



**Meeting:** Village Board  
**Meeting Date:** 08/13/2012  
**Agenda Item:** 6e

**Mission Statement**  
Delivering quality services in a courteous,  
cost-effective and efficient manner.

## VILLAGE BOARD MEETING STAFF REPORT

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**REPORT TO:** Burt R. McIntyre, President  
Village Board of Trustees

**REPORT FROM:** Michael J Kaster, PE, Director of Engineering

**AGENDA ITEM:** Review and take action on Milltown Road Alternatives as presented by Wisconsin DOT consultant Bruce Ommen.

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### **POLICY ISSUE**

Should the Village Board identify a preferred alternative for the Milltown Road re-alignment?

### **BACKGROUND INFORMATION**

The Wisconsin DOT has been developing plans for a future interchange at STH 29 and CTH VV. Part of those plans includes the re-alignment of Milltown Road. WisDOT has identified three alternatives through a process that has included public meetings and comment from the public and municipalities involved. Alternatives MT2, MT4, and MT6 are detailed in the Power Point presentation attached to this report. WisDOT will be presenting the project to the board to assist the board in identifying a preferred alternative. Comments received from the public expressed opinions for and against each of the presented alternatives.

### **PRIOR ACTION/REVIEW**

None

### **FISCAL IMPACT:**

- |                              |            |
|------------------------------|------------|
| 1. Is There A Fiscal Impact? | <u>No</u>  |
| 2. Is it Currently Budgeted? | <u>N/A</u> |
| 3. If Budgeted, Which Line?  | <u>N/A</u> |
| 4. Amount?                   | <u>N/A</u> |

### **RECOMMENDED ACTION**

Village residents have provided feedback that is both for and against each of the presented alternatives. With this in mind Village Staff has reviewed the alternatives from a standpoint considering public safety, impacts to Village maintenance and capital funds, and future development possibilities.

After consideration it is the opinion of Staff that alternative MT4 is the most desirable for the Village. This option provides safety through larger straight sections of future roadway allowing for future driveways and roadways to intersect Milltown Road at these more desirable locations (sight distances and turning motions can become difficult when driveways and intersections are located on curves as is generally the case with MT6). Also improved is the poor sight distance currently experienced at the curve near Maplewood Shell (not improved by MT2). In addition this option provides the largest portion of road reconstruction for Milltown Road (at this time identified as being paid for by WisDOT), thus reducing future capital costs to the Village for Milltown Road reconstruction.

Village staff recommends that the Village Board identify alternative MT4 as the Village preferred alternative.

If the Village Board agrees with this action, the following motion could be used, ***“Motion to identify Milltown Road Alternative MT4 as the preferred alternative.”***

**POLICY ALTERNATIVE(S)**

The Village Board could take the following actions:

- Identify Alternative MT4 as the preferred alternative.
- Identify one of the other presented alternatives as the preferred alternative.
- Table the item and request additional information.
- Choose to not identify a preferred alternative.

**ATTACHED INFORMATION**

- I. WisDOT Powerpoint presentation
- II. Public Comments

**COPIES FORWARDED TO:**

- I. Bruce Ommen, Ayers & Associates



**WIS 29 Freeway Conversion  
County FF to County U – Brown  
County  
Village of Howard**

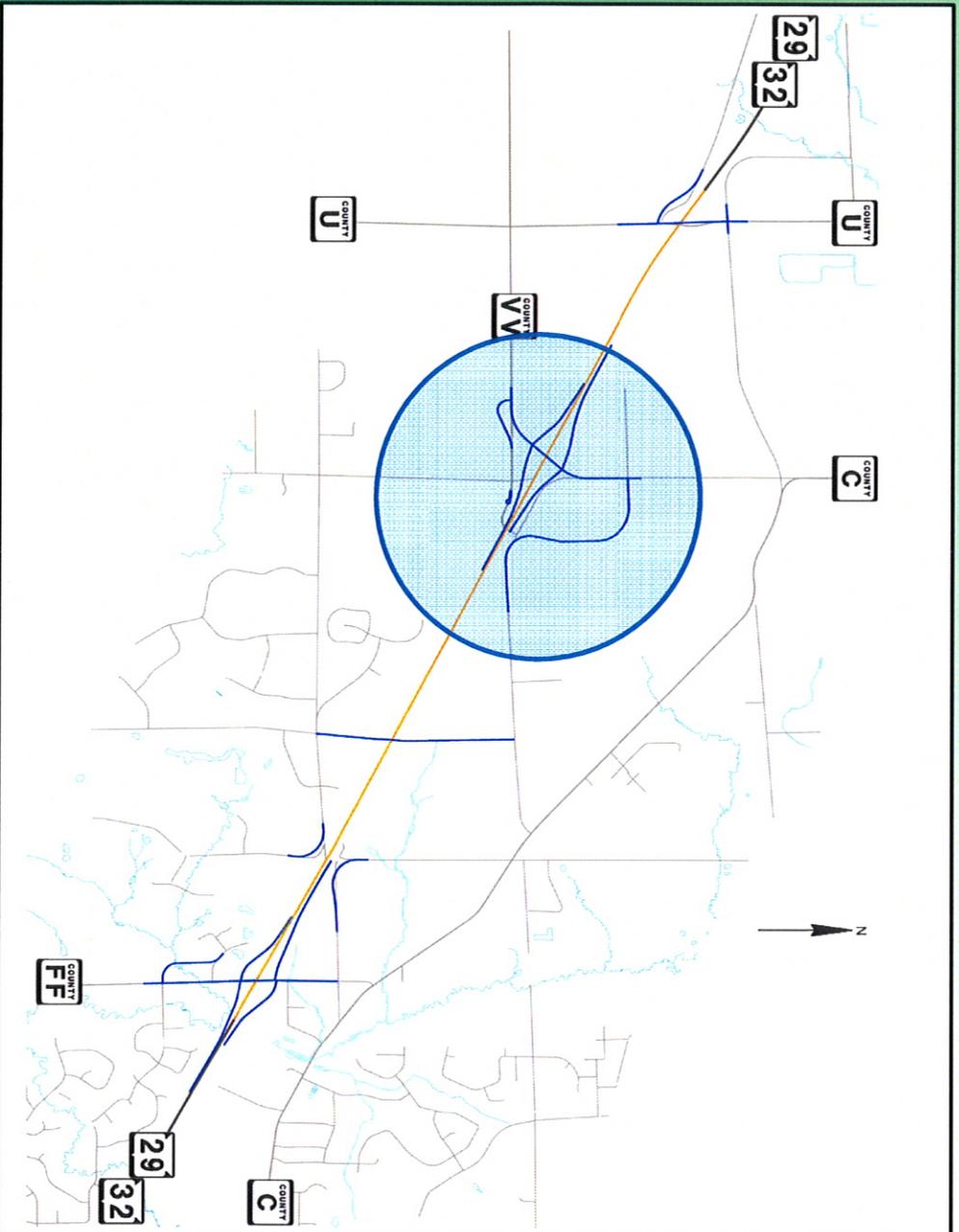
August 13, 2012



# Agenda

- Project Background
- Milltown Road - History and Alternatives
- Project Schedule
- Village of Howard Input
- Questions

