



Public Hearing

August 28, 2013
UW Fond du Lac

COURT REPORTER

To respect the privacy of those
testifying, please wait here until the
court reporter is available



How to testify (comment)

Tonight's meeting is being conducted as a hybrid hearing. A hybrid public hearing provides opportunities to provide oral comments to a court reporter both publically before an audience, as well as privately at a table. FHWA and WisDOT will be accepting comments on the LS SDEIS until September 30, 2013. There are three ways that you can submit comments.

- You may orally testify (comment) privately to a court reporter in the Atrium at tonight's hearing. These comments will be transcribed and become part of the hearing record.
- You may orally testify publically to a court reporter in the Prairie Theater at tonight's hearing. The formal public hearing will start after the summary presentation and questions, expected at 7 PM. These comments will also be transcribed and become part of the hearing record. Please fill out the registration slip and give it to a staff member. You will initially be asked to limit your comments to 3 minutes until everyone that would like to testify in public has had an opportunity to speak. If after that you would like to make additional public comments, you will be given the opportunity to speak again.
- You may provide written comments at tonight's meeting by placing them in a comment box. A comment sheet is included in the hearing packet for your use. You may also provide written comments after tonight's meeting by mailing them to:

Robert Wagner - Project Manager
WisDOT Northeast Region Office
944 Vanderperren Way
Green Bay, WI 54324-0080

Tonight's agenda

6:00 **Open house – please examine exhibits.**

You may comment privately to a court reporter in the Atrium.

6:30 **Presentation and Questions in Prairie Theater**

You may continue to comment privately to a court reporter in the Atrium.

~7:00 **Formal Public Hearing**

You may comment publically to a court reporter in the Prairie Theater.

You may continue to comment privately to a court reporter in the Atrium.

Following
Formal Public
Hearing

Open house – please examine exhibits.

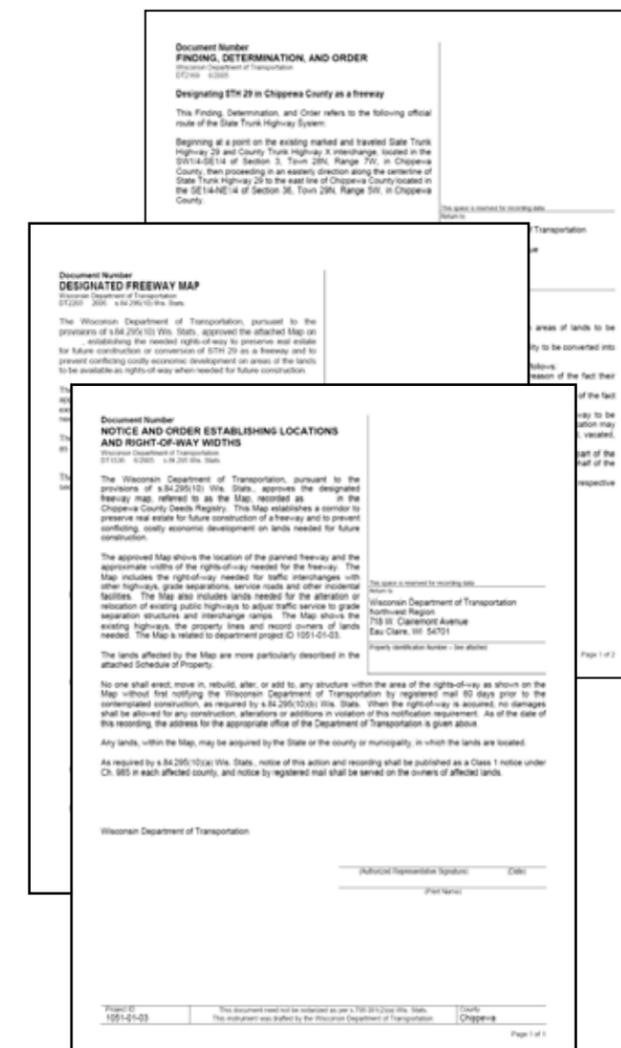
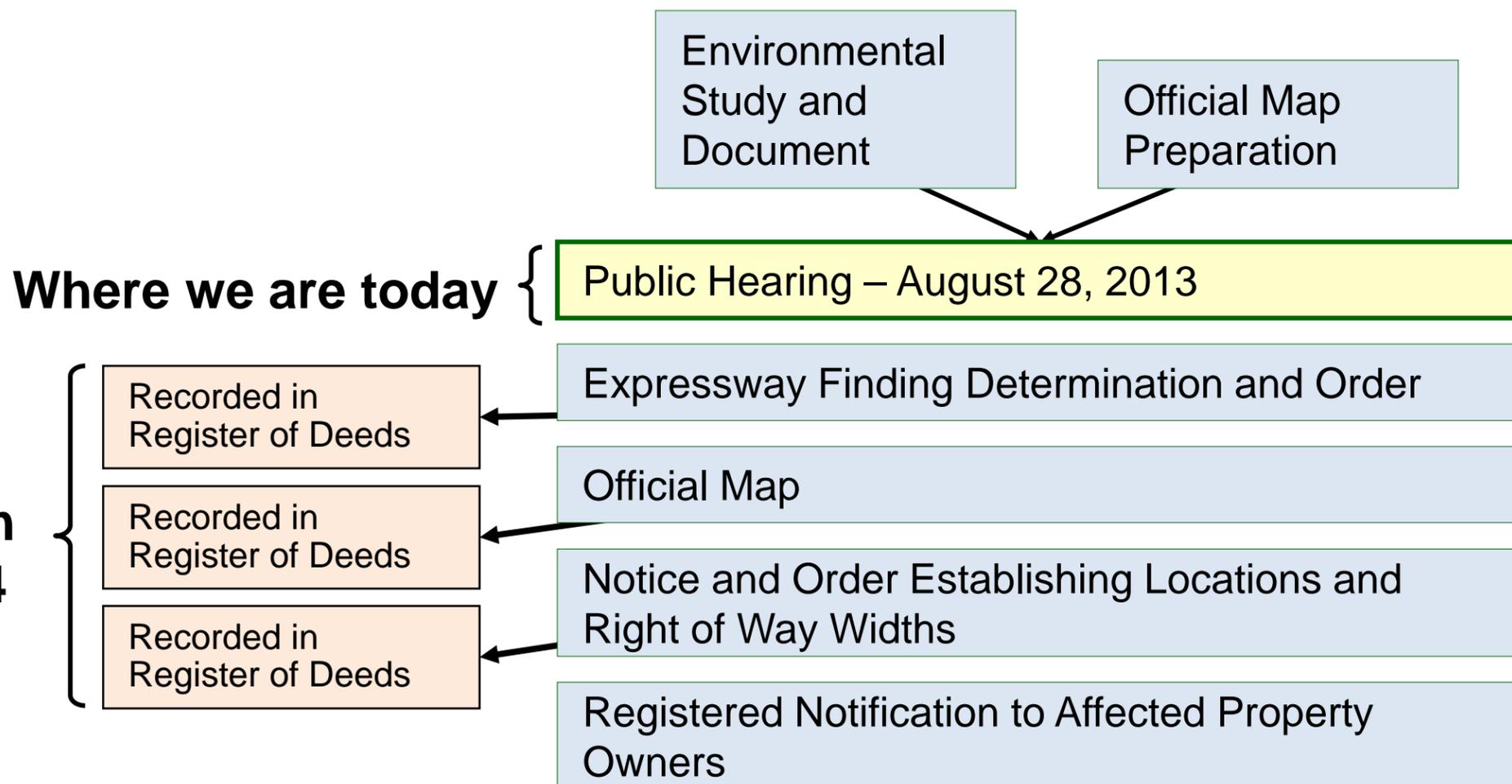
You may continue to comment privately to a court reporter in the Atrium.

