwood now.

Q – There is a weird intersection downtown. Can WisDOT provide short-term solutions for it?

A – We are going to look at creative alternatives. We need to find a balance between alternatives and impacts.

The request is for short-term solutions that the Village Board can consider for redevelopment options.

We want a stakeholder committee to look at the options and provide input. We are looking for a cross-section of individuals who represent the community - including local officials, business owners, farmers, emergency services, and citizens at large. Let Randy Friday (Sherwood) or Tammy know if you are interested in participating.

Q – Can we build a 3- or 4-lane section through Sherwood and maintain on-street parking?

A – It would be difficult to maintain on-street parking and add lanes without impacts to adjacent properties. Parking requires a local cost share and we will work with the local officials to see if on-street parking should be maintained or if there are opportunities for a municipal parking lot or other options.

Q – Was the time of day taken into consideration in the study?

A – Morning and afternoon peaks were considered in traffic analysis.

Concern – four-lane roadway encourages higher speeds.

Response – traffic calming options can be considered.

Concern – there is a church adjacent to WIS 114. If we avoid the church we will impact property owners across the street.

Response – we are aware of the concern and will try to minimize impacts. Again it's a balancing act to try to plan the best facility with the least amount of impacts.

Q – List examples of other villages with 3- or 4-lane state highways running through them.

A – Tammy and I drew a blank. We will look for examples for the next stakeholders meeting.

Emphasis – we are early in the study process. We do not have anything drawn up yet. We are still in the listening/data gathering phase.

Village President commented that there are options for municipal lots and they may be able to live without on-street parking.

We want to work with Sherwood.

We want to provide bicycle and pedestrian accommodations.

Comment – this study comes after the Village adopted their Smart Growth Plan. Question whether our options will be compatible.

Examples of similar communities with bypasses are Amherst and New Holstein, as provided by Randy Friday.



Project 4670-08-00  
STH 114(E Jctn USH 10 – S Jctn STH 55)  
Calumet County

On Thursday, July 7, 2011, Tammy Rabe and Jill Michaelson met with: Representative Al Ott, Sherwood Village Administrator Randy Friday, Sherwood Planning Commission Chairman Steve Summers, and Sherwood Village President Jeff Weyenberg to discuss the expansion of STH 114 to four lanes through Sherwood.

Tammy gave a brief update of the study development to date and shared the following:

- Purpose of study is capacity expansion
- Need is growing traffic volumes
- We are not going to carry a bypass option any further in the study – it's more costly, has more impacts including 60 acres of right-of-way, does not use the existing alignment, etc.
- We are carrying forward the four-lane alternative through the village
- We will be holding a stakeholder meeting on July 19 and a public information meeting on July 28.

Discussion:

The timing is a concern for Sherwood. They have downtown redevelopment plans and do not want to be put on hold waiting for the expansion project. When would the four-lane road be constructed?

We explained that an interim project (roundabouts at STH 114 & CTH N and STH 55) will handle traffic for about 15 years. STH 114 would be reconstructed in 10-15 years at the earliest. Nothing is programmed within the next 6 years. It does take time to deliver a project – final design, plan preparation, real estate acquisition, utility relocation all needs to occur before construction can begin. We could see if the urban segment through Sherwood could be built first.

We explained that they could observe setbacks so development occurs outside the ultimate footprint of the highway expansion and proceed with their plans. We offered to work with them so their vision and the highway improvement are compatible.

The Village has been acquiring property for a TIF district and redevelopment. They don't think setbacks are in the best interest of developers.

Concern – four-lane roadway will be a raceway with high volumes of traffic and no control. It's hard to cross two-lane STH 114 today.

Randy Friday suggested another bypass option. We discussed that the DOT would build a bypass to higher standards than he suggested. We stated that the Village is welcome to develop their own local road system.

Tammy noted that we are proposing the minimum design standards through the village to minimize impacts. We have also listened and adjusted the alignment by CTH B to avoid 2 relocations.

Request – consider a roundabout at the intersection of STH 114 and CTH B.

Jeff Weyenberg asked if we could paint lines for parking and crosswalks on existing STH 114 to mimic future conditions. He would like to see how the narrowed lanes would function. We talked about the fact that the future typical section would be different and decided that painting lines on the existing road wouldn't work.

**Action Item:** Find examples of similar typical sections in a small, rural town with similar traffic volumes to share with Sherwood.

Randy Friday has concerns with the narrowed typical section. He doesn't agree that bicycle lanes are needed and thinks the proposed 4-foot terraces do not provide enough room for snow storage. He does not agree with four lanes through Sherwood and doesn't think it's good for the Village.

Jeff Weyenberg said he was able to live with the four lanes but had concerns about high speeds, snow removal, and pedestrians crossing STH 114.

Steve Summers says the STH 114 expansion is problematic for re-developing downtown Sherwood. He sees the goals of WisDOT and the community as being at cross purposes – WisDOT's goal is to move traffic on STH 114 through the community and Sherwood's goal is to have people stop and shop in a pedestrian-friendly community with access to businesses, etc.

The four-lane alternative removes on-street parking. Community parking lot(s) could be built with the project to mitigate. A community parking lot could be used for farmers' markets and be a benefit to the community. We discussed a couple of potential locations.

Steve Summers says that drive-thrus for businesses should be considered. He's concerned about pedestrian safely crossing STH 114. There is nothing on STH 114 to stop traffic/slow it down.

We explained that the expanded roadway could be better than what they have. Adding turn lanes and median refuges help move vehicles and pedestrians. We can help with access.

We reiterated that the study is for capacity expansion on STH 114 from the interchange with USH 10 through Sherwood to STH 55.

Representative Ott proposed another bypass scenario. He suggested buying right-of-way for a four-lane bypass, but building two lanes initially. We discussed growing traffic volumes and the need for four lanes to accommodate traffic. Discussion of a potential interim 2-lane bypass option ended.

Randy Friday noted that they don't want to put parking lots next to the road. Their re-development vision includes fronting businesses along the road with parking in the back. They are interested in backage roads.

He also has concerns about relocating the post office and Shenanigans. Post offices in some small towns have been closed recently so the concern is that if the post office is touched it may be taken away/closed.

Randy Friday questioned DOT highway setback distances as they relate to right-of-way. Village zoning allows development close to the r.o.w line.

When we have enough design done it would be helpful to stake out future r.o.w limits. (This will be at about 30% design/after drainage has been looked at.)

Randy Friday realizes that the DOT owns the right-of-way under the road, but the Village maintains the parking lanes. He wanted to know if the DOT would owe the Village anything/have to pay or negotiate with them because on-street parking is being eliminated with the four-lane alternate. We told him that we would not be paying the Village for on-street parking removal, we would mitigate the loss by providing a community parking lot.



Randy Friday asked for examples of how the DOT has handled “squaring off” against a municipality about highway expansions. I suggested he send a letter or e-mail request with specific questions so that we could provide him the information he is looking for.

**Action Item: Randy Friday will send an open records request for examples of DOT and municipality interaction on unpopular highway expansion projects.**

They wanted to know if we could guarantee that the post office won’t be closed if it is relocated. The Village would like to move it to a new complex by the village hall. They are concerned that a change in address would be enough to make the post office a target for closing. We said that we have no jurisdiction and can’t help them.

**Action Item: If Clarence Mueller Company building is not an historical site, see if the roadway can be shifted to avoid the post office.**

Randy Friday wanted to know how the DOT will compensate Sherwood for the loss of tax base when the project requires business and residential relocations. We explained that we hope that the businesses and residents will relocate within the village limits and that the businesses and residents receive some relocation money to move.

Randy Friday described a village plan to relocate Harrison Street to the south. The Village owns 4 of the 5 residences. They would also relocate rear access to the church. They are considering cul de sac’ing Meehl Street. He wanted to know what the DOT would do for Sherwood if they removed access to Meehl Street.

Sherwood’s downtown redevelopment plans are based on the current highway typical section. We requested a copy of their plans.

**Action Item: Randy Friday will send Tammy Rabe a copy of Sherwood’s redevelopment plans.**

Randy Friday told us that Sherwood is a major party in the study because they own properties along STH 114 and (he thinks) they own the parking lanes. They could build on their property within the future STH 114 r.o.w limits, it would cost more to reconstruct the highway through the village, and a bypass alternative may look better in the long run.

Steve Summers is looking for a win-win situation.

Representative Ott encouraged the village to adapt their redevelopment plans to be compatible with a four-lane STH 114 thru Sherwood. (He said this a couple of times during the course of the meeting.)

We discussed the study schedule – 30% design/environmental document completed by the end of 2012. Programming of construction projects would follow.

We said that we are willing to meet with the planning commission and village engineers to discuss their redevelopment plans. We can work cooperatively together.

A problem is that the village borrowed money to buy out properties that the highway expansion will impact. This limits their development potential and ability to recoup their investment.

They wanted to know if the project can be designed or constructed sooner rather than later. They wondered if we could require r.o.w early in the Sherwood area.

STH 114 expansion along the existing alignment could be constructed with 3R funds. That funding program is full until about 2018. After the study, final design, right-of-way plat, real estate acquisition and utility moves need to be completed before construction can begin.

**Action Item: Jill and Tammy consider final design for a shelf plan. Look into programming options.**

Next Steps:

Project Stakeholders' Meeting

**Date: Tuesday, July 19, 2011**

**Time: 3:00 p.m. – 4:30 p.m.**

**Location: Town of Harrison Town Hall  
W5298 Hwy 114  
Menasha, WI 54592**

Public Information Meeting

**Date: Thursday, July 28, 2011**

**Time: 5-7:00 p.m. with a short presentation at 5:15 p.m.**

**Location: Town of Harrison Town Hall  
W5298 Hwy 114  
Menasha, WI 54592**

Note: Ken Pruess (Ken's Plumbing) needs access to garage and house per Representative Ott. Tammy explained that access/driveways were design details that would be ironed out later.



## **Exhibit 12**

### **Stakeholder Group Meeting Minutes**

- Exhibit 12.1 List of Stakeholder Group Members
- Exhibit 12.2 Stakeholder's Meeting #1 – June 17, 2010
- Exhibit 12.3 Stakeholder's Meeting #2 – December 16, 2010
- Exhibit 12.4 Stakeholder's Meeting #3 – July 19, 2011

**List of WIS 114 Stakeholder Group Members****WIS 114 Corridor Study**

<b>Classification</b>	<b>Organization/Business Name</b>	<b>Pre-name</b>	<b>First Name</b>	<b>Last Name</b>	<b>Official Title</b>
State Representative	3rd Assembly District	Mr.	Al	Ott	Representative
Local Official	East Central Wisconsin Regional Planning Commission	Mr.	Walt	Raith	Assistant Director
Local Official	Calumet County	Mr.	Michael	Ottery	Highway Commissioner
Local Official	Calumet County	Ms.	Julie	Heuvelman	Director of Planning
Local Official	Calumet County	Ms.	Dena	Mooney	Planner
Local Official	Calumet County	Mr.	Gerald	Pagel	Sheriff
Local Official	Calumet County	Mr.	Mark	Ott	Sheriff
Local Official	Calumet County	Mr.	Brett	Bowe	Chief Deputy
Local Official	Calumet County	Mr.	Jay	Shambeau	Administrator
Local Official	Calumet County	Mr.	Bill	Barribeau	County Board Chairperson
Local Official	Town of Harrison	Mr.	Mark	Mommaerts	Town Planner
Local Official	Town of Harrison	Mr.	Travis	Parish	Administrator
Local Official	Town of Harrison	Mr.	Joe	Sprangers	Chairperson
Local Official	Town of Harrison	Mr.	John	Slotten	Chairperson
Local Official	Town of Harrison	Mr.	Kevin	Kloehn	Fire Chief
Local Official	Village of Sherwood	Mr.	David	Miller	Village President
Local Official	Village of Sherwood	Mr.	Jeff	Weyenberg	Village President
Local Official	Village of Sherwood	Mr.	Randy	Friday	Village Administrator
Advocate	Friendship Trail	Ms.	Vickie	Milde	



Classification	Organization/Business Name	Pre-name	First Name	Last Name	Official Title
Business Owner	Stumpf Landscapes	Mr.	Dan	Stumpf, Sr.	
Business Owner	Countryside Bar and Grill	Mr.	Dan	Harrell	
Business Owner	High Cliff Studios	Mr.	Scott	Amrhein	
Business Owner	Ken's Plumbing	Mr. and Mrs.	Ken and Susan	Pruess	
Business Owner	Shenanigans	Ms.	Brenda	Stumpf	
Business Owner	Country Auto Repair	Mr.	Tim	Eldred	
Business Owner	Video Vault and Tanning	Mr.	Todd	Reeseman	
Business Owner	Frogg's Ice Cream	Mr.	Bill	Flynn	
Business Owner	St. John Sacred Heart Church	Mr.	Carl	Boucher	
Business Owner	Jeanne's Bar and Grill	Ms.	Jeanne	Hammen	
Business Owner	Sherwood Post Office	Mr.	Steve	Jacobs	
Property Owner		Mr.	Dick	Bierlich	
Property Owner		Mr. and Mrs.	Joe and Peggy	Mueller	
Property Owner		Mr. and Mrs.	Richard and Maggie	Storey	
Property Owner		Ms.	Lea	Majetich	



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## Memorandum

To	Tammy Rabe, P.E. – WisDOT Northeast Region
CC	Patrick Allen, P.E. – AECOM
	Project I.D. 4670-08-00 <b>Stakeholder's Meeting #1 – June 17, 2010</b> <b>WIS 114 Corridor Study</b> US 10 to WIS 55
Subject	AECOM Project No. 60046066
From	Amy Canfield, P.E. – AECOM
Date	July 7, 2010

On Thursday, June 17, 2010, the first Stakeholder's Meeting was held for the WIS 114 corridor study. The meeting took place at the Town of Harrison Town Hall from 3:00 p.m. to 4:30 p.m. in an open discussion format. A workbook, which is attached for reference, was distributed to each attendee. A list of attendees is below.

