



DANE COUNTY BOARD OF SUPERVISORS

North Mendota Parkway Implementation Oversight Committee (NMPIOC)

Meeting Minutes

December 10, 2008

Town of Westport Kennedy Administration Center

4:30 p.m.

Type of meeting: Committee Meeting
Note taker: Brian Standing,
Planning & Development

Committee Members Present: VanRooy, Pulvermacher, Bruskewitz, Ohm, Wells, Enge, Hinz, Opitz

Committee Members Absent: Even, Dreckman

Others Present: Standing, Dunphy, Lynch, McDonald, members of the public

For copies of presentation materials: Contact Brian Standing at (608) 267-4115 or by e-mail at standing@co.dane.wi.us

----- Agenda Topics -----

1 Introductions: Chair Ohm convened the meeting at 4:35 p.m. Committee members, staff and others present introduced themselves. Topf Wells distributed a petition delivered to the County Executive. ##get copy##

2 Approval of minutes:
Motion by Pulvermacher, second by Bruskewitz to approve the minutes of the 11/11/08 meeting.
Motion carried.

3 Presentation by Tom Lynch, Strand Associates
Tom Lynch gave the committee an update on preliminary impact analysis of proposed routes. Alignments under consideration include: 4W, 14W, 13W, 12E and 4E. Strand Associates is still in the process of assessing impacts and will have this analysis available at a future meeting. Budget considerations may require that routes receive written reports rather than detailed profiles. Maps of selected routes for analysis will be available online at:
http://www.countyofdane.com/plandev/planning/North_Mendota.aspx or by contacting Brian Standing.

4 Question and Answer with WISDOT Officials. Mike Holker, John Vesperman and Tom Kapowski of Region 1 of the Wisconsin Department of Transportation gave a brief presentation and took questions from the committee. Topics covered included:

- Role of WISDOT – Coordinating advice and technical resource
- WISDOT does not have defined purpose with respect to State Trunk Highway system and need to participate in the NMP a more direct way.
- NMP seen as a locally driven project, with little direct connection to STH system.
- Corridor objectives: Seen as local system. If WISDOT were going to look at it, it would be a 55 mph expressway.
- Function and safety with interchanges with Highway 12
- STH 19 may be a future approved expansion study due to increasing traffic. Study project will look at alternate locations for HWY 19, with EIS. Might include portions of NMP corridor.
- HWY 19 study will have broad purpose including traffic from interstate to Highway 12
- Don't know when Hwy 19 will be scheduled for further study. In queue, high ranking, based on criteria. Projects taken forward by WISDOT Secretary to TPC. Not currently recommended, but could. TPC meets on biannual basis. 19 may or may not be on the list for consideration by TCP at their next meeting.
- Split diamond interchange: No objections from WISDOT and Federal Highway liaison.
- Would have to prove that interchanges would work.
- CTH K would have to be grade-separated or tied into local road system east of Hwy 12.
- Hwy 12 freeway study underway, but not yet funded for construction.

- If no split diamond, Urban standard are 1 mile, rural standard is 2 miles. Could be in between due to environmental corridors
- ¼ mile minimum between interchanges
- WISDOT hasn't looked at interchange with Highway 12. ## copies from WISDOT
- Q's from committee – How many acres of land would an interchange take with Highway 12?
- A Depends on rural vs. urban standard, topography and access design. WISDOT will provide a range of acres needed.
- Urban interchanges take less land, but are more expensive to build.
- WISDOT could do some cost-analysis of rural vs. urban designs. WISDOT has been waiting for NMP decisions about type and location of interchanges.
- Once interchanges locations are set, WISDOT will need to map specific design areas for statutory protection
- Parmenter interchange would have to be modified to allow for a split-diamond interchange, but distances with Alignment 13 would work
- Have timeline for Hwy 12 freeway study, but willing to wait for NMPIOC if necessary. WISDOT has some flexibility.
- Don't know when Hwy 12 freeway construction would occur. Could be years away.
- Highway 12 Freeway is not high on the list for possible federal infrastructure stimulus assistance.
- Pulvermacher: Town of Springfield letter opposing any NMP interchange north of CTH K. ##get copy of letter.
- Avoiding mineral extraction site could extend length of split-diamond interchange, WISDOT and FHWA would have to review.
- If NMP grows to serve regional traffic, would WISDOT ever step in? Would depend on traffic projections. Bob McDonald: would need to do origin-destination analysis and look at future traffic patterns. MPO could take on analysis as part of its work program if requested by local, county government or the WISDOT.
- Would it be possible to locate an exit ramp, but not an on-ramp, near to Parmenter street. WISDOT would not want to encourage those kinds of designs.
- EB: System merges vs. interchanges.
- Interchange in area would have to meet all directions of flow, especially if state or federal dollars are involved. System and other interchanges dramatically increase the costs of design and construction.

5 Next Steps.
Motion by Wells/Bruskewitz. Staff to provide a brief summary of transportation purpose that the NMP was recommended to address and begin work on draft impact analysis report.
Motion carried.

Motion by Pulvermacher/Optiz to direct Tom Lynch to replace Alignment 14W with an alignment 15W with an interchange with Hwy 12 that is south of K
Motion carried.

6 Set location and major agenda items for next meeting. Next meeting set for January 28 at 5:30 p.m. at City of Middleton.

The major topics will be:

- Discussion and possible action on NRA boundary
- Review and discussion of Tom's preliminary impact analysis
- Summary of original NMP purpose and
- Review of origin / destination modelling assumptions.

7 Adjourn
Motion by Opitz, second by Wells, to adjourn at 6:09 p.m. Motion carried.

NOTE: These minutes reflect the notes of the recorder and are subject to correction and approval at a subsequent meeting of the work group.