Why preserve right of way with State Statute 84.295?

- WIS 23 is a connector highway in the Corridors 2030 State Highway Plan. This signifies WIS 23's importance to the statewide transportation system.
- State Statute 84.295 allows WisDOT to preserve right of way for future improvements to this important corridor.
 - It decreases disruption to owners by directing future improvements to appropriate areas.
 - It decreases right of way costs for WisDOT by preventing costly improvements inside areas needed for future right of way.
- Official mapping will be used to preserve right of way for the following future improvements, if and when they are constructed:
 - Overpass at Tower Road
 - Overpass at 7-Hills Road
 - Interchange at County W north (and connecting road to County W south)
 - Overpass at Scenic View Drive
 - Overpass at Sugarbush Road
 - Interchange at County A

State Statute 84.295 process

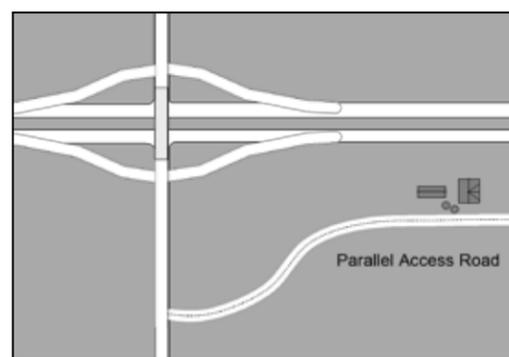
Wisconsin State Statute 84.295 is used to designate freeways and expressways within the state. With the statute, WisDOT can preserve right of way for improvements that may be implemented in the long-term future. For WIS 23, right of way preservation for future County W and County A interchanges as well as several overpasses is being proposed.



Why preserve right of way for future improvements?

Expressways

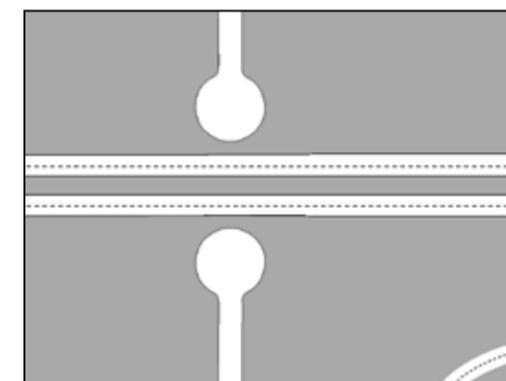
- Provide a safer highway than traditional highways because high-use at-grade intersections are replaced with interchanges
- Are able to accommodate higher traffic volumes.
- Have longer useful life and lower costs over the total design life when accounting for energy use, travel time, and crashes.
- Expressways have limited at-grade driveways or intersections.
 - Low volume intersections and driveways may remain, but may be converted to right-in/right-out entry.
 - Side road intersections are replaced with interchanges, grade separations, or cul-de-sacs



Interchange



Grade separation



Cul-de-sacs

Roundabouts

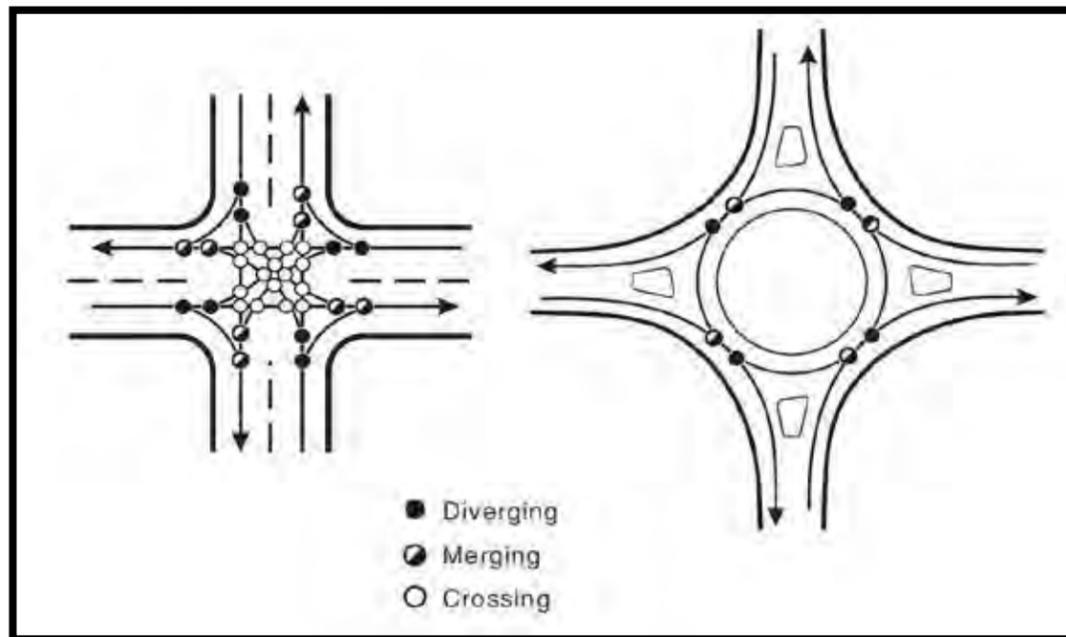
Roundabouts are proposed for WIS 23 at the County K jug-handle intersection and at American Parkway

How do roundabouts affect safety?

- Roundabouts promote safety by removing left turning and cross movements that create potentially serious crashes.
- Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end.
- Wisconsin safety studies shows that roundabouts provide a 52 percent reduction in fatal and injury crashes and 9 percent reduction for all crashes.

How do roundabouts affect traffic flow?

- Several studies show roundabouts can provide significant operational improvements over traditional intersections.
 - A study of three intersections in Kansas, Maryland, and Nevada – roundabouts reduced vehicle delays by 13-23 percent.
 - A study of three locations in New Hampshire, New York, and Washington showed roundabouts provided an 89 percent average reduction in vehicle delays.
 - A study of 11 intersections in Kansas found roundabouts provided a 65 percent average reduction in delays.



Conflict reduction

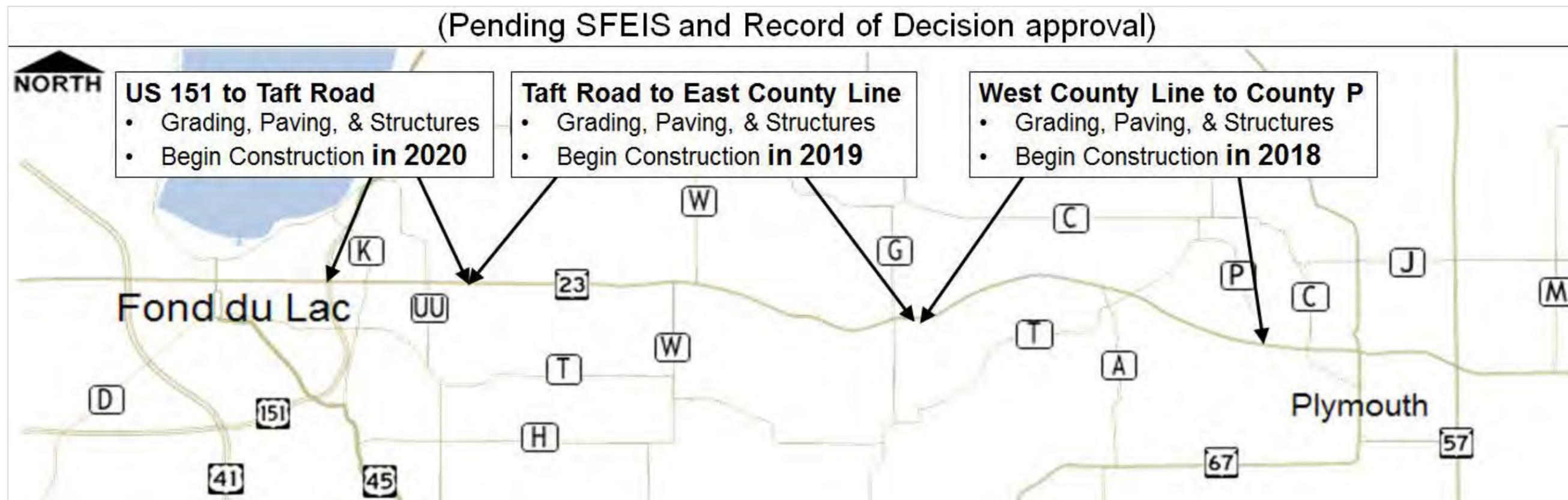
Do drivers favor roundabouts?