<u>Name</u>	<u>Representing</u>
Walt Raith	East Central Wisconsin Regional Planning Commission (ECWRPC)
Dena Mleziva	Calumet County Planning
Mark Mommaerts	Town of Harrison
Randy Friday	Village of Sherwood
Dan Stumpf	Stumpf Creative Landscapes
Dan Harrell	Countryside Bar & Grill
Scott Amrhein	High Cliff Studio
Brenda Stumpf	Shenanigans
Carl Boucher	St. John Sacred Heart Church
Bill Flynn	Frogg's Ice Cream
Tom Hammen	Jeanne's Bar
Jill Michaelson	WisDOT NE Region
Tammy Rabe	WisDOT NE Region
Patrick Allen	AECOM
Amy Canfield	AECOM

The purpose of the meeting was to define the goals of the project and develop a vision for the corridor. Typical sections of potential preliminary alternatives were shown as well and comments were solicited on each alternative. Participants documented their comments in their workbooks which were collected at the end of the meeting. A summary of the workbook comments follows.



## **PART ONE**

### **What We Have Heard – “What are we missing?”**

The first interactive task in the workbook consisted of documenting concerns in the project area. The workbook listed what has been documented to date from the local officials and the public and sought additional input from the stakeholders. The following comments were included in the workbooks.

- Consider school crossings/safe routes for the school along STH 114 (*Calumet County Planning*)
- Kids crossing a four lane highway to get the the ice cream business creates a safety concern (*Frogg's Ice Cream*)
- Speed is an issue for pedestrians crossing to church (*St. John Sacred Heart Church*)
- Speed of traffic on hill going west on WIS 114 coming out of Sherwood makes coming out of the gas station difficult (*Town of Harrison*)
- Provide a trail route to High Cliff State Park (*Calumet County Planning*)
- Bicycle/pedestrian facilities should be added (*Town of Harrison*)
- Speed of vehicles; currently the speed limit is 30mph but nobody drives this; if the roadway is four lanes, how fast will they drive then? (*Frogg's Ice Cream*)
- Wiping out a growing community (*Frogg's Ice Cream*)
- What should be done at WIS 114 and WIS 55 (*Calumet County Planning*)
- 4-way stop on WIS 114 at State Park Rd (*Countryside Bar & Grill*)
- Intersection at State Park Rd and Pigeon Rd; access to High Cliff State Park (*Town of Harrison*)
- What considerations have been made to combine access points or reduce them using local roads to collect traffic? (*ECWRPC*)
- Like to see the roadway widened through town; keep the traffic going through the town (*Jeanne's Bar*)
- Turn lanes are needed (*Jeanne's Bar*)
- Existing parking is important (*St. John Sacred Heart Church*)
- Losing more property would be a hardship (*St. John Sacred Heart Church*)
- Concerned that four lanes will cause problems turning into businesses in Sherwood (*Shenanigans*)
- Ease of getting to local businesses (*Shenanigans*)

### **Developing a Vision – “Which aspects of the roadway are most important to you?”**

The next two activities sought to develop a vision for the WIS 114 corridor. The first activity listed eight corridor features and asked participants to rank them in order of importance. The results of this activity are listed below.

1. Intersection Improvements
2. Speed Management
3. Congestion Relief
4. Parking Lanes (in Sherwood)
5. Sidewalks/Multi-use Paths
6. Roadway Aesthetics
7. Construction Costs
8. On-Road Bike Lanes

Others:

- Narrowing downtown corridor to make for a conducive downtown experience (*Village of Sherwood*)
- Promoting pedestrian accessibility and safety (*Village of Sherwood*)
- Turn lanes (*Shenanigans*)

## Developing a Vision – “How do you currently view US 10?”

The second activity focused on developing a vision for the corridor listed several statements about the corridor and asked participants whether they agreed or disagreed with the statement. A scale of 1-5 (see below) was used to rate how strongly each participant felt. The average score for each statement, as well as any comments relating to that statement, are shown below.

- 1 = Strongly Agree
- 2 = Agree
- 3 = Neutral
- 4 = Disagree
- 5 = Strongly Disagree

- 1.) I feel safe traveling on WIS 114 during rush hour. 2.6

*Comments:*

- CTH N and WIS 114 are a potential problem with people pulling out in front of traffic (*Frogg's Ice Cream*)
- Speed is a concern (*Countryside Bar & Grill*)
- CTH M and Clifton Rd are poor intersections (*Village of Sherwood*)
- Passing through intersections with cars waiting is scary (*ECWRPC*)
- Difficult making left turns onto highway (*Town of Harrison*)

- 2.) I avoid certain intersections along WIS 114. 3.5

*Comments:*

- WIS 114 and Clifton/CTH M by the post office (*St. John Sacred Heart Church*)
- CTH M at peak hours (*Town of Harrison*)
- Clifton Rd and WIS 114 (*Shenanigans*)
- WIS 55 and WIS 114 towards Sherwood (*Shenanigans*)

- 3.) I feel safe entering WIS 114 from side streets. 3.2

*Comments:*

- Traffic to High Cliff State Park makes Pigeon Rd unsafe (*St. John Sacred Heart Church*)
- Disagree – Pigeon Rd (*Shenanigans*)
- Harrison intersection (*Village of Sherwood*)
- WIS 114 and Clifton/CTH M is very dangerous (*St. John Sacred Heart Church*)
- Speed on WIS 114 (*Jeanne's Bar*)
- Bad at times; reduce speeds (*Stumpf Creative Landscapes*)



- 4.) Pedestrian and bicycle facilities are needed along the roadway. 2.2  
*Comments:*
- Intersection near the school and down to High Cliff State Park; bike lanes on WIS 114 (*Calumet County Planning*)
  - There are six or more miles in Sherwood and getting across WIS 114 is not really possible (*Village of Sherwood*)
  - Sherwood has an extensive trail system and needs WIS 114 to be part of it (*St. John Sacred Heart Church*)
  - I think a route is being planned (*ECWRPC*)
  - Whole length, connecting US 10 to WIS 114 to High Cliff State Park (*Town of Harrison*)
  - Downtown (*High Cliff Studio*)
  - In Sherwood (*Stumpf Creative Landscapes*)
- 5.) Parking in Sherwood is important for area businesses. 1.6  
*Comments:*
- Need more; better (*Village of Sherwood*)
  - Church parking lot is not large enough to accommodate 25-30 more cars (*St. John Sacred Heart Church*)
- 6.) Parking is utilized on both sides of WIS 114 in the village of Sherwood. 2.2  
*Comments:*
- It is, but traffic is already too much for safe parallel parking (*Village of Sherwood*)
  - The church uses 25-30 spaces on the street for Sunday services (*St. John Sacred Heart Church*)
- 7.) Traffic increases during the summer months due to High Cliff State Park. 2.4  
*Comments:*
- The park usage is about 600,000 per year, mostly on Pigeon Rd (*St. John Sacred Heart Church*)
  - Somewhat, but also everything else, i.e. construction (*Village of Sherwood*)

## **PART TWO**

The second half of the workbook focused on potential alternatives for the corridor. Three alternatives were presented for discussion: a four-lane divided expressway (rural area), a three-lane two-way left turn lane section (urban area), and a four-lane undivided section (urban area). A typical section depicting desirable design standards was shown for each alternative as well as a list of characteristics and photos of other roadways with each type of configuration. The stakeholders were asked to state what they liked most about each alternative as well as what concerns they had about the alternative or what they would change.

### **Potential Rural Improvements – Four-Lane Divided Expressway**

- 1.) What do you like most about this alternative?
- Safety (*St. John/Sacred Heart Church*)
  - Safety; eliminates head-on crashes (*ECWRPC*)
  - Moves traffic safely (*Town of Harrison*)

- Can provide for turn lanes (*Town of Harrison*)
- Traffic moves easily (*Calumet County Planning*)
- Nice ride (*Frogg's Ice Cream*)
- Able to maintain higher speeds (*Town of Harrison*)
- I agree with this alternative (*High Cliff Studio*)

2.) What concerns do you have about this alternative?

- Huge right-of-way (*Calumet County Planning*)
- How much land gets eaten up (*Frogg's Ice Cream*)
- Too much land needed; way over board (*Jeanne's Bar*)
- Right-of-way needs/impacts (*ECWRPC*)
- Requires a lot of right-of-way (*Town of Harrison*)
- The amount of land it takes up (*Shenanigans*)
- Loss of property value (*Countryside Bar & Grill*)
- Eminent domain issues (*High Cliff Studio*)
- Cost to acquire property (*St. John Sacred Heart Church*)
- Limited access and turning (*St. John Sacred Heart Church*)
- Makes access complicated (*Stumpf Creative Landscapes*)
- Reduces access (*Town of Harrison*)
- Ease of access from side roads (*Shenanigans*)
- Overkill (*Frogg's Ice Cream*)
- Overkill (*Stumpf Creative Landscapes*)
- This is too big for the small corridor (*Village of Sherwood*)
- Bring 4-lanes out to highways 10 and 57 (*Jeanne's Bar*)
- Not necessary for expressway (*Calumet County Planning*)
- No room to expand (*Countryside Bar & Grill*)
- Hurts progress (*Stumpf Creative Landscapes*)

**Potential Urban Improvement Alternatives – Two-Lane Roadway with a TWLTL**

1.) What do you like most about this alternative?

- Safety and left turn lanes (*St. John/Sacred Heart Church*)
- If you lose parking on one side it would be safer for kids crossing, but it may hurt businesses on the opposing side (*Frogg's Ice Cream*)
- Turn lanes through town (*Jeanne's Bar*)
- Creates turn lanes (*Town of Harrison*)
- Turn lanes (*Shenanigans*)
- Turning traffic does not slow traffic flow (*ECWRPC*)
- Traffic flow (*High Cliff Studio*)
- Sidewalks provided (*Town of Harrison*)
- Sidewalks (*Shenanigans*)

2.) What would you change about this alternative?

- Safety for kids from thru traffic (*Village of Sherwood*)
- Some existing intersections are unsafe (*St. John Sacred Heart Church*)
- Making the turn lanes a little differently, our businesses are close to one another (*Shenanigans*)



- Parallel parking, treed boulevard, traffic calming (*Calumet County Planning*)
- The one side parking only (*Jeanne's Bar*)
- No parking for that area (*Village of Sherwood*)
- Parking used by the church is gone (*St. John Sacred Heart Church*)
- Parking (*Shenanigans*)
- Take off bike lanes to have parking on both sides (*Town of Harrison*)
- Bicycle/pedestrian accommodations should be included (*ECWRPC*)
- Change bicycle/pedestrian to trail on one side for bikes/pedestrians and a sidewalk on the other (*Town of Harrison*)
- Reduce width of travel lanes and TWLTL and terrace to try to fit into existing right-of-way (*Town of Harrison*)
- No promotion of downtown feel (*Village of Sherwood*)
- Doesn't seem like a good idea for a downtown, which is how people think of Sherwood (*Calumet County Planning*)
- Caution about high speeds (*ECWRPC*)

## **Potential Urban Improvement Alternatives – Four-Lane Undivided Roadway**

### 1.) What do you like most about this alternative?

- Nothing (*Calumet County Planning*)
- Nothing (*Frogg's Ice Cream*)
- Nothing (*Stumpf Creative Landscapes*)
- Four through lanes handles traffic (*ECWRPC*)
- Keeps traffic flowing (*Town of Harrison*)
- Traffic keeps moving (*Shenanigans*)

### 2.) What would you change about this alternative?

- Needs traffic calming (*Calumet County Planning*)
- Speed (*Frogg's Ice Cream*)
- Speed (*Jeanne's Bar*)
- Speed would increase (*St. John/Sacred Heart Church*)
- Parking (*Jeanne's Bar*)
- All parking has been removed (*St. John Sacred Heart Church*)
- No turning lanes (*St. John Sacred Heart Church*)
- Put turns into dedicated left turn lanes (*ECWRPC*)
- Reduce lane widths (*Town of Harrison*)
- Remove bike lanes to fit into existing right-of-way (*Town of Harrison*)
- Access onto roadway; the roadway in Darboy is hard to get into traffic during peak hours (*Shenanigans*)

The back of the workbook was blank and intended for participants to use for additional notes. The following comments were collected from this portion of the workbook.

