

Public Information Meeting

April 29, 2013
UW Fond du Lac

Why are we here today?

Update and receive comments from the public on:

1. The environmental document
 - WisDOT is preparing a Limited Scope Supplemental Draft Environmental Impact Statement.
2. Impacts and treatment of public lands (4f properties).
 - The treatment of the Kettle Moraine State Forest, St. Mary's Springs Academy, and the Sippel Archeological site has changed from how they were presented in the 2010 Final Environmental Impact Statement.
3. Design refinements in and near the Fond du Lac urban area.
4. The project schedule.

WisDOT is preparing a Limited Scope Supplemental Draft Environmental Impact Statement (LS SDEIS)*

- ❑ Supplements the Final EIS that was released in 2010.
- ❑ Address issues of limited scope associated with the overall project.
- ❑ Clarify and reconsider certain portions of the 2010 Final Environmental Impact Statement as well as evaluate and provide additional analysis, if needed, 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 will :
 - Update portions of the 2010 Final Environmental Impact Statement with current traffic and crash data.
 - Clarify and enhance the alternative discussion that do not include capacity expansion (e.g. passing lanes).
 - Clarify and enhance the discussion of impacts to Section 4(f) resources (public lands)^.
 - Revise, update and clarify the Indirect and Cumulative Effects analysis.
 - Describe impact changes due to design refinements.+

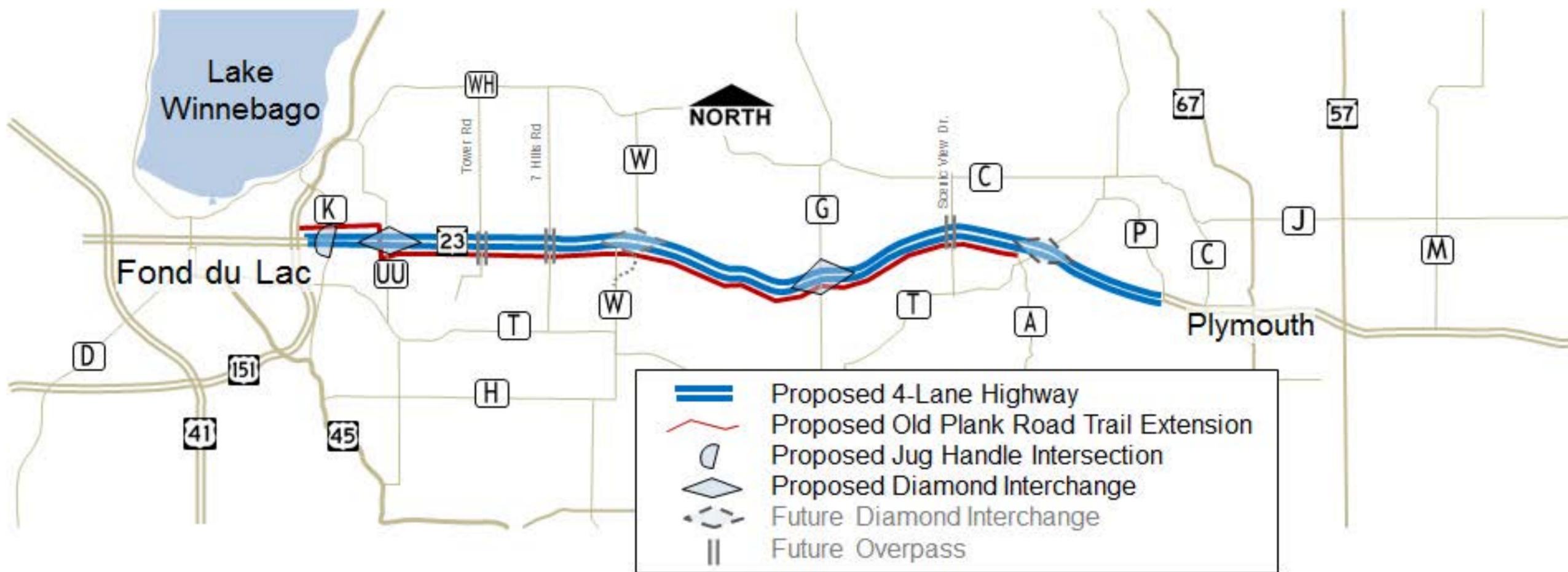
* 23 CFR 7714.130(f)

+ 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.

^ 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:

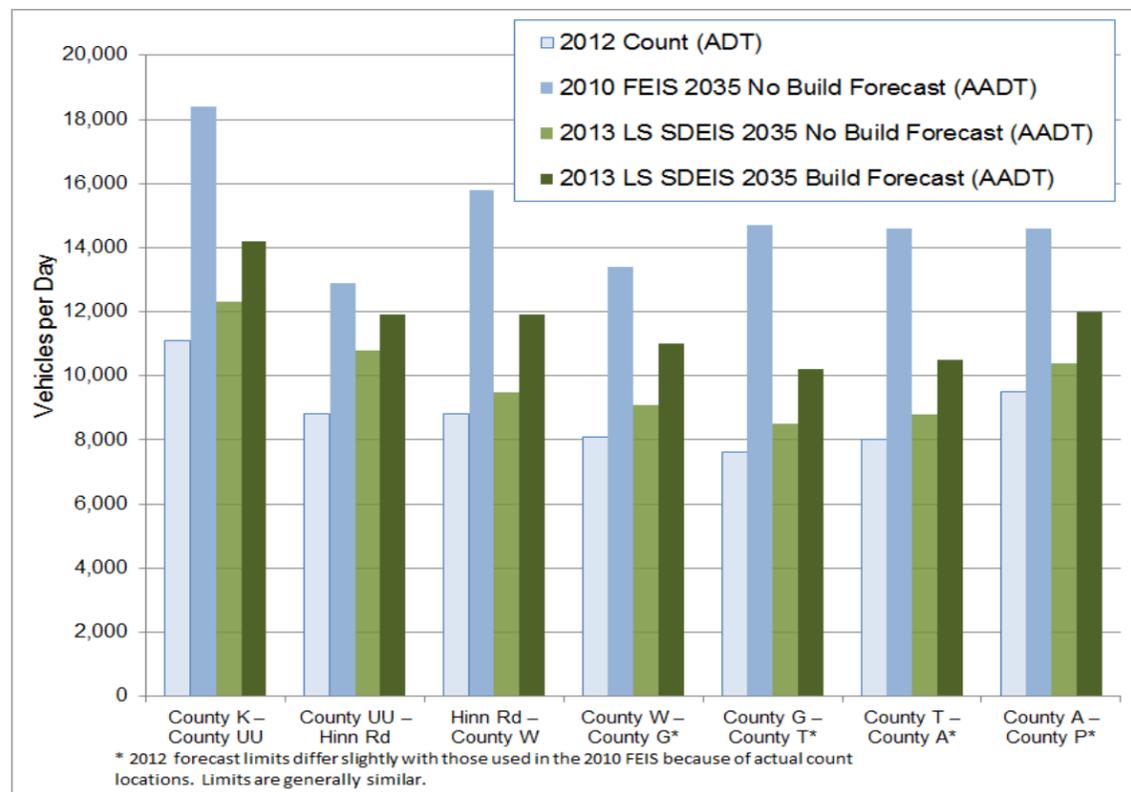
- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use.
- FHWA determines that the use of the property, including measures to minimize harm, will have a *de minimis* (insignificant) impact, as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