- Drivers may be skeptical of roundabouts when they are proposed. Opinions quickly change when drivers become familiar with roundabouts. A 2002 study in three communities found:
 - 31 percent of drivers supported the roundabouts before construction
 - 63 percent of drivers supported roundabouts after construction.

WisDOT and FHWA have released a Limited Scope Supplemental Draft Environmental Impact Statement (LS SDEIS)*

- § Supplements the Final EIS that was released in 2010.
- § Addresses issues of limited scope associated with the overall project.
- § Clarifies and reconsiders certain portions of the 2010 Final Environmental Impact Statement as well as evaluates and provides additional analysis on new or changed impacts to the human and natural environment since the approval of the Record of Decision in September 2010.
- § The LS SDEIS is available for review at this public hearing and can be seen on WisDOT's website at: <http://www.dot.state.wi.us/projects/neregion/23/environ.htm>
- § Comments are being received on the LS SDEIS until September 30, 2013 and can be made by:
 - Providing oral testimony (comments) at this public hearing.
 - Providing written testimony at this public hearing.
 - Mailing comments to: Robert Wagner, Project Manager
WisDOT Northeast Region
944 Vanderperren Way.
Green Bay, WIS 54324-0080

Current construction schedule



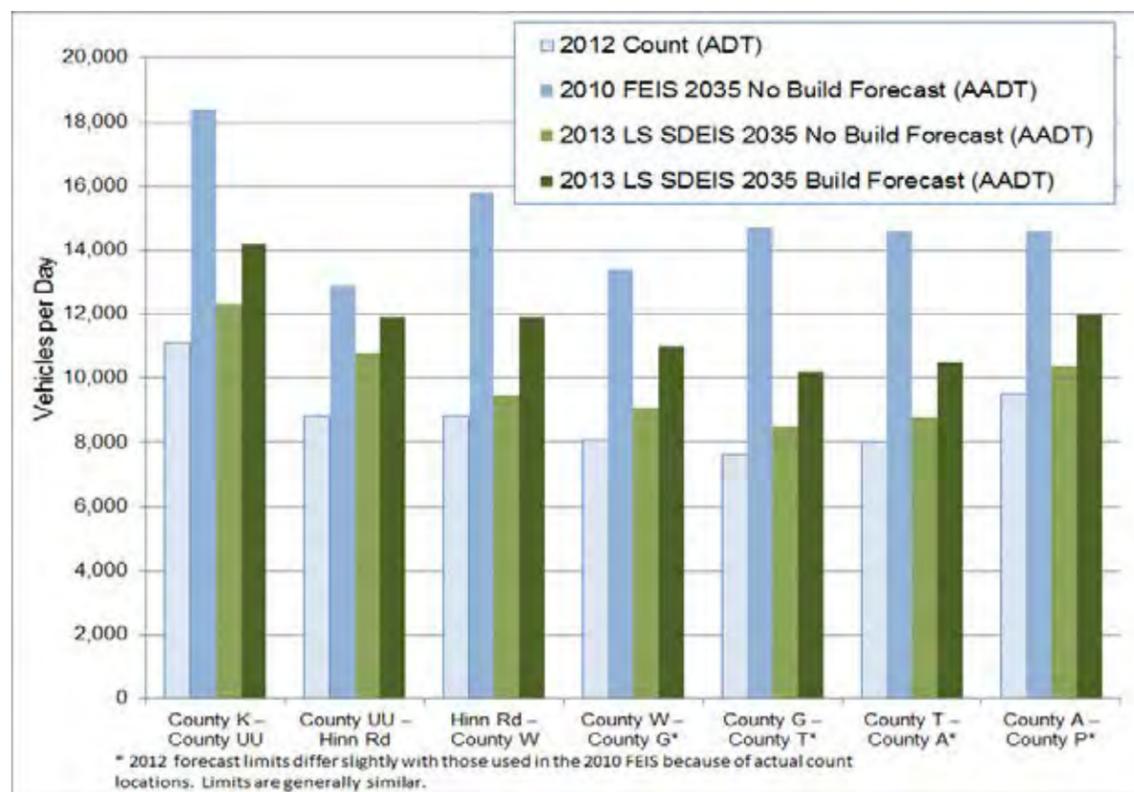
The construction of WIS 23 is now scheduled to begin in 2018 and be completed in 2020. The rescheduling of construction is due to these factors:

- § Projected cost increases in major highway projects required rescheduling projects to stay within program funding levels.
- § Uncertainty of the outcome of the ongoing litigation.
- § The existing facility can serve traffic needs for the near term.
- § Construction hasn't started.

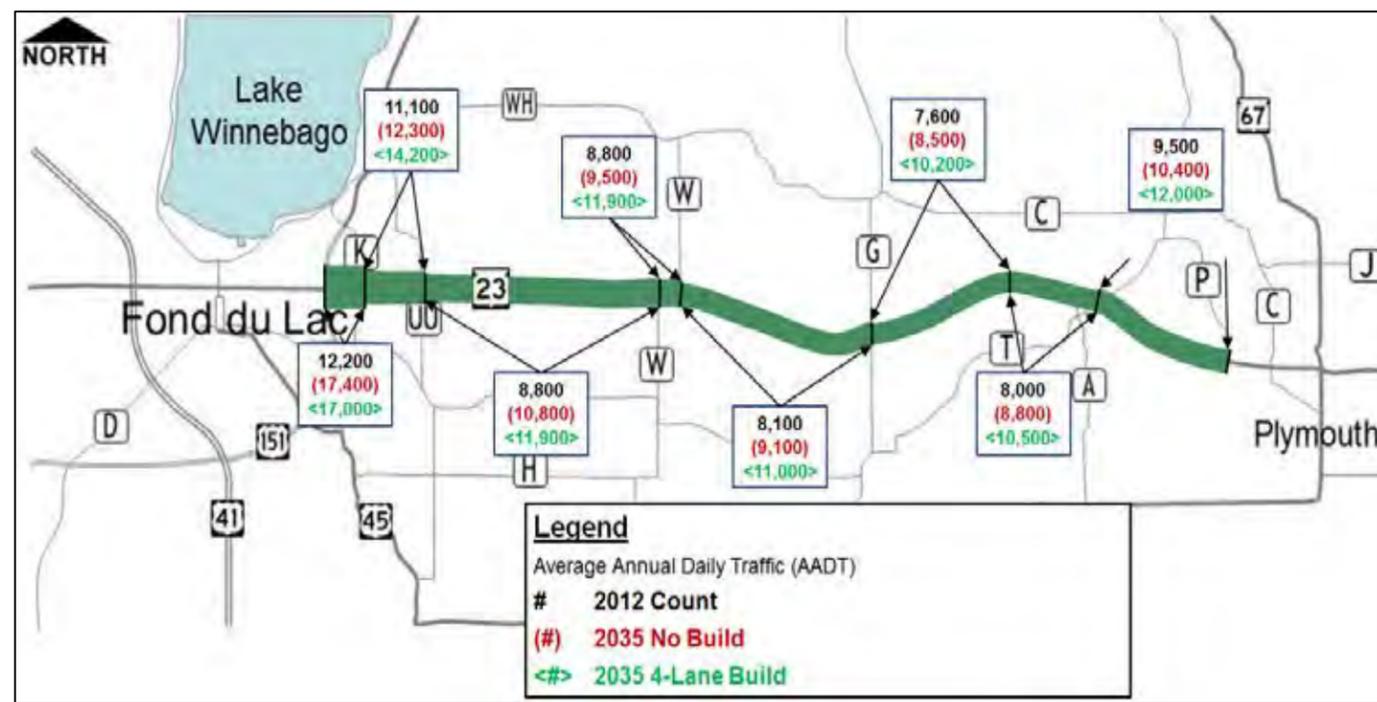
WisDOT remains committed to building this project.