- These alternatives are not conducive to a traditional downtown, which is Sherwood's goal for our local future (*Village of Sherwood*)

- Travel lanes/parking lanes – no parking between xx and xx hrs? (*Town of Harrison*)
  - 4-lane travel during peak hour
  - 2-lane travel and 2-lane parking during non-peak
- Remove all intersections from downtown (*High Cliff Studio*)
- County planning for area should be considered (*Stumpf Creative Landscapes*)
- How can traffic be routed to WIS 57 and US 10 (*Stumpf Creative Landscapes*)
- Reduce speeds (*Stumpf Creative Landscapes*)
- Stop lights? (*Stumpf Creative Landscapes*)
- Small town bypass looks like best option (*Stumpf Creative Landscapes*)





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## Memorandum

To	Tammy Rabe, P.E. – WisDOT Northeast Region
CC	Patrick Allen, P.E. – AECOM
	Project I.D. 4670-08-00 <b>Stakeholder's Meeting #2 – December 16, 2010</b> <b>WIS 114 Corridor Study</b> US 10 to WIS 55
Subject	AECOM Project No. 60046066
From	Amy Canfield, P.E. – AECOM
Date	December 20, 2010

On Thursday, December 17, 2010, the second Stakeholder's Meeting was held for the WIS 114 corridor study. The meeting took place at the Town of Harrison Town Hall from 2:00 p.m. to 4:00 p.m. and included a presentation as well as group activities focused on alternatives development for the portion of the corridor in the village of Sherwood. A list of attendees is below.

<u>Name</u>	<u>Representing</u>
Nick Musson	East Central Wisconsin Regional Planning Commission
Dena Mleziva	Calumet County Planning
Mike Ottery	Calumet County Highway Department
Jay Shambeau	Calumet County
Bill Barribeau	Calumet County Board
Mark Mommaerts	Town of Harrison
Travis Parish	Town of Harrison
Randy Friday	Village of Sherwood
David Miller	Village of Sherwood
Dan Stumpf	Stumpf Creative Landscapes
Carl Boucher	St. John Sacred Heart Church
Bill Flynn	Frogg's Ice Cream
Ken Pruess	Ken's Plumbing
Lea Majetich	Property Owner
Jeff Weyenberg	Property Owner
Bob Shuber	Property Owner
Rep. Al Ott	State Representative
Tom Collins	Heart of the Valley Newspaper
Jill Michaelson	WisDOT NE Region
Tammy Rabe	WisDOT NE Region
Matt Halada	WisDOT NE Region
Kim Rudat	WisDOT NE Region

Patrick Allen  
Amy Canfield

AECOM  
AECOM

## **Purpose of the Meeting**

The purpose of the meeting was to discuss the preliminary alternatives developed for the urban corridor from Castle Drive to Forest Avenue within the village of Sherwood.

Specifically, we hoped to:

1. Review feedback from the previous stakeholders meeting
2. Discuss the process for developing alternatives, including potential bypass options
3. Review the preliminary alternatives developed for the urban corridor
4. Receive input and suggestions on how to improve the alternatives

A copy of the presentation, handouts and comment forms received at the conclusion of the meeting are attached.

## **Review from Stakeholders Meeting #1**

The first stakeholders meeting was held in April 2010. At that meeting, a workbook was used to collect input from the stakeholders. One activity asked the stakeholders to rate which aspects of WIS 114 were most important to them. The group felt that intersection improvements, speed management and congestion relief were most important. Another activity asked participants to rate comments about WIS 114 on a scale of 1-5 to indicate whether they agreed or disagreed. The stakeholders felt that parking is important for Sherwood businesses, some intersections along WIS 114 are hazardous, and pedestrian and bicycle facilities are needed along the roadway.

Finally, the group reviewed the comments on the preliminary alternative ideas for the urban area – the two-lane roadway with a two-way left turn lane and a four-lane undivided roadway. Most stakeholders liked the two-lane roadway alternative because it increased safety and maintained parking on one side of the street. There was concern that a four-lane alternative would cause traffic to travel at a high speed through the downtown and would also eliminate on-street parking.

Other comments received at the first stakeholders meeting included the desire for the project team to consider a bypass of Sherwood.

## **Preliminary Alternatives**

The project team explained the alternatives development process to the stakeholders and stated that we are currently in the preliminary alternatives stage. Two alternatives were developed for this stage – a two-lane roadway with a two-way left turn lane and a four-lane roadway.

### **Two-lane roadway with two-way left turn lane (TWLTL)**

The typical section for this alternative consists of one through lane in each direction as well as a two-way left turn lane in portions of the corridor and dedicated right and left turn lanes at major intersections. On-street parking is provided on one side of the street where feasible. The overall typical section width is 74 feet using minimum



design standards. Minimum design standards were used to reduce impacts in the downtown area. Feedback from the first stakeholders meeting indicated potential support for this alternative if impacts could be reduced.

One issue with this alternative is the transition from the rural section to the urban section. The alternatives proposed for the rural section are four-lane alternatives and this alternative is a two-lane alternative. Operations and safety at this merger is a concern. The project team looked at similar merging sections around the state and determined that the traffic volumes anticipated at this merge point are on the verge of becoming problematic. Since this is a long term planning study, the project team felt that this alternative should only be considered an interim improvement and not a final solution.

In addition to the traffic volume concerns, the project team feels that in order for a safe transition to occur, it must happen at as slow of speeds as possible and in an area where the driver will feel the corridor urbanizing. The location that best meets these characteristics is between Castle Drive and the Mobil gas station entrance on the north side of Sherwood. However, a design that meets minimum WisDOT design standards cannot be achieved in this area. The distance between the two roadways is 1,400 feet and 1,465 feet is needed to achieve the minimum design. The stakeholders questioned why the transition area couldn't be moved to between Lake Breeze Drive and Castle Drive. The village of Sherwood stated that they purchased 5 ½ acres west of WIS 114/Castle Drive and have plans to develop this area in the future and it may feel more urban. The project team stated that even with a more urban corridor, the issue with high traffic volumes in the merging section still exists.

Overall, many of the stakeholders felt that the two-lane alternative was eliminated too quickly and commented that they felt WisDOT was predisposed to a four-lane alternative. One stakeholder asked if the do-nothing alternative was an option. The project team stated that the do-nothing alternative would not meet the purpose and need of the study, but is carried through as a baseline for comparing impacts.

#### **Four-lane roadway**

The second alternative considered is a four-lane urban roadway. At the first stakeholders meeting, the typical section presented for this alternative utilized desirable design standards and resulted in a corridor width of 90 feet. Feedback from the stakeholders indicated their desire for a smaller footprint to minimize impacts in the downtown area. Therefore, the project team utilized minimum design standards to create a typical section 74 feet in width. Reducing the width of the typical section reduced the anticipated number of relocations from 20 to 7.

Stakeholder concerns in regard to the four-lane alternative included worries about speed, the lack of parking, and traffic volume in the downtown. Since the four-lane alternative would remove the existing on-street parking, the project team presented several potential options for off-street parking lots. Off-street lots would not be WisDOT funded and would need to be supported by the Village. Potential locations for a public parking lot discussed at the meeting included behind Frogg's Ice Cream, on the post office/Shennanigans parcels, and on the vacant parcel on the corner of WIS 114 and Meehl Street. The owner of Frogg's Ice Cream was opposed to a

parking lot behind his business because it would impact picnic table seating for his customers.

Other comments in regard to the four-lane alternative were as follows:

- Desire for a roundabout or traffic signals at the CTH M intersection to calm traffic
- Could the road be shifted towards the Calumet County Bank in order to minimize impacts to Zero to 60 Garage?
- The roadway should be shifted away from Jeanne's Bar to minimize loss of prime properties and free up larger areas of land for redevelopment.
- There were concerns about who would maintain any grass medians constructed as part of the four-lane alternative
- A four-lane alternative without on-street parking is not appropriate for a downtown.

## **Bypass**

Experience has shown that the way to minimize impacts is to utilize the existing alignment to the fullest extent possible. The project team informed the stakeholders that it is WisDOT's intent to fully study on-alignment alternatives to determine if significant impacts are avoidable. If significant impacts to resources protected by law (i.e. historical structures, wetlands, or other environmental impacts) cannot be avoided, minimized, or mitigated, then the Department will look at off-alignment alternatives.

If a bypass were considered, WisDOT's vision of a bypass is a roadway with a 55 mph speed limit and a corridor width of +/- 300 feet. Access would be allowed only at the beginning and end of the route with overpasses at any roadways inbetween.

Large maps depicting the area surrounding Sherwood were then laid out on each table and the stakeholders were asked to draw their vision of a bypass on the maps. Stencils depicting the corridor width and appropriate curves were provided for this exercise. Copies of the bypass routes drawn by the stakeholders are attached.

The most popular idea for a bypass was a route west of the existing downtown. The bypass was depicted to diverge from the existing roadway either just north or just south of Castle Drive and continue along the east side of the quarry property before joining the existing roadway near the WIS 114/WIS 55 split on the south side of Sherwood.

Alternate ideas for a bypass included a route east of Sherwood that diverged from the existing roadway north of Castle Drive, crossed CTH M near Margaret Court, and rejoined the existing roadway near Forest Avenue.

Representatives from the village of Sherwood indicated a strong desire for WisDOT to explore a bypass option. The Village stated that they have purchased additional parkland for Wannick Park but would be willing to gift the land to the DOT to use for a bypass. TIF funds were used to purchase the parkland. If a bypass was constructed, the Village stated they would accept control of old WIS 114 through Sherwood.



Other comments in regard to the bypass were as follows:

- One stakeholder who was not a business owner questioned why businesses would want a bypass. This person thought the traffic diversion would be bad for businesses.
- Bypass alternative may work if most of the downtown businesses rely on local business (this would be at the discretion of the business owners).
- Bypass is desirable but likely too expensive
- Niagra Escarpment is very sensitive
- Bypass would allow the downtown area to be redeveloped as a quaint, safe destination

**Other Comments**

- The village of Sherwood recently purchased new land for Wannick Park and the park limits are now adjacent to WIS 114.
- Some property owner stakeholders had concerns about the meetings being held during the day, however the majority of the comments received indicated a preference for day time meetings.



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## Memorandum

To	Tammy Rabe, P.E. – WisDOT Northeast Region
CC	
Subject	Project I.D. 4670-08-00 <b>Stakeholder's Meeting #3 – July 19, 2011</b> <b>WIS 114 Corridor Study</b> US 10 to WIS 55 AECOM Project No. 60046066
From	Amy Canfield, P.E. – AECOM
Date	August 1, 2011

On Tuesday, July 19, 2011, the third Stakeholder's Meeting was held for the WIS 114 corridor study. The meeting took place at the Town of Harrison Town Hall from 3:00 p.m. to 4:30 p.m. and included a preview of the second public information meeting presentation and exhibits as well as group activities focused on alternatives development for the rural portion of the corridor. A list of attendees is below.