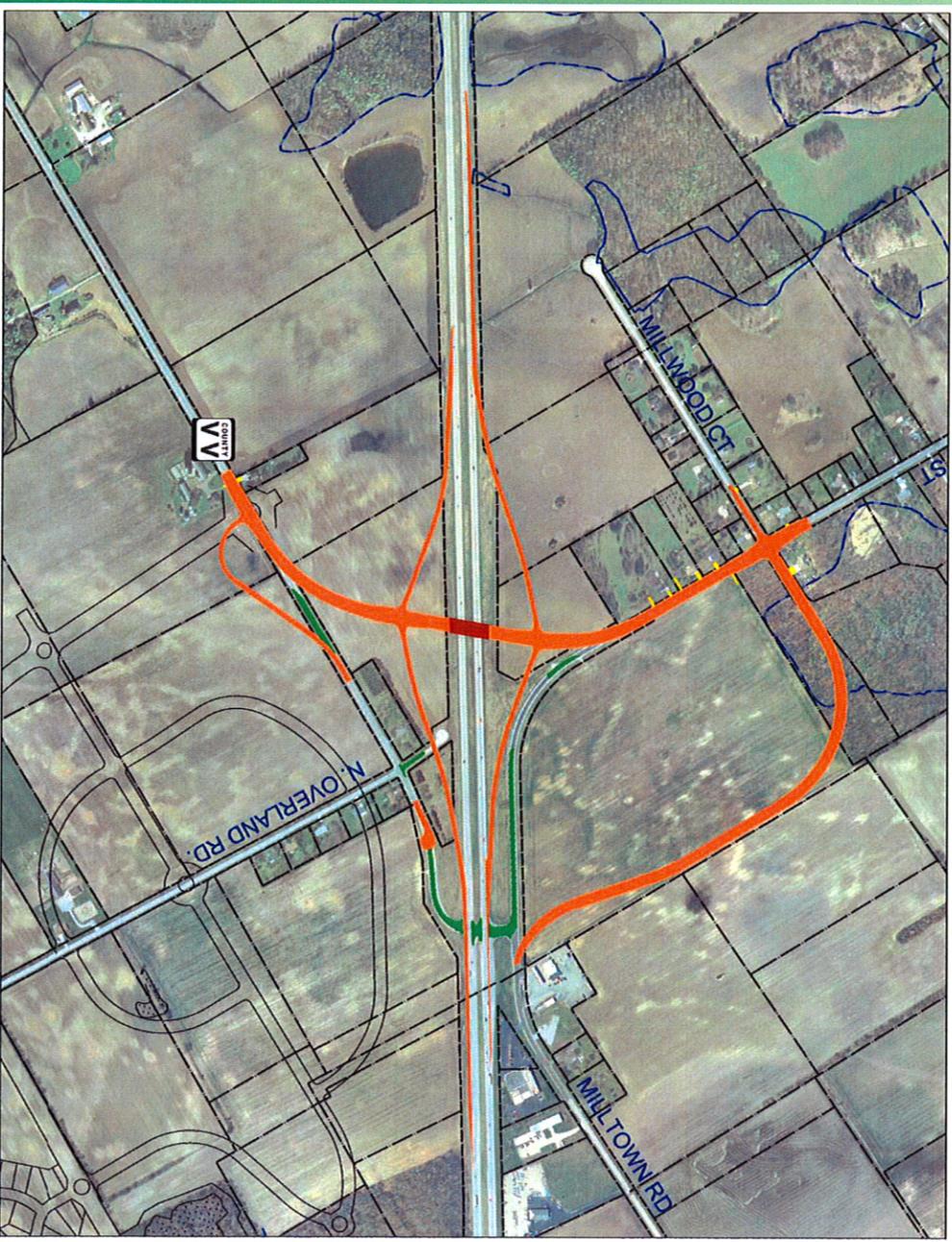
# Project Background



WIS 29 Freeway Conversion, Brown County



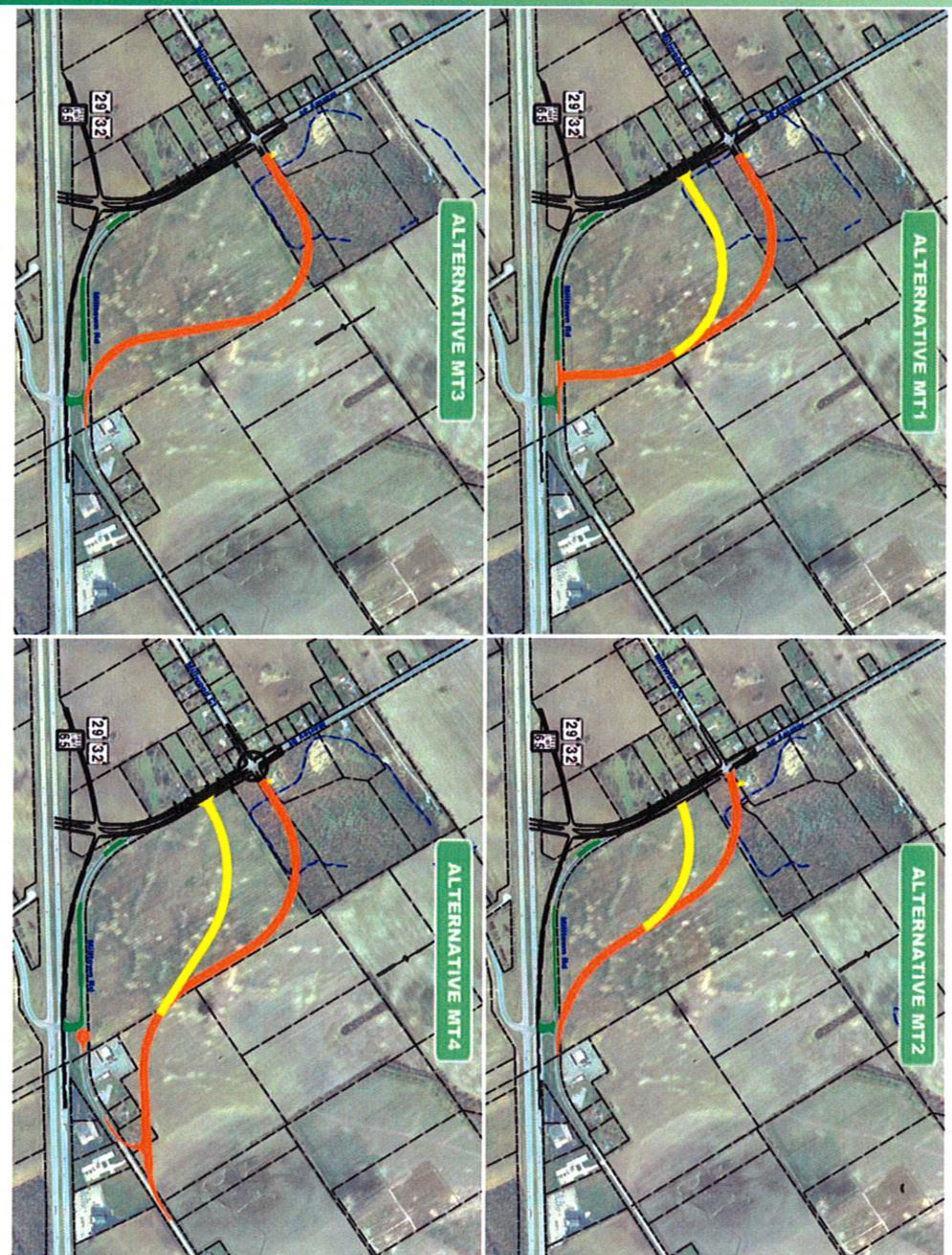
# Freeway Conversion Study



WIS 29 Freeway Conversion, Brown County



