The following Factor Sheets are a more condensed method for documenting the results of the NEPA process. They are generally used by WisDOT and FHWA in Environmental Assessments and Environmental Reports. The sheets were used in this EIS as part of a WisDOT pilot effort to streamline the environmental documentation process. Since the FEIS used the Factor Sheet format, it has been retained in this Limited Scope SDEIS, except for Section 5, which was significantly revised. WisDOT has revised its Factor Sheet format, content, and order of discussion since the 2010 FEIS. This revision has led to a significant rearrangement of information, although most of the information content remains. The following list shows the Factor Sheet designation and topic in this LS SDEIS compared to the Factor Sheet designation presented in the 2010 FEIS.

LS SDEIS Factor Sheet Designation and Topic		2010 FEIS Factor Sheet Designation
A-1	General Economics Evaluation	A.
A-2	Economic Development and Business Impact Evaluation	C.
A-3	Agricultural Impact Evaluation	D.
B-1	Community and Residential Impact Evaluation	B.
B-5	Historic Resources Evaluation	P.
B-6	Archaeological Sites Impact Evaluation	Q.
B-8	Unique Area Impact Evaluation	O.
B-9	Aesthetics	S.
C-1	Wetlands Evaluation	F.
C-2.1	Rivers Streams Floodplains, Sheboygan River	G.
C-2.2	Rivers Streams Floodplains, Unnamed Tributary	G.
C-2.3	Rivers Streams Floodplains, Mullet River	G.
C-2.4	Rivers Streams Floodplains, Taycheedah Creek	G.
C-5	Upland Habitat	I.
C-7	Threatened and Endangered Species	No Factor Sheet
D-1	Air Quality Evaluation	L.
D-2	Construction Stage Sound Quality	M.
D-3	Traffic Noise	N.
D-4	Hazardous Substance or Contamination	R.
D-5	Stormwater Evaluation	K.
D-6	Erosion Control Evaluation	Not Provided

The new Threatened and Endangered Species Factor Sheet C-7 collects the rare species information that was in the other 2010 FEIS Factor Sheets and puts it in one location in this LS SDEIS.

All impacts have been updated to reflect the most recent design refinements.

Because the structure of the Factor Sheets has fully changed, only changes in general content are marked in either maroon or blue text.

The General Economics Evaluation Factor Sheet has been updated to the format currently used by WisDOT. Some information has been augmented and updated, but there are no substantive changes from the 2010 FEIS.

GENERAL ECONOMICS EVALUATION

Factor Sheet A-1

1. Briefly describe the existing economic characteristics of the area around the project:
The main economic centers in this area exist in the cities of Fond du Lac and Sheboygan. A majority of land in the study area is used as nonirrigated cropland as indicated by the color brown on the land use maps shown in Figures 4.6 A-1.1 through 4.6 A-1.4.