<u>Name</u>	<u>Representing</u>
Walt Raith	East Central Wisconsin Regional Planning Commission
Dena Mooney	Calumet County Planning
Mike Ottery	Calumet County Highway Department
Jay Shambeau	Calumet County
Brett Bowe	Calumet County
Bill Barribeau	Calumet County Board
Mark Mommaerts	Town of Harrison
Travis Parish	Town of Harrison
Randy Friday	Village of Sherwood Administrator
Jeff Weyenberg	Village of Sherwood President
Roger Kaas	Village of Sherwood Trustee
Terri Welisek	Village of Sherwood Trustee
John Sharer	Village of Sherwood Planning Commission
Steve Summers	Village of Sherwood Planning Commission
Bob Gillespie	Village of Sherwood Planning Commission
Dan Stumpf	Stumpf Creative Landscapes
Carl Boucher	St. John Sacred Heart Church
Bill Flynn	Frogg's Ice Cream
Ken Pruess	Ken's Plumbing
Sue Pruess	Ken's Plumbing
Brenda Stumpf	Shenanigans
Tom Hammen	Jeanne's Bar



Wayne Fischer	Wayne's Service
Carol Fischer	Wayne's Service
Jennifer Schaff	McMahon (Village of Sherwood Engineer)
Lea Majetich	Property Owner
Peggy Mueller	Property Owner
David Frahm	Property Owner
Todd Reissmann	Property Owner
Rep. Al Ott	State Representative
Jill Michaelson	WisDOT NE Region
Tammy Rabe	WisDOT NE Region
Derek Weyer	WisDOT NE Region
Randy Fuchs	AECOM
Amy Canfield	AECOM
Sarah Ericson	AECOM

## Purpose of the Meeting

The purpose of the meeting was to show the materials to be presented at the second public information meeting and discuss the preliminary alternatives developed for the rural corridor. Specifically, we hoped to:

1. Review feedback from the previous stakeholder meetings
2. Review preliminary design alternatives for the rural portion of WIS 114
3. Receive input and suggestions to improve the rural alternatives
4. View the presentation and exhibits for the WIS 114 public information meeting scheduled for Thursday, July 28<sup>th</sup>

A copy of the presentation given at the meeting is attached. This presentation, although similar, was slightly modified from the presentation to be used at the July 28<sup>th</sup> public meeting in order to better meet the needs of the stakeholders. Each stakeholder was also given a workbook that included pictures of the rural area design and an area to write comments. A copy of the workbook is attached for reference. The comments the stakeholders wrote in the workbooks are listed later in this document. General comments/questions received during the presentation and/or working group times are listed below:

- Clarification of next week's meeting, is it a public information meeting or public hearing? (Village of Sherwood)
- Roundabouts vs. signalized intersections; would there be a continuity concern if you constructed one and then the other along the route? (State Representative)
- Concerns about grass in medians, who would maintain?
- Why is Hwy 114 being made the dominant route over Hwy 10? Do legislators know about this?
- Could we set up intersections at Lake Breeze and/or Castle Drive to have a future 4<sup>th</sup> leg to the north?
- Could we have a roundabout at County Road M/Clifton for traffic calming?
- Could Stumpf Road be extended to the south and Harrison eliminated?
- Shenanigans and the post office are two of the best businesses in the community, can they be saved?
- How do we get people to slow down in Sherwood?

- How are traffic counts done? Do they include mid-day?
- What happened to the bypass routes we drew last time?
- We should plan for west leg at CTH B and make sure another leg could be added to the intersection without major redesign.
- What are the criteria for pedestrian signs in Sherwood?
- When could we realistically be building this?
- Where is traffic going to be routed when we build this?
- Can access be given to the development proposed north of 114 and east of the RR tracks? Castle Drive?
- Can the curve in Sherwood be made flatter since the post office and Shenanigans are already being taken to allow for more curb space on the other side of the road?

## **Review of Previous Stakeholder Meeting**

Prior to this meeting, the stakeholders group last met in December 2010. At that meeting, urban alternatives within the village of Sherwood were discussed, including the potential for a bypass alternative. Also at that meeting, stakeholders expressed interest in adjusting the intersection design of WIS 114 and CTH B so that all relocations would occur on the west side of the roadway. This design change was implemented and shown in the workbook. The following comments were received about the changes to the urban corridor:

- Concern with pedestrian accommodations in downtown Sherwood. The highway cuts the village businesses in half. How do we get from one side to the other safely? (Village of Sherwood)
- Updated intersection detail seems like a better option due to large parcel available for future development. Is the area across from CTH B a possible location for a business to relocate? (Village of Sherwood Engineer – McMahon)
- Off-street parking would be important (Calumet County)
- Favor previous solution. Sherwood cannot impact residents so negatively with home destruction (Village of Sherwood)
- Are sidewalks real important in the urban area if so many businesses are to be relocated? What will there be left to walk to? Can sidewalk width be reduced to lessen impact to property owners? (Property Owner)
- Where is Jeanne's Bar going to go with the snow in the winter? Nowhere to go with it now! Losing all her parking on 114 and B. Roadway too close to the business (Jeanne's Bar)
- 90 degree alignment potential for CTH B? (Calumet County Highway Department)
- Potential realignment of CTH B. Consider potential village street at CTH B (ECRPC)
- Updated design is better (Town of Harrison)
- No grass in the median. Who will maintain? (Calumet County)
- Flatten out the curve by the post office (move it south) to make it more gradual. This would also pull the ROW away from the businesses on the north side (St. John Sacred Heart Parish)
- Prefer updated design with option to construct at a later date a Sherwood bypass on the south (Sherwood Planning Commission)
- Bottom alternative is better of the two (Town of Harrison)



- What happens to relocated residences? Potential new village street as west leg of CTH B intersection (Village of Sherwood)

## **Preliminary Alternatives**

The project team explained that the rural corridor is divided into three sections; section 1 from the US 10/WIS 114 interchange to WIS 55, section 2 from WIS 55 to Castle Drive in Sherwood, and section 3 from CTH B to the WIS 114/WIS 55 split south of Sherwood.

Traffic volumes indicate the need for expansion from two to four lanes. A 60-foot median would be included and the roadway would be expanded either north or south of its existing location. It was explained that the right-of-way line shown is approximately 150 feet from the edge of the existing roadway and that the exact location of this line would not be determined until the final design is completed.

Although the designs presented show only an expand north or expand south alternative throughout the rural corridor, it is likely that a hybrid alternative that combines portions of the expand north and expand south alternatives would be a feasible option. It was explained that we would be looking for a hybrid that reduces impacts by avoiding sensitive environmental areas or residences or businesses. For constructability purposes, it is likely that we would only switch sides of the roadway at the three intersections where a control is being proposed; CTH N, State Park Road, and WIS 55. The stakeholders were asked to use their workbooks to develop their own hybrid alternative for sections 1 and 2. The following comments were received:

### *Section 1*

- Expand south appears to have the least impact. But I would be looking at bypassing the two cities using Hwy 10 and intersecting at Military Road – this is a more rural area and produces limited impact on residences and businesses (Village of Sherwood)
- Expand south – less relocations, avoids parkland (Village of Sherwood Engineer – McMahon)
- Seems wise to relocate Pigeon Rd. The Town of Harrison might desire to relocate their facilities to correspond with their incorporation discussions (Calumet County)
- Pigeon alternative remaining swift to State Park is good. Highway job at State Park. East of State Park use a middle plan to minimize impacts to businesses and slop south of marsh at curve. Same for east portion. Adjust the existing plan to be the center of both designs (Village of Sherwood)
- North from CTH N to Fire Lane 13, south from Fire Lane 13 into Sherwood (Property Owner)
- Expand south. Don't like Pigeon Road idea (Shenanigans)
- Expand south. Less business relocations, less wetland disturbances, less ROW acres (Stump Creative Landscaping)
- Expand south (Property Owner)
- Expand south (Calumet County Highway Department)
- Expand south – CTH N to Hwy 55 use south option, lease amount of impact (Calumet County)

- Expand south – Expand south with potential to move north as needed to avoid select areas (ECRPC)
- Expand north between CTH N/Fire Lane 12 and State Park Road. Expand south between State Park Road and Hwy 55 to avoid larger wetlands and avoid town hall and park property (Town of Harrison)
- Expand south – seems to be less expensive and only relocates 5 homes instead of 9 structures (St. John Sacred Heart Parish)
- Expand south is the most logical choice. The access on and off 114 is more of a concern especially the lack of left turns onto the highway (Village of Sherwood)
- Expand south. Prefer hybrid – path of least resistance – the fewest business, residential relocations, avoiding as many wetlands as possible (Sherwood Planning Commission)
- Expand south – park seems to be prohibitive (Town of Harrison)
- Expand south. Close Pigeon Road at 114? (Village of Sherwood)

## Section 2

- Expand north – this is the least impact to businesses and residents (Village of Sherwood)
- Expand north – less relocations. At Lake Breeze – roundabout potential? Future access to the north? At Castle Drive – future planning (Sherwood) shows accessing the property to the north at this location (Village of Sherwood Engineer – McMahon)
- Prefer expand north – purchase farmland north of wetland between Hwy 55 and RR crossing and near Mobil gas station to relocate marshland. No bridge. Tunnel the train (Village of Sherwood)
- Expand north – less people affected (Shenanigans)
- Expand north (Stumpf Creative Landscapes)
- Expand north (Property Owner)
- Expand north (Calumet County Highway Department)
- Expand north – least amount of impact (Calumet County)
- Expand north – Expand north with potential to avoid or cross back and forth (ECRPC)
- Mid. Section crossing south of wetlands and east/south side of RR expand to north or off-alignment north of wetlands (Town of Harrison)
- Expand north – impacts fewer homes and businesses. This would not align with the expand south option on Section 1 – is this a problem? (St. John Sacred Heart Parish)
- Expand north. Concerned about splitting Sherwood into two. If this is chosen recommend multiple walking tunnels under 114 (Village of Sherwood)
- Expand north. Avoid as many relocations as possible, this may need to be a hybrid also, tie into current Sherwood plans extending Castle Drive to Wannick Park (Sherwood Planning Commission)
- Expand north – less relocations, Hwy 55 seems like a good place to transition from Expand South alternative in Section 1 to Expand North alternative here (Town of Harrison)
- Expand north. May have overpass at RR with 114 going over RR. No left turn from Lake Breeze to 114 – this will be a problem for residents of the nearby development.



Loop 114 north of wetlands west of RR tracks – may provide access to development north of RR (Village of Sherwood)

- Expand south from 10/114 split to Hwy 55, then north alternative to village. The home in the SW quadrant of Hwy 55 intersection is also an auto body business (Wayne's Service)
- Why not trench the railroad? Not a tunnel, keep overpass with less gradient and should not cut off Lake Breeze Drive (Village of Sherwood)
- Potential to go farther north (around wetland) to better align RR crossing (ECRPC)

### *US 10/WIS 114 Interchange*

- Take a look at possible impacts of Eisenhower Rd. Roundabout at Eisenhower? (Calumet County Highway Department)
- I'm surprised that the STH 114 exist is the more traveled route than USH 10. But if that's what the numbers show I can't argue with that (Calumet County)
- Proposed Eisenhower Drive at the bottom of the ramp. Seems like roundabout intersection (ECRPC)
- Kasten Road – public or private? (Town of Harrison)
- Where is all the traffic going? (Sherwood Planning Commission)
- Seems reasonable (St. John Sacred Heart Parish)
- Ok (Sherwood Planning Commission)
- 2 lanes of traffic onto 1 lane on interchange doesn't seem safe with cars merge to get into 1 lane (Town of Harrison)

### *WIS 114/WIS 55 Split*

- Roundabout is correct alternative (Village of Sherwood)
- I think the roundabout is a nice option for the Sacred Heart Cemetery. Will Hwy 55 transition to one lane exiting the roundabout as shown? Or is it two? I see dashed lines on the 114/55 segment (Village of Sherwood Engineer – McMahon)
- Encourage business development west of intersection. Roundabout is safer for residents. You state Hwy 55 is the main road traffic. 376 ADT 114 and 319 ADT doesn't support that (Village of Sherwood)
- Roundabout option preferred (Calumet County Highway Department)
- I prefer the roundabout option. The stop control option could be difficult for the local road traffic on High Cliff Road to make a left turn (Calumet County)
- Go with the roundabout. They should be considered corridor wide (ECRPC)
- I like this alternative and the existing roundabouts seem to work well and are safe. The stop control alternative seems to cumbersome (St. John Sacred Heart Parish)
- Prefer roundabout (Sherwood Planning Commission)
- The roundabout alternative seems better for accident control and access for traffic on Hwy 114 and Hwy 55 (Town of Harrison)
- Roundabout is preferred (Village of Sherwood)

### **Other Comments**

- Have supporting info for traffic counts from Hwy 55 & 114 (Village of Sherwood)
- Show like communities' business viability and growth after such a project (Village of Sherwood)
- Need to show bypass options lack of viability figures (Village of Sherwood)

- Good presentation by DOT staff and AECOM (Calumet County Highway Department)
- I agree with the Pigeon Road and Old Highway expansions and extensions with accommodations for pedestrians and bicyclists (Calumet County)
- When would you get funding for this project? (Sherwood Planning Commission)
- What is the ratio of funding, federal/state? (Sherwood Planning Commission)
- The urban plan needs to better recognize the current planning of the downtown retail in Sherwood. Why not use Military Road north to Hwy 10 and use another existing roadway? The village of Sherwood has invested substantial dollars in purchasing downtown properties – this plan de-emphasizes existing retail as well as new retail (Sherwood Planning Commission)
- Be sure to add us to the stakeholders list as we do have a home and business in the affected area. Wayne and Carol Fischer, W4927 Hwy 114, Menasha, WI 54592. We did not receive any previous notice as a stakeholder (Wayne's Service)



## **Exhibit 13**

### **Public Information Meeting Minutes**

Exhibit 13.1 Public Information Meeting #1 – April 22, 2010

Exhibit 13.2 Public Information Meeting #2 – July 28, 2011

## Memorandum

To	Tammy Rabe, P.E. – WisDOT Northeast Region
CC	Patrick Allen, P.E. – AECOM
Subject	Project I.D. 1500-35-00 & 4670-08-00 <b>Public Information Meeting #1</b> USH 10 Corridor Study, STH 114 Corridor Study STH 441 to STH 114, USH 10 to STH 55 AECOM Project No. 60046066 and 112492
From	Amy Canfield – AECOM
Date	May 26, 2010

On Thursday, April 22, 2010 the first public information meeting for the USH 10 and STH 114 Corridor Studies was held at the Town of Harrison Town Hall. The meeting was held from 5:00 PM to 7:00 PM.