# Public Meeting #1 Alternatives

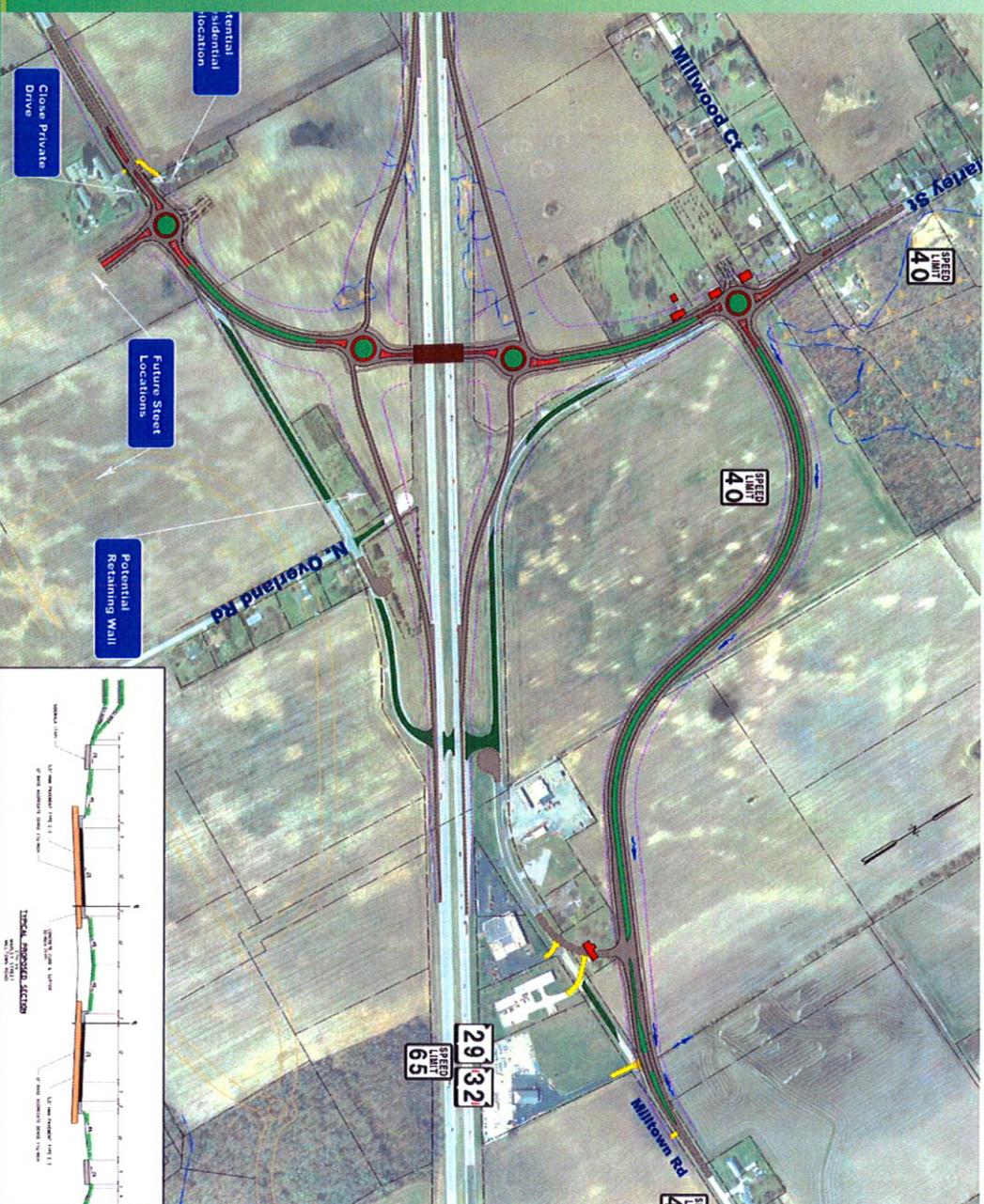


WIS 29 Freeway Conversion, Brown County



# Public Meeting #2 Preferred Alternative Announced

- Preferred Milltown Road alternative
- Marley Street modified
- Residential impacts