Preferred alternative components

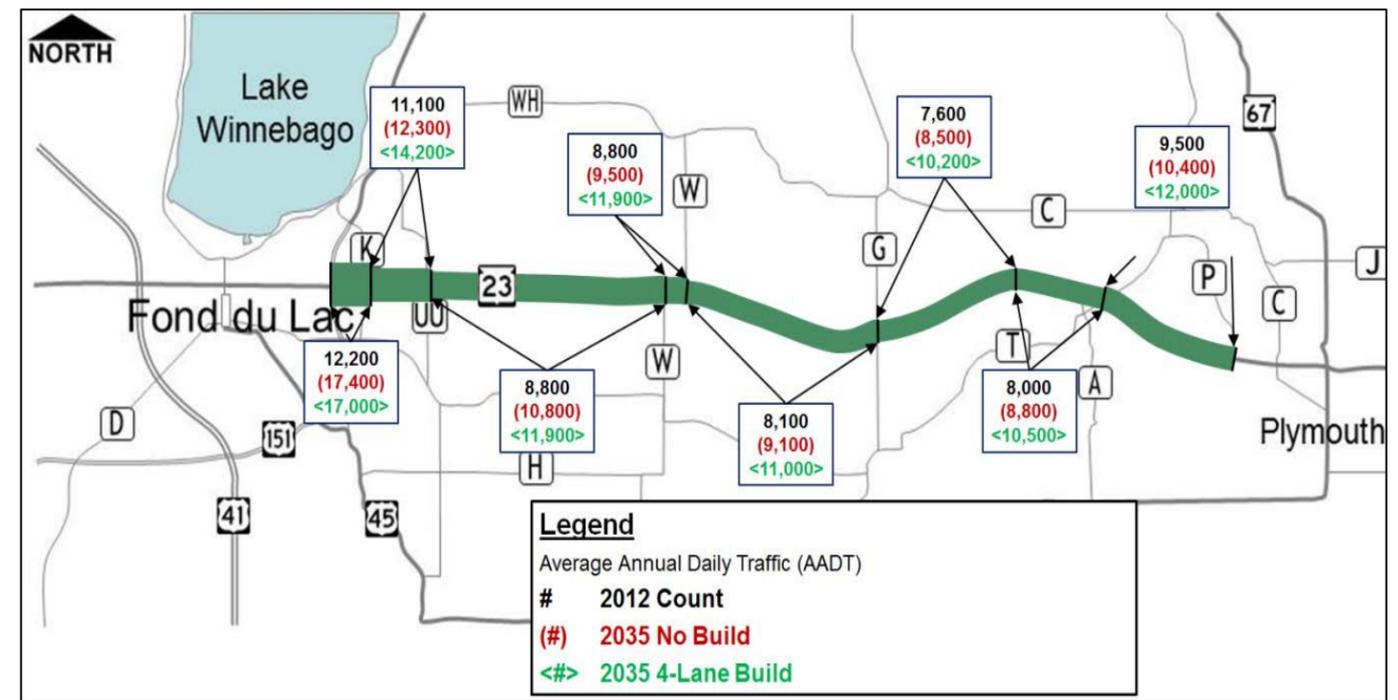


Updated traffic forecast

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

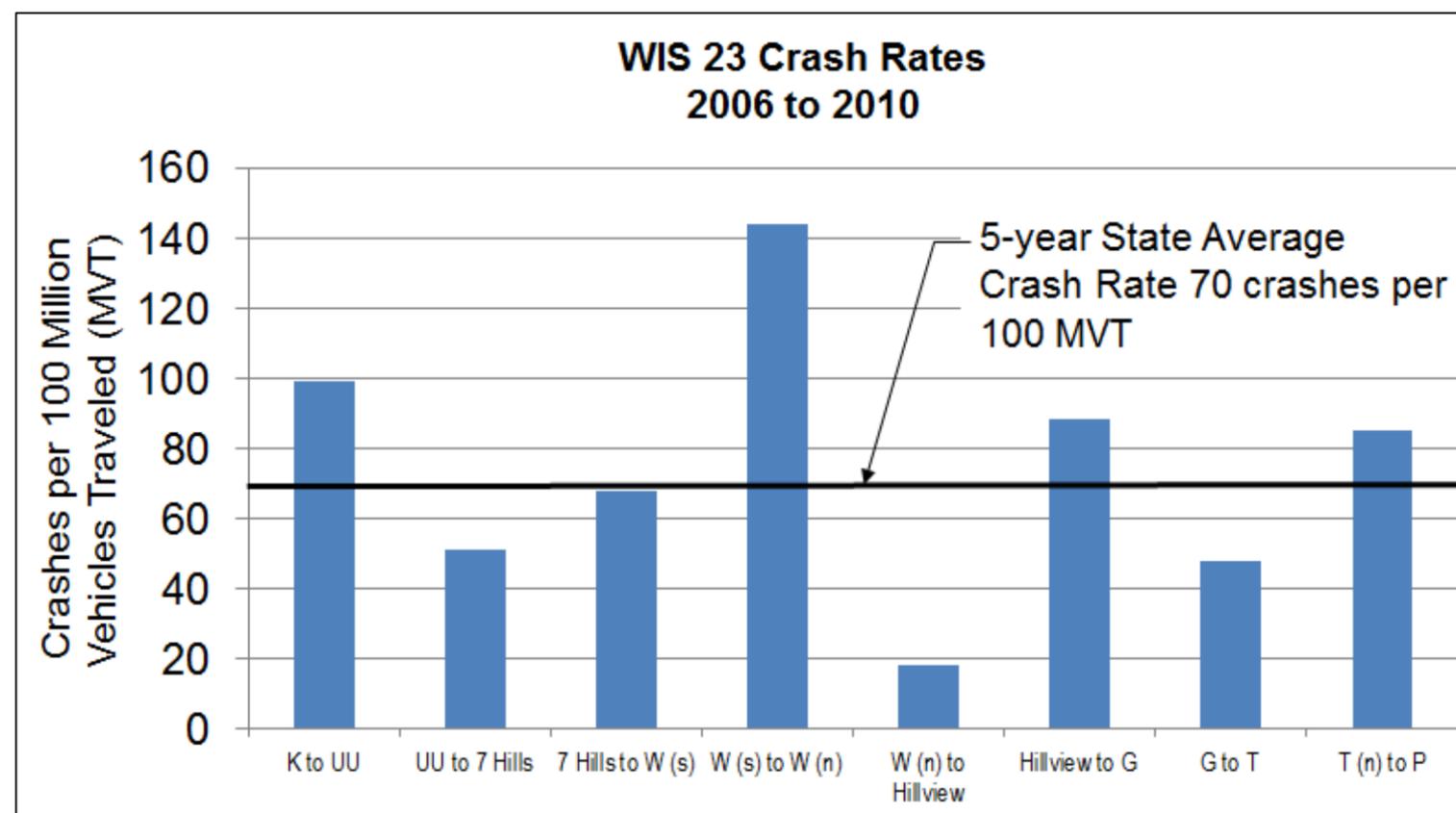


2035 Traffic Forecasts

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.

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 Effected)	Number	19(0)	0	19(0)	N/A