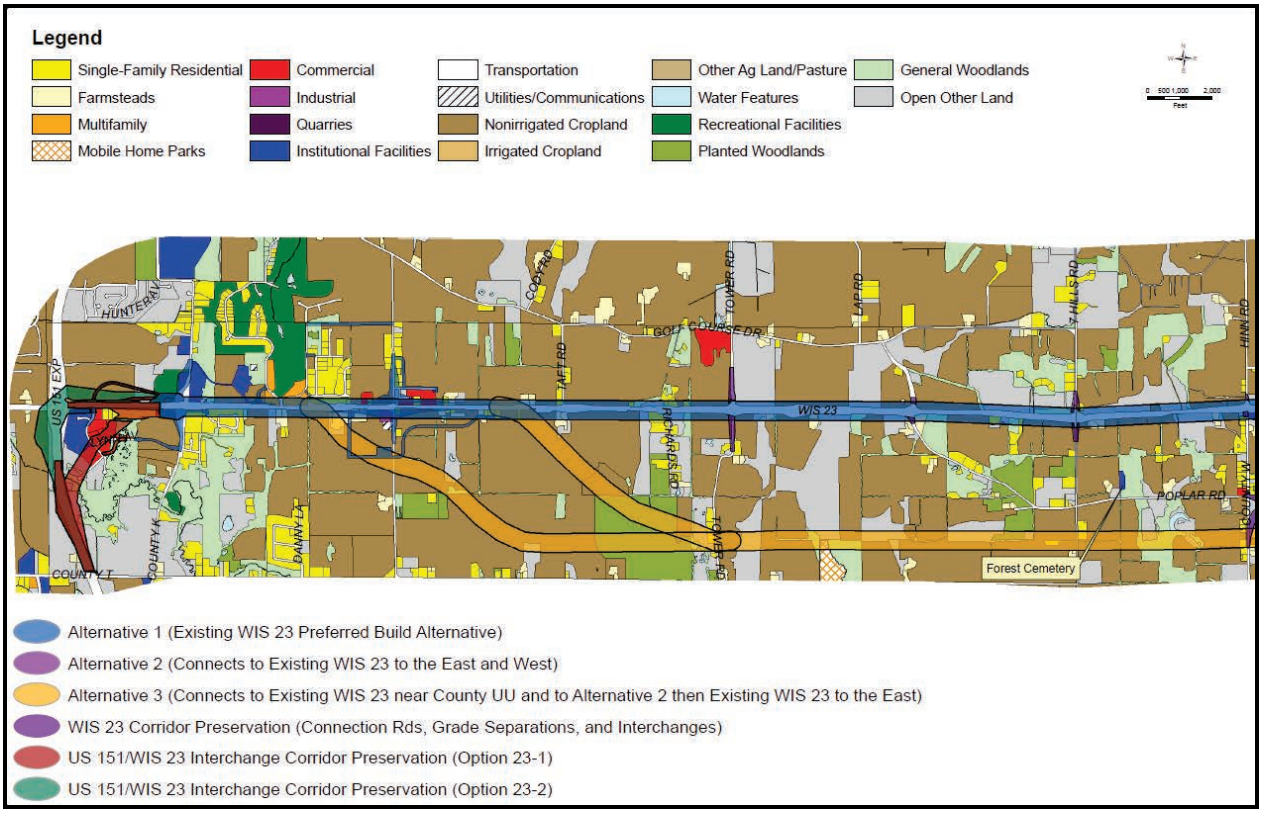


Figure 4.6 A-1.1 WIS 23 Existing Land Use-West Section

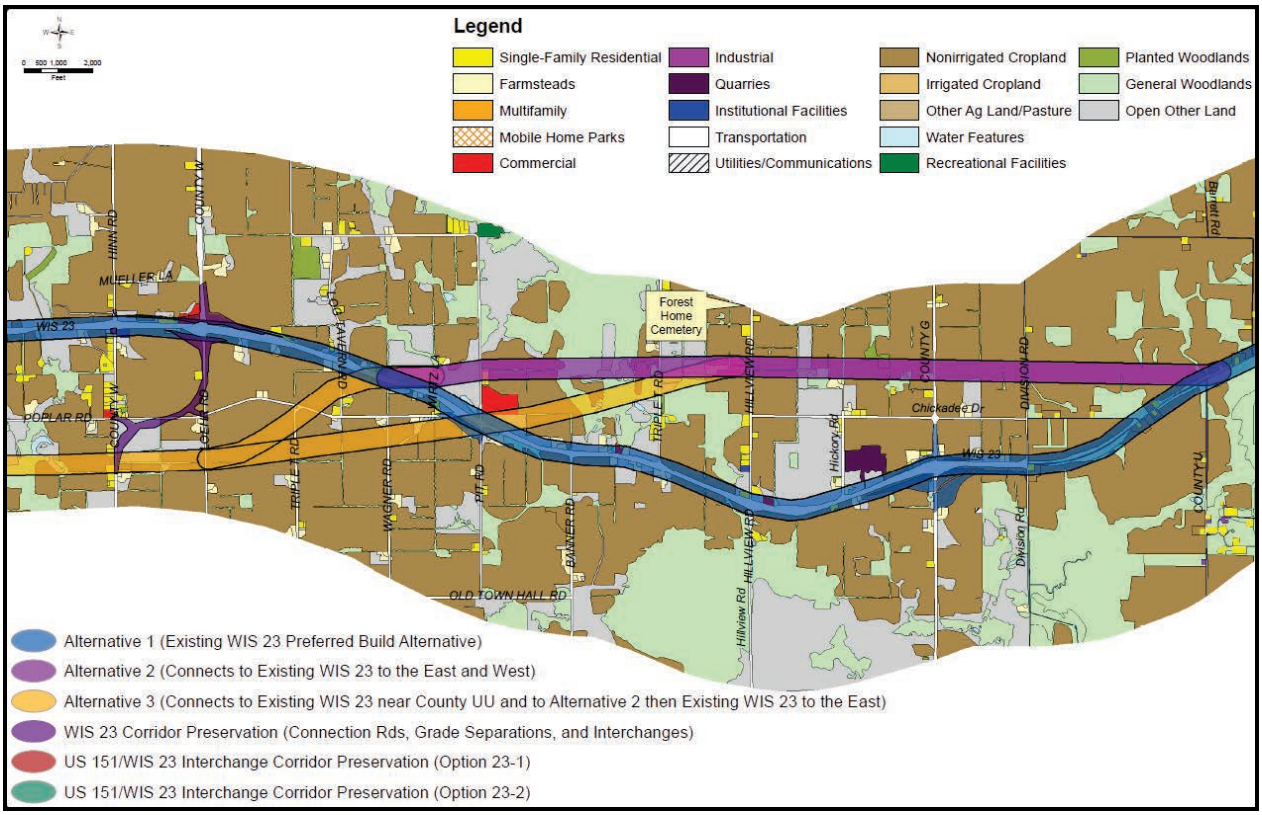


Figure 4.6 A-1.2 WIS 23 Existing Land Use-Middle Section

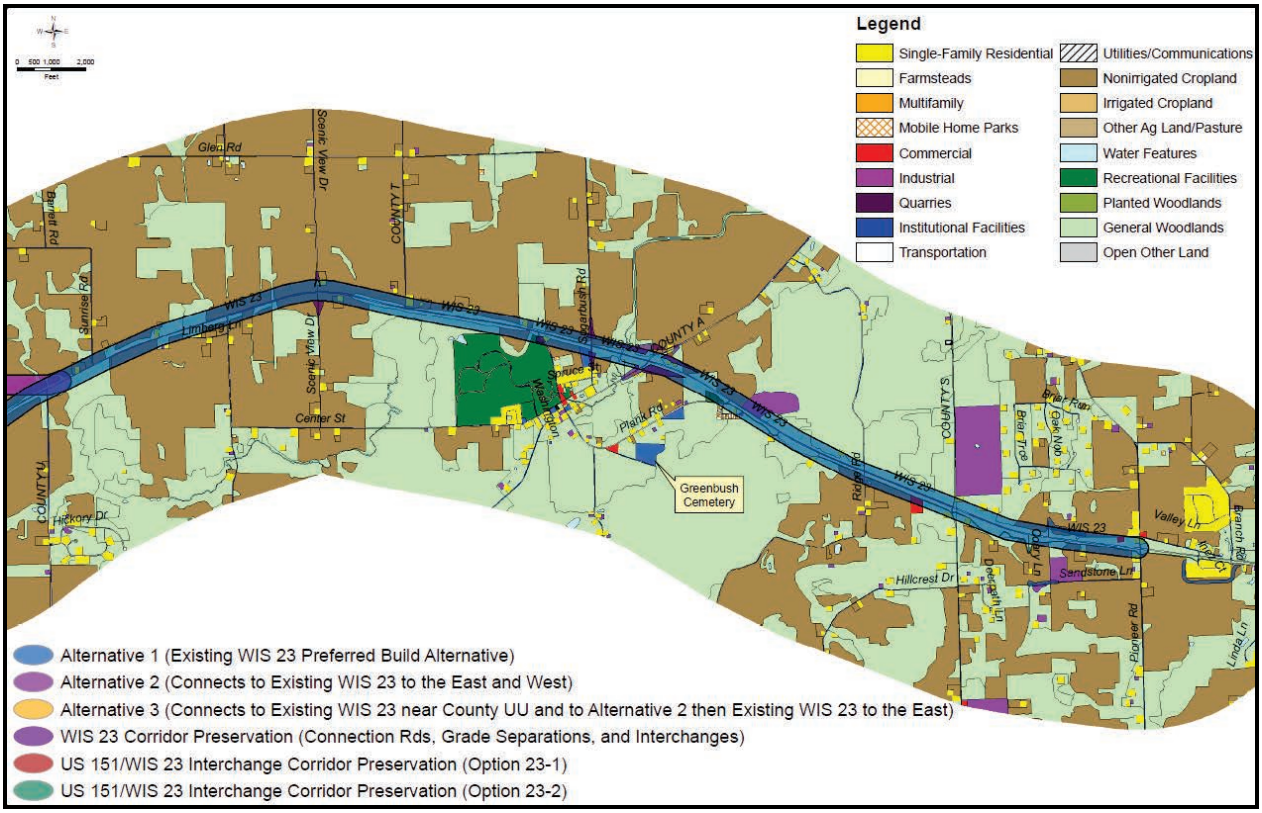


Figure 4.6 A-1.3 WIS 23 Existing Land Use-East Section

The following is a list of some businesses in the study area. Those in bold are impacted farms or businesses.

- Agriculture implement business
- Agriculture supply business
- Automotive repair business
- **Automotive sales and service**
- Automotive sales business
- **Cash crop farm**
- **Cedar furniture and fencing**
- **Concrete producer business**
- **Dairy farm**
- **Dairy farm**
- **Equestrian center**
- **Farm**
- Farm market business
- Gasoline station
- **Gasoline station**
- Golf course
- **Graphics service**
- Gravel pit
- **Machine shop and welding**
- Medical and outpatient services
- **School**
- **Tavern**
- **Tractor sales and repair**
- **Trailer sales and service**
- **Veal farm**
- **Woodworking shop**

According to the 2006-2010 American Community Survey, 28 percent of the population in the towns of Greenbush, Empire, Plymouth, and Forest are employed in the manufacturing sector. Seventeen percent of the population is employed in the educational, health care, and social services sector. Figure 4.6 A-1.4 shows industry for the employed civilian population 16 years and older.

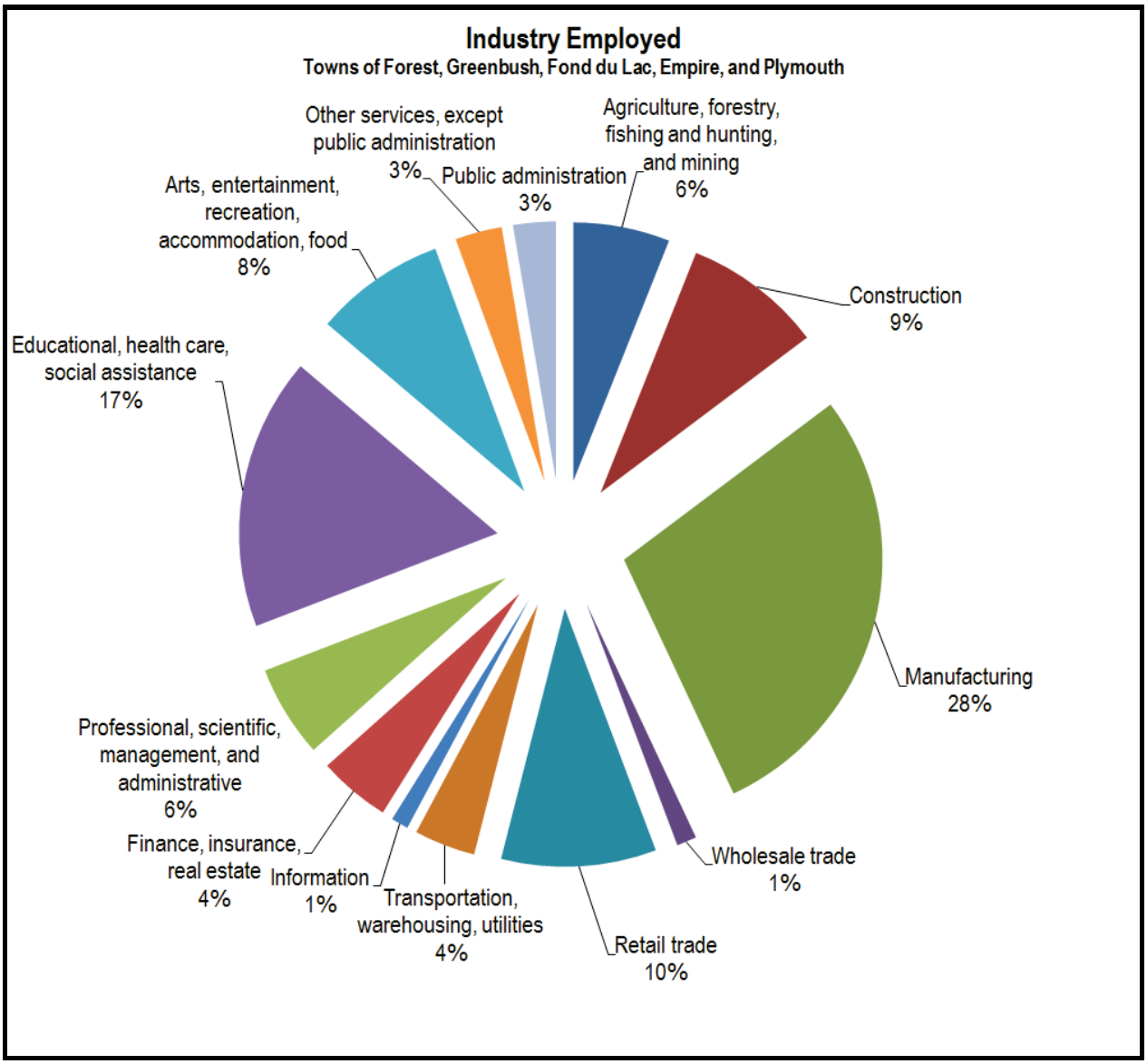


Figure 4.6 A-1.4 Industry Employed Civilian Population

2. Discuss the economic advantages and disadvantages of the proposed action and whether advantages would outweigh disadvantages. Indicate how the project would affect the characteristics described in item 1 above:

The Preferred Build Alternative will have several economic disadvantages:

- Ten businesses in 8 buildings and 19 farm operations will be relocated. These businesses will be provided with relocation payments from WisDOT, but they will still experience the hardship of transferring business operations to another location.
- The purchase of 225 acres of agricultural land will decrease the land base for approximately 96 farms.
- Access modifications may increase indirection for travelers that have origins and destinations on opposite sides of WIS 23. This may affect farmers that have field operations on both sides of WIS 23.
- Funds used for the construction of the Preferred Build Alternative, once committed, are unavailable for other highway projects or uses throughout the state.

There are several economic advantages of the Preferred Build Alternative. These include:

- The provision of safety features, such as interchanges, access modifications, and median, will decrease economic and personal losses associated with injuries and property damage attributable to crashes.
- Higher and more reliable travel speeds will decrease transportation costs of the delivery of goods and services between economic centers. It will also make commuter and recreational travel more efficient.
- Wider shoulders and multiple lanes will decrease the effect of farm machinery on WIS 23 travel flow. It will also ease the travel of farm machinery on WIS 23.

It is anticipated that over the life of the project, the economic advantages of the project will outweigh the disadvantages. Safety improvements that reduce fatalities and critical injuries typically provide substantial economic benefits that normally more than outweigh construction costs.

3. What effect will the proposed action have on the potential for economic development in the project area?

☒ **The proposed project will have no effect on economic development.**

☐ **The proposed project will have an effect on economic development.**

Mobility and access modifications may influence the potential for development, which is described in the indirect and cumulative effects section (Section 4.4). The Preferred Build Alternative and Preferred Corridor Preservation Alternatives will update WIS 23 to meet the design standards for Corridors 2030 Connector Routes and maintain the efficiency of moving goods and services between economic centers. Efficient movement of goods is attractive to businesses located in urbanized areas such as Fond du Lac and Sheboygan. In contrast, over time, increased congestion associated with the No-Build Alternative could adversely affect the local economy. Long-term impacts of the No-Build Alternative may include increased travel time costs for highway users including businesses.

The Business Evaluation Factor Sheet has been updated to the format currently used by WisDOT. Some information has been augmented and updated, but there are no substantive changes from the 2010 FEIS.

BUSINESS EVALUATION

Factor Sheet A-2

1. Is a Conceptual Stage Relocation Plan attached to this document?

☒ Yes Appendix B of the 2010 FEIS contains a Conceptual Stage Relocation Plan updated on March 3, 2009.

☐ No - (Explain) _____

2. Describe the economic development or existing business areas affected by the proposed action:

No-Build Alternative: Over time, increased congestion associated with the No-Build Alternative could adversely affect the local economy. Long-term impacts of the No-Build Alternative may include increased travel time costs for highway users including businesses.

Build Alternatives: All Build Alternatives would improve travel time and safety because of reduced delays and congestion. The Build Alternatives would update WIS 23 to meet the design standards for Corridor 2030 Connector Routes and reduce the cost of moving goods and services between economic centers.

Alternative 2: One repair service station and one cattle auction company would be relocated.

Seven farm operations would be relocated and other farm businesses may be affected by loss of farmland. The portion of this alternative located on new alignment would not affect farm buildings.

Alternative 3: The gas station at County W would no longer be located adjacent to the relocated WIS 23. The gas station may not experience as much drive-by traffic and may experience a decrease in sales. Alternative 3 would relocate a repair service station and a cattle auction company. Four farm operations would also be relocated. The portion of this alternative located on new alignment would not affect farm buildings.

Preferred Build Alternative: The 4-Lane Build On-alignment Alternative (Alternative 1) would require relocating 3 businesses. The connection roads and interchanges would relocate 7 individual businesses in 5 business buildings. Table 4.6 A-2.1 summarizes the business relocations associated with the Preferred Build Alternative that ties the relocation to a location in Figures 2.7-13 to -25.

Table 4.6 A-2.1 Preferred Build Alternative Business Relocations

Preferred Build Alternative Improvement	Type of Business Relocation	Map Identifier (Fig 2.7-13 to -25)
Alternative 1	Repair service station	B3
Alternative 1	Cattle auction company	B11
Alternative 1	Salvage yard	B46
Connection Road and Interchanges	Concrete products manufacturer (2 buildings)	B14, B15
Connection Road and Interchanges	Sign manufacturer	B21
Connection Road and Interchanges	Vacant commercial building	B20
Connection Road and Interchanges	Business building with the following businesses - Auto center (closed-Vacant) - Implement dealer - Trailer rental - Powder coating	B24

Alternative 1 would also require relocating 17 farm operations on the mainline. The connection roads and interchanges would require relocating 2 farm operations. The Old Plank Road Trail would not relocate any businesses or any farm operations.