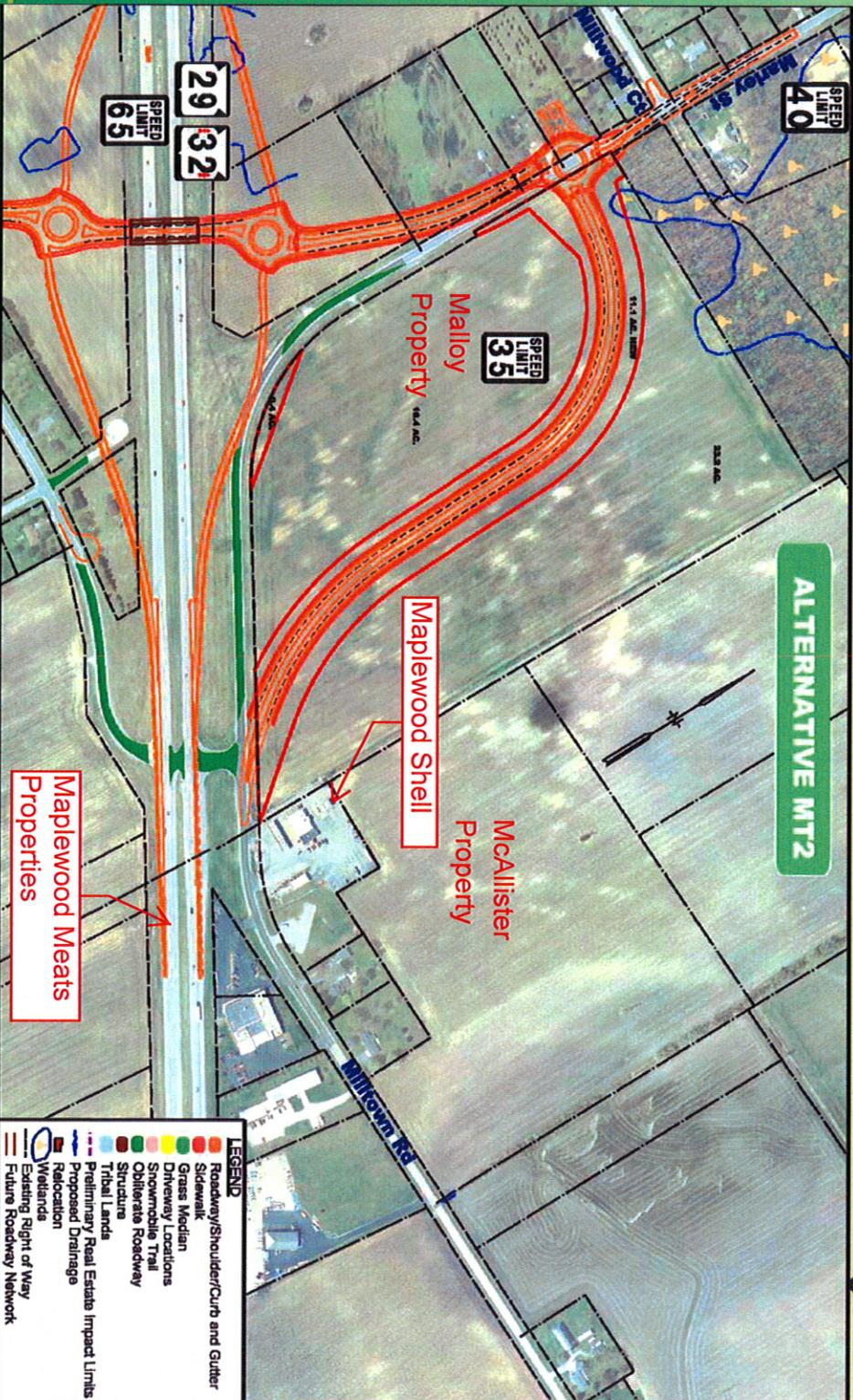
WIS 29 Freeway Conversion, Brown County



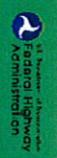
# Post Public Meeting Alternatives

05-31-2012  
PRELIMINARY

## Milltown Road Alternatives



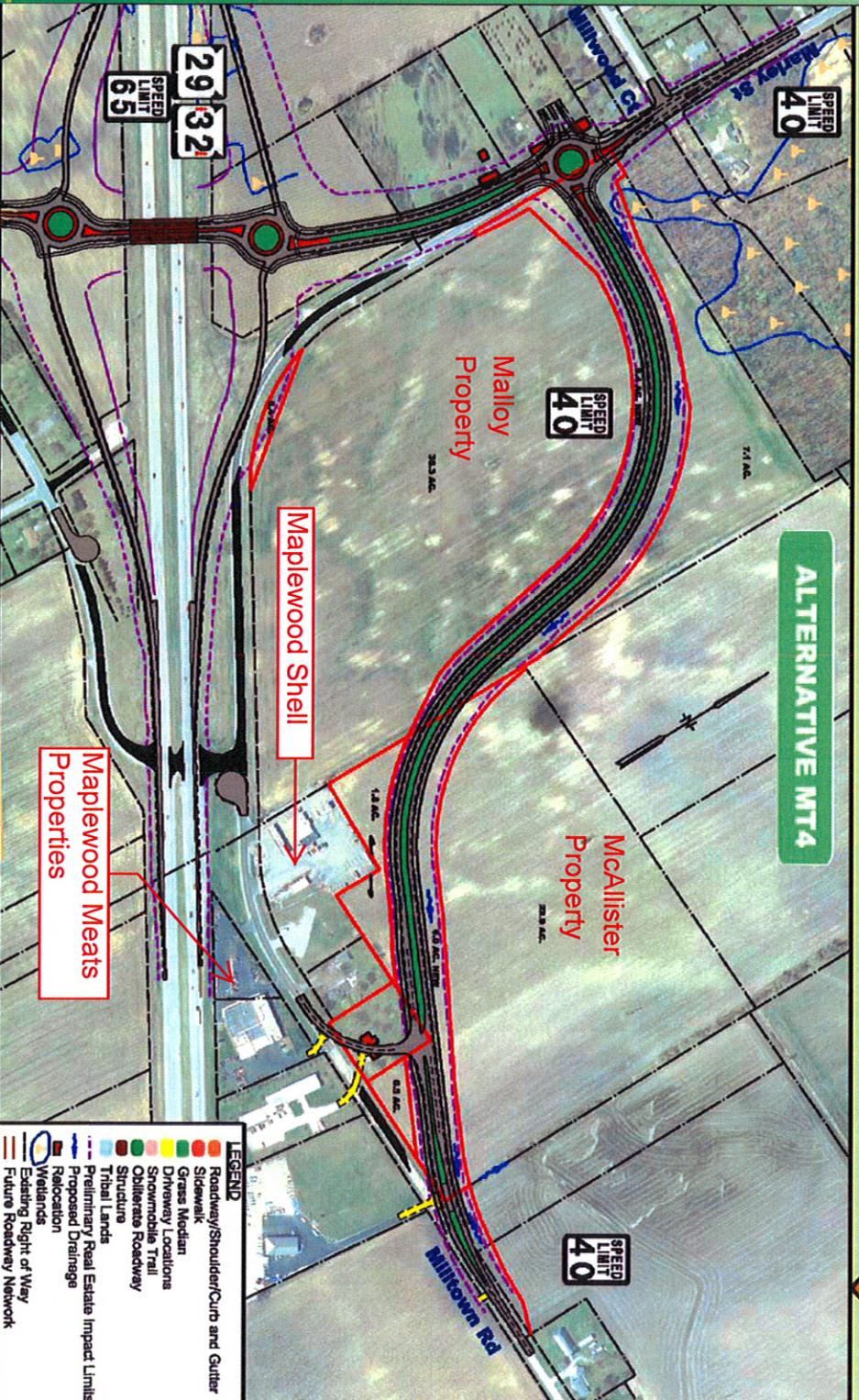
### WIS 29 Freeway Conversion, Brown County