Archaeological Resources	Number Phase II (III)	4(1)	0	5(1)	0

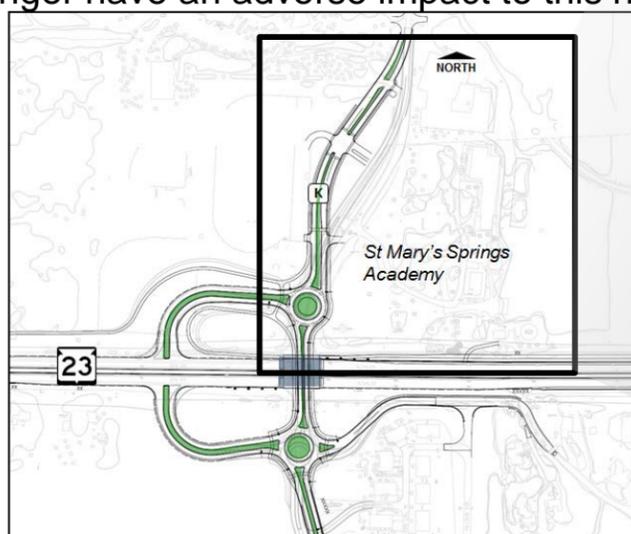
N/A = Not Applicable, ND = Not Determined, R/W = right of way

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

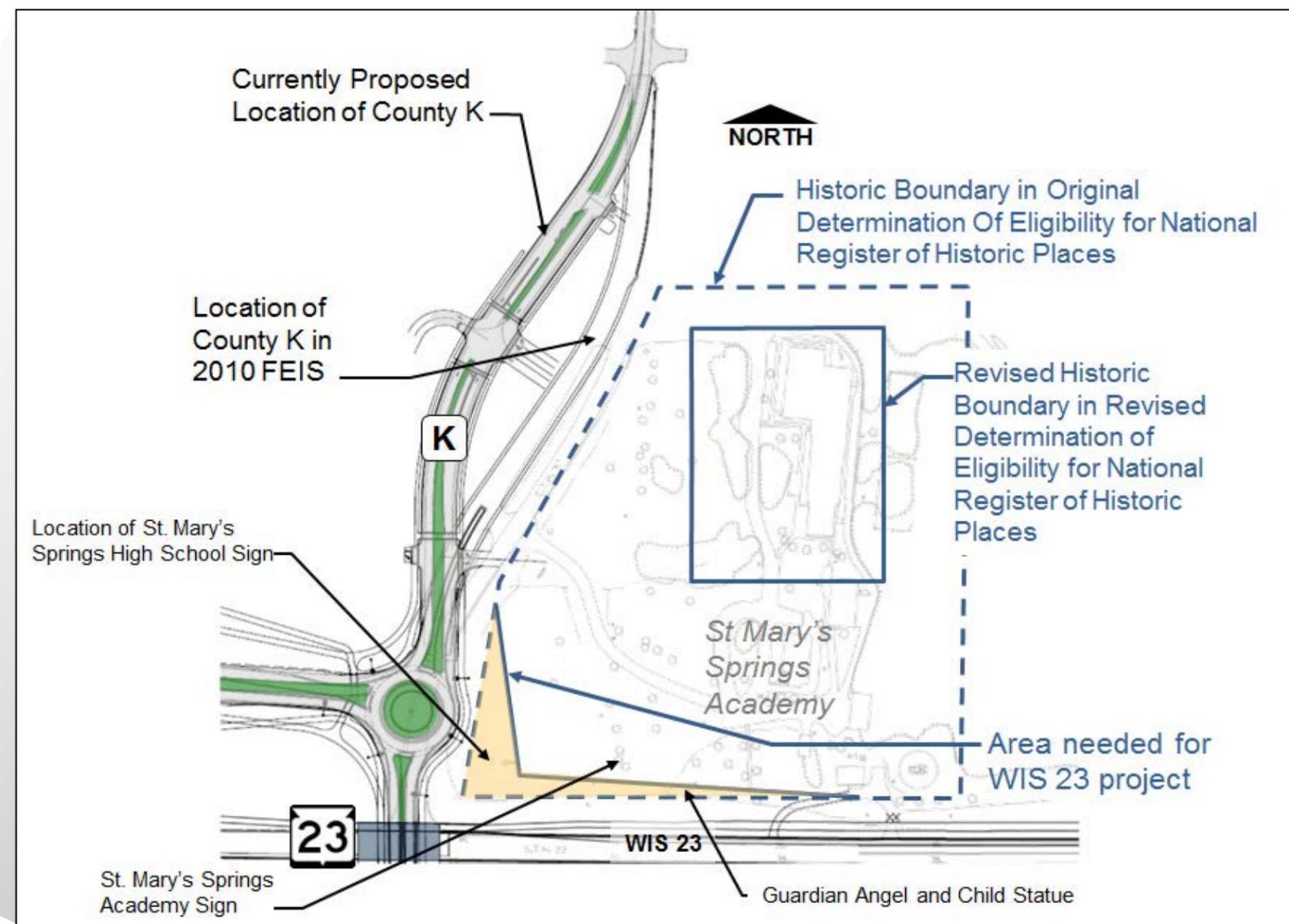
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Changes to St Mary's Springs Academy