The Preferred Build Alternative would also require the relocation of several utilities, many of which are listed in Section 3.4. Utilities affected include power companies that have overhead power lines and underground power and gas lines. One home would be relocated as a result of utilities. Telephone and cable companies are also in the area and both have overhead and underground lines. A sanitary district has underground lines in a small portion of the western corridor.

Corridor Preservation Alternatives

Table 4.6 A-2.2 summarizes the future business relocations that would occur if and when improvements associated with the preservation area are implemented. The following paragraphs also summarize these impacts.

Table 4.6 A-2.2 Corridor Preservation Business Relocations

Preferred Preservation Alternative	Type of Business Relocation	Map Identifier (Fig 2.7-13 to -25)	Preferred?
WIS 23 Corridor Preservation	Service/gas station	CB39	Yes
WIS 23 Corridor Preservation	Trailer sales	CB38	Yes
Option 23-1	Paint and Body Shop	CB80	No
Option 23-1	Office Bldg with: - Law Office - Insurance Office - Adoption Agency	CB75	No
Option 23-1	Dermatology Office	CB74	No

WIS 23 Corridor

No Corridor Preservation

No effects. The WIS 23 No Corridor Preservation Alternative would leave commercial land unencumbered. If future transportation improvements are needed, business impacts could be greater because businesses were allowed to be developed in areas where transportation improvements may be needed.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation areas encompass a service station and a trailer sales operation and would require the relocation of 4 farm operations in addition to the Preferred Build Alternative impacts. Building improvements within these preservation areas would be restricted, and eventually, the business properties would need to be acquired and businesses relocated when improvements are implemented.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

No effects. The Preferred US 151/WIS 23 No Corridor Preservation Alternative would leave commercial land unencumbered. If a future system interchange is needed, business impacts could be greater because development was allowed to occur and right of way was not preserved.

Option 23-1 and Option 23-2 Corridor Preservation

The Option 23-1 Corridor Preservation area contains a paint and body shop, a medical building, and an office building housing three businesses (total of 5 relocations). Building improvements within this area would be restricted, and

property from several business parcels would eventually need to be acquired. No farm relocations would be required

The Option 23-2 Corridor Preservation area does not contain businesses within the preservation area. No farm relocations would be required.

3. Identify and discuss existing modes of transportation and their traffic within the economic development or existing business area:

The predominant travel mode within the corridor is motorized vehicles. Some transit service is available on the west end of the corridor through Fond du Lac transit, which extends from Fond du Lac to County K. Also, the Old Plank Road Trail, a multiuse trail, exists in the Sheboygan County portion of the corridor from County A east to Sheboygan. Both alternate transportation modes represent a very small proportion of the east-west travel along WIS 23.

No-Build Alternative

Long-term impacts of the No-Build Alternative may include increased travel time costs for highway users including businesses because of increased congestion. Additionally, access onto and off the highway would become more difficult with increasing traffic volumes. This could create safety issues as drivers try and gauge gaps in traffic.

All Build Alternatives

WIS 23 is a connection between economic centers and business areas in Fond du Lac and Sheboygan. All Build Alternatives involve capacity expansion from two lanes to four lanes. Economic advantages of the build alternatives are the decreased travel time and improved safety. It is not anticipated any Build Alternative would substantially alter modal choice.

Preferred Build Alternative

The Preferred Build Alternative would have the same effects as the Build Alternatives listed above. The grade separations and interchanges would improve safety. The Old Plank Road Trail would create a nonmotorized route from Fond du Lac to Sheboygan, encouraging some alternate mode travel.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

No effects to mode choice.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation would not affect travel modes. It would preserve right of way needed for future transportation improvements. These improvements, when implemented, would improve safety along the corridor by replacing some of the existing at-grade accesses with grade separations or interchanges. This also could modify access routes to businesses in the corridor. It is not anticipated this preservation would alter modal choice.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

No effects. The Preferred US 151/WIS 23 No Corridor Preservation Alternative would have minimal effect on the mode choice within the corridor.

Option 23-1 and Option 23-2 Corridor Preservation

The Option 23-1 and Option 23-2 Corridor Preservation Alternatives would preserve right of way for a future system interchange between US 151 and WIS 23. Accommodations would be made for the Old Plank Road Trail constructed with the Preferred Build Alternative. It is unlikely this corridor preservation alternative would have an effect on mode choice.

4. **Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability:**

☐ The proposed project would have no effect on a transportation-dependent business or industry.

☒ The proposed action may change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.

No-Build Alternative

The No-Build Alternative would have no effect on the economic development potential of existing businesses other than the continued effects of increasing congestion. Access out of driveways and side roads, particularly left turns, would grow more difficult as traffic volumes increase. This could create safety issues as drivers try and gauge gaps in traffic.

Build Alternatives

Alternative 2 Some businesses located on local roads would be subject to reduced access, such as right-in/right-out types of intersections, J-turns, or eventual grade separation.

Alternative 3 The Citgo gas station at County W would not be located adjacent to the relocated WIS 23. The gas station would not have WIS 23 drive-by traffic exposure and may experience a decrease in sales. Also, as with Alternative 2, some businesses located on local roads would likely be subject to reduced access, such as right-in/right-out types of intersections, J-turns, or eventual grade separation.

Preferred Build Alternative

Alternative 1 (4-lane Build On-alignment)

The 4-lane expansion requires the relocation of three businesses. Additionally, some businesses located on local roads would be subject to reduced access, such as right-in/right-out types of intersections, J-turns, or other access treatments. These roads include businesses at County W and Pit Road. Reduction in access may increase indirection for patrons of a service station at County W. As mentioned, reconstruction and expansion of the WIS 23 corridor would require the relocation of several overhead and underground utilities. Much of this relocation expense would be borne by the utilities.

Connection Roads & Interchanges

Interchanges associated with the Preferred Build Alternative would require the relocation of 5 business buildings and 7 individual businesses (depending on the vacancies of a business building). This removes the potential for development at these businesses' current locations, but the opportunity to expand business facilities may be facilitated during the relocation process.

Old Plank Road Trail

The construction of the Old Plank Road Trail is not anticipated to greatly affect the economic development potential of adjacent properties. It may provide a small increase in economic tourism.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

The No Corridor Preservation Alternative would not affect economic development potential in the short term. This alternative could lead to increased business impacts if and when transportation improvements are constructed.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation designates areas for future grade separations and interchanges. The mapping of these future access modifications could affect investment in and sale of business properties affected by the access changes. Additionally, there are 2 businesses in the Preferred WIS 23 Corridor Preservation area. Building improvements and/or additional buildings for these businesses would be restricted. When future transportation improvements are implemented, they would require the relocation of these businesses.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

The No Corridor Preservation Alternative would not affect economic development potential in the short term. This alternative could lead to substantial business impacts if and when transportation improvements are implemented. Preliminary traffic analyses indicate the need for transportation improvements at this connection are in the distant future.

Option 23-1 Corridor Preservation

Option 23-1 designates a future right of way that bisects the Wisconsin American business park, potentially reducing the marketability of the remaining vacant parcels. Additionally, 3 business buildings which house 5 individual businesses within the preservation area for Option 23-1 that would have development restrictions placed upon them. Future transportation improvements could eventually require the relocation of these businesses.

Option 23-2 Corridor Preservation

Option 23-2 designates future right of way that surrounds the WIS 23/US 151 diamond interchange. It would have fewer direct effects on the Wisconsin American Business Park than Option 23-1. The corridor preservation would have access implications that could affect marketability of the remaining vacant parcels.

5. Describe both beneficial and adverse effects on:

A. The existing business area affected by the proposed action. Include any factors identified by business people that they feel are important or controversial.

No-Build Alternative

The No-Build Alternative would have the adverse effect of continued difficult access to and from driveways and side roads. Left-turn and crossing movements would be particularly difficult. The No-Build alternative would not require any business relocations.

Alternative 2

Some businesses located on local roads would have the adverse effect of reduced access, such as right-in/right-out types of intersections, J-turns, or eventual grade separation. This alternative would also have an adverse effect on 2 businesses and 7 farm relocations. Beneficial effects would include improved mobility and safer access at J-turns and interchange locations.

Alternative 3

Alternative 3 would have fewer adverse relocation effects because the alignment travels south of the WIS 23/County UU intersection, avoiding 5 businesses associated with the interchange/local roads. Alternative 3 would still impact 2 businesses and 4 farm relocations. As mentioned, the Citgo gas station at County W would not be adjacent to the relocated WIS 23 and would experience the adverse effect of loss of drive-by business. Beneficial effects would include improved mobility and safer access at J-turns and interchange locations.

Preferred Build Alternative

Alternative 1 (4-lane Build On-alignment)

The Preferred 4-Lane Build On-alignment would have the adverse effect of 3 business relocations. These include:

- A vehicle service center
- A cattle auction company
- A salvage yard

Proposed access modifications, such as J-turns, would also create some indirection for access to businesses at the County W north intersection. Beneficial effects include increased WIS 23 mobility and safety.

Connection Roads and Interchanges

The Connection Roads and Interchanges associated with the Preferred 4-lane Build On-alignment would have an adverse effect on 5 business buildings and 7 individual business relocations, all of them surrounding the County UU interchange. These include:

- A concrete plant and warehouse
- A sign manufacturer
- A vacant commercial building
- A business building (with 4 businesses within)

Beneficial effects include better and safer access at J-turns and interchanges.

Old Plank Road Trail

The Old Plank Road Trail is not anticipated to substantially affect businesses along the corridor. There may be a small business benefit because of potential increase in recreational tourism.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

The No Corridor Preservation Alternative would not adversely affect businesses. This alternative could lead to increased business impacts if and when transportation improvements are constructed.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation designates areas for future grade separations and interchanges. The mapping of these future access modifications would adversely affect business development flexibility. There are two businesses (trailer sales and a service center) within the Preferred WIS 23 Corridor Preservation area. Building improvements and/or additional buildings for these parcels would be restricted. When and if future transportation improvements are implemented, these businesses would need to be relocated. The corridor preservation measures would have the beneficial effect of lowering transportation improvement costs by limiting development in areas that may ultimately need to be purchased for right of way.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

The No Corridor Preservation Alternative would not have an adverse or beneficial affect on businesses. If a system interchange is constructed, this alternative would have the adverse effect of increased business disruption and increased right of way costs. Preliminary traffic analyses indicate the need for transportation improvements at this connection are in the distant future.

Option 23-1 Corridor Preservation

Option 23-1 would have the adverse effect of restricting development opportunities along a strip of land that bisects the Wisconsin American Business Park. Option 23-1 may also have a potential adverse effect of reducing the marketability of the remaining vacant parcels. Additionally, 3 business buildings

which house 5 individual businesses within the Option 23-1 preservation that would have development restrictions placed upon them. Future transportation improvements if implemented would eventually require the relocation of these businesses.

Option 23-2 Corridor Preservation

Option 23-2 designates future right of way that surrounds the WIS 23/US 151 diamond interchange. Future access restrictions of this alternative, if and when implemented, could adversely affect the marketability of the remaining vacant parcels.

B. The existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects on minority populations or low-income populations.

No-Build Alternative

The No-Build Alternative would have the adverse effect of continued difficult access to places of employment. The No-Build Alternative does not have any business relocations, which could be considered a beneficial effect.

Alternative 2

Alternative 2 would require the relocation of 2 businesses and 7 farm operations, having the adverse effect of displacing 34 workers. Employees would have the beneficial effect of improved and safer access.