Updated traffic forecast

Since the release of the 2010 FEIS a new travel demand model has been completed. A travel demand model is a computerized tool that acknowledges future land use and roadway changes to develop future traffic projections. In addition to the development of the new travel demand model, statewide highways have experienced lower traffic volume trends. These two factors warranted the preparation of new 2035 traffic forecasts for the WIS 23 corridor. The revised 2035 traffic forecasts are lower than those presented in the 2010 FEIS



2035 Traffic Forecasts

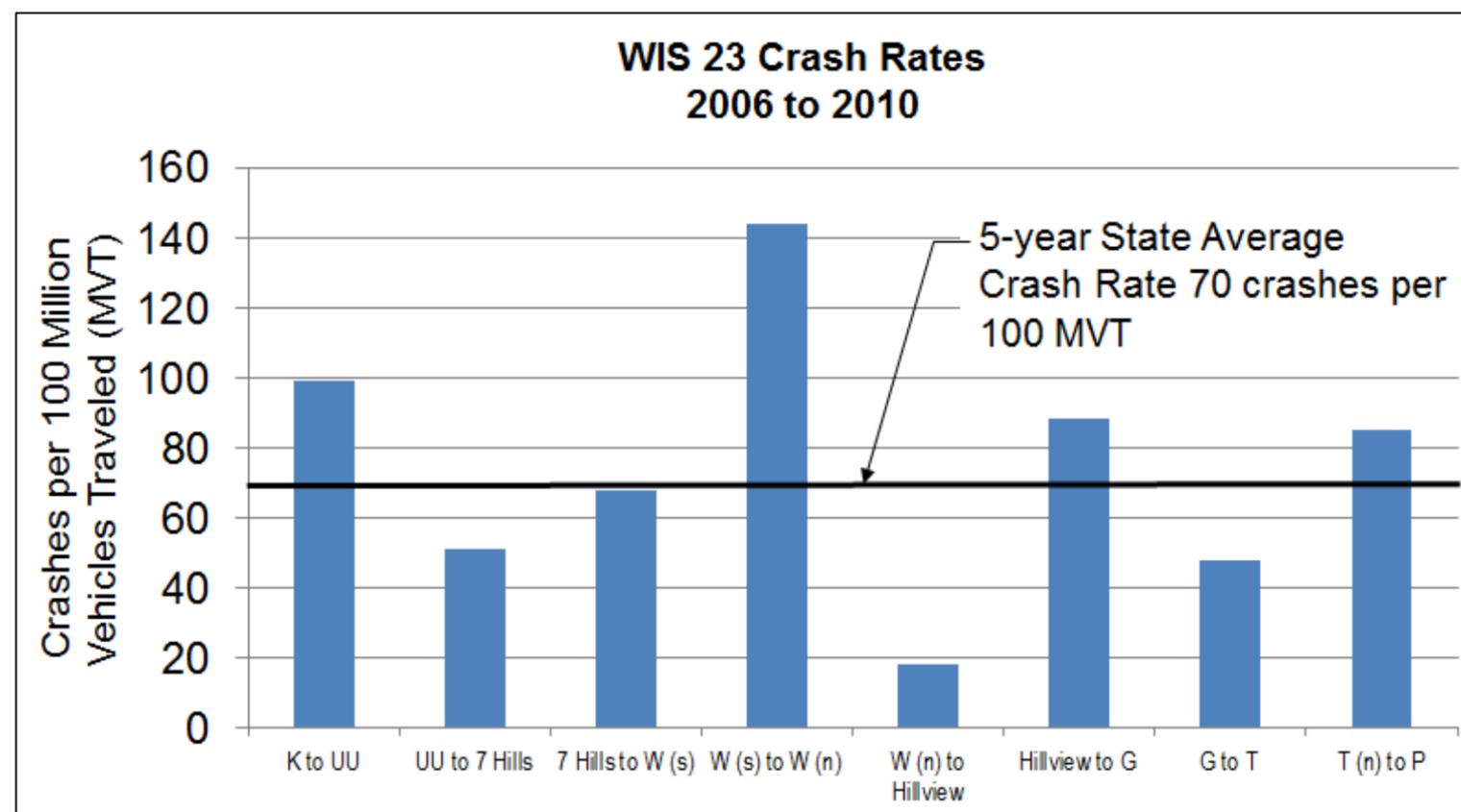


2035 Traffic Forecasts

Updated crash rates

Overall, the corridor had a five-year average crash rate of 60 crashes per 100 million vehicle miles traveled, which is comparable to Statewide Average Crash Rates for rural state trunk highways.

There are sections of the corridor that have higher crash frequencies and the crashes tend to be more severe. On high-priority corridors such as WIS 23, it is desirable to reduce all risk factors that contribute to crashes, particularly at intersections.



Updated project impacts

Project impacts have been updated to reflect the current design with refinements that have been made in the last year.

+ Design refinements are minor changes to roadway alignments, access configurations, slope limits, etc. that normally occur during the design process as more information is obtained and more design has been performed. The refinements do not change the fundamental concept of the project nor do they fundamentally change the impact conclusions presented within the NEPA process.