- ❑ St Mary's Springs Academy is located in the northeast quadrant of the County K/WIS 23 interchange 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. The MOA was included in the 2010 Final Environmental Impact Statement.
- ❑ Building demolition on the property resulted in the revision of the historic site boundary according to a revised Determination of Eligibility prepared in 2012. Because of this revised boundary, WIS 23 will no longer have an adverse impact to this historic property.*



Location

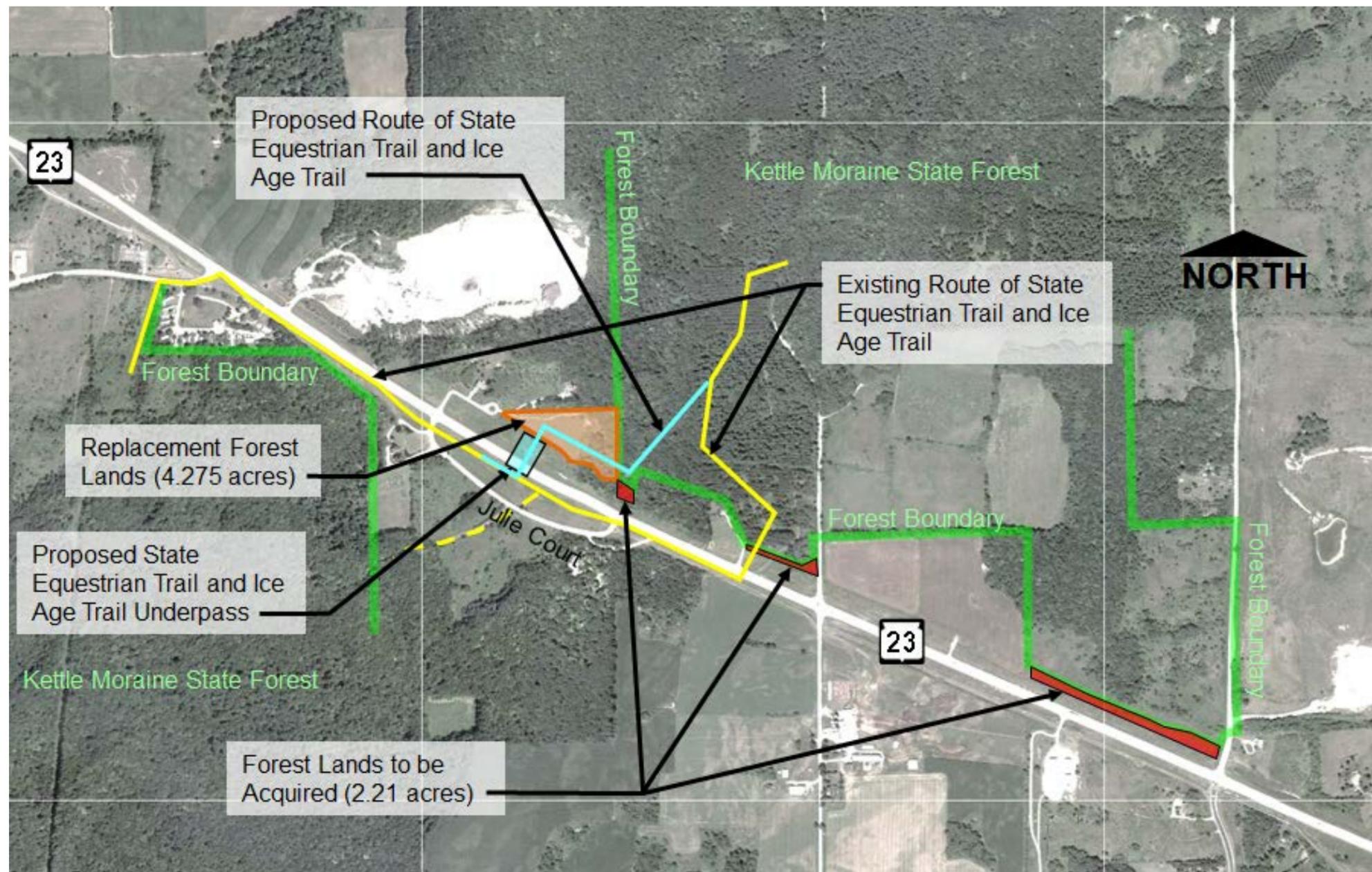


St Mary's Springs Academy Detail

* 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) resource* because of its multiple uses. The Federal Highway Administration (FHWA) has now determined it is a Section 4(f) resource.
- ❑ 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 the rerouting of the Ice Age Trail/State Equestrian Trail and to providing a grade-separated crossing for the trails under WIS 23. (These trails are also Section 4(f) resources.*)



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Impacts to the Old Wade House State Park