Alternative 3

Alternative 3 would require the relocation of 2 businesses and 4 farm operations, having the adverse effect of displacing 22 workers. Employees would have the beneficial effect of improved and safer access.

Preferred Build Alternative

Alternative 1 (4-lane Build On-alignment)

The Preferred 4-Lane Build On-alignment would have the adverse effect of 3 business relocations and associated employee displacements. Employees would have the beneficial effect of improved and safer access.

Connection Roads and Interchanges

The Connection Roads and Interchanges associated with the Preferred 4-lane Build On-alignment would have the adverse effect of relocating 5 buildings which house 7 business establishments, and associated employee displacements, mostly around the County UU interchange. (These displacements would also have occurred with Alternative 2 if an interchange were implemented at this location). Beneficial effects include better and safer access at the County UU interchange.

Old Plank Road Trail

The Old Plank Road Trail is not anticipated to substantially affect business employees along the corridor. It does provide the benefit of more and safer mode choices for businesses along the corridor.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

The No Corridor Preservation Alternative would have no effect on employees.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor preservation would have no effect on employees. If improvements are implemented, approximately 35 workers would be displaced.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

The No Corridor Preservation Alternative would have no effect on employees. If system interchange improvements are implemented, potentially more workers would be displaced than the corridor preservation options because with corridor preservation no new businesses would locate within the improvement footprint.

Option 23-1 Corridor Preservation

The Option 23-1 Corridor Preservation would have no direct effect on employees, but it may discourage businesses within the preservation areas from expanding and increasing their employee base. If improvements are implemented, approximately 107 workers would be displaced.

Option 23-2 Corridor Preservation

The Option 23-2 Corridor Preservation would have no direct effect on employees, but it may discourage businesses within the preservation areas from expanding and increasing their employee base.

6. Estimated number of businesses and jobs that would be created or displaced because of the project:

Often a high quality transportation infrastructure increases the desirability of a region when competing for industry and business. Access to the national transportation system is often a key factor in site selection for manufacturing and corporate centers. Successfully attracting industry to a region increases jobs. Construction of the WIS 23 roadway would lead to many jobs for the 2- to 3-year construction period. The Preferred Build Alternative would relocate up to 8 business buildings which house 10 individual businesses excluding agriculture or 29 individual businesses including agriculture. See table 4.6 A-2.3 for an estimate of possible jobs displaced for the Preferred Build Alternative.

Table 4.6A-2.3 Preferred Build Alternative Job Displacement

	Preferred Build Alternative			Other Build Alternatives	
All Build Alternatives	**4-Lane Expansion Alt 1**	**Connection Roads And Interchanges**	**Old Plank Road Trail**	**4-Lane Expansion Alt 2**	**4-Lane Expansion Alt 3**
Retail businesses displaced	0	0	0	**0**	**0**
Retail jobs displaced	**0**	**0**	**0**	**0**	**0**
Service businesses displaced	1	3	0	**1**	**1**
Service jobs displaced	**2**	**20**	**0**	**2**	**2**
Wholesale businesses displaced	0	0	0	**0**	**0**
Wholesale jobs displaced	**0**	**0**	**0**	**0**	**0**
Manufacturing businesses displaced	1	2	0	**0**	**0**
Manufacturing jobs displaced	**2**	**26**	**0**	**0**	**0**
Agricultural businesses displaced	17	2	0	8	5
Agricultural jobs displaced	**72**	**8**	**0**	**32**	**20**
Vacant businesses displaced	0	2	0	0	0
Total number of businesses displaced	20	9	0	9	6
Total number of jobs displaced	**76**	**54**	**0**	**34**	**22**

Note: All agricultural businesses were estimated to have 4 jobs.

The Preferred Corridor Preservation Alternatives have two active businesses excluding agriculture, or 6 businesses including agriculture, within the preservation area. Eventually, future transportation improvements would require the relocation of these businesses. See Table 4.6 A-2.4 for an estimate of future possible jobs affected for the Corridor Preservation Alternatives.

Table 4.6A-2.4 Corridor Preservation Alternatives Businesses and Jobs Affected

Businesses and Jobs Affected when Improvements within Corridor Preservation Areas are Implemented	Corridor Preservation Alternatives				
	WIS 23 Connection Roads, Grade Separations, and Interchanges		US 151/WIS 23 System Interchange		
	No Preservation	Preferred Preservation	Preferred No Preservation	23-1 Preservation	23-2 Preservation
Retail businesses displaced	0	0	0	0	0
Retail jobs affected	**0**	**0**	**0**	**0**	**0**
Service businesses affected	0	2	0	5	0
Service jobs affected	**0**	**19**	**0**	**107**	**0**
Wholesale businesses affected	0	0	0	0	0
Wholesale jobs affected	**0**	**0**	**0**	**0**	**0**
Manufacturing businesses affected	0	0	0	0	0
Manufacturing jobs affected	**0**	**0**	**0**	**0**	**0**
Agricultural businesses affected	0	4	0	0	0
Agricultural jobs affected	**0**	**16**	**0**	**0**	**0**
Vacant businesses affected	0	0	0	0	0
Total number of businesses affected	0	6	0	5	0
Total number of jobs affected	**0**	**35**	**0**	**107**	**0**

Note: All agricultural businesses were estimated to have 4 jobs.

Right of way acquisition activities and discussions with land owners have revealed no disproportionate impacts or concentrations of environmental justice workers.

7. Are any owners or employees of created or displaced businesses elderly, disabled, low-income or members of a minority group?

☒ No - Area demographics do not show high numbers of low income or minority residents along the corridor. Most of the concentrations exist near the communities of Plymouth and Fond du Lac and are not directly affected by the WIS 23 Preferred Alternative. Based on early right of way acquisition activities, it is not anticipated that the created or displaced businesses would have a high percentage of elderly, disabled, low-income or minority employees.

☐ Yes – If yes, complete Factor Sheet B-4, Environmental Justice Evaluation.

8. Is Special Relocation Assistance Needed?

☒ No

☐ Yes – Describe special relocation needs.

There appear to be no unusual circumstances regarding the business relocations.

9. Identify all sources of information used to obtain data in item 8:

☒ WisDOT Real Estate Conceptual Stage Relocation Plan (CSRP) ☐ Multiple Listing Service (MLS)

Factor Sheet A-2

☐ Newspaper listing(s) ☒ Other - Identify: Real estate negotiations that occurred after the Record Of Decision.

10. Describe the business relocation potential in the community:

A. Availability of business buildings in the community.

The March 2009 CSRP (Appendix B of the 2010 FEIS) showed there are ample local commercial real estate listings for potential displacements in the Fond du Lac and Plymouth areas.

B. Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any).

The types of available and comparable businesses found were listed as office, retail, special purpose, wholesale, bed and breakfast, storage, restaurant, tavern, recreation, manufacturing, warehouse, and service stations. There are also farm properties available. The available and comparable business buildings are listed in the following table by price.

Table 4.6 A-2.5 Comparable Buildings and Properties

Price Range	Available Business Buildings	Available Farm Properties
Under $99,999	8	0
$100,000 to $199,999	16	2
$200,000 to $299,999	4	4
$300,000 to $499,999	6	3
Over $500,000	12	3

11. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24. Check all that apply:

☒ Business acquisitions and relocations will be completed in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons forced to relocate from their business. Some available benefits include relocation advisory services, reimbursement of moving expenses, and replacement of business payments. In compliance with state law, no person would be displaced unless a comparable replacement business would be provided.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners will be contacted and given an explanation of the details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired will be inspected by one or more professional appraisers. The property owner will be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Reasonable cost of an owner's appraisal will be reimbursed to the owner if received within 60 days of initiation of negotiations. Based on the appraisal(s) made, the value of the property will be determined, and that amount offered to the owner.

☐ Describe other relocation assistance requirements, not identified above.

12. Identify any difficulties relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions:

No special services or unusual conditions are anticipated, or have been encountered to date, that would complicate relocations for the Preferred Build Alternative or the Preferred Corridor Preservation Alternative. Most business establishments would be able to use a standard commercial building. Businesses being relocated that have special spatial needs and would require appropriate zoning include the following:

- A concrete products plant.

- A cattle auction company.
- A salvage yard.

13. Describe any additional measures which will be used to minimize adverse effects or provide benefits to those relocated. Also discuss accommodations made to minimize adverse effects to businesses that may be affected by the project, but not relocated:

No additional measures are anticipated to be needed to minimize adverse effects for those being relocated. Access to remaining businesses was a consideration in the placement and selection of access control measures at intersections, including J-turns and interchanges.

The Agriculture Evaluation Factor Sheet has been updated to the format currently used by WisDOT. Some information has been augmented and updated, but there are no substantive changes from the 2010 FEIS.

AGRICULTURE EVALUATION

Factor Sheet A-3

1. Total acquisition interest, by type of agricultural land use:

Figures 4.6 A-3.1 to 4.6 A-3.4 show the Build Alternatives and Corridor Preservation Alternatives with adjacent land use. Table 4.6 A-3.1 compares the agricultural acreage for the Preferred Build Alternative as well as the other Build Alternatives. The initial 4-lane expansion acreages were used in selection of the Preferred Build Alternative after the release of the 2004 DEIS. Once selected, the Preferred Build Alternative added additional components such as connector roads, interchanges, and a trail extension that improved safety and enhanced nonmotorized travel and these were reported in the 2009 SDEIS and 2010 FEIS. Similar increases to Alternatives 2 and 3 estimates would be expected with comparable enhancements. The total acreages for the Preferred Build Alternative differ from those found in the 2006 AIS because of these safety and nonmotorized travel enhancements.

	Other Build Alternatives			Preferred Build Alternative		
Type of Land acquired from Farm Operations:	**No-Build**	**4-Lane Expansion Alt 2**	**4-Lane Expansion Alt 3**	**4- Lane Expansion Alt 1**	**Connection Roads And Interchanges**	**Old Plank Road Trail**
Cropland and pasture acres	0	169	296	92	81	52
Woodland/upland acres	0	19	31	38.4	2.2	7.3

Table 4.6 A-3.1 Type of Agricultural Land Acquired by Preferred Build Alternative

Table 4.6 A-3.2 compares the agricultural acreage preserved with the Corridor Preservation Alternatives. Eventually this acreage will need to be acquired if future transportation improvements are implemented.

	Corridor Preservation Alternative				
	WIS 23 Corridor Connection Roads, Grade Separations, and Interchanges		US 151/WIS 23 System Interchange		
Type of Land preserved from Farm Operations:	**No Preservation**	**Preferred Preservation**	**Preferred No Preservation**	**23-1 Preservation**	**23-2 Preservation**
Cropland and pasture acres	0	39	0	4	28
Woodland/upland acres	0	8.5	0	5.9	0.1

Table 4.6 A-3.2 Type of Agricultural Land Preserved by Corridor Preservation Alternative

2. Indicate number of farm operations from which land will be acquired:

Total Number of Farm Operations from Which:	**No-Build**	**Preferred Build Alternative (4-Lane Expansion)**	**Alternative 2 (4-Lane Expansion)**	**Alternative 3 (4-Lane Expansion)**
Land will be acquired	0	96	43	52
1 acre or less will be acquired	0	23	8	10
More than 1 acre but less than 5 acres will be acquired	0	44	15	7
More than 5 acres will be acquired	0	29	20	35

Table 4.6 A-3.3 Number of Farm Operations

The connection roads, interchanges, and Old Plank Road Trail of the Preferred Build Alternative generally will not affect additional farm properties but instead will affect the same properties listed in the above table. Utility relocations associated with the project may have a small effect on farm operation. It is

anticipated the majority of these relocations will occur within or directly adjacent to the proposed right of way.