# Post Public Meeting Alternatives

05-31-2012  
PRELIMINARY

## Milltown Road Alternatives



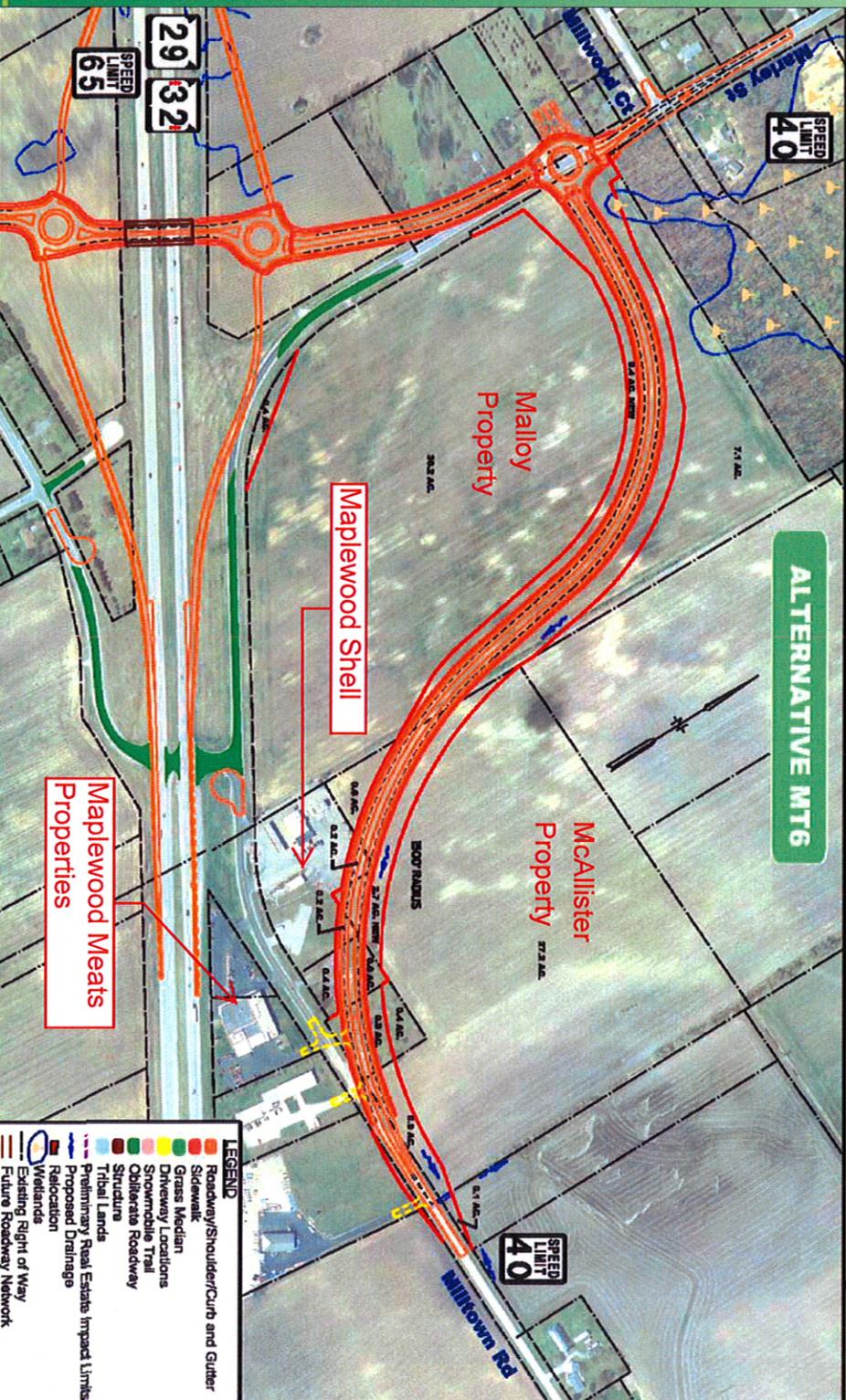
## WIS 29 Freeway Conversion, Brown County



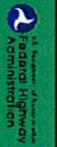
# Post Public Meeting Alternatives

05-31-2012  
PRELIMINARY

## Milltown Road Alternatives



## WIS 29 Freeway Conversion, Brown County



# Alternative Comparison

	Alternative MT2	Alternative MT4	Alternative MT6
	<b>West Connection</b>	<b>Preferred Alternative</b>	<b>Shell Owner Alternative</b>
<b>Milkown Length (LF)</b>	2550	4350	4075
<b>Construction Cost</b>	\$3 Million	\$5 Million	\$5 Million Assumes Gas Station Donates Land
<b>Residential Relocations</b>	0	1	2
<b>R/W Impacts (Acres)</b>	11.1	16.4	15.0
<b>R/W Impact Types (Acres)</b>			
Agricultural	11.1	15.4	13.1
Business	0	0	0.4
Residential	0	1.0	1.5
<b>Severance</b>			
	18.4 acre Ag 23.2 acre Ag	7.1 acre Ag 36.3 acre Ag 1.8 acre Ag 0.5 acre Ag 22.9 acre Ag 0.3 acre Residential	7.1 acre Ag 36.2 acre Ag 0.6 acre Ag 27.2 acre Ag 0.4 acre Residential 0.4 acre Residential



# Alternative Comparison

	MT 2	MT 4	MT 6
<b>Owners</b>	1 agricultural	2 agricultural 1 residential	2 agricultural 2 residential 2 business
<b>Wetland Impacts (Acres)</b>	0.1	0.2	0.2
<b>Access Points</b>	Substandard gas station sight to east  Future accesses on curves  Drainage runs in front of Shell and Maplewood Meats  Maintain existing Milltown by businesses	Good visibility if gas station access to new Milltown  Future accesses on curves  Reroutes drainage from business area  Eliminate existing Milltown by businesses requires agreement	Gas station access on a horizontal curve  Future accesses on curves  Reroutes drainage from business area  Eliminate existing Milltown by businesses
<b>Drainage</b>	Drainage runs in front of Shell and Maplewood Meats	Reroutes drainage from business area	Reroutes drainage from business area



# Alternative Comparison

	MT 2	MT 4	MT 6
<b>Other Issues</b>			
Comprehensive Plan	Smaller parcel between Milltown and Marley  Future improvement of existing Milltown through business area	Eliminates future need to improve Milltown in business area	Eliminates future need to improve Milltown in business area
Visibility to Gas Station Pumps	Same as today	Pumps hidden	Preferred by owner over Alternative MT 4
Parking at Maplewood Meats	Same as today	Most improvement	Improved over existing
Agricultural Impacts	Largest bisection of west farmland	Largest bisection of east farmland	Least bisection of farmland



# Schedule - County U and W, Milltown Road, N. Pine Tree

Preliminary Design	Fall 2012/Spring 2013
Environmental Report	Fall 2012/Spring 2013
<b>Real Estate Acquisition</b>	<b>Not Scheduled</b>
Final Design	Fall 2013

**Construction is not scheduled for County U,  
County W or North Pine Tree Road**

# Village of Howard Input

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- Jurisdictional control over realigned roadway
- Accommodate future land use plans
- Impacts to property owners
- Contact Bruce Ommen if additional information is needed