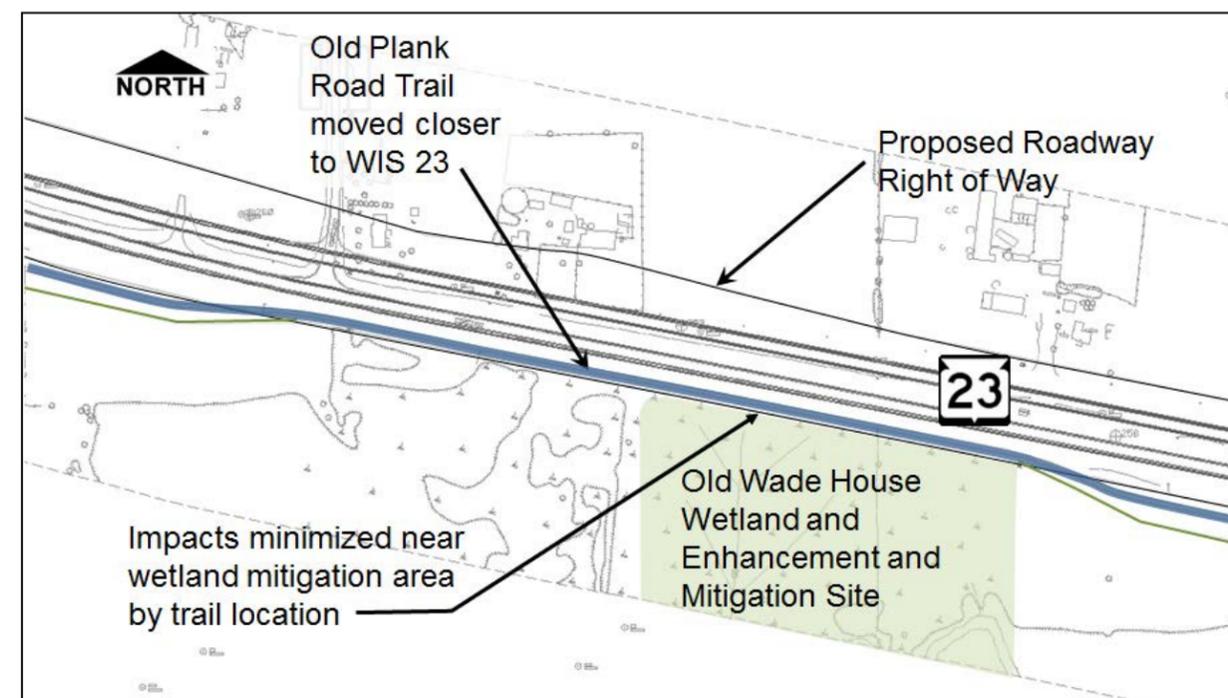
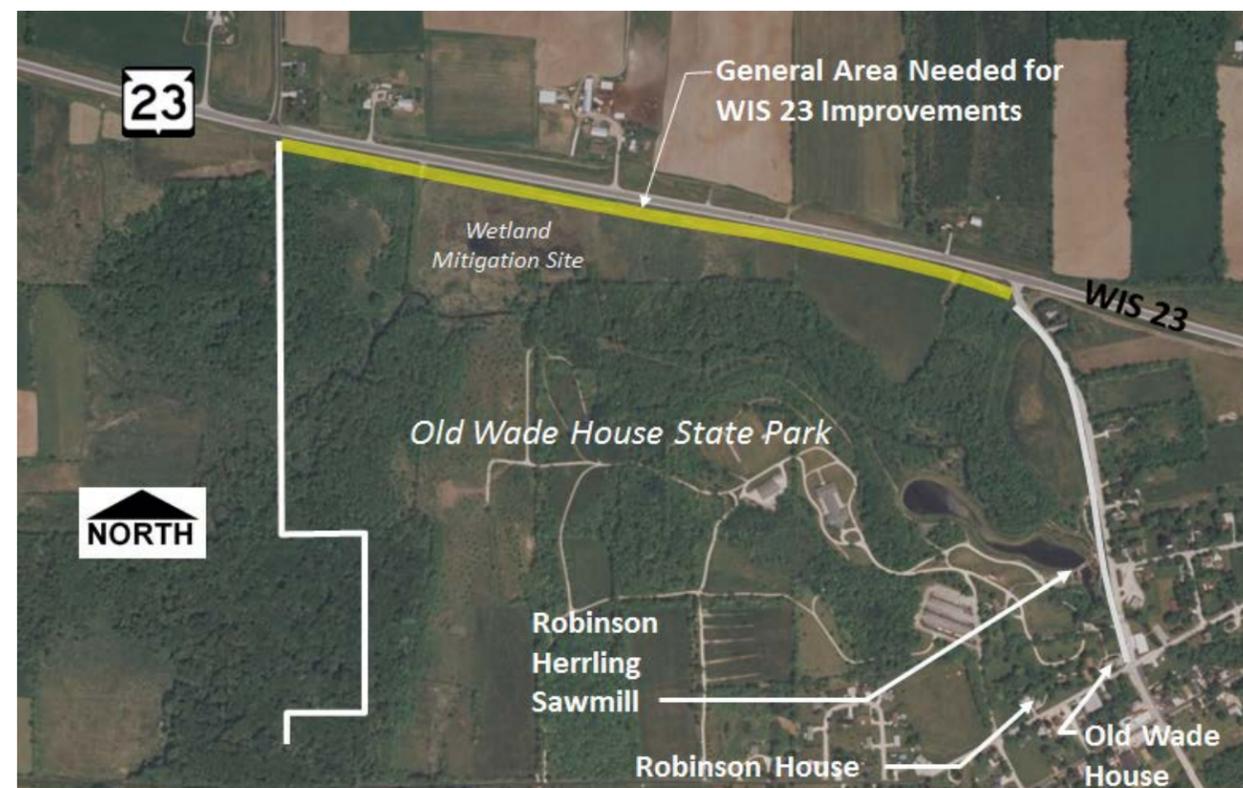
- ❑ The Old Wade House is a park that includes three properties that are on the National Register of Historic Places.
- ❑ It operates as a historical museum managed by the Wisconsin Historical Society.
- ❑ The whole property is a park that is open to the public and used for historical interpretation.
- ❑ 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 planned Old Wade House Visitor Center.