The Corridor Preservation Alternatives will also preserve additional land from these farm operations. The preservation will not result in the purchase of right of way immediately but will preserve the right of way area for the implementation of future transportation improvements.

3. Is land to be converted to highway use covered by the Farmland Protection Policy Act?

☐ No
- ☐ The land was purchased prior to August 6, 1984 for the purpose of conversion.
- ☐ The acquisition does not directly or indirectly convert farmland.
- ☐ The land is clearly not farmland
- ☐ The land is already in, or committed to urban use or water storage.

☒ Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006)
- ☒ The land is prime farmland which is not already committed to urban development or water storage.
- ☐ The land is unique farmland.
- ☐ The land is farmland which is of statewide or local importance as determined by the appropriate state or local government agency.

4. Has the Farmland Impact Conversion Rating Form (AD-1006) been submitted to NRCS?

☐ No - Explain.

☒ Yes
- ☐ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative.
  Date Form AD-1006 completed. _____
- ☒ The Site Assessment Criteria Score is 60 points or greater.
  Date Form AD-1006 completed. 12/21/12

5. Is an Agricultural Impact Statement (AIS) Required?

☐ No
- ☐ Eminent Domain will not be used for this acquisition
- ☐ The project is a "Town Highway" project
- ☐ The acquisition is less than 1 acre
- ☐ The acquisition is 1-5 acres and DATCP chooses not to do an AIS.
- ☐ Other. Describe _____

☒ Yes
- ☐ Eminent Domain may be used for this acquisition.
- ☐ The project is not a "Town Highway" project.
- ☐ The acquisition is 1-5 acres and DATCP chooses to do an AIS.
- ☒ The acquisition is greater than 5 acres.

The Department of Agriculture, Trade and Consumer Protection (DATCP) completed an Agricultural Impact Study (AIS) (October 17, 2006) for the Preferred Alternative, Alternative 1. The Executive Summary of the AIS is provided as Appendix K of the 2010 FEIS. DATCP produced an addendum in 2010.

6. Is an Agricultural Impact Notice (AIN) Required?

☐ No, the project is not a State Trunk Highway Project - AIN not required but complete questions 7-16.

☒ Yes, the project is a State Trunk Highway Project - AIN may be required.

Is the land acquired "non-significant"?

☐ Yes - (All must be checked) An AIN is not required but complete questions 7-16.
- ☐ Less than 1 acre in size
- ☐ Results in no severances
- ☐ Does not significantly alter or restrict access
- ☐ Does not involve moving or demolishing any improvements necessary to the operation of the farm
- ☐ Does not involve a high value crop

☒ No

☐ Acquisition 1 to 5 acres - **AIN required**. Complete Pages 1 and 2, Form DT1999,
(Pages 1 and 2, Figure 1, Procedure 21-25-30.)

☒ Acquisition over 5 acres - **AIN required**. Complete Pages 1, 3 and 4, Form DT1999. (Pages 1, 3 and 4, Figure 1, Procedure 21-25-30)

Note: An AIN was prepared for the project and an Agricultural Impact Statement was prepared and released in October 17, 2006. A subsequent update was prepared by DATCP in 2010. The following questions are answered to provide information more current than the information provided in the AIS.

7. Identify and describe effects to farm operations because of land lost due to the project:

No-Build This alternative will not directly cause the loss of farmland.

Alternative 2 Numerous farm operations would lose agricultural land adjacent to the existing highway. Acreages will vary depending on the frontage length and location. For the on-alignment portion of Alternative 2, the typical amount of right of way needed will be an additional 120 feet. For the off-alignment portion of Alternative 2, 250 feet of right of way will be needed. Approximately 169 acres of farmland will be needed for the 4-lane roadway expansion alone. Additional acres, comparable to Alternative 1, will be needed for the Old Plank Road Trail as well as overpasses and interchanges. Approximately 7 farm operations will be relocated. In addition, Segment B of this alternative would sever approximately 5 farm operations as it travels off the existing alignment. Of the 169 acres needed for the roadway portion of this alternative, about 90 acres are distant from existing WIS 23 and have not been previously disturbed by highway facilities.

Alternative 3 The majority of acreage lost will be from farms off existing WIS 23, previously not disturbed by highway facilities. For the 4-lane roadway, approximately 296 acres of farmland will be required from over 35 farm operations. There will be additional farmland needed for the Old Plank Road Trail as well as overpasses and interchanges. Approximately 4 farm operations will be relocated. In addition, this alternative will sever approximately 28 farm operations. Of the approximately 296 acres needed for this alternative, about 30 of those acres are from operations adjacent to existing WIS 23.

Preferred Build Alternative

Numerous farm operations will lose agricultural land adjacent to the existing highway. Acreages will vary depending upon the frontage length. Typical right of way needed will be about 120 feet. For the 4-lane expansion (Alt 1), 92 acres of crop land is needed. The Old Plank Road Trail requires an additional 52 acres, and the connection roads and interchanges require 81 acres. The 4-lane expansion also will relocate 17 farm operations, and the connection roads and interchanges will relocate 2 farm operations and sever 5 farm operations.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

This alternative will not encumber or restrict development on farmland.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation Alternative will preserve 39 acres of agricultural land, which will eventually be acquired for highway right of way. Structures or structure improvements will be restricted within these areas. The preservation areas also contain 4 farm operations, which will also have building restrictions placed on them. Eventually these farm operations will need to be relocated when transportation improvements are implemented. These improvements, when implemented, would also sever 2 farm operations.

US 151/WIS 23 Interchange
Preferred No Corridor Preservation
This Preferred Alternative will not encumber or restrict development on farmland.

Option 23-1 and Option 23-2 Corridor Preservation
Option 23-1 and Option 23-2 Corridor Preservation would encumber and place development restrictions on farm acreage. Option 23-1 Corridor Preservation would preserve 4 acres of farmland. Option 23-2 Corridor Preservation would preserve about 28 acres of farmland. No farm operations are located within the preservation area for these alternatives. Both options would sever 1 farm operation.

8. Describe changes in access to farm operations caused by the proposed action:

No-Build This alternative would not directly change farm access.

All Build Alternatives
WisDOT would work with owners of farm operations to minimize or combine as many access points as possible. Many properties would have right-in/right-out driveways. Median breaks will be intermittently spaced to allow U-turns to access properties. Refer to the AIS for additional details.

Alternative 2 This alternative will remove approximately 7 farm operations and their access points. Numerous other field entrances will be modified. The off-alignment Segment B will sever 5 farm fields that will require either new highway crossings or greater travel distances.

Alternative 3 This alternative will remove approximately 4 farm operations. This alternative will remove the fewest number of existing access points. However, there will be approximately 28 additional farm severances. With these severances, it will be necessary to provide either new highway crossings for access or greater distances to travel for the farmer.

Preferred Build Alternative
This alternative will remove approximately 17 farm operations for the 4-lane expansion (Alternative 1) and 2 farm operations for the connection roads and interchanges. As mentioned, most farm properties will have their access modified to right-in/right-out movements only, with median breaks providing an opportunity to access both directions of travel. The access to many field entrances will be modified. Special median break siting consideration will be given in areas where farmers own land on both sides of the roadway.

Corridor Preservation Alternatives
WIS 23 Corridor

No Corridor Preservation
This alternative will not encumber, restrict development, or change access to farmland.

Preferred WIS 23 Corridor Preservation
As mentioned in the Preferred Build Alternative, most farm properties will already have their access modified to right-in/right-out movements only, with median breaks providing an opportunity to access both directions of travel. This preservation preserves right of way for future transportation improvements. Many of these transportation improvements may reduce access further by installing grade separations and removing local road access. So when implemented, improvements associated with the Corridor Preservation will alter some access to farm properties and result in 2 severances. Additionally, there are 4 farm operations located within the preservation area. Eventually, future transportation improvements will require the relocation of these farm operations.

US 151/WIS 23 Interchange
Preferred No Corridor Preservation
This Preferred Alternative will not encumber, restrict development, or change access to farmland.

Option 23-1 and Option 23-2 Corridor Preservation

Option 23-1 and Option 23-2 Corridor Preservation Alternatives would require the preservation of additional farmland acres. The preservation itself, however, would not change access to farm properties.

9. Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and size of any remnant parcels):

The AIS indicates that "severances will occur near the proposed interchanges and where new frontage roads need to be built to provide access to properties that will lose direct access to WIS 23."

Preliminary estimates by WisDOT indicate the following related to severances for the Preferred Build Alternative:

				Preferred Build Alternative		
	No-Build	**4-Lane Expansion Alt 2**	**4-Lane Expansion Alt 3**	**4-Lane Expansion Alt 1**	**Connection Roads And Interchanges**	**Old Plank Road Trail**
Total Number of Farm Operations to be severed:	0	5	28	0	5	0

Parcels With Severed Agricultural Acres				
Preferred Alternative Component	***Location***	***Severed Parcel (Remaining Piece 1)***	***Severed Parcel (Remaining Piece 2)***	***Severed Parcel (Remaining Piece 3)***
Connection Roads	Lynn Avenue extension to County K (south of WIS 23).	21 acres	14 acres	---
Connection Roads	Ledgewood Drive connection to WIS 23 (north of WIS 23).	68 acres	1 acres	---
Connection Roads	County UU connection to landlocked parcels (west of County UU/south of WIS 23).	104 acres	27 acres	---
Connection Roads	County UU connection to landlocked parcels (east of County UU/south of WIS 23).	89 acres	12 acres	2 acres
Connection Roads	County UU connection to landlocked parcels (east of County UU/south of WIS 23).	27 acres	9 acres	---

Table 4.6 A-3.4 Preferred Build Alternative Farm Severances

The Corridor Preservation Alternatives will not directly sever properties, but improvements associated with the preservation efforts will sever properties when implemented. Preliminary estimates by WisDOT indicate the following related to severances for the Corridor Preservation Alternatives:

	Corridor Preservation Alternatives				
	WIS 23 Corridor Connection Roads, Grade Separations, And Interchanges		**US 151/Wis System Interchange**		
	No Preservation	**Preferred Preservation**	**Preferred No Preservation**	**23-1 Preservation**	**23-2 Preservation**
Total Number of Farm Operations to be severed:	0	2	0	1	1

Parcels with Severed Acres				
Preferred Alternative Component	***Location***	***Severed parcel (Remaining Piece 1)***	***Severed parcel (Remaining Piece 2)***	***Severed parcel (Remaining Piece 3)***
Connection Roads	County W connection road (south of WIS 23).	2.5 acres	2 acres	1 acres
Connection Roads	County W connection road (south of WIS 23).	80 acres	3 acres	2 acres
Option 23-1 and Option 23-2	County K connection road to WIS 23 (north of WIS 23).	168 acres	5 acres	---

Table 4.6 A-3.5 Corridor Preservation Farm Severances

10. Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements (e.g., barns, silos, stock watering ponds, irrigation wells, etc.). Address the location, type, condition and importance to the farm operation as appropriate:

The AIS identifies parcels where one or more buildings are likely to be acquired.

No-Build This alternative will not directly cause the loss of farm buildings.

Alternative 2 This alternative will affect approximately 20 farm buildings (7 farm operations).

Alternative 3 This alternative will affect approximately 10 farm buildings (4 farm operations).

Preferred Build Alternative

This alternative will affect approximately 57 farm buildings (17 farm operations from the 4-lane expansion (Alternative 1) and 2 farm operations from the connection roads and interchanges.)