**Any Village input requested  
by October 1, 2012**

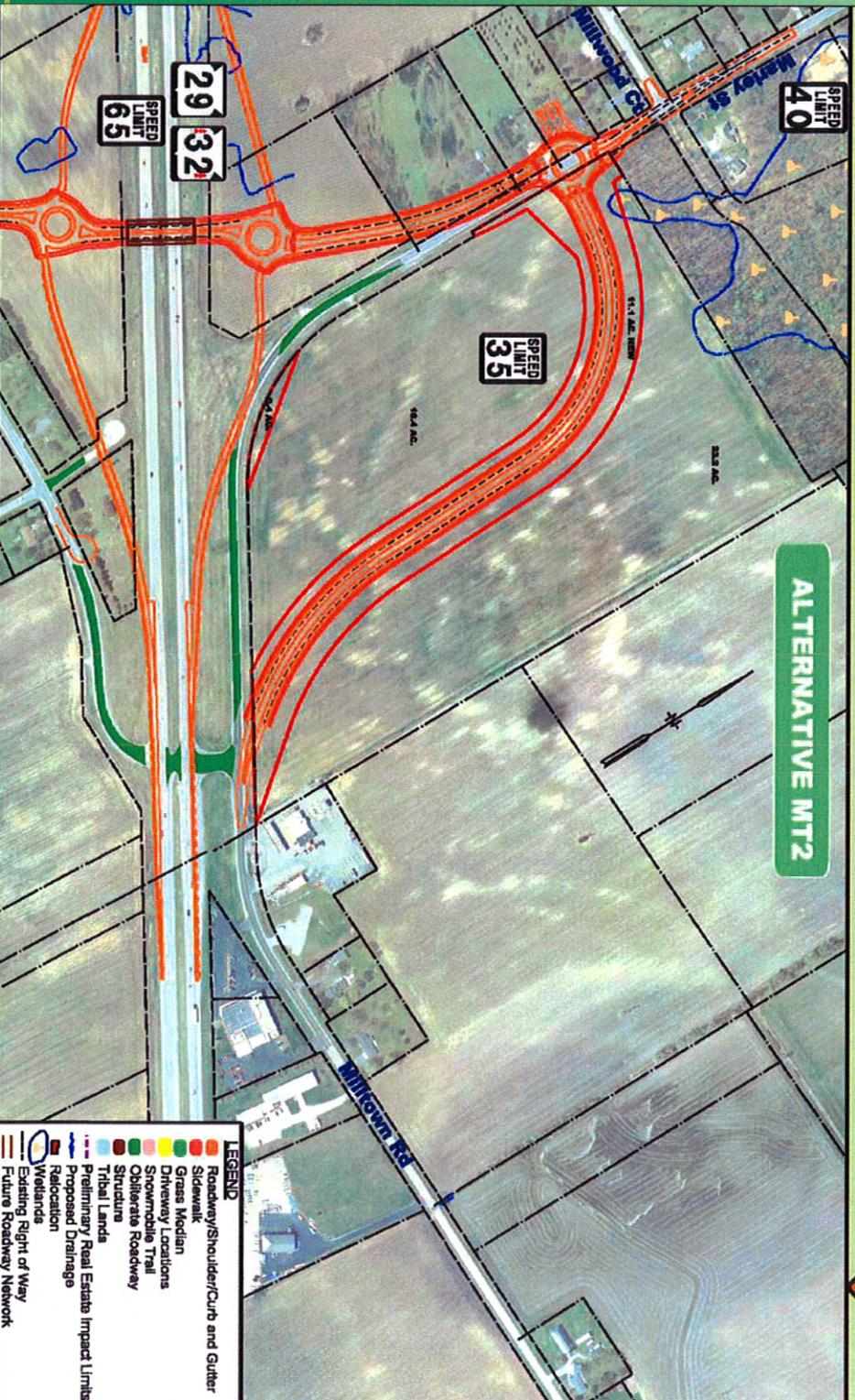
# Questions



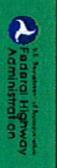
# Post Public Meeting Alternatives

05-31-2012  
PRELIMINARY

## Milltown Road Alternatives



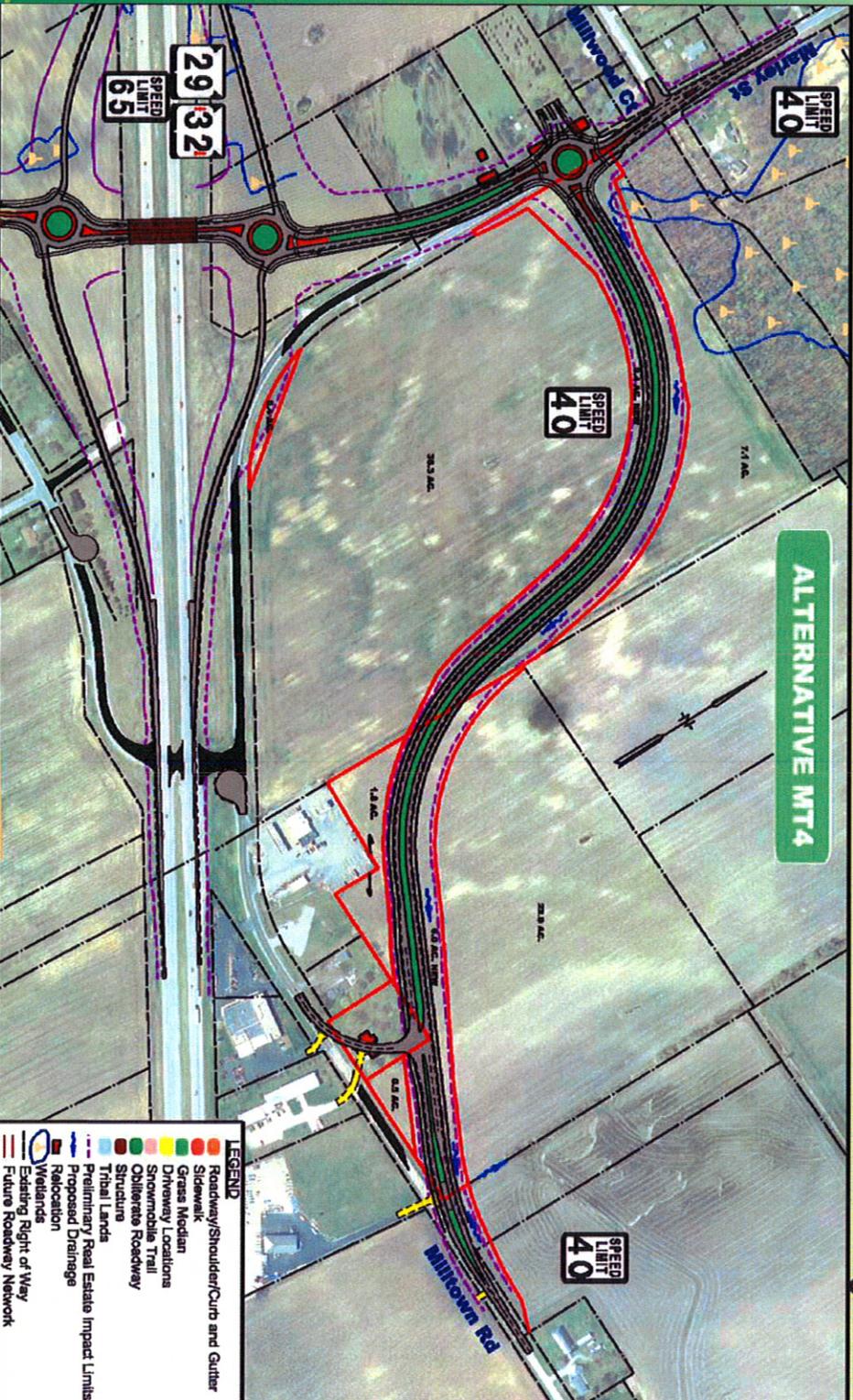
### WIS 29 Freeway Conversion, Brown County