Updated 2013 Values and Impact Categories	UNIT	UPDATED 2013 LS SDEIS Values		2010 FEIS Values (No Longer Current)	
		Build Alternatives Total	Preferred Corridor Preservation Measures	Build Alternatives Total	Preferred Corridor Preservation Measures
Road Length	Miles	19.07	N/A	19.07	N/A
FOUR-LANE EXPANSION AND ACCESS PRESERVATION COST					
Design	Millions \$	9.0	N/A	9.0	N/A
Real Estate ²	Millions \$	26.5	N/A	26.5	N/A
Utility	Millions \$	5.4	N/A	5.4	N/A
Construction	Millions \$	87.3		98.8	
SUBTOTAL	Millions \$	128.2	N/A	139.7	N/A
FUTURE ACCESS PRESERVATION COST (Construction and Real Estate)					
System interchange Roadway Construction	Millions \$	N/A	N/A	N/A	N/A
System interchange Real Estate	Millions \$	N/A	N/A	N/A	N/A
CTH W Interchange with Connections	Millions \$	N/A	9.8	N/A	9.8
CTH A Interchange with Connections	Millions \$	N/A	8.6	N/A	8.6
Grade Separation Overpass (Sugarbush, Tower, Seven Hills, Hillview, Scenic View, County P)	Millions \$	N/A	19.6	N/A	19.6
SUBTOTAL	Millions \$	N/A	38.0	N/A	38.0
TOTAL COSTS¹	Millions \$	128.2	38.0	139.7	38.0
EIS IMPACTS					
Existing R/W Used in Alternative	Acres	486	20	494	31
Total Land Converted to New Highway R/W	Acres	424	68	423	72
Cropland Converted to Highway R/W	Acres	225	39	245	41
Residential Relocations	Number	33	3	24	4
Business Relocations (Not Including Farms)	Number	8 Bldgs 10 Bus	2	5	2
Farm Relocations (One or more farm buildings)	Number	19	4	16	1
Farms Severed	Number	5	2	7	2
Wetlands filled	Acres	48.1	1.7	43	2
Upland/Woodland Habitat Affected	Acres	47.9	8.5	72	11
Excess R/W Purchased (due to relocations)	Acres	158	N/A	N/A	N/A
Floodplain Encroachment	yes/no	YES	YES	YES	YES
Threatened and Endangered Species	yes/no	YES	YES	YES	YES
Impacted Noise Receptors (2035)	Each	47	3	ND	ND
Potentially Contaminated Sites (Ph II)	Each	27 (4)	0	ND	ND
Historical Resources Nearby (Number Adversely Affected)	Number	19(0)	0	19(0)	N/A
Archaeological Resources	Number Phase II (III)	4(1)	0	5(1)	0

N/A = Not Applicable, ND = Not Determined, R/W = right of way

¹ All Costs are in Year of Expenditure dollars, 2015 for Preferred Build Alternative, 2030 for Improvements Associated with Corridor Preservation

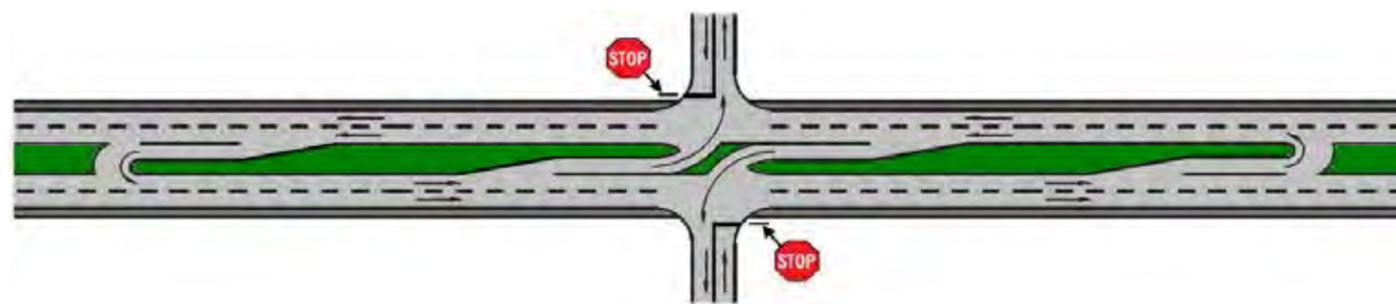
² Approximately 35% of right of way allocated to Old Plank Road Trail would be needed if WIS 23 were expanded without trail. See discussion Section 4.1



What is a J-turn?

J-turns are also being planned at several high-volume intersections. This intersection concept:

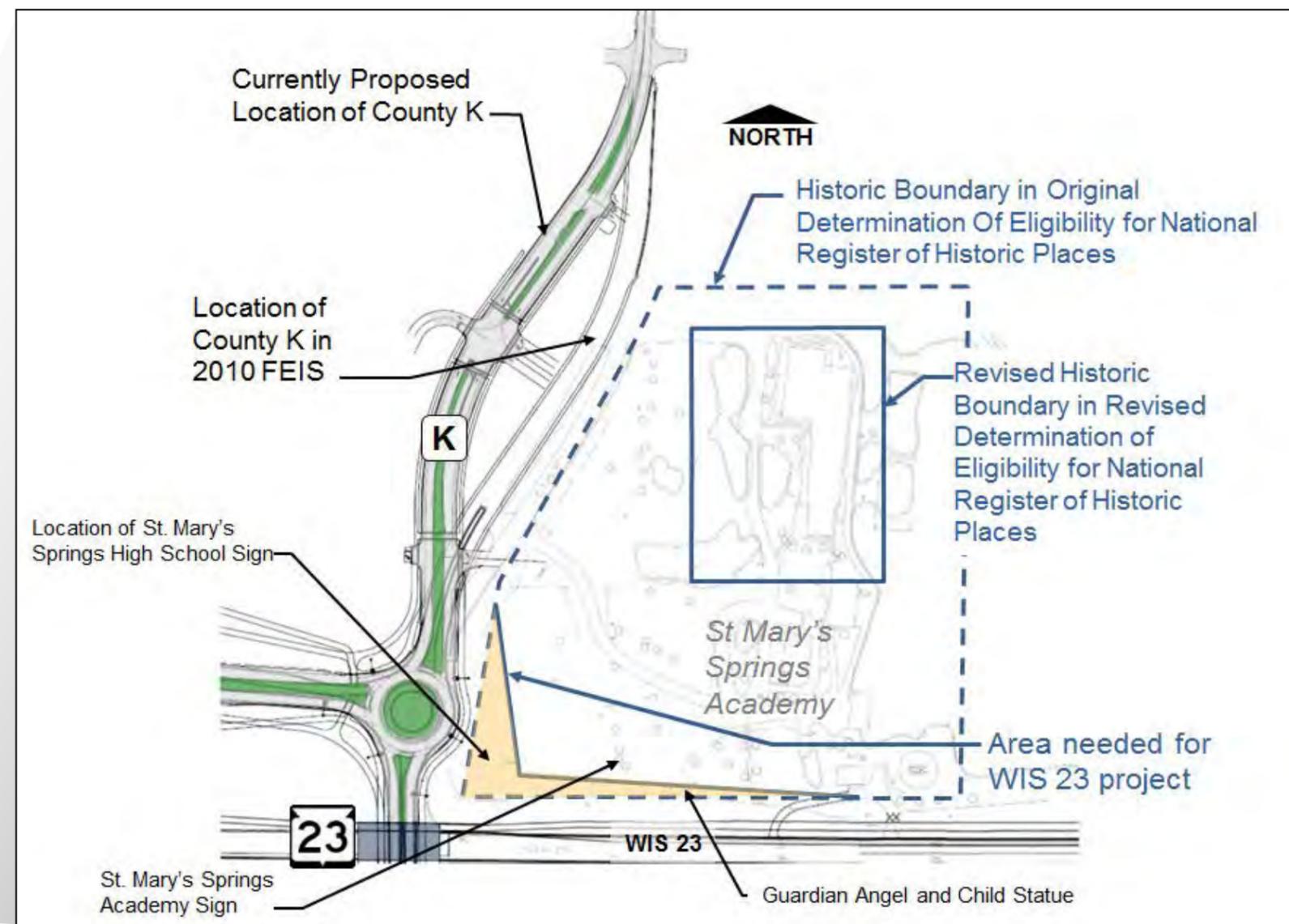
- Maintains all movements at the intersection, but in a safer fashion
- Allows right-in/right-out/left-in movements
- Removes the most hazardous movements from the intersection.
- Has drivers turning left onto the side road take a U-turn at an appropriate distance from the intersection and then make a right onto the side road.
- Has drivers traveling through from the side road take a right and then take a U-turn at an appropriate distance from the intersection and then make a right onto the side road.
- Has been successfully used in several states to improve intersection safety
- Was a recommended measure for this project from a road safety audit.