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

This alternative will not cause the loss of farm buildings.

Preferred WIS 23 Corridor Preservation

The WIS 23 Corridor Preservation Alternative will not immediately cause the loss of farm buildings. Eventually if future transportation improvements are implemented, it will require the relocation of any farm buildings in the preservation area. There are 4 farm operations currently in the preservation area.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

This Preferred Alternative will not cause the loss of farm buildings.

Option 23-1 and Option 23-2 Corridor Preservation

These alternatives would not directly cause the loss of farm buildings.

11. Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing:

- ☒ Does Not Apply.
- ☐ Replacement of an existing cattle/equipment pass or crossing is not planned. Explain.
- ☐ Cattle/equipment pass or crossing will be replaced.
- ☐ Replacement will occur at same location.
- ☐ Cattle/equipment pass or crossing will be relocated. Describe.

12. Describe the effects generated by the obliteration of the old roadway:

- ☒ Does Not Apply.
- ☐ Applies – Discuss.

None of the alternatives have substantial amounts of obliterated roadway. With Alternative 2 or 3, existing WIS 23 that is not used will be transferred to a local jurisdiction. Any small areas of roadway that need to be obliterated will be graded so that it blends with adjacent land.

13. Identify and describe any proposed changes in land use or indirect development that will affect farm operations and are related to the development of this project:

None of the alternatives directly affect change in adjacent farmland use other than the acreage converted to highway right of way. Secondary development pressures could affect farm operations and influence continued farm operation of lands. Farmland conversion will need to follow local government land use plans. The indirect and cumulative effects analysis, contained in Appendix C of this document, describes potential indirect effects to land use changes resulting from the Build Alternatives.

The Preferred Build Alternative is likely to increase the pace of development in the study area. Taken together, the effect of the WIS 23 project and other actions will be the incremental loss of agricultural land in the study area, particularly surrounding the cities of Fond du Lac and Plymouth.

14. Describe any other project-related effects identified by a farm operator or owner that may be adverse, beneficial or controversial:

No-Build

This alternative will not affect any farm operations. Transporting farm equipment along or across WIS 23 will continue to become more dangerous as traffic increases.

Build Alternatives

Where the existing highway will be used for expansion, transportation of equipment along or across WIS 23 will become considerably safer. Medians will be wide enough to accommodate some types of farm equipment. Farm machinery will be able to cross two lanes of traffic from one direction and wait in the median for a gap in traffic from the other direction. This two-stage crossing is easier than waiting for a gap in traffic from both directions. Wider shoulders can better accommodate farm machinery outside the paved travel lanes.

Access to many farm operations will be right-in/right-out only, with cross access provided at median breaks. This will cause some indirection associated with field access points. Refer to the AIS for additional detail.

Alternative 2

Some farm operators have concerns over severed fields and the use of previously undisturbed prime farmland for road right of way. Alternative 2 would sever 5 farms.

Alternative 3

Many farm operators have concerns over severed fields and the use of previously undisturbed prime farmland for road right of way. Alternative 3 would sever 28 farms.

Preferred Build Alternative

The Preferred Alternative expands the existing highway, so transportation of equipment along or across WIS 23 will become considerably safer. Access to many farm operations will be right-in/right-out only, with cross access provided at median breaks. This may cause some indirection associated with field access points. Farm operators have concerns over severed fields and the use of previously undisturbed prime farmland for road right of way. The connection roads and interchanges would sever 5 farms.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

This alternative will not additionally affect any farm operations.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation will not have immediate project effects, although the official mapping may affect the marketability of some parcels. Construction of the improvements associated with the corridor preservation will improve crossing WIS 23 at selected intersections along the corridor. This will primarily be through the installation of grade separations. The grade separations will prevent direct access to WIS 23. Additionally, some local roads will have their access to WIS 23 removed. This may increase travel distances between fields. Access to many farm operations will continue to be right-in/right-out only, with cross access provided at median breaks.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

This Preferred Alternative will not additionally affect any farm operations.

Option 23-1 and Option 23-2 Corridor Preservation

These corridor preservation options would not have immediate project effects, although the official mapping would have affected the marketability of some parcels.

15. Indicate whether minority or low-income population farm owners, operators, or workers will be affected by the proposal: (Include migrant workers, if appropriate.)

☒ No

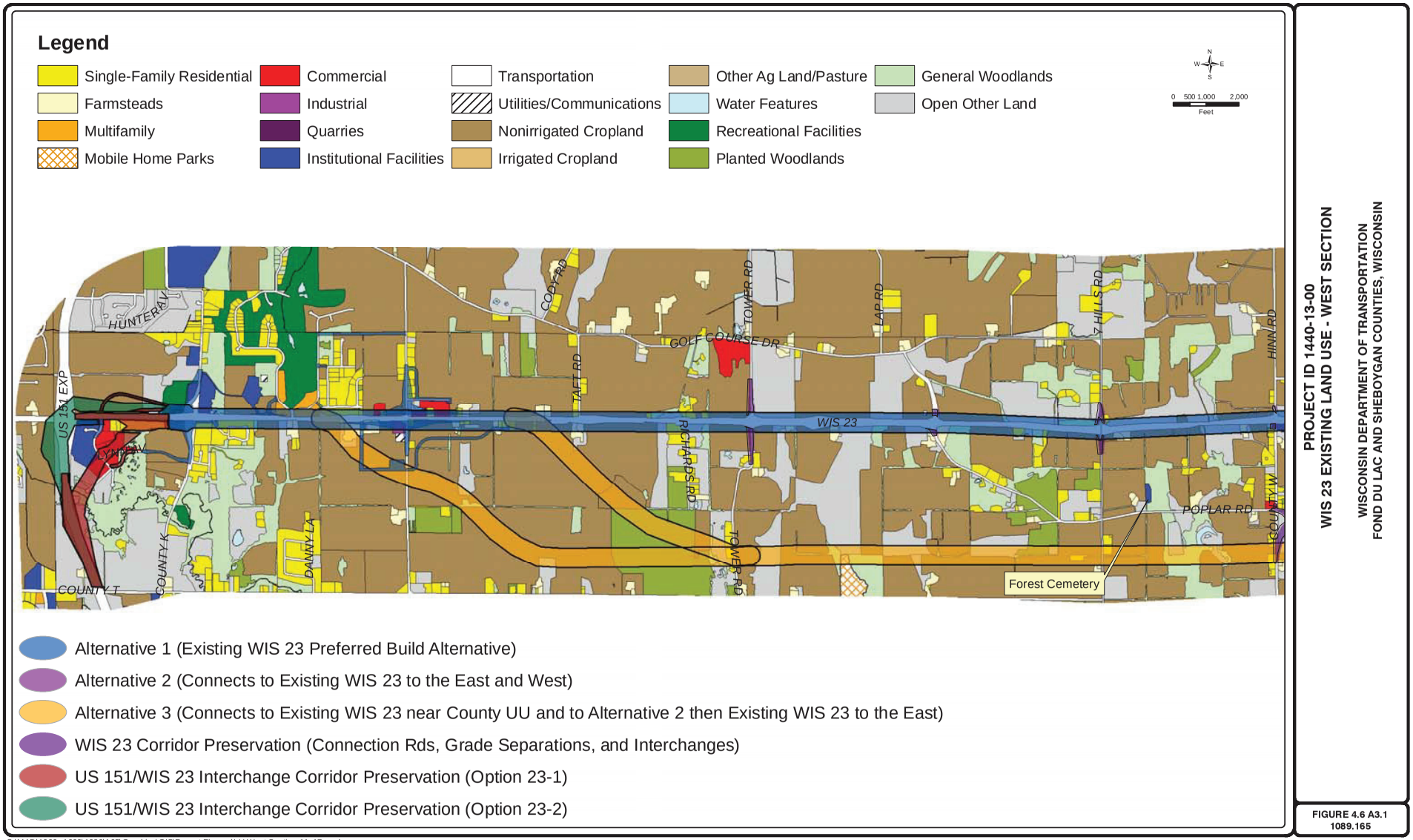
☐ Applies – Discuss.

According to DATCP, the bulk crops grown in this area are corn and soybeans. These crops are harvested using farm machinery.

16. Describe measures to minimize adverse effects or enhance benefits to agricultural operations:

Farm field access will be considered in the placement of median breaks. During construction, reasonable access will be provided to agricultural land. Existing drainage systems, ditches, and tiles will be kept operational during construction. WisDOT will work with farm owners and operators to minimize project impacts. Full consideration will be given to the recommendations of the DATCP AIS and the AIS update. Commits regarding these recommendations can be found in Section 6.14.

Figures 4.6 A-3.1 to A-3.4 follow this page.



PROJECT ID 1440-13-00
WIS 23 EXISTING LAND USE - WEST SECTION

WISCONSIN DEPARTMENT OF TRANSPORTATION
FOND DU LAC AND SHEBOYGAN COUNTIES, WISCONSIN

FIGURE 4.6 A3.1
1089.165

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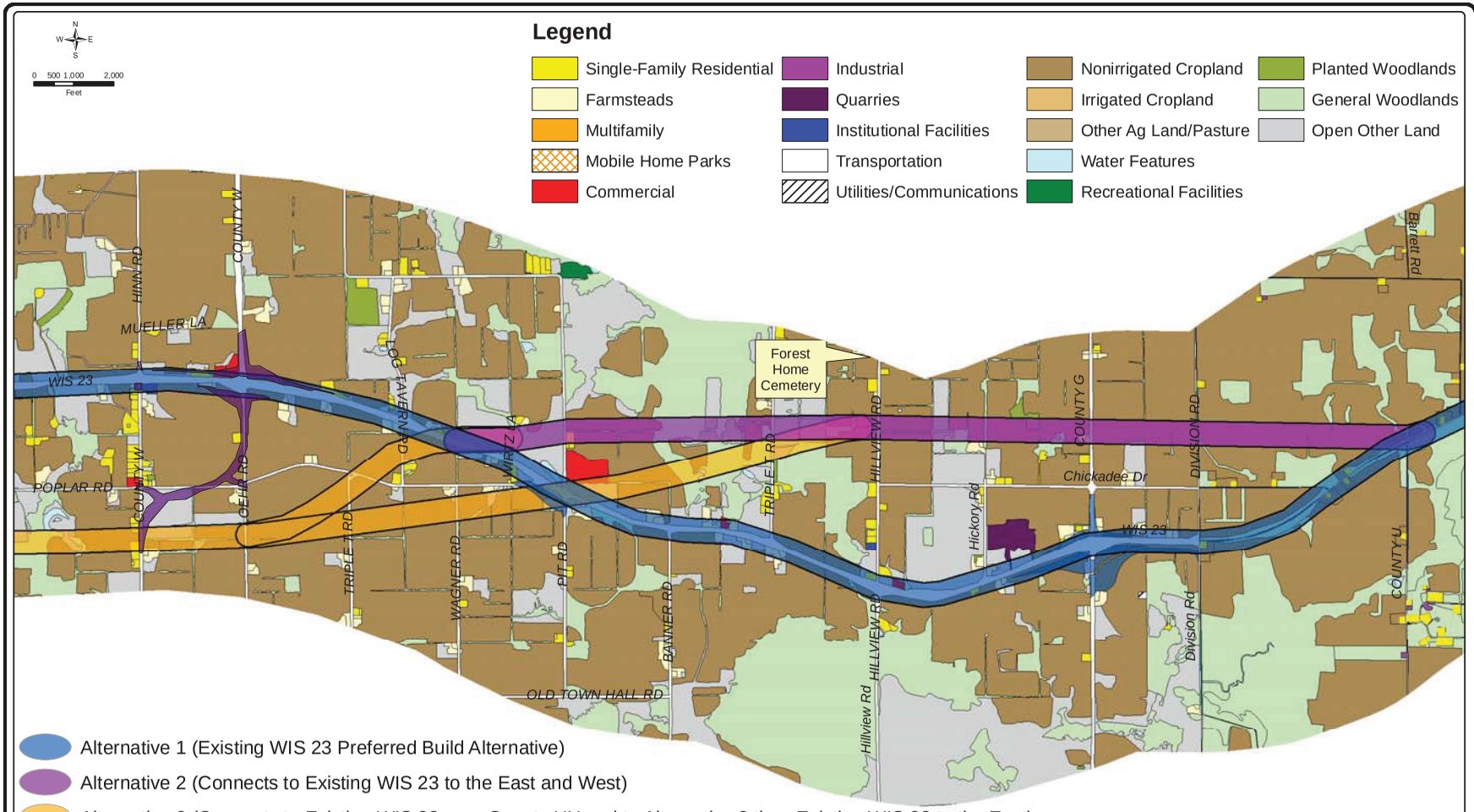