The following project team members attended the meeting:

<u>Name</u>	<u>Representing</u>
Tammy Rabe	WisDOT – NE Region
Jill Michaelson	WisDOT – NE Region
Kim Rudat	WisDOT – NE Region
Matt Halada	WisDOT – NE Region
Patrick Allen	AECOM
Amy Canfield	AECOM
Randy Fuchs	AECOM
Sarah Ericson	AECOM
Bill Poston	AECOM
Kelly Greuel	AECOM

### **Meeting Announcement**

The meeting was announced through a newsletter to property owners and a press release to the local media. The newsletter was sent to approximately 150 property owners along USH 10 and 130 property owners along STH 114. Property owners with land adjacent to the roadway were selected for the initial mailing list. In addition, an invitation was also sent to 21 local officials and 17 Native American tribes. A copy of the newsletter as well as the mailing list is attached for reference.

In addition to the newsletter, two press releases were sent to local news outlets. A copy of these press releases is attached for reference.



## Attendance

A total of 42 people signed the sign-in sheet at the public information meeting. A reporter from the Times-Villager was present as well. A copy of the sign-in sheet is included for reference.

## Meeting Format

The meeting was held in an open-house format with a brief presentation at 5:15 PM. Tammy Rabe gave the presentation which was followed by a question and answer session. A copy of this presentation and photos from the presentation period are attached for reference.

Various exhibits for USH 10 and STH 114 were on display around the room and project staff were available to answer questions. A list of the exhibits available to the public is provided below and copies of each exhibit are attached.

### USH 10

1. Constraints Map (2)
2. Change in Development Display
3. 2009 Traffic/LOS Map
4. 2035 Traffic/LOS Map
5. Queue Map – Midway
6. Queue Map – Manitowoc
7. Queue Map – STH 114
8. Existing Typical Sections

### STH 114

1. Constraints Map (2)
2. 2009 Traffic/LOS Map
3. 2035 Traffic/LOS Map
4. Existing Typical Sections

## Summary of Comments

Comments were received from members of the public during the public information meeting and in the weeks following the meeting via comment forms and emails. A summary of the comments is included below and a copy of the written comments received is attached for reference. In total, two written comments were received for USH 10 and eight written comments were received for STH 114.

### USH 10 Comments

- Province Link should be closed because people are using it as a shortcut from northbound USH 10 (Oneida Street) to eastbound Midway Road to avoid the signal at Midway Road.
- There is concern about Nature's Way and the development occurring in this area.

### STH 114 Comments

- A member of the Sherwood Village Board stated that the STH 114/Military Road intersection has been studied for signal warrants in the past. She stated that drivers

are avoiding the intersection due to safety concerns and that speeds are too high between Military Road and the STH 114/STH 55 split south of Sherwood.

- Dan Harrell owns the Countryside Grill and Bar located on the corner of STH 114 and State Park Road. He is concerned about maintaining his access to STH 114 and cited an agreement he has from 1993 guaranteeing him access. He would like to see traffic speeds reduced on STH 114 and a stop sign installed at State Park Road.
- A citizen questioned why the speed limit on STH 114 in downtown Sherwood was 30 mph instead of 25 mph.
- The Sherwood Village Administrator asked to go on record to request that WisDOT look at bypass around the Village.
- A man spoke out against the Village Administrator stating that a bypass would require too much farmland.
- Tony Mueller stated that Wayne's Auto does not have enough room to park.
- New water main is being installed along STH 114. Contact Jennifer Schaff of McMahon Group (920-751-4200) to obtain plans or other information.
- On-street parking in Sherwood is used by the auto shop as it's only parking facilities. Shenanigan's bowling alley uses on-street parking for overflow during league nights and St. John's church uses the parking spaces during church services.
- There was concern that improvements to the typical section in downtown Sherwood would have high impacts.
- The four-way stop sign that was at STH 114 and State Park Road during the construction of roundabouts on USH 10 was well received and some citizens would like it to be re-installed.
- Improvements should be made to USH 10 and/or STH 57 instead of STH 114.
- An expanded STH 114 is not compatible with the citizen's goal to create a community with a "resort" like feel.
- The Village of Sherwood requested a separate meeting where WisDOT would come speak to their Village Board.





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## Memorandum

To	Tammy Rabe, P.E. – WisDOT Northeast Region
CC	
Subject	Project I.D. 4670-08-00 <b>Public Information Meeting #2</b> WIS 114 Corridor Study US 10/WIS 114 Interchange to WIS 114/WIS 55 Split AECOM Project No. 60046066 and 112492
From	Amy Canfield – AECOM
Date	September 20, 2011

On Thursday, July 28, 2011 the second public information meeting for the WIS 114 Corridor Study was held at the Town of Harrison Town Hall in the Town of Harrison. The meeting was held from 5:00 PM to 7:00 PM with a presentation at 5:15 PM.

The following project team members attended the meeting:

<u>Name</u>	<u>Representing</u>
Tammy Rabe	WisDOT – NE Region
Jill Michaelson	WisDOT – NE Region
Kim Rudat	WisDOT – NE Region
Derek Weyer	WisDOT – NE Region
Randy Fuchs	AECOM
Amy Canfield	AECOM
Sarah Ericson	AECOM
Katie Unke	AECOM

### **Meeting Announcement**

The meeting was announced through a newsletter to property owners and a press release to the local media. The newsletter was sent to approximately 200 property owners along WIS 114 as well as other members of the public who had expressed interest in the project. In addition, an invitation was sent to 23 local officials/stakeholders, 4 Wisconsin State Representatives and 17 Native American tribes. A copy of the newsletter as well as the mailing list is attached for reference.

One press release was sent to local news outlets. A copy of the press release is attached for reference. Posters advertising the meeting were supplied to stakeholders to post at area businesses and local government buildings. A copy of the poster is attached for reference.

## Attendance

A total of 143 people signed the sign-in sheet at the public information meeting. A copy of the sign-in sheet is included for reference. Two local television reporters were present as well. Newspaper reporters from the Heart of the Valley Times-Villager and Chilton Times Journal attended the meeting.

## Meeting Format

The meeting was held in an open-house format with a presentation at 5:15 PM. Tammy Rabe gave the presentation which was followed by a question and answer session for approximately 45 minutes. A copy of this presentation is attached for reference.

Various exhibits for WIS 114 were on display around the room and project staff was available to answer questions. A list of the exhibits available to the public is provided below and copies of each exhibit are attached.

1. Constraints Map
2. 2009/2035 Traffic Map
3. Proposed Typical Sections
4. WIS 114 Preliminary Alternatives – Section 1: US 10/WIS 114 Interchange to WIS 55
5. WIS 114 Preliminary Alternatives – Section 2: WIS 55 to Castle Drive
6. WIS 114 Preliminary Alternatives – Urban Corridor: Castle Drive to CTH B
7. WIS 114 Preliminary Alternatives – Section 3: CTH B to WIS 114/WIS 55 Split
8. US 10/WIS 114 Preliminary Interchange Alternatives

## Summary of Comments

A question and answer session took place after the presentation. A summary of the questions and WisDOT-provided answers are below.

- Q: Why was the TWLTL alternative not carried through?  
A: The TWLTL alternative uses 2 lanes in the urban area. We anticipated the transition from a 4-lane rural section to a 2-lane urban section will become problematic given the traffic volumes we are anticipating.
- Q: Why have traffic calming devices not been implemented?  
A: Traffic calming devices will be looked at in the detailed study phase.
- Q: Will you put stop lights in later?  
A: Stop lights are for stopping traffic, not calming traffic. Traffic calming devices are things like narrower lanes, pedestrian crossings, bump outs, banners/signs, etc.
- Q: Why not expand US 10 to divert traffic from WIS 114?  
A: People are already using WIS 114 because it's shorter. US 10 does not have the traffic to warrant a 4-lane facility and, similar to WIS 26, we do not anticipate 4-lanes on US 10 built to expressway standards to divert enough traffic from WIS 114.
- Q: Where is all the traffic from the south coming from, Stockbridge or Hilbert? If they are coming from Hilbert they should be using US 10.  
A: Traffic is pretty evenly split between WIS 114 and WIS 55. People coming from Sherwood or Stockbridge will always use WIS 114 because it's shorter.
- Q: Why not use overpasses on WIS 114 instead of at-grade intersections?



- A: There is not enough traffic out here; that is more like US 41 type traffic.
- Q: Why not put a roundabout at CTH M?  
A: The village of Sherwood has requested we look in to this, but we have not done so yet. From a traffic operations perspective it is not necessary, however it could be considered for other reasons.
  - Q: Why not a bypass around Sherwood?  
A: The level of environmental impacts and cost are much higher than the through-town alternative.
  - Q: Please take another look at expanding US 10. There has got to be a better way to not “ruin” the rural town.  
A: We have. The WisDOT traffic group has looked at many models and determined that not enough traffic will be diverted.
  - Q: When will US 10 be expanded to 4-lanes from Appleton to Manitowoc?  
A: The next planned project for US 10 is to put in passing lanes. Upgrading US 10 to 4-lanes has not been studied and is not in current WisDOT plans.
  - Q: What are the traffic volumes on US 10 between the interchange and WIS 32/57?  
A: We have this information available, but not here tonight. The volumes are much lower than those anticipated on WIS 114, in the range of 9,000 ADT.
  - Q: Why can't we use the TWLTL with a roundabout at the south end?  
A: The anticipated problem with the TWLTL alternative is not on the south end, it is on the north end where the 4-lane rural section would merge into a 2-lane urban section.
  - Q: Do you have drawings of the bypass? People would use it, why wouldn't it work?  
A: There is a stick drawing of a relative location of the bypass. We agree that drivers would use a bypass. The issue is more of an impact/cost comparison to the through-town alternative. A bypass has many more environmental impacts and a higher cost than the through town alternative.
  - Q: What are you going to do about the noise issues? Noise is already an issue and will be worse with 4 lanes.  
A: Noise impacts will be looked at in the environmental document.
  - Q: Does the environmental document take into account social and cultural aspects of the village?  
A: Yes.
  - Q: How do you take into account emergency access?  
A: Emergency response times are considered when analyzing alternatives.
  - Q: Do the parking lanes in Sherwood belong to the village?  
A: Although there was likely a cost share many years ago between WisDOT and Sherwood to construct the parking lane, ultimately it belongs to WisDOT.
  - Q: Can WisDOT re-paint the pavement markings on the roadway in Sherwood?  
A: We will look into who to contact for this.

Written and verbal comments were received from members of the public during the open house portion of the public information meeting. A summary of the verbal comments is included below and a copy of the written comments received is attached for reference.

Verbal comments/questions from public information meeting:

- The crowd reacted negatively when a roundabout at CTH B was mentioned as a way to connect a locally built western bypass of the village of Sherwood to WIS 114.
- People generally did not like bypassing the town all together because they worried people would not stop in Sherwood at businesses; however they favored this alternative over 4-lanes through town.
- There was a desire to look at a roundabout at Castle Drive and/or CTH M and transition to a TWLTL south of the roundabout.
- The Pigeon Road relocation was positively received.
- The Village likes the TWLTL alternative because they feel it increases pedestrian safety by shortening the crossing distance.
- Many people are worried about vehicles speeding on the 4-lane roadway through the urban area.
- Could the curve at CTH M be flattened even further to increase the distance between the roadway and businesses on the outside of the curve?
- Residents were concerned about snow storage with a 4' terrace.
- A property owner questioned whether the existing utility lines on the south side of WIS 114 would cause the alternative to Expand North to be the preferred alternative.
- State Park Road currently has long queues in the morning as drivers wait to make left turns onto WIS 114.
- Residents feel a 4-lane facility would destroy Sherwood's downtown.
- How can traffic be slowed in Sherwood?
- Will traffic really obey a 30mph posted speed limit?
- Expansion of US 10 would attract traffic to that route and eliminate the need for expanding WIS 114 through the Village.
- How is a 4-lane highway going to attract businesses? How will people get access to those businesses?
- Where is all the traffic/growth coming from? What was put into the traffic forecasting models?
- Why have you "land locked" all of the land and not given access? (There was concern that WisDOT would not give access to the land north/east of WIS 114 and south of the railroad tracks that Sherwood has planned for commercial development.)