J-Turn Concept

Changes to St Mary's Springs Academy

- § St Mary's Springs Academy is located in the northeast quadrant of the County K/WIS 23 intersection where the Preferred Alternative includes a jug-handle intersection.
- § The St. Mary's Academy site was Determined to be Eligible (DOE) for the National Register of Historic Places based on a survey performed in 2002.
- § In 2010 WisDOT developed a Memorandum of Agreement with St. Mary's Springs Academy and the State Historic Society that included stipulations to minimize and offset impacts to this historic resource.
- § Demolition of Buildings in 2005 by St. Mary's Springs Academy have changed historic boundary so WIS 23 will no longer have an effect.*

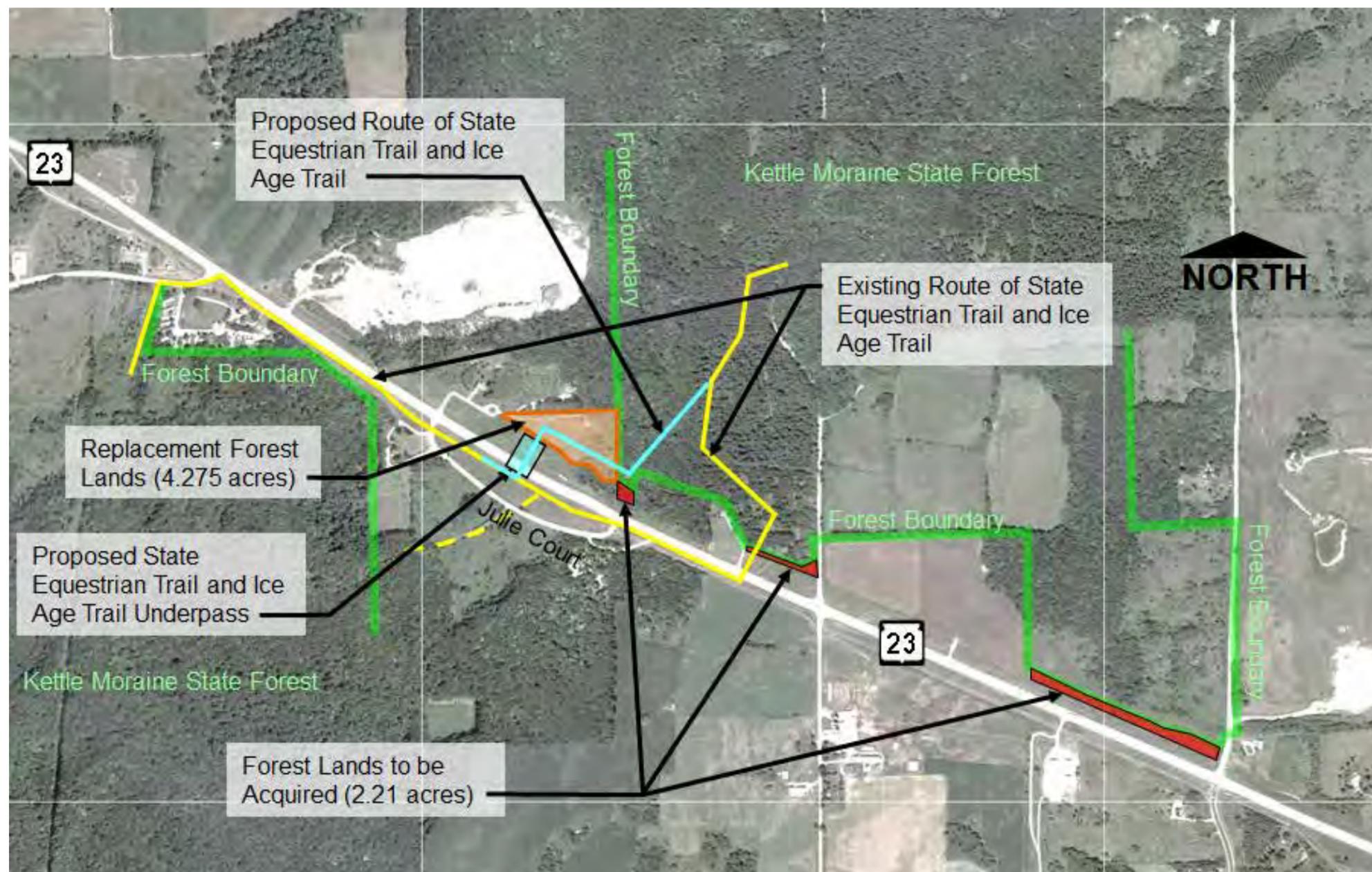


St Mary's Springs Academy Detail

* Projects that have an adverse effect on properties eligible for the National Register of Historic Places require a Section 4(f) evaluation according to 23 CFR 774.11(e). Because of the revisions in the historic boundary, the WIS 23 project will no longer have an adverse effect and no Section 4(f) evaluation is required.

Impacts and mitigation for the Kettle Moraine State Forest

- § In the 2010 Final Environmental Impact Statement the Kettle Moraine State Forest was not considered a Section 4(f) property* because of its multiple uses. The Federal Highway Administration (FHWA) has now determined it is a Section 4(f) property.
- § The expansion project requires the acquisition of 2.21 acres from the Kettle Moraine State Forest.
- § WisDOT has purchased 4.275 acres of adjacent land to mitigate the impacts to the Kettle Moraine State Forest.
- § Ownership will transfer to the state forest pending approval of a *de minimis* finding by FHWA*.
- § A portion of this land will be used for rerouting the Ice Age Trail/State Equestrian Trail and providing a grade-separated crossing for the trails under WIS 23. (These trails are also Section 4(f) resources.*)



* The United States transportation bill of 1966 included the Section 4(f) provision that required the FHWA and state departments of transportation to not use or acquire right of way from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historic sites unless:

- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use.
- FHWA determines that the use of the property, including measures to minimize harm, will have a *de minimis* (insignificant) impact, as defined in 23 CFR 774.17, on the property.

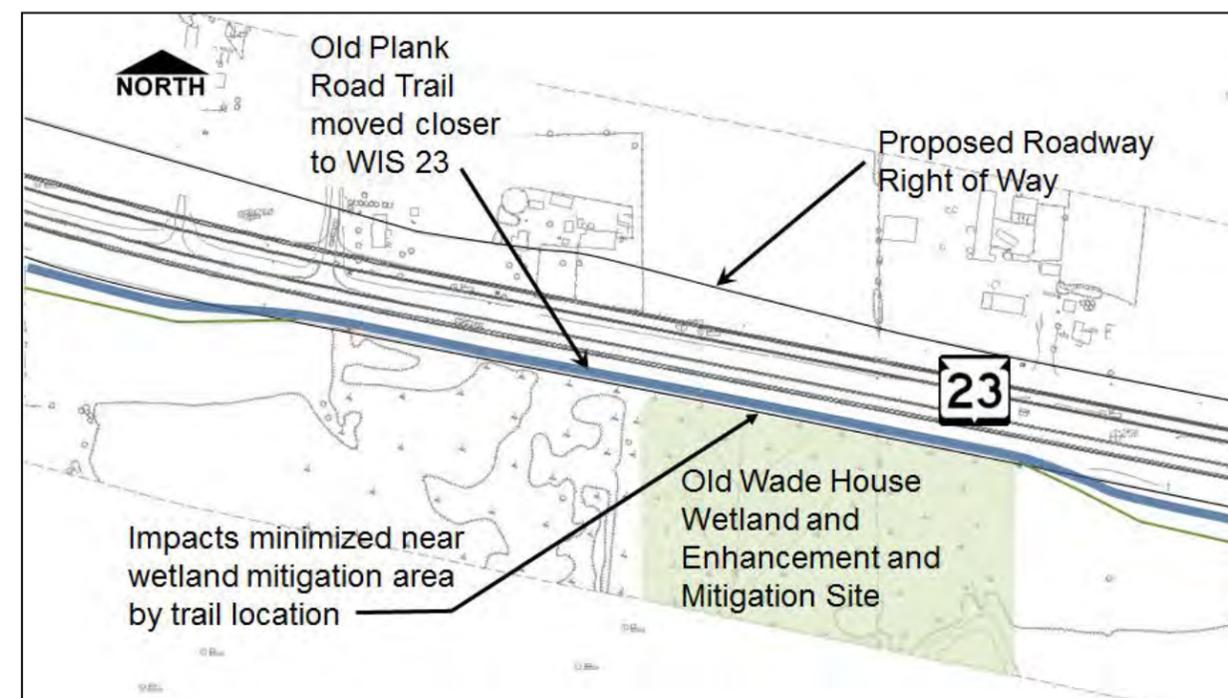
Impacts to the Old Wade House State Park