# Post Public Meeting Alternatives

05-31-2012  
PRELIMINARY

## Milltown Road Alternatives



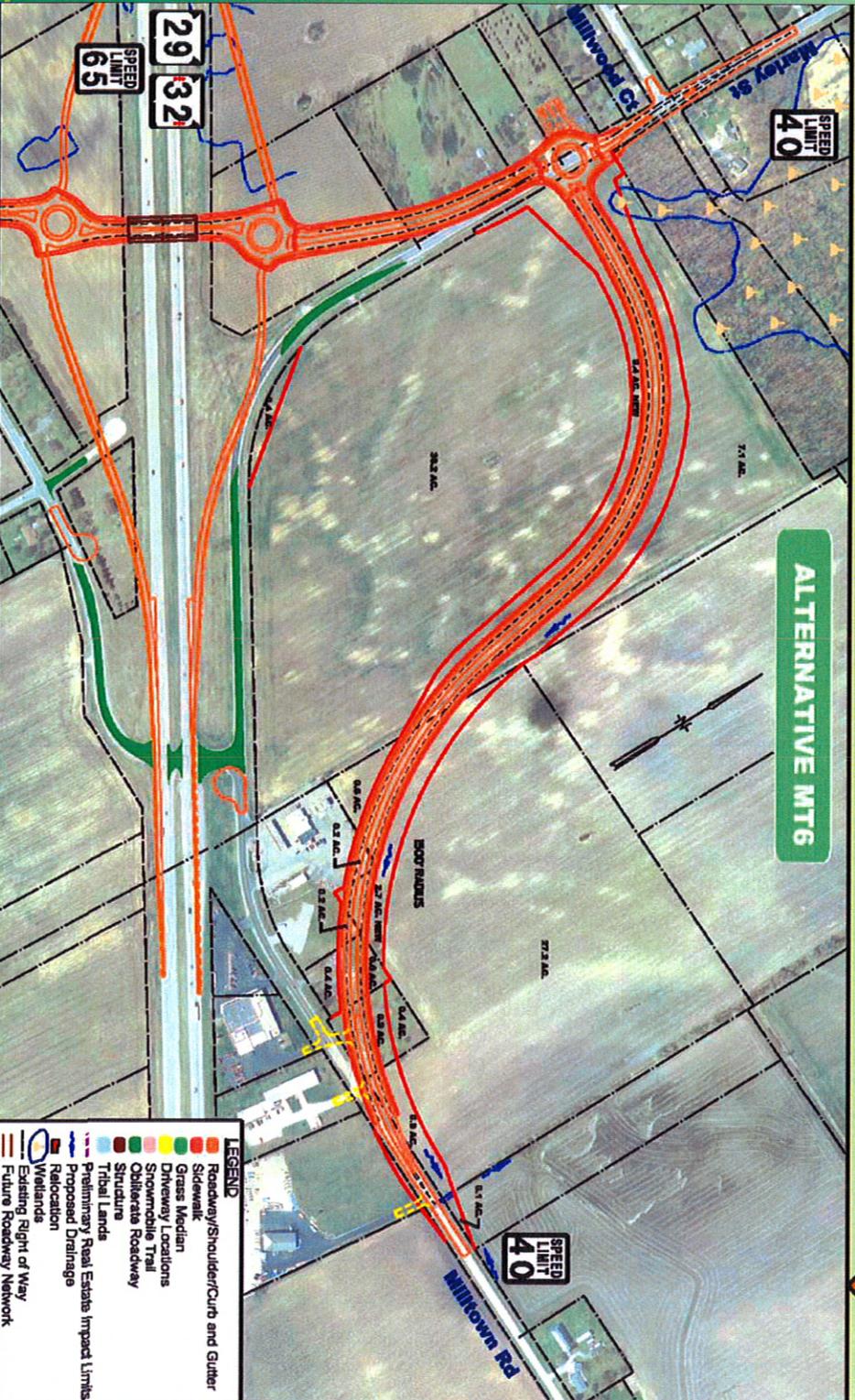
### WIS 29 Freeway Conversion, Brown County



# Post Public Meeting Alternatives

05-31-2012  
PRELIMINARY

## Milltown Road Alternatives



WIS 29 Freeway Conversion, Brown County



# Attachment II



FROM McAllister

(MON) JUN 11 2012 11:45/ST. 11:45/No. 7360048227 P 1

\* attn; Jeremy

## COMMENT SHEET

Please check the box(es) for the project(s) your comments pertain to:

WIS 29-County FF Interchange  
(Project I.D. 9200-04-00)

WIS 29-County U, County VV, Pine Tree  
(Project I.D. 9200-06-00)

From: (Please Print)

To:

Name: Robert and Kathleen McAllister  
Address: 4301 Milltown Rd  
Green Bay Zip: 54313  
Phone Number: 920-815-7841

Wisconsin Department of Transportation  
Northeast Region  
Attn: Jeremy Ashauer, P.E.  
944 Vanderperren Way  
Green Bay, WI 54304-5344

Project Comments:

Alternative MTA is obviously the best choice for the Village of Howard, The State of Wisconsin, and the individuals directly affected. First and foremost, Alternative MTA is the most cost effective due to the State's limited financial situation, Wisconsin needs to spend available transportation funds effectively and efficiently; clearly spending \$3 million is preferable to spending \$5 million dollars. Additionally plan MTA negatively impacts the fewest land owners, businesses, and the environment (By impacting less wetland areas). The decision made by the state should be for the benefit of the entire area not for the sole benefit of a single business, Maplewood Meats, and their parking lot, as plan MTA does. We don't need to put a business, Maplewood Shell, out of business for a few parking spots. Finally, the overpass at Pine Tree is also an unnecessary cost to this project and should not be included in any final plan.

Are additional pages included?  Yes  No (If so, please use envelope and mail to address above)

Do you wish to remain on future mailing lists?  Yes  No

Do you wish to be added to our mailing list for the project?  Yes  No

Thank you for sharing your comments with us!

Place the completed form in the comment box at the registration table or mail it to us. To mail, please fill out the form, tri-fold with the address on the back showing, tape closed and mail. No postage is necessary. Comments are due by June 11, 2012

In giving our opinion on the future plans for VV, we would like to express our preference for the current alternate plan. We own the 54 acres of farmland that is being impacted by the roundabout connection to Milltown Rd. We understand this is not the preferred plan by the Shell gas station and its owner Wayne Clark, but our concerns are for the long range. The Village of Howard's long range plan calls for business development along this corridor. Certainly the larger the parcel the more open the possibilities for future development. With our parcel of land being a major factor to that development we are deeply concerned about the possibility of it being split in half. (One of the other alternatives). That said our concerns are not only long range but in the immediate future, we feel splitting the parcel in half will make farming of the land a lot more challenging.