PROJECT ID 1440-13-00
WIS 23 EXISTING LAND USE - MIDDLE SECTION

WISCONSIN DEPARTMENT OF TRANSPORTATION
FOND DU LAC AND SHEBOYGAN COUNTIES, WISCONSIN

FIGURE 4.6 A-3.2
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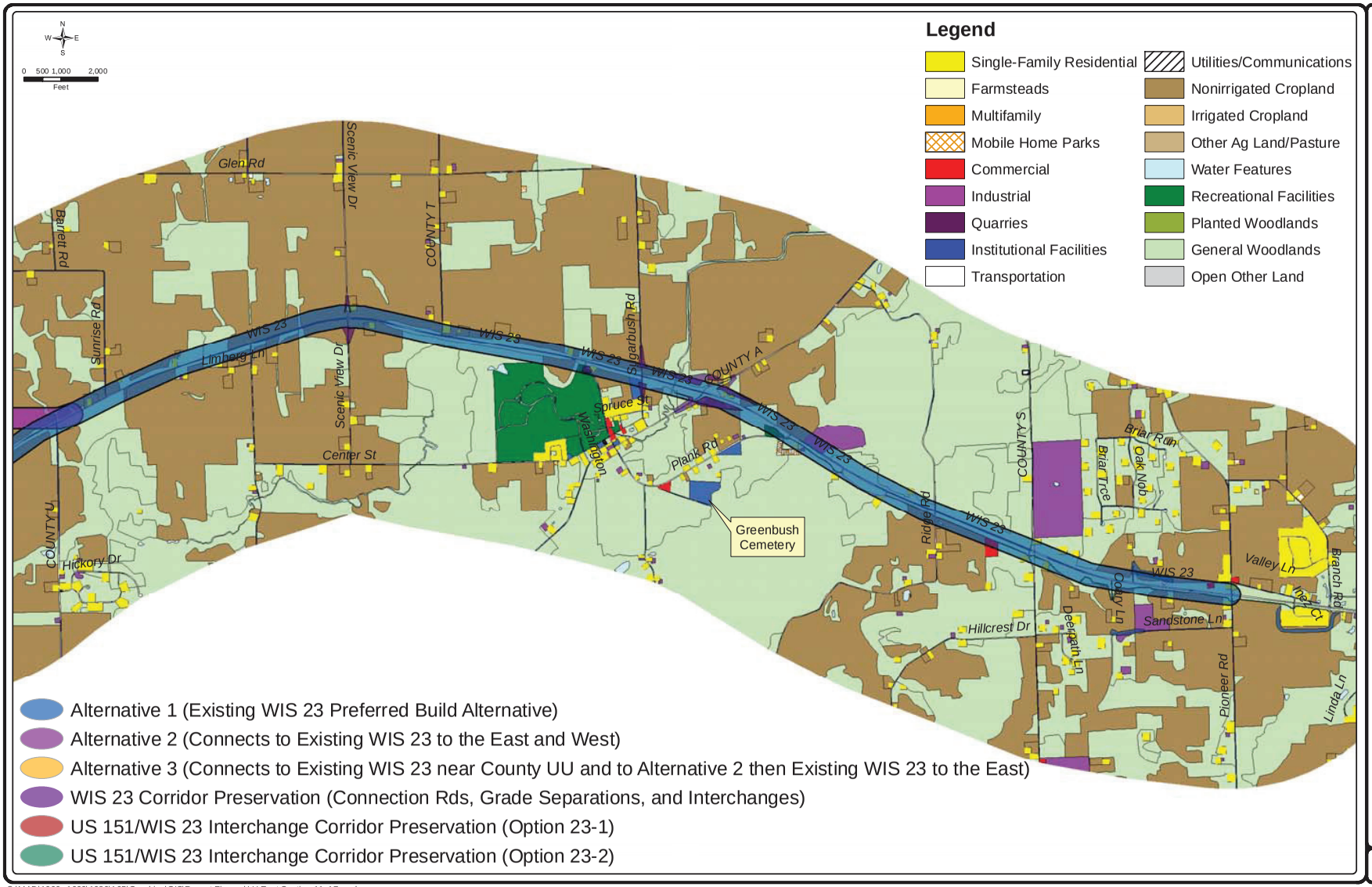

PROJECT ID 1440-13-00
WIS 23 EXISTING LAND USE - EAST SECTION

WISCONSIN DEPARTMENT OF TRANSPORTATION
FOND DU LAC AND SHEBOYGAN COUNTIES, WISCONSIN

FIGURE 4.6 A-3.3
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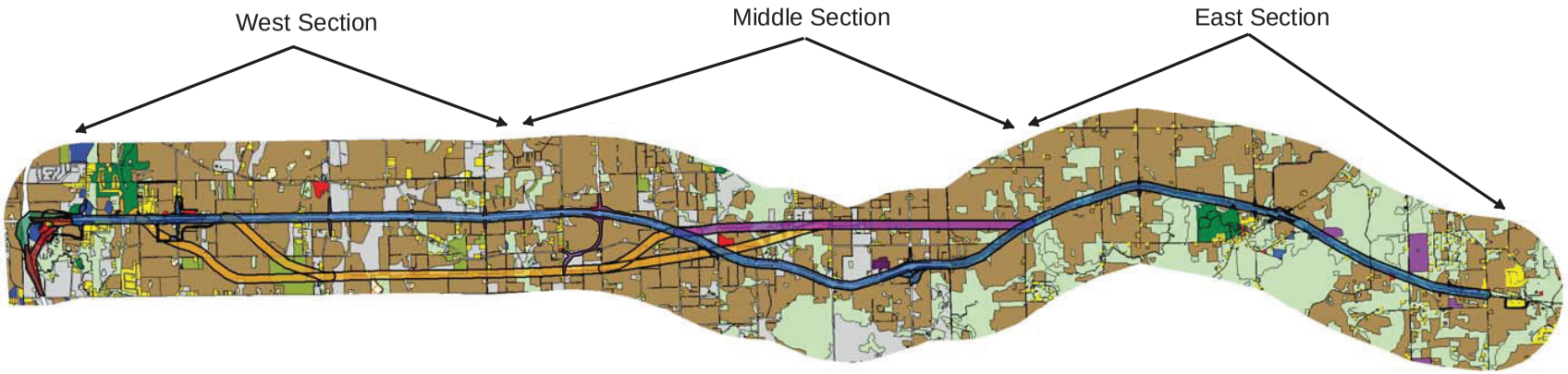

Legend

- Single-Family Residential
- Farmsteads
- Multifamily
- Mobile Home Parks
- Commercial
- Industrial
- Quarries
- Institutional Facilities
- Transportation
- Utilities/Communications
- Nonirrigated Cropland
- Irrigated Cropland
- Other Ag Land/Pasture
- Water Features
- Recreational Facilities
- Planted Woodlands
- General Woodlands
- Open Other Land

- Alternative 1 (Existing WIS 23 Preferred Build Alternative)
- Alternative 2 (Connects to Existing WIS 23 to the East and West)
- Alternative 3 (Connects to Existing WIS 23 near County UU and to Alternative 2 then Existing WIS 23 to the East)
- WIS 23 Corridor Preservation (Connection Rds, Grade Separations, and Interchanges)
- US 151/WIS 23 System Interchange (Option 23-1 Preservation)
- US 151/WIS 23 System Interchange (Option 23-2 Preservation)

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PROJECT ID 1440-13-00
WIS 23 EXISTING LAND USE

WISCONSIN DEPARTMENT OF TRANSPORTATION
FOND DU LAC AND SHEBOYGAN COUNTIES, WISCONSIN

FIGURE 4.6 A-3.4
1089.165

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The Community or Residential Evaluation Factor Sheet has been updated to the format currently used by WisDOT. Some information has been augmented and updated, but there are no substantive changes from the 2010 FEIS.

COMMUNITY OR RESIDENTIAL EVALUATION

Factor Sheet B-1

1. **Give a brief description of the community or neighborhood affected by the proposed action:**

Figure 4.6 B-1.1 illustrates the local government jurisdictions the WIS 23 corridor travels through. They include the cities of Fond du Lac and Plymouth, and the towns of Empire, Forest, Greenbush, and Plymouth in Fond du Lac and Sheboygan counties. Demographic characteristics for these jurisdictions are provided in Table 4.6 B-1.1.

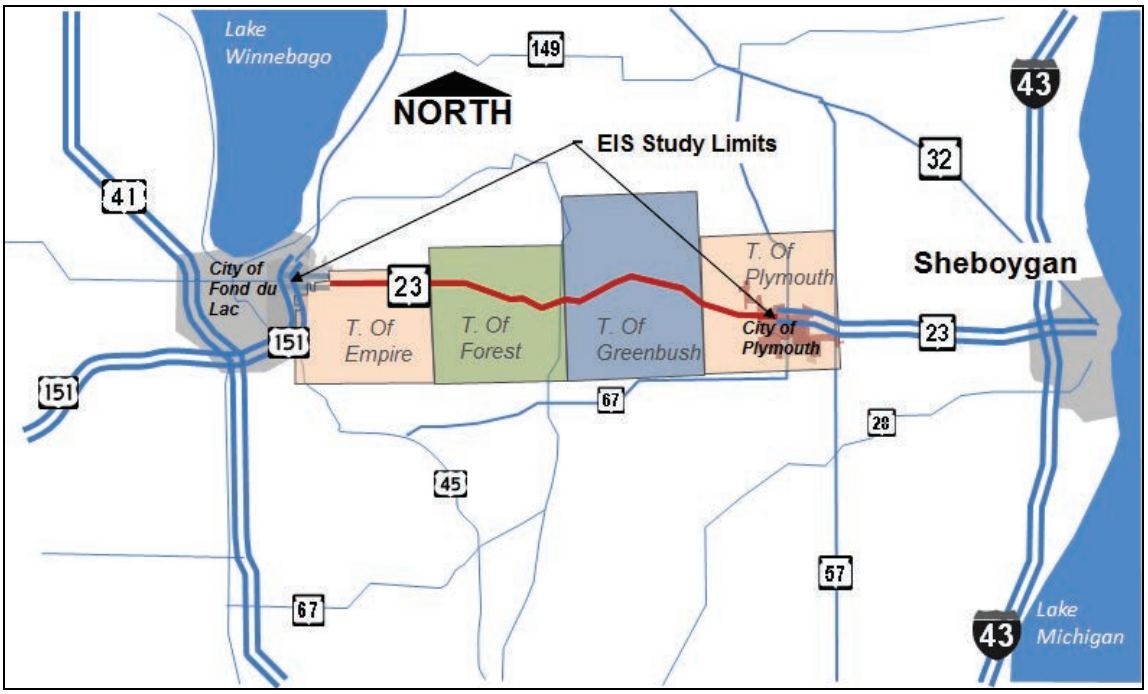

Figure 4.6 B-1.1 WIS 23 Local Government Jurisdictions

City of Fond du Lac Population 43,021

Demographic Characteristics

Census Year 2010	% of Population
Owner-occupied housing	59.5
Median Age (years)	36.9 years
Public Transportation Commuters	0.8
Automobile Commuters (Alone)	81.8
Non-white population	9.4
Persons below poverty level (percent)	13.1