- § The Old Wade House is a park that includes three properties that are on the National Register of Historic Places.
- § It operates as a historical museum managed by the Wisconsin Historical Society.
- § The whole property is a park that is open to the public and used for historical interpretation.
- § The Old Wade House Wetland Enhancement and Mitigation Site was created during the Herrling Sawmill and Dam restoration project in the late 1990s.
- § As part of the WIS 23 Preferred Build Alternative, the Old Plank Road Trail extension will be placed south of WIS 23 on wetlands adjacent to the Old Wade House Wetland Mitigation site.*
- § No impacts will occur to the three properties that are on the National Register of Historic Places.
- § The Old Wade House managers are aware of this impact on the north side of the park. Park managers generally view the trail as a benefit.
- § In 2012, the Old Wade House constructed a Visitors Center north of the main building area near the future Old Plank Road Trail. No impacts are anticipated for the Old Wade House Visitor Center.
- § A de minimis Section 4(f) finding has been made.+

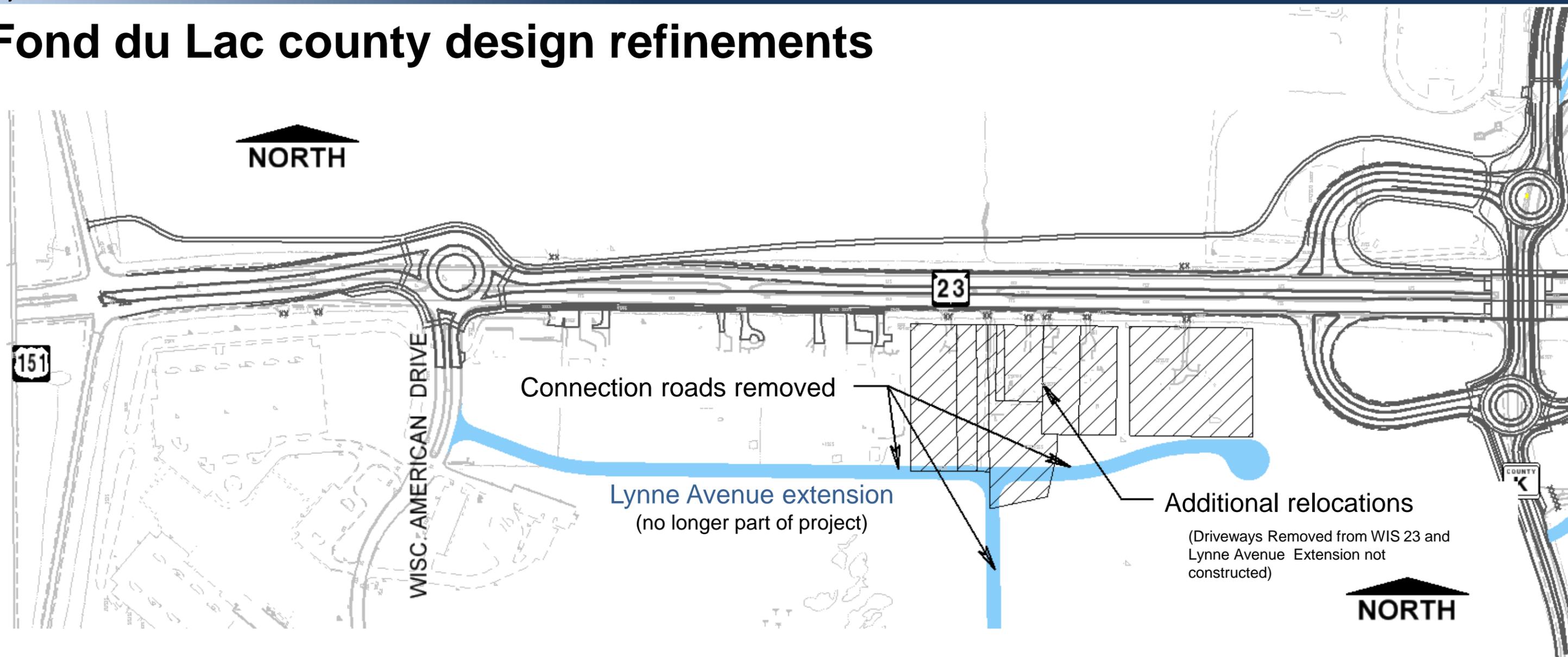
* Wetland impacts, if any, will be mitigated at a wetland mitigation site.

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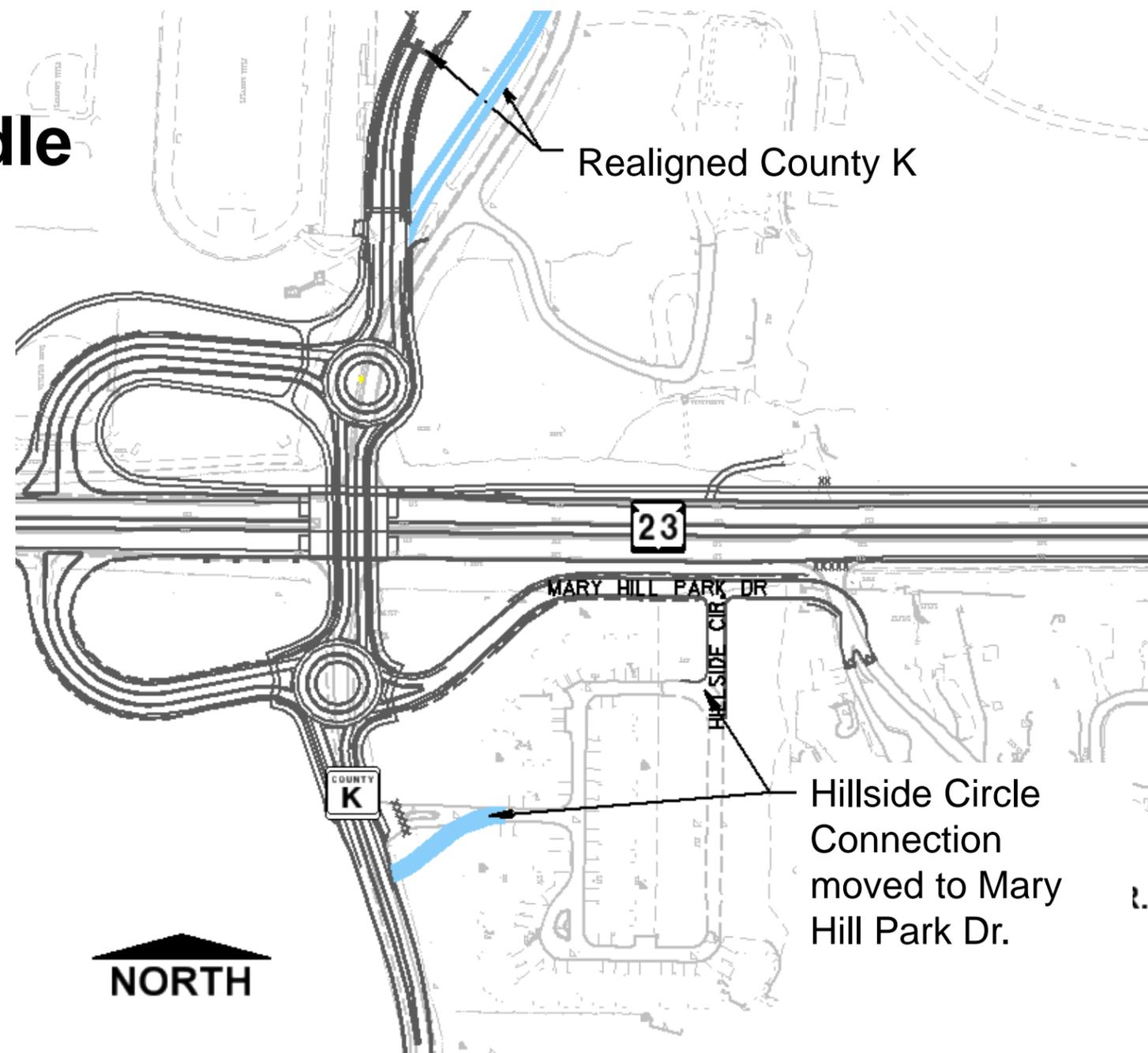
Fond du Lac county design refinements