We are also concerned that a split of the land in half would make a greater need for driveways off of the road to access the smaller businesses that may develop in the 2 split sections. Thus question the safety and viability of the splitting plan.

We certainly preferred the original plan where the road went further north, but our acceptance of the DNR'S concerns make the current alternative plan the best alternative on the table.

We have no suggestions that would appear any better than the current alternative plan. It seems the State's DOT has looked at all the issues (safety, viability of the land, DNR concerns, impact to land owners, etc.) in their formation of the current plan. I realize everyone cannot be happy but we feel we have already had to compromise due to the DNR restriction.

This sums up our position. We would like the current Alternative plan to stand as is.

We don't see the shell station being happy regardless. By the time the project is done someone will have built a gas station on 1 of the four corners closer to the highway exit. So we feel the correct decision would be to preserve the size of the farmland parcel as best as can be accomplished

Sincerely

  
Kelly Malloy  
Rory Malloy

Kelly Malloy

## COMMENT SHEET

Please check the box(es) for the project(s) your comments pertain to:

WIS 29-County FF Interchange  
(Project I.D. 9200-04-00)

WIS 29-County U, County VV, Pine Tree  
(Project I.D. 9200-06-00)

From: (Please Print)

To:

Name: Wayne Clark  
Address: 4720 Milltown Rd  
Green Bay WI Zip: 54313  
Phone Number: 920-371-9000

Wisconsin Department of Transportation  
Northeast Region  
Attn: Jeremy Ashauer, P.E.  
944 Vanderperren Way  
Green Bay, WI 54304-5344

Project Comments: Being the only Roadside Service Station  
I feel the present plan is a hinderance towards  
my buisness (Maplewood Shell) To better the plan  
for all partys I would be willing to donate  
property in front of my buisness in order to  
get the Road in front of my store. Otherwise  
Donate the property East of my Store  
which I own also to somehow get the new  
proposed Road closer to my store. In My buisness  
having the traffic come from behind the gas Station  
is the worst possible outcome. Attached is a map with  
my other proposed plans for which I will donate  
the land.

Thank you,

Wayne Clark

Are additional pages included?  Yes  No (If so, please use envelope and mail to address above)

Do you wish to remain on future mailing lists?  Yes  No

Do you wish to be added to our mailing list for the project?  Yes  No

Thank you for sharing your comments with us!

Place the completed form in the comment box at the registration table  
or mail it to us. To mail, please fill out the form, tri-fold with the address on the back showing,  
tape closed and mail. No postage is necessary. Comments are due by May 11, 2012

## *Maplewood Packing, Inc.*

"An Old Fashion Meat Market"



4663 Milltown Rd. Green Bay, WI 54313

(920) 865-7901 FAX (920) 865-7912

The MT4 Milltown Road Alternative would be the most desirable for Maplewood Meats. MT4 would also have the least impact on the family's personal properties as well. With the road further east, this would eliminate the family losing a home. We would sincerely appreciate the Village of Howard and DOT considering moving the access road to Milltown Road further east.

Alternative MT6, the most recent option, has the greatest negative impact on Maplewood. It also has the greatest negative impact on the family's personal properties, as we would lose two family homes. In respect to the business portion, such consequences include the limited expansion of not only parking, but essentially the business itself. Maplewood Meats is a successful business with great potential, yet could quite easily become a business with no room for growth.

Maplewood Meats has been in business in the Village of Howard for 29 years. Maplewood began as a small business and has expanded twice. Currently, our customers come from all areas of Wisconsin and the surrounding states of Michigan, Illinois, and Minnesota to shop. We believe that throughout the years Maplewood has proven itself to be a destination for shopping and an important draw for the area. Furthermore, in order for Maplewood to support its growing customer base, we have purchased surrounding properties for future growth. These properties will bring great opportunities and benefits for future growth of Maplewood which will also benefit the Village. It has been our pleasure to be part of this community as Maplewood and other surrounding businesses have worked to help the Village of Howard prosper. The Village of Howard has been very supportive over the years and we are grateful for their efforts. Maplewood would sincerely appreciate if the board would allow us to continue to grow and help benefit the community as we enter the third generation of our business.

- A stakeholder who lives on County FF near Hillside School expressed concern that many vehicles would use the school parking lot to turn around during construction of the County FF interchange.
- Janice Maroszek, 828 Sherwood, asked about improved lighting at Sherwood and Woodland and along the length of Sherwood Street. Explained that the roundabouts at County C and the ramp terminal would be lighted. She was also concerned about flooding in her front yard and the slopes at her driveway. Explained that there should be minimal grade changes at this location transitioning off of the new structure.
- Janice Maroszek asked for hard copies of the meeting exhibits. **Action Item: 11x17 versions of exhibits sent on 27 April 2012.**
- Scott Harrig, 3819 Woodland Road (SW corner of Sherwood St. & Woodland Road) was concerned about the trees on his lot, along Sherwood, being removed with the acquisition. He would like these removals to be minimized if possible.
- General comment. Most residents were in favor of the project as they see the current 29/FF situation as being very dangerous.

#### *Bruce Ommen*

- Dale Doxtator – Lives in home located on Trust Land. (227-3677 Cell). He spends part of his time here and part down south. He did not voice concerns with being relocated as part of the project. He said he is pretty flexible and moving would not be a huge issue for him. He had not attended a meeting before and was interested in how it would affect his home.
- Wayne (Shell Gas Station) – Wayne expressed concern with visibility to pumps and why the road was being relocated to the north. He asked if we could reroute the road and cut through the edge of the gas station if it was relocated to the north. He said he would donate the land if necessary for this alternative. He said without the visibility to the pumps, the gas station would not be successful.
- Malloys and McAllisters – Discussed Milltown Road alternatives with these two parties for a large part of the evening. Primary concern from both parties is loss of farmland and segmentation of farmland. We went over each alternative and the impacts of each. Both parties asked why we were not doing the alternative that was shown in the corridor study. I went through the safety issues, wetland issues and driveway issues with them.

#### *Phil Verville*

- Discussed the proposed roadway and roundabout location to the property owner located in the SW quadrant of Marley Street and Millwood Court. He did not like the location of the roundabout to his property and how close the roadway was to his house. He wonders why he is not being bought out and would like to be bought out.
- Talked with a few individuals that travel along STH 29 on a daily basis and are happy about the J-turns and the CTH FF interchange being constructed as they feel this will increase safety due to removing cross traffic.
- Talked to McAllisters about the J-turn and how it affected their farmland. They were just sent information in the mail from the real-estate department about buying a small piece of land.

#### **Summary of comments received via submitted comment forms:**

*Comment Sheet received 5/1/2012 by Stacie Bryant, 4659 Clear View Lane, Oneida, WI 54155, 920.434.4164*

I'm very pleased with the proposed designs. I wish it could all begin sooner.