# **Exhibit 14**

## **Newsletters**

Exhibit 14.1    Newsletter #1 – April 2010

Exhibit 14.2    Newsletter #2 – July 2011

# US 10 and WIS 114 Corridor Studies

## Do you travel on US 10 or WIS 114? If so, we need your input!

WisDOT is conducting studies of US 10 and WIS 114 from Appleton to Sherwood in Calumet County and we want to talk to you about it.

The area immediately adjacent to and surrounding the US 10 corridor is greatly expanding. Extensive development west of Sherwood along WIS 114 has also caused traffic volumes to increase quickly. Maintaining the vitality of these routes is important as future development continues. Proficient transportation planning will enhance this development, benefit the economy and improve safety.

Please join us on **Thursday evening, April 22** so we can discuss these studies with you and get your input. The meeting will be held from **5 p.m. to 7 p.m.**, at the **town of Harrison Town Hall, W5298 WIS 114**, Menasha.

A short presentation is scheduled at **5:15 p.m.** There will be exhibits and staff available to discuss the project. Since the meeting is actually an open house, please stop when it would be convenient for you during the times listed.

Help us determine the future of these two important roadways.

### Wisconsin Department of Transportation



944 Vanderperren Way  
Green Bay, WI 54304

Phone: (920) 492-5643  
Fax: (920) 492-5640  
Email: greenbay.dtd@dot.wi.gov

## Public Meeting Scheduled for April 22, 2010

You are invited to attend a public information meeting regarding the US 10 and WIS 114 corridor studies. The meeting will be held in an open-house format with a short presentation. Exhibits and materials displaying project information will be available for review.

When: April 22, 2010  
5 p.m. to 7 p.m.  
Presentation at 5:15 p.m.

Where: Town of Harrison Town Hall  
W5298 WIS 114  
Menasha, Wisconsin



Wisconsin Department of Transportation

# US 10 and WIS 114 Corridor Studies

April 2010

### Contact information:

**WisDOT NE Region**  
944 Vanderperren Way  
Green Bay, WI 54304  
Phone: (920) 492-5643  
Fax: (920) 492-5640

**Tammy A. Rabe, P.E.**  
Planning Project Manager  
Phone: (920) 492-5661  
Email:  
Tammy.Rabe@dot.wi.gov

**Kim A. Rudat, APR**  
Communications Manager  
Phone: (920) 492-5743  
Email:  
Kim.Rudat@dot.wi.gov

**Mission Statement:**  
*To provide leadership in the development and operation of a safe and efficient transportation system.*

### Included in this issue:

- Contact information
- US 10 study review
- WIS 114 study review
- Project schedule
- Public information meeting invitation

## Why study US 10 and WIS 114? Improving safety and the economy

Safe and efficient transportation facilities benefit the economy and improve our quality of life in the Badger State. US 10 and WIS 114 in the Fox Valley are two such roads and the Wisconsin Department of Transportation (WisDOT) is beginning a new planning study of both roadways. These highways work in tandem serving a busy and growing metropolitan area, but they are reaching capacity limits and crash rates are rising. Increased operational efficiency and safer roads are the ultimate goals for these corridors.

WisDOT is developing long-range plans for both routes, basing our decisions on how we would need the roads to function in the future, in this case 2035. We want your input to help us make good decisions.

### US 10

The study limits (*see map on page 2*) for the US 10 project are located in Calumet County and extend from WIS 441 on the south side of Appleton to the US 10/WIS 114 split. WisDOT is projecting that by design year 2035, five of the nine major intersections on this route will experience serious operational difficulties.

### WIS 114

The study limits (*see map on page 3*) for the WIS 114 project extend from the US 10/WIS 114 split southeast of Appleton to the WIS 114/WIS 55 split south of Sherwood in Calumet County. The existing roadway is beginning to approach capacity limits and serious operational difficulties are projected along this route as well.

Construction is not scheduled for either project at this time, but the results of the studies, contained in an environmental document, will allow communities, land owners and local businesses to make informed land use decisions compatible with the long-range plans. Additionally, the department can plan to meet the future construction needs along these two highways.

## Public Meeting Scheduled for April 22, 2010

You are invited to attend a public information meeting regarding the US 10 and WIS 114 corridor studies. The meeting will be held in an open-house format with a short presentation. Exhibits and materials displaying project information will be available for review.

When: April 22, 2010  
5 p.m. to 7 p.m.  
Presentation at 5:15 p.m.

Where: Town of Harrison Town Hall  
W5298 WIS 114  
Menasha, Wisconsin



## US 10 and WIS 114 Corridor Studies

## Growing congestion on US 10

***This means more safety concerns and longer commutes.***

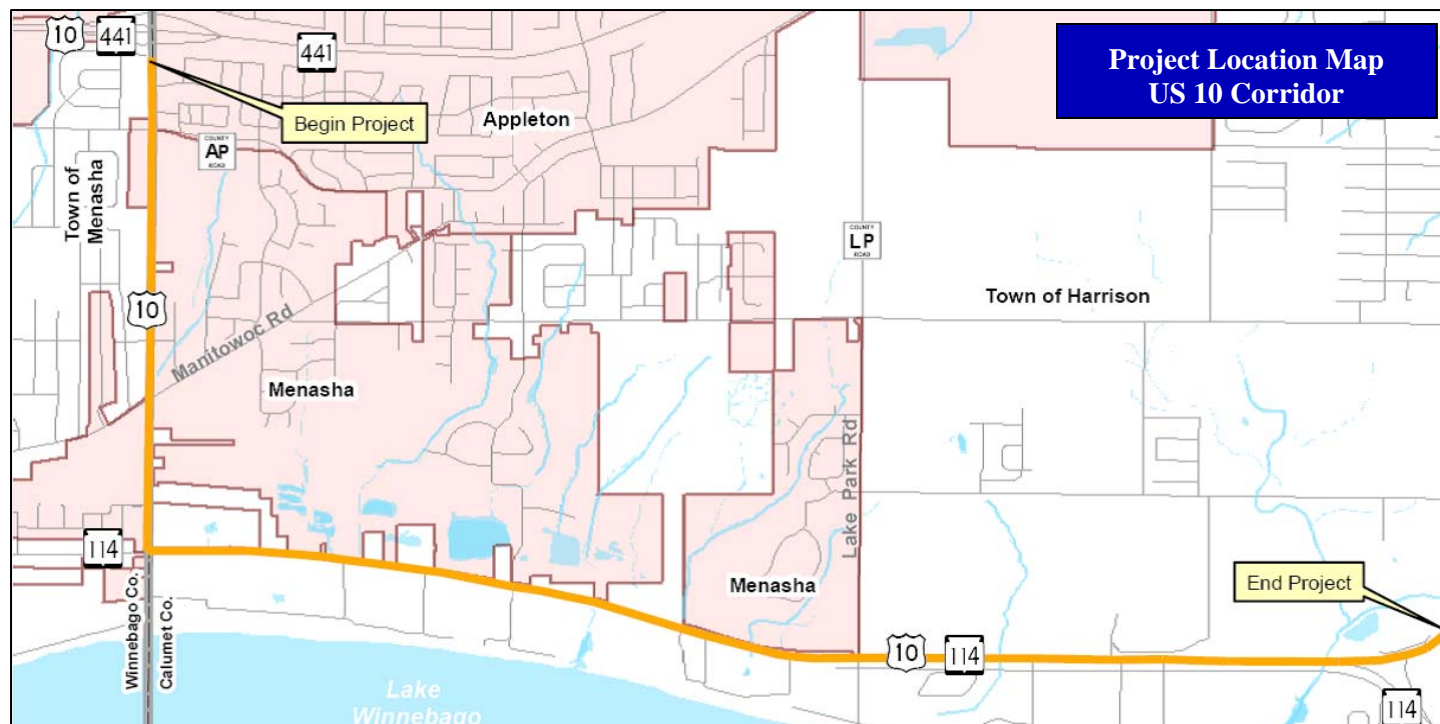
Residential and business growth is certainly a good thing, but it does have consequences. Development along US 10 is expected to raise traffic volumes more than 75% by the year 2035. For example, future traffic volumes are anticipated to mirror existing volumes on College and Wisconsin Avenues near the Fox River Mall in Appleton. The table below shows the Average Daily Traffic (ADT) in 2007 and the anticipated ADT in 2035.

US 10 Segment	2007 ADT	2035 ADT
WIS 441 to Midway Road	23,300	36,500
Midway Road to Manitowoc Road	15,900	27,900
Manitowoc Road to WIS 114 / Plank Road	14,100	25,100
US 10 / Oneida Street to Lake Park Road	12,900	23,700

The study segment of US 10 is a 4-lane highway with an urban two-way left turn lane section from WIS 441 to WIS 114 and a rural section from WIS 114 to the east. Side road controls vary from signals at major intersections to stop signs at minor intersections.

No one really likes congestion, but there are ways WisDOT can address it. While the department is not planning for additional through lanes on the segment from Oneida Street to the US 10/WIS 114 split, US 10 between WIS 441 and WIS 114 may need additional turn lanes or a divided roadway to accommodate the increase in traffic.

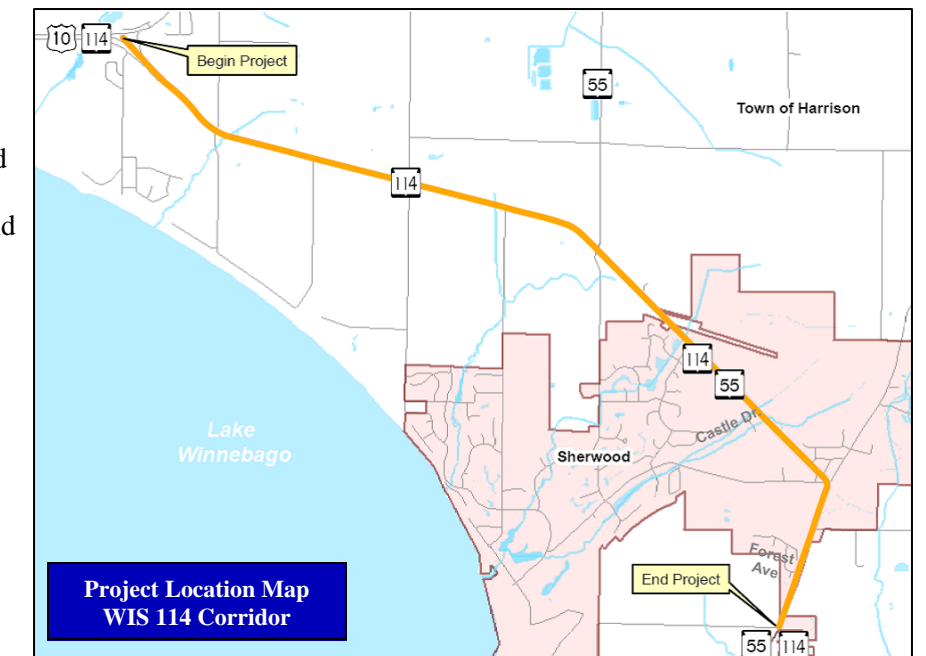
There are safety concerns throughout the study area, though they do vary somewhat by location. As new commercial and residential areas develop, safety and operational issues will occur. Additional control of access points along all of US 10 may be needed to maintain future roadway operations and minimize crashes. Intersection improvements may also be necessary to accommodate the increased traffic.



**It is no surprise that traffic on WIS 114 is increasing**

WIS 114 is no longer the rural highway it once was. Growth in this area has been steady and substantial. It should be no surprise that as development continues over the next 25 years, traffic volumes are anticipated to increase rapidly. The table below shows the Average Daily Traffic (ADT) in 2007 and the volume anticipated in 2035.

WIS 114 Segment	2007 ADT	2035 ADT
US 10 to Castle Drive	9,900 - 10,100	15,400 19,900
Castle Drive to Forest Avenue	10,100	15,400
Forest Avenue to WIS 114 / WIS 55 Split	9,900	15,300



The study segment of WIS 114 is a 2-lane rural highway that connects the village of Sherwood to the Fox Cities. All side roads are currently stop controlled. Roundabouts will be constructed in 2011 at County Road N and WIS 55 to address current safety concerns.