- ❑ A de minimis Section 4(f) finding has been made.+

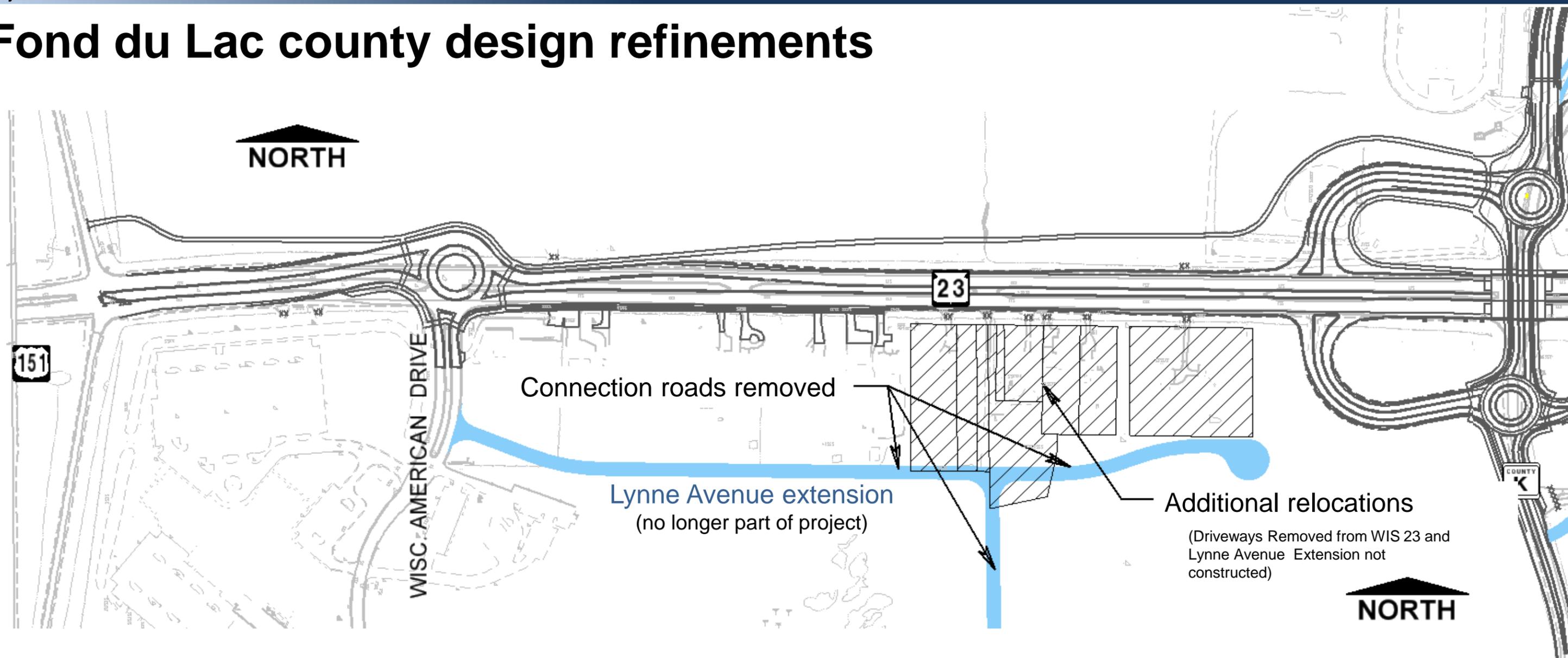
* Wetland impacts, if any, will be mitigated at a wetland mitigation site.

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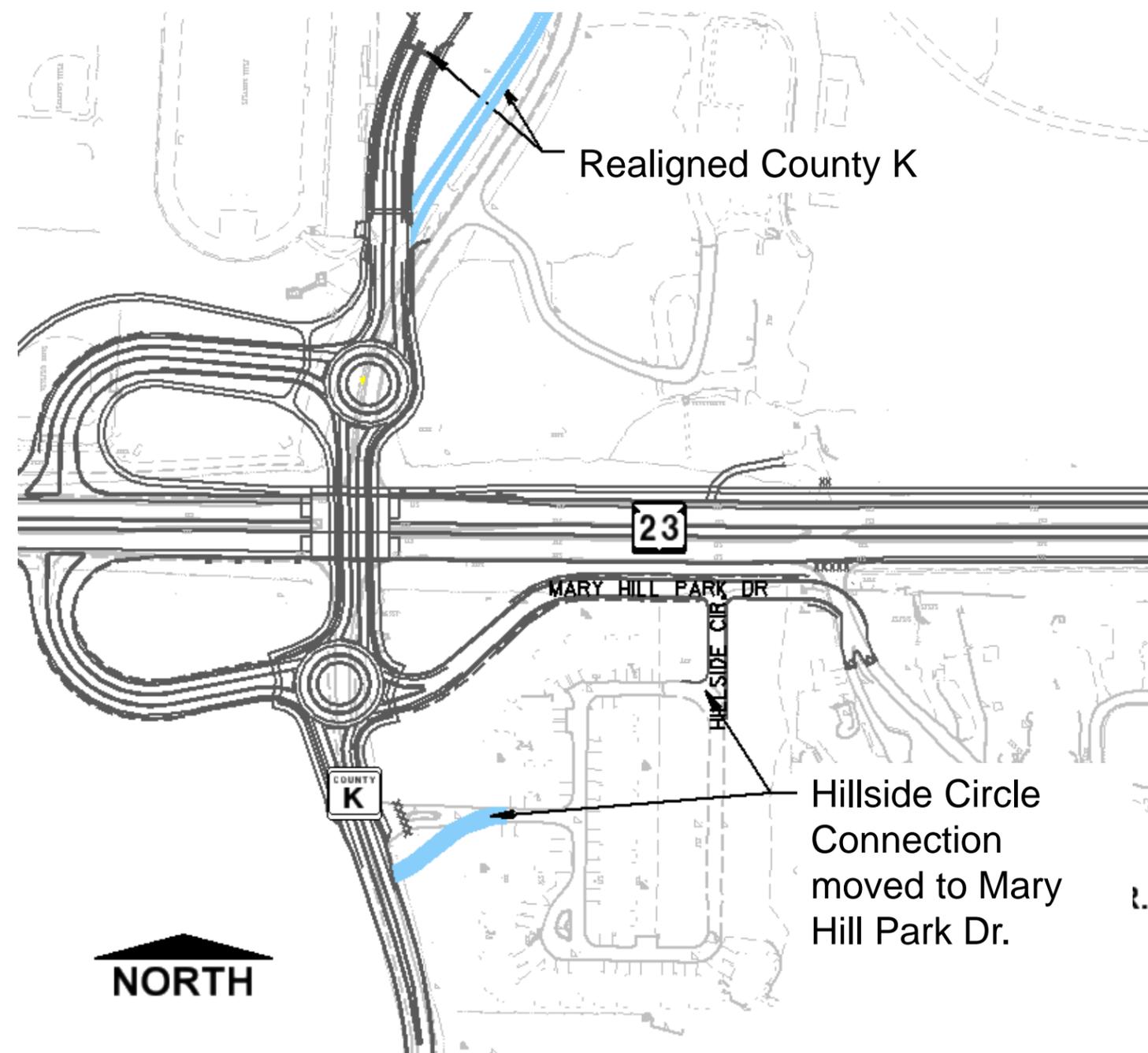
Fond du Lac county design refinements