- § Multilane roundabout at WIS 23 and Wisconsin-American Drive
- § Connection roads removed (in blue)
- § Five additional residential relocations required along south side of WIS 23 since Lynne Avenue is not extended

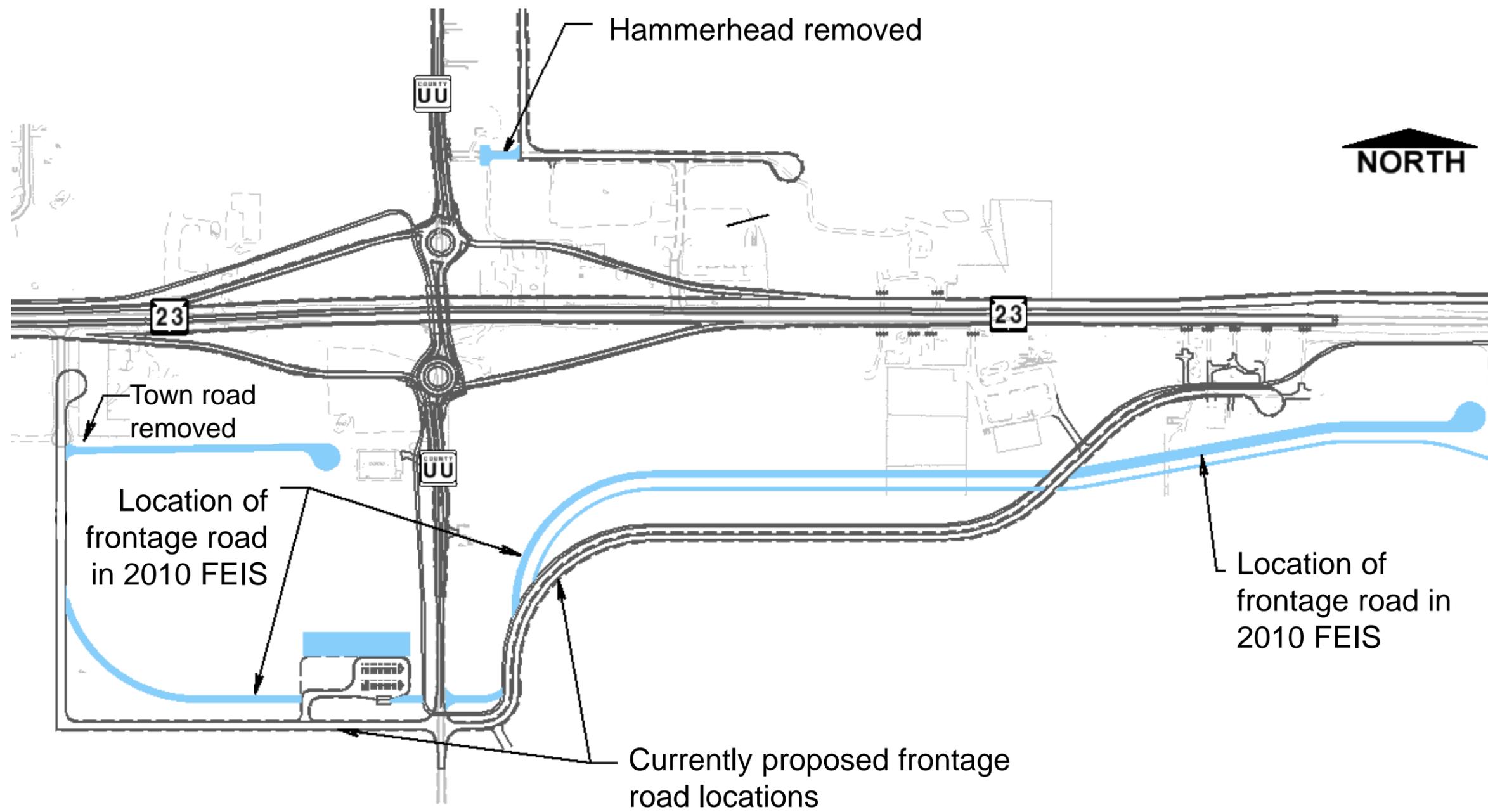
Fond du Lac county design refinements at County K jug-handle

- § Modifications have been made to the alignment of County K at the request of St. Mary's Springs Academy. (Old alignment shown in blue.)
- § Hillside Circle access connected to Mary Hill Park access road instead of County K. (Old roadway connection shown in blue.)

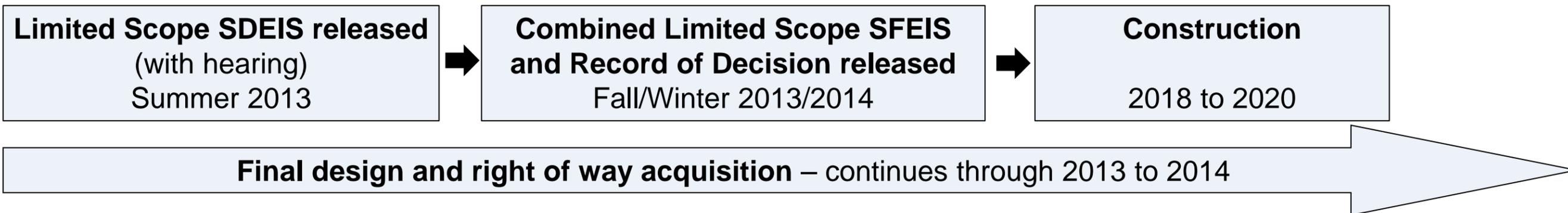


Fond du Lac county design refinements at County UU interchange

- § Connection roads modified south of interchange. (Old alignments shown in blue.)
- § Town road removed
- § Hammerhead driveway access removed in northeast quadrant



Current environmental document and design schedule



Current construction schedule

(Pending SFEIS and Record of Decision approval)