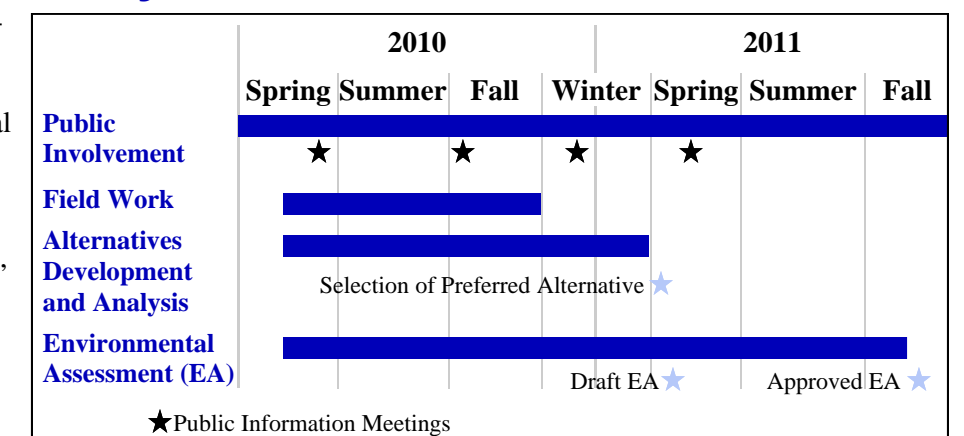
The department will be considering the eventual need for a 4-lane divided highway along this route. This kind of facility will address capacity issues, but also improve turning and through maneuvers from side roads. That translates into operational efficiency and increased safety.

As traffic counts rise, roadway improvements within the village of Sherwood could include a two-way left turn lane or individual turn lanes at intersections. These improvements would make the roadway safer by separating turning vehicles from through traffic.

Growing congestion at intersections along this route is a concern for WisDOT. As congestion increases, operational efficiency declines. Intersections will begin to operate poorly and excessive backups and long delays will occur due to minimal gaps in through traffic on WIS 114.

Currently, most intersections are operating at an acceptable level. Unfortunately, by 2035, all of the major intersections along the corridor will face significant difficulties. Intersection improvements are needed to ensure the viability and safety of the corridor.

## Study Schedule - US 10 and WIS 114



# WIS 114 Corridor Study

## Preliminary alternatives for WIS 114 corridor proposed *We need your input!*

WisDOT is conducting a study of WIS 114 from the US 10/WIS 114 interchange to the WIS 114/WIS 55 split south of Sherwood in Calumet County. We have developed preliminary alternatives for the corridor and we want to share them with you.

Please join us on **Thursday evening, July 28** so we can discuss the preliminary alternatives for the WIS 114 corridor study with you and get your input. The meeting will be held from **5 p.m. to 7 p.m.**, at the **Town of Harrison Town Hall, W5298 WIS 114, Menasha.**



A short presentation is scheduled at **5:15 p.m.** There will be exhibits and project team members available to discuss the project. Since the meeting is an open house, please stop in when it would be convenient for you during the times listed.

### Wisconsin Department of Transportation



944 Vanderperren Way  
Green Bay, WI 54304

Phone: (920) 492-5643  
Fax: (920) 492-5640  
Email: [ner.dtsd@dot.wi.gov](mailto:ner.dtsd@dot.wi.gov)

## Public Meeting Scheduled for July 28, 2011

You are invited to attend a public information meeting regarding the WIS 114 corridor study. The meeting will be held in an open-house format with a short presentation. Exhibits displaying preliminary alternatives will be available.

When: July 28, 2011  
5 p.m. to 7 p.m.  
Presentation at 5:15 p.m.

Where: Town of Harrison Town Hall  
W5298 WIS 114  
Menasha, Wisconsin



Wisconsin Department of Transportation

# WIS 114 Corridor Study

July 2011

### Contact information:

**WisDOT NE Region**  
944 Vanderperren Way  
Green Bay, WI 54304  
Phone: (920) 492-5643  
Fax: (920) 492-5640

**Tammy A. Rabe, P.E.**  
Planning Project Manager  
Phone: (920) 492-5661  
Email: [Tammy.Rabe@dot.wi.gov](mailto:Tammy.Rabe@dot.wi.gov)

**Kim A. Rudat, APR**  
Communications Manager  
Phone: (920) 492-5743  
Email: [Kim.Rudat@dot.wi.gov](mailto:Kim.Rudat@dot.wi.gov)

### Mission Statement:

*To provide leadership in the development and operation of a safe and efficient transportation system.*

### Contents:

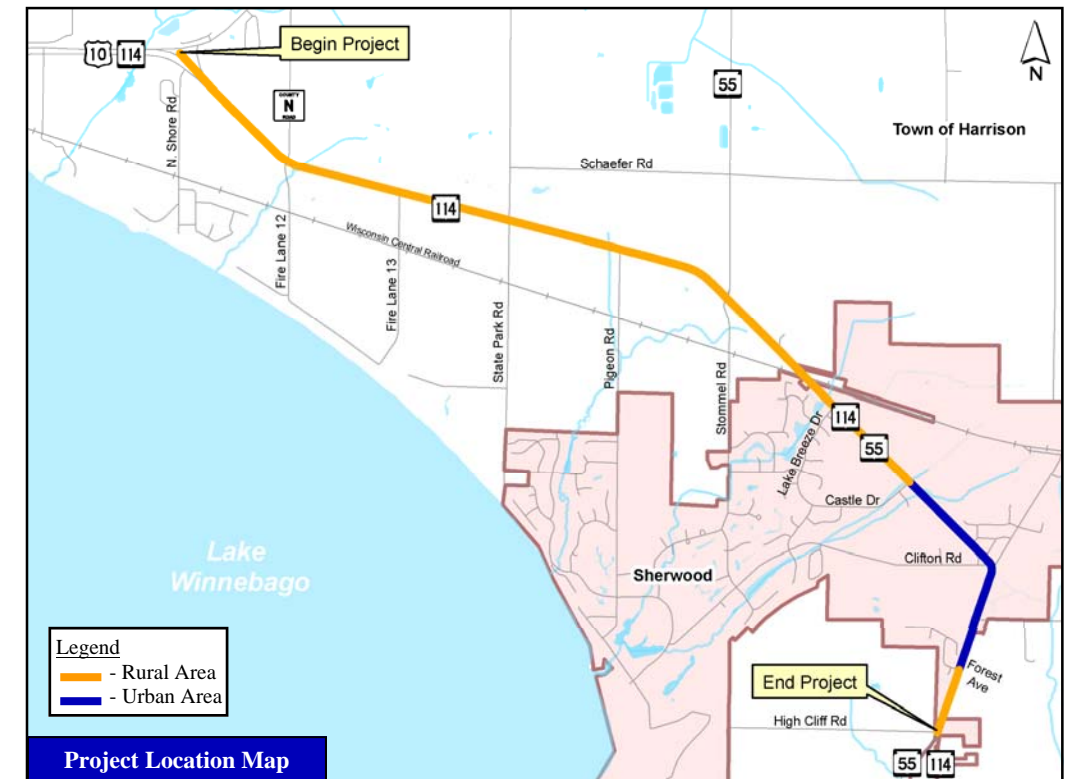
- WIS 114 study updates
- Potential rural and urban improvements
- Public information meeting invitation

### Schedule:

- Summer 2011 - Public meeting #2
- Fall and Winter 2011/2012 - Alternatives development & analysis
- Spring 2012 - Public meeting #3
- Fall 2012 - Selection of preferred alternative.

## WIS 114 preliminary design is underway

Growth in the area surrounding WIS 114 has been steady and substantial. It should be no surprise that as development continues over the next 25 years, traffic volumes are anticipated to increase rapidly. For this reason, the Wisconsin Department of Transportation (WisDOT) is conducting a long-range planning study to address the corridor needs through the year 2035 for WIS 114 from the US 10/WIS 114 interchange to the WIS 114/WIS 55 split south of Sherwood.



The project area is divided into rural and urban segments. The rural area extends from the US 10/WIS 114 interchange to Castle Drive and the urban area begins at Castle Drive and continues through Sherwood. The preliminary alternatives developed address the eventual need for a four-lane highway. The new highway will be divided in the rural area with a grass median. This kind of facility will help ease congestion and increase safety. Preliminary alternatives will be on display at the public meeting. Please help us choose whether to expand north or south of the existing roadway in the rural area and refine the four-lane alternative in the urban area.

The next step for the WIS 114 corridor study is to evaluate and refine the corridor alternatives to minimize impacts. This will also include developing intersection control alternatives throughout the corridor.



What happened to the US 10 study?

US 10 and WIS 114 are important transportation facilities working in tandem to serve a busy and growing Fox Valley area. It was WisDOT’s intention to study these facilities together; however, due to the unique needs of each corridor, the studies were separated. If you would like to continue receiving information regarding the US 10 corridor study, please contact Tammy Rabe, the WisDOT project manager, at Tammy.Rabe@dot.wi.gov. Include your full name and mailing address in your request.

Rural improvements — four-lane expansion needed

Two conceptual alternatives were considered to accommodate the increase in traffic anticipated for WIS 114 in the next 25 years; expansion of the existing highway or improving other routes such as WIS 32/57 and US 10. Improving WIS 32/57 and US 10 was dropped from further consideration because not enough traffic would be diverted from WIS 114 to eliminate the need for improvements. Most drivers would continue to use WIS 114 because it is the shortest, most direct

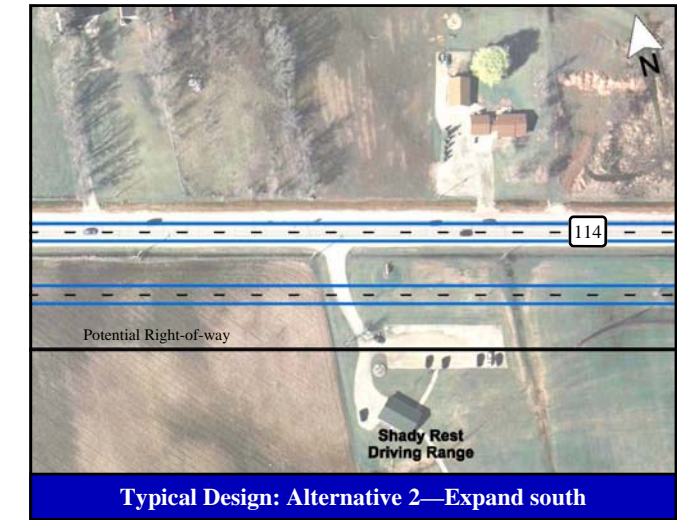
route to the Fox Valley from the Hilbert area. Additionally, half of the traffic entering Sherwood from the south originates from WIS 55. Improvements to other facilities would not impact the route chosen by these drivers. This alternative does not meet the purpose and need for the WIS 114 corridor study.

Four-lane expansion alternatives

The following four-lane expansion alternatives are being considered: Alternative 1—Expand north, which utilizes the existing roadway and adds two additional lanes to the north and Alternative 2—Expand south, which utilizes the existing roadway but adds two lanes to the south. Please provide us with your thoughts on each alternative. Detailed maps of Alternatives 1 and 2 will be on display at the public meeting on July 28.



Typical Design: Alternative 1—Expand north



Typical Design: Alternative 2—Expand south

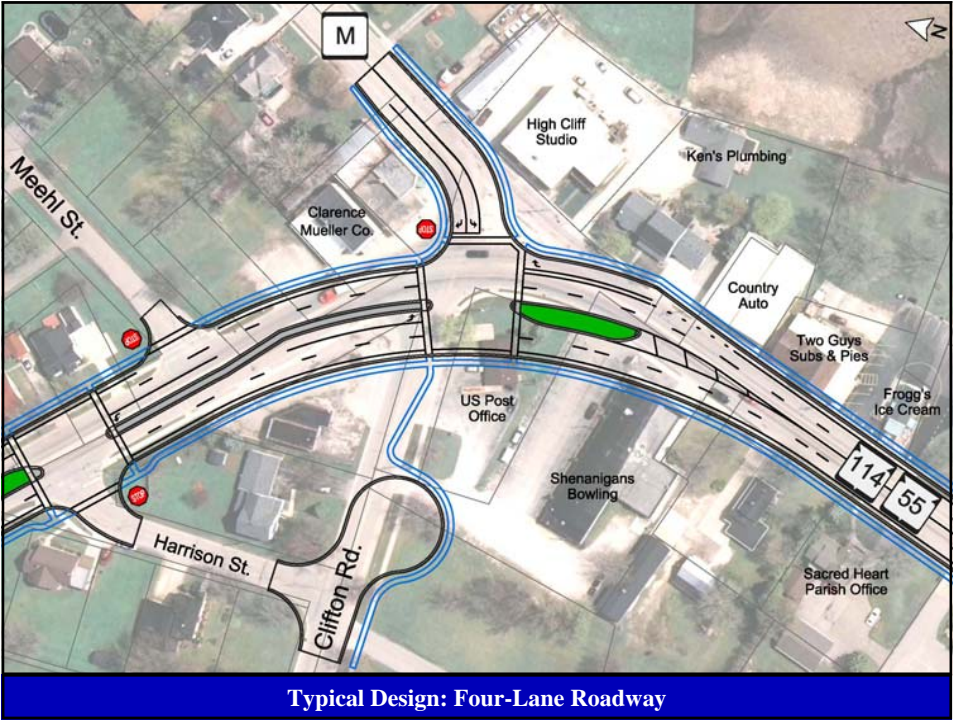
Alternative evaluation criteria

Each alternative will be evaluated on the following criteria:

- Right-of-way impacts
- Wetland impacts
- Woodland impacts
- Relocations
- Construction costs
- Impacts to public parks
- Other environmental concerns

Potential improvements within Sherwood

The mobility and safety needs of WIS 114 in the village of Sherwood need to be addressed. Two conceptual alternatives were considered for this area, a two-lane roadway with a two-way left turn lane (TWLTL) and a four-lane roadway. The TWLTL alternative was eliminated from further consideration due to safety and operational concerns involving the transition from a four-lane rural section to a two-lane urban section. This alternative would not be a long-term solution for the corridor and therefore does not meet the project purpose and need.