- 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

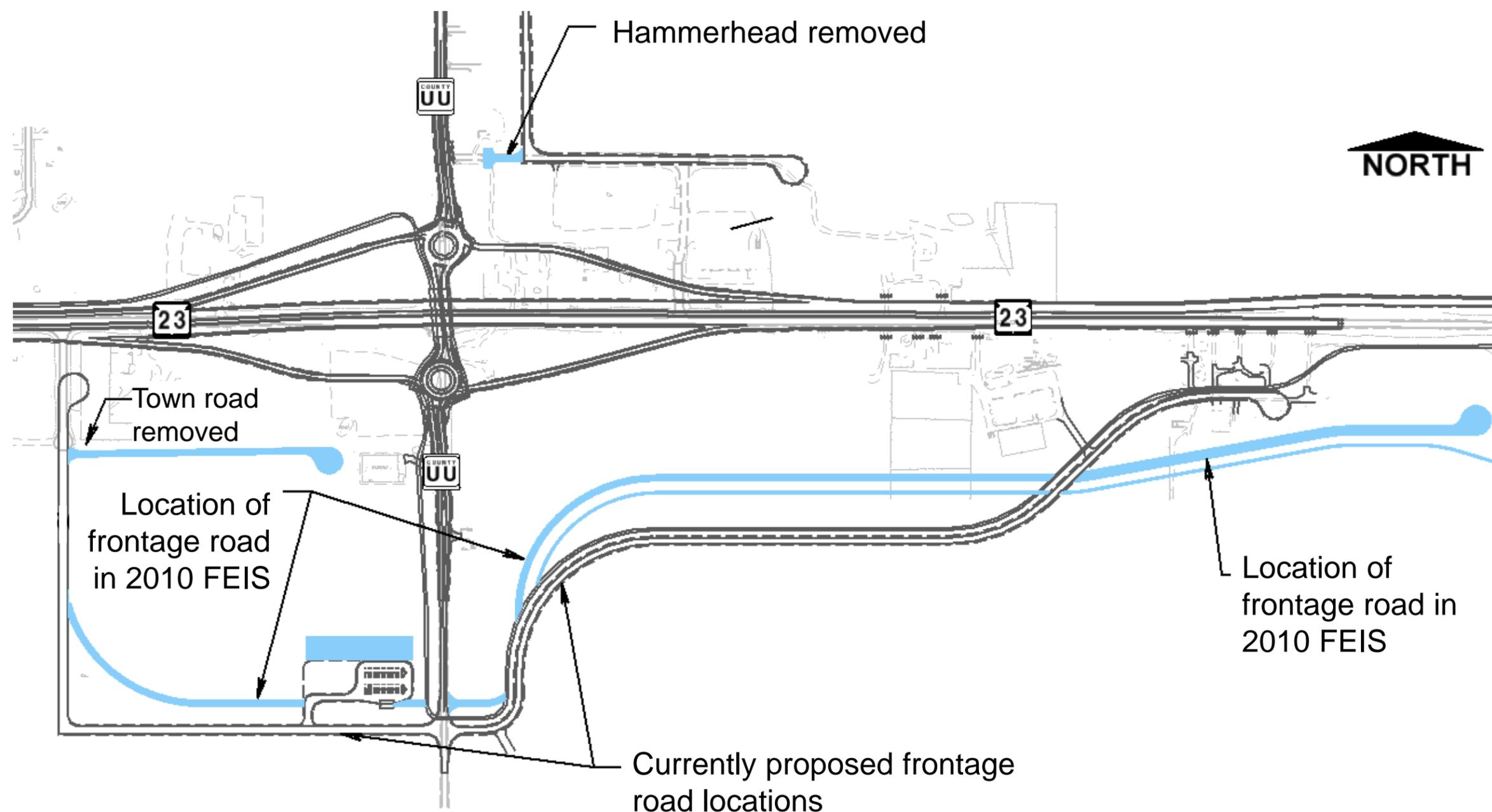
Fond du Lac county design refinements at County K jug-handle