Typical Design: Four-Lane Roadway

Four-lane roadway characteristics

- Increased mobility
- Pedestrian and bicycle facilities
- Raised medians at intersections to allow for pedestrian refuge
- Turn lanes at major intersections to improve safety
- Minimum design standards to minimize impacts
- On-street parking removed; a community parking lot could be developed
- Improvements to the curve near County Road M
- Access from Clifton Road removed to improve safety

The four-lane roadway alternative will be on display at the public meeting. The alternative will be evaluated on the same criteria as the rural area alternatives.

Is a bypass of Sherwood an alternative?

A bypass of Sherwood was considered as a conceptual alternative. The stakeholders group helped map potential bypass routes at a meeting in December 2010. WisDOT further researched these suggestions. When compared to the four-lane through-town alternative, the bypass routes resulted in higher costs and greater impacts. The current through-town alternative does a better job of meeting the study’s purpose and need with a lower cost and without significant environmental impacts. Therefore, bypass alternatives will not be carried forward to the next stage of the study.

# **Exhibit 15**

## Village of Sherwood Resolution



**VILLAGE OF SHERWOOD RESOLUTION #10-2011**

**STATEMENT of OPPOSITION to the  
STATE of WISCONSIN DEPARTMENT of TRANSPORTATION  
Proposal to convert STH 114 into a 4-Lane Roadway  
through downtown Sherwood by the**

**VILLAGE of SHERWOOD  
PLAN COMMISSION,  
COMMUNITY DEVELOPMENT AUTHORITY  
and  
VILLAGE BOARD**

**WHEREAS**, the State of Wisconsin DOT has stated their intent to plan future roadway construction projects in Calumet County affecting STH 114 and U.S. Hwy. 10, and;

**WHEREAS**, WisDOT has broken these two highway portions into two separate and distinct planning projects, and;

**WHEREAS**, the WisDOT-proposed plan for STH 114 segment converts the current 2-lane roadway into a 4-lane roadway through the entire length of our community including the Sherwood downtown, and;

**WHEREAS**, the WisDOT-proposed plan for STH 114 bisects our community into two distinct halves effectively creating local traffic flow problems, and;

**WHEREAS**, the current STH 114 traffic counts are approximately 10,000 vehicle trips per day and the WisDOT-proposed plan for STH 114 would create a roadway capable of handling up to 41,000 vehicle trips per day, and;

**WHEREAS**, the WisDOT-proposed plan would remove at least two (2) roadway access points between our local roadway system and STH 114, and;

**WHEREAS**, the WisDOT-proposed plan calls for the removal of the *Sherwood Post Office*, which is located in a building owned by the Village of Sherwood, and;

**WHEREAS**, the WisDOT-proposed plan calls for the removal and/or modification to numerous other business buildings, some of which are owned by the Village of Sherwood, and;

**WHEREAS**, the WisDOT-proposed plan further calls for the removal and/or modification to numerous other residential dwellings, and;

**WHEREAS**, the Village of Sherwood has a duly adopted *Comprehensive Plan* (2008) stating as a goal our re-development of the downtown area and;

**WHEREAS**, the Village has over a three-year period purchased and now owns and rents out five (5) buildings in the downtown area scheduled for future re-development, and;

**WHEREAS**, the Village borrowed nearly \$1 million in FY2010 as part of its *5-year Capital Improvements Plan* for future building purchases in the downtown area scheduled for re-development and;

**WHEREAS**, the Village plans to create a *Downtown Tax Increment Finance District* whose goal will be the re-development of our downtown area, and;

**WHEREAS**, the Village has dedicated \$50,000+ in the *FY2011 Annual Budget* to Staff and hire consultants creating a *Downtown Tax Increment Finance District*, and;

**WHEREAS**, the Village Plan Commission, Community Development Authority and Village Board believe the net effect of the impact of WisDOT procuring additional buildings and property for the Right-of-Way necessary to complete this project is detrimental to the economic well-being of our downtown area, and;

**WHEREAS**, the Village Plan Commission, Community Development Authority and Village Board believe the WisDOT-proposed plan is diametrically opposed to the year's long efforts of the Village toward creating a successful *Downtown Tax Increment Finance District* and healthy, revitalized downtown Sherwood area.

**NOW THEREFORE, BE IT RESOLVED THAT**, at the behest of the *Special Joint Meeting* of the Sherwood Plan Commission, Community Development Authority and Village Board convened on August 8, 2011, the Village Board, as the governing body of the Village of Sherwood, does herewith formally state on behalf of all local governmental parties heretofore named, our opposition to the WisDOT-proposed plan to change the current STH 114 road layout from a two-lane roadway to a four-lane roadway through the Village of Sherwood at the extreme cost and expense to taxpayers and to the detriment of currently existing facilities, such as, but not limited to the loss of existing governmental buildings, private businesses, the Sherwood Post Office, residential dwellings, and the decimation of years of work and tax dollars aimed at revitalization of Sherwood's downtown.

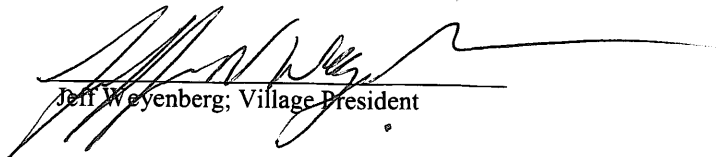
**BE IT FURTHER RESOLVED**, the aforementioned bodies challenge WisDOT, its agents and representatives in this matter, to again review any of the previously discussed alternative routes, whose lay-out directed traffic through the Village corporate limits as compared to the current WisDOT proposal, to also review other new Village proposals re-directing traffic from approximately the STH 55/114 intersection in Sherwood on to existing local roadways immediately outside the corporate limits in a northerly direction to their intersection(s) with either STH 55 or U.S. Hwy. 10 north of Sherwood, so as to retain the integrity of our downtown revitalization efforts as well as the rural character

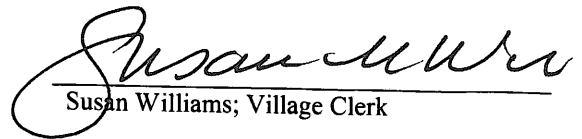


associated with Sherwood and *High Cliff State Park*, a park of nearly 1,200 acres that lies partially within the boundaries of our community.

Adopted this 8<sup>th</sup> day of August, 2011.

ATTEST:

  
Jeff Weyenberg, Village President

  
Susan Williams, Village Clerk

*Resolution #10-2011*

	Yea	Nay	Absent	Abstain
Benz	✓			
Hennlich	✓			
Kaas	✓			
Laux	✓			
Rath	✓			
Welisek	✓			
Weyenberg	✓			
Total	7	0	0	0

Motion:

Benz

Second:

Welisek

Approved:

✓

Denied: \_\_\_\_\_

## **Exhibit 16**

### **End-of-Project Letter to Stakeholders**





**Division of Transportation  
System Development**  
Northeast Regional Office  
944 Vanderperren Way  
Green Bay, WI 54304

**Scott Walker, Governor**  
**Mark Gottlieb, P.E., Secretary**  
Internet web site: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Telephone: (920)492-5643  
Facsimile (FAX): (920)492-5640  
E-mail: [ner.dtsd@dot.wi.gov](mailto:ner.dtsd@dot.wi.gov)

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August 25, 2011

<<Name>>  
<<Title>>  
<<Representing Agency>>  
<<Address>>  
<<City>>, <<State>> <<Zip>>

Re: WIS 114 Corridor Study (4670-08-00)

Dear <<Name>>:

I want to thank you for volunteering your time to serve on the WIS 114 Corridor Study Project Stakeholder Committee. The Wisconsin Department of Transportation (WisDOT) appreciates your interest and assistance.

This letter is to inform you that WisDOT's Northeast Region has decided to suspend this planning study indefinitely. Here are some of the reasons for this decision.

- There have been a number of concerns about the direction of the study raised by municipalities along this route. Please note that this was simply a long-range planning study. Our approach to this study was to be proactive, creating an awareness of future travel conditions while balancing community and transportation needs. No construction was planned at its conclusion.
- There are no immediate operational issues on this corridor that must be addressed.
- Improvements being built this year by WisDOT at the intersection of WIS 114 and County N and next year at the intersection of WIS 114 and WIS 55 will help improve traffic flow along this highway for the foreseeable future.
- The information we have already collected for the study will help us, should operational issues change along this corridor.
- Additionally, this decision allows WisDOT's Northeast Region to refocus its resources toward more immediate needs.

Again, we value your time and personal commitment to the project. We look forward to working with you in the future. Should you have any questions, please contact me at (920) 492-5684.

Sincerely,

Will Dorsey  
Director

## **Mailing list for End-of-Project Letter**

WIS 114 Corridor Study

Classification	Organization/Business Name	Pre-name	First Name	Last Name	Official Title
State Representative	3rd Assembly District	Mr.	Al	Ott	Representative
Local Official	East Central Wisconsin Regional Planning Commission	Mr.	Walt	Raith	Assistant Director
Local Official	Calumet County	Mr.	Michael	Ottery	Highway Commissioner
Local Official	Calumet County	Ms.	Julie	Heuvelman	Director of Planning
Local Official	Calumet County	Ms.	Dena	Mooney	Planner
Local Official	Calumet County	Mr.	Mark	Ott	Sheriff
Local Official	Calumet County	Mr.	Brett	Bowe	Chief Deputy
Local Official	Calumet County	Mr.	Jay	Shambeau	Administrator
Local Official	Calumet County	Mr.	Bill	Barribeau	County Board Chairperson
Local Official	Town of Harrison	Mr.	Mark	Mommaerts	Town Planner
Local Official	Town of Harrison	Mr.	Travis	Parish	Administrator
Local Official	Town of Harrison	Mr.	John	Slotten	Chairperson
Local Official	Town of Harrison	Mr.	Kevin	Kloehn	Fire Chief
Local Official	Village of Sherwood	Mr.	Jeff	Weyenberg	Village President
Local Official	Village of Sherwood	Mr.	Randy	Friday	Village Administrator
Advocate	Friendship Trail	Ms.	Vickie	Milde	
Business Owner	Stumpf Landscapes	Mr.	Dan	Stumpf, Sr.	
Business Owner	Countryside Bar and Grill	Mr.	Dan	Harrell	



Classification	Organization/Business Name	Pre-name	First Name	Last Name	Official Title
Business Owner	High Cliff Studios	Mr.	Scott	Amrhein	
Business Owner	Ken's Plumbing	Mr.	Ken	Pruess	
Business Owner	Shenanigan's	Ms.	Brenda	Stumpf	
Business Owner	Country Auto Repair	Mr.	Tim	Eldred	
Business Owner	Frogg's Ice Cream	Mr.	Bill	Flynn	
Business Owner	St. John Sacred Heart Church	Mr.	Carl	Boucher	
Business Owner	Jeanne's Bar and Grill	Ms.	Jeanne	Hammen	
Business Owner	Sherwood Post Office	Mr.	Steve	Jacobs	
Property Owner		Mr.	Joe	Sprangers	
Property Owner		Mr.	Dick	Bierlich	
Property Owner		Mr. and Mrs.	Joe and Peggy	Mueller	
Property Owner		Mr. and Mrs.	Richard and Maggie	Storey	
Property Owner		Ms.	Lea	Majetich	

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