- ❑ 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

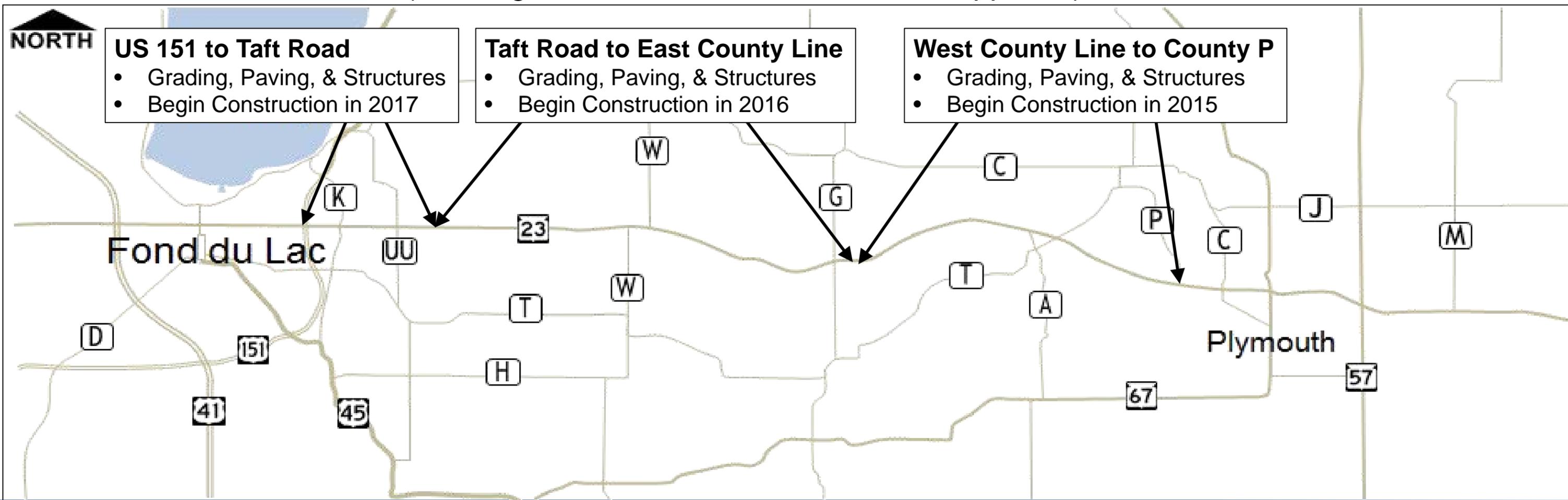


Current environmental document and design schedule



Current construction schedule

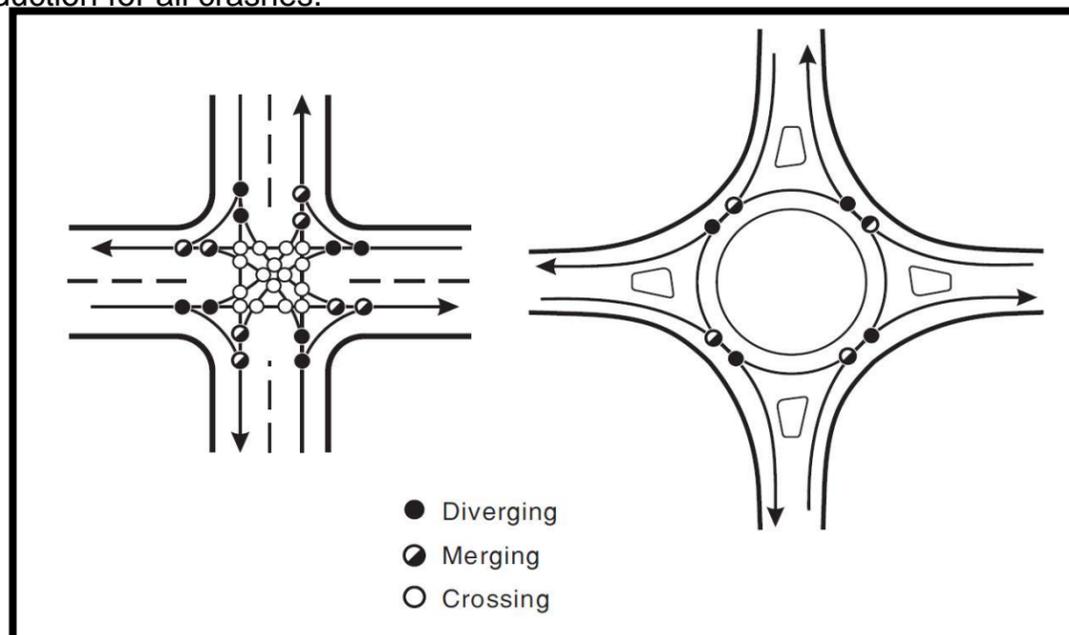
(Pending SFEIS and Record of Decision approval)



Roundabouts

How do roundabouts affect safety?

- Several features of roundabouts promote safety. At traditional intersections with stop signs or traffic signals, some of the most common types of crashes are right-angle, left-turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds.
- With roundabouts, these types of potentially serious crashes essentially are eliminated because vehicles travel in the same direction. Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights.
- The vehicle-to-vehicle conflicts that occur at roundabouts generally involve a vehicle merging into the circular roadway, with both vehicles traveling at low speeds — generally less than 20 mph in urban areas and less than 25-30 mph in rural areas. The safety studies by the UW Traffic Operations and Safety (TOPS) lab shows that roundabouts provide a 52 percent reduction in fatal and injury crashes and 9 percent reduction for all crashes.



Conflict reduction

How do roundabouts affect traffic flow?

- Several studies conducted by the Insurance Institute and others have reported significant improvements in traffic flow following conversion of traditional intersections to roundabouts. A study of three intersections in Kansas, Maryland, and Nevada, where roundabouts replaced stop signs, found that vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent. A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops. A study of 11 intersections in Kansas found a 65 percent average reduction in delays and a 52 percent average reduction in vehicle stops after roundabouts were installed.
- A recent Institute study documented missed opportunities to improve traffic flow and safety at 10 urban intersections suitable for roundabouts where either traffic signals were installed or major modifications were made to signalized intersections. It was estimated that the use of roundabouts instead of traffic signals at these 10 intersections would have reduced vehicle delays by 62-74 percent. This is equivalent to approximately 325,000 fewer hours of vehicle delay on an annual basis.

Do drivers favor roundabouts?

- Drivers may be skeptical, or even opposed to roundabouts when they are proposed. However, opinions quickly change when drivers become familiar with roundabouts. A 2002 Insurance Institute study in three communities where single-lane roundabouts replaced stop sign-controlled intersections found 31 percent of drivers supported the roundabouts before construction compared with 63 percent shortly after. Another study surveyed drivers in three additional communities where single-lane roundabouts replaced stop signs or traffic signals. Overall, 36 percent of drivers supported the roundabouts before construction compared with 50 percent shortly after. Follow-up surveys conducted in these six communities after roundabouts had been in place for more than one year found the level of public support increased to about 70 percent on average.