Town of Empire Population 2,797

Demographic Characteristics

Census Year 2010	% of Population
Owner-occupied housing	94.8
Median Age (years)	46.7 years
Public Transportation Commuters	0.0
Automobile Commuters (Alone)	84.8
Non-white population	
Persons below poverty level (percent)	

Table 4.6 B-1.1 Demographic Characteristics

Town of Forest	Population 1,080
Demographic Characteristics	
Census Year 2010	% of Population
Owner-occupied housing	89.6
Median Age (years)	43.4 years
Public Transportation Commuters	0.0
Automobile Commuters (Alone)	79.4
Non-white population	
Persons below poverty level (percent)	

Town of Greenbush	Population 1,534
Demographic Characteristics	
Census Year 2010	% of Population
Owner-occupied housing	91.2
Median Age (years)	42.9 years
Public Transportation Commuters	0.0
Automobile Commuters (Alone)	78.4
Non-white population	
Persons below poverty level (percent)	

Town of Plymouth	Population 3,195
Demographic Characteristics	
Census Year 2010	% of Population
Owner-occupied housing	92.5
Median Age (years)	47.7 years
Public Transportation Commuters	0.0
Automobile Commuters (Alone)	79.9
Non-white population	
Persons below poverty level (percent)	

City of Plymouth	Population 8,445
Demographic Characteristics	
Census Year 2010	% of Population
Owner-occupied housing	62.8
Median Age (years)	40.8 years
Public Transportation Commuters	0.0
Automobile Commuters (Alone)	86.2
Non-white population	
Persons below poverty level (percent)	

Table 4.6 B-1.1 (cont) Demographic Characteristics

No-Build Alternative No effects.

All Build Alternatives WIS 23 serves as a roadway that allows people to drive to community facilities such as churches, commercial development, parks, and municipal buildings. The Build Alternatives will allow residents to continue to drive to community facilities.

Preferred Build Alternative

A few residential groupings along the corridor will be affected by access changes to WIS 23. The Mary Hill Park Drive development consisting of about 20 single-family residences will have its WIS 23 access routed through the County K jug-handle with very minor indirection. In the Whispering Springs Drive development, about 3 single-family residences and 9 multifamily residences will have a new entrance west of the current WIS 23 entrance. The Inez Court residential development consisting of about 11 single-family residences will have its WIS 23 access routed to Pioneer Road. These access changes can be seen in Figure 4.6 B-1.2.

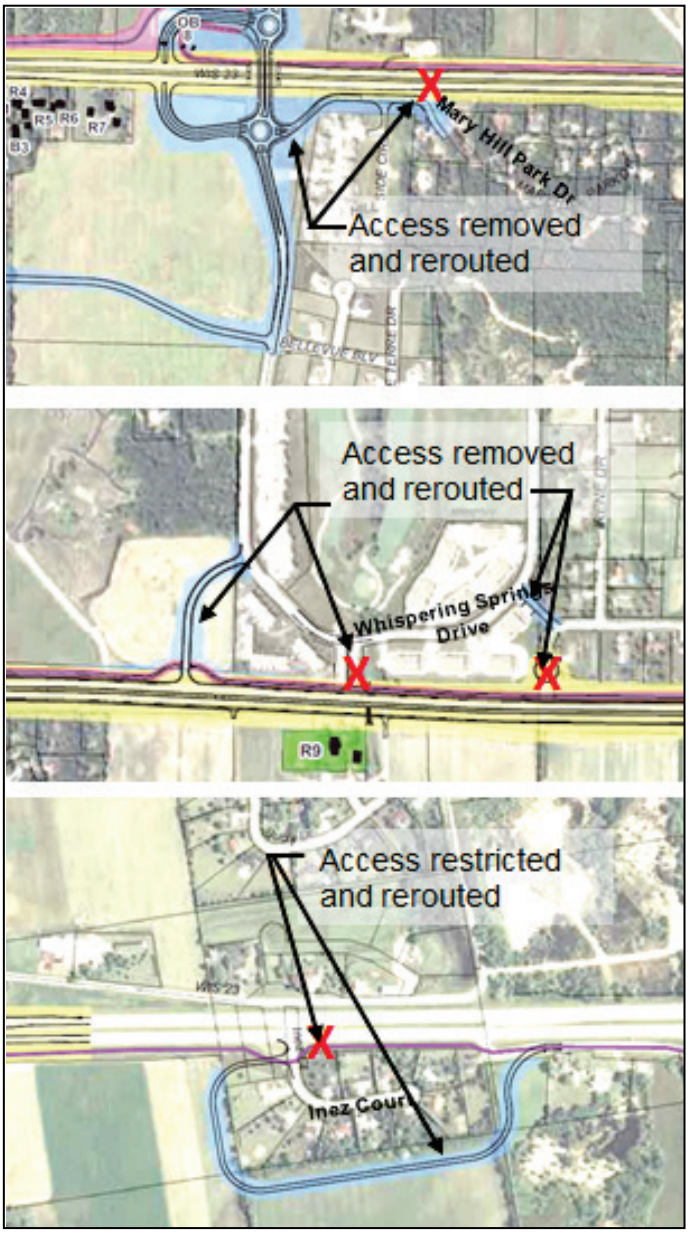

Figure 4.6 B-1.2 Access Changes

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

No effects. The WIS 23 No Corridor Preservation would not affect neighborhoods or communities.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation Alternative would not directly affect any neighborhoods or communities. When improvements associated with the Preferred WIS 23 Corridor Preservation are implemented, two subdivisions along the corridor will require access modifications. Also, when implemented, the residents located on south County W will need to travel along the rerouted roadway to the proposed interchange at County W. The subdivision residents south of County A, including all residents on Plank Road, will be routed to County A to access WIS 23. When implemented, Plank Road will have its access removed from both WIS 23 connections, and Sugarbush Road will become a

grade separation. This Preferred WIS 23 Corridor Preservation will affect the manufactured home community located on Plank Circle. The manufactured home community, consisting of about 16 residences, currently has direct access to WIS 23 and Plank Road. When improvements associated with the Preferred WIS 23 Corridor Preservation are constructed, the manufactured home park's accesses to WIS 23 will be removed and rerouted to County A. Figure 4.6 B-3.3 illustrates the access changes around County A associated with the Preferred Corridor Preservation Alternative if improvements are implemented.

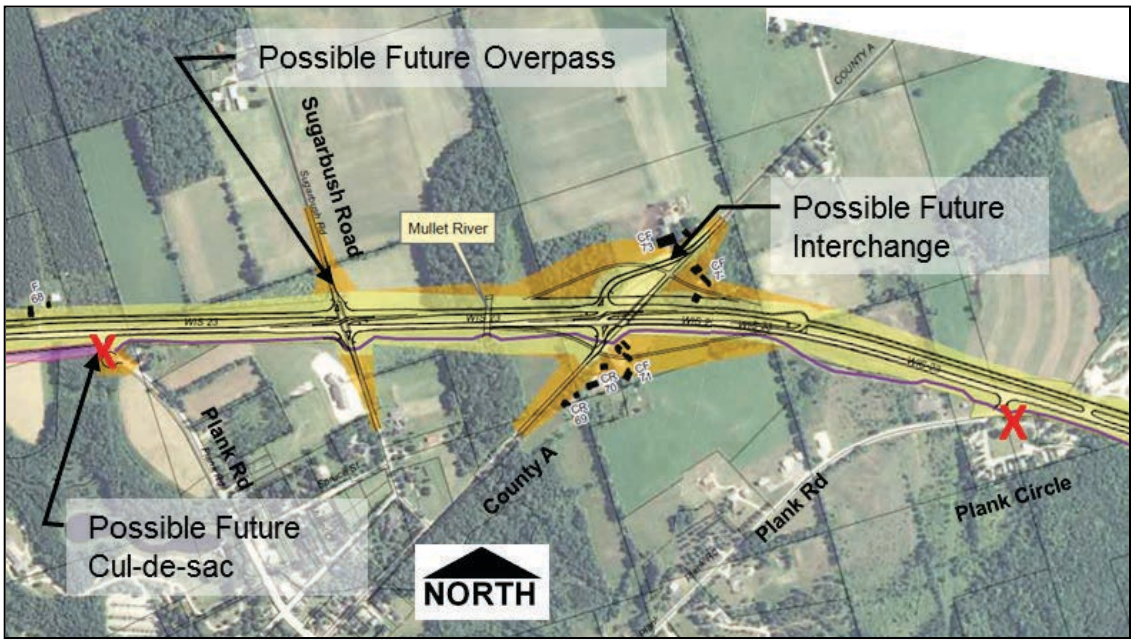

Figure 4.6 B-1.3 Corridor Preservation Possible Access Changes–County A

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

No effects. The Preferred US 151/WIS 23 Interchange No Corridor Preservation Alternative will leave land unencumbered. No additional impacts will occur to the communities and neighborhoods around US 151/WIS 23.

Option 23-1 and Option 23-2 Corridor Preservation

The US 151/WIS 23 Interchange Corridor Preservation Options 23-1 and 23-2 would not have a direct impact on residential properties, other than possibly restricting the commercial development of some properties currently zoned for residential uses.

2. Identify and discuss existing modes of transportation and their importance within the community or Neighborhood:

The primary mode of transportation on WIS 23 is automobile with about 11 percent of the traffic being trucks. Farm equipment also uses WIS 23 to access farms and farm fields.

Fond du Lac Area Transit runs special routes to area schools. These routes, called school trippers, serve the area of the school district and run only at school opening and closing times. Route 120 serves St. Mary's Springs High School from areas east of County K.

Fond du Lac Area Transit, in a joint and cooperative effort with the City of Fond du Lac and Fond du Lac County, offers a transportation alternative for those citizens who are unable to use regular transit service. The paratransit service is called HANDIVAN. This is a wheelchair-lift-equipped van service. The curb-to-curb service serves areas within the Fond du Lac corporate limits, plus portions of neighboring towns within three-quarters of a mile from a fixed bus route.

JOBTRANS is a general public shared-ride taxi arrangement between Fond du Lac Area Transit and a private city taxi company for individuals within the city of Fond du Lac and village of North Fond du Lac who reside or wish to travel more than three-quarters of a mile from a fixed bus route and within a designated JOBTRANS service area. JOBTRANS marketing objective is work commuting but is available for any purpose.

3. Identify and discuss the probable changes resulting from the proposed action to the existing modes of transportation and their function within the community or neighborhood:

No-Build Alternative

No effects will occur in the short term. Not providing additional capacity will result in increased congestion and increased difficulty crossing and entering the highway in the long term.

All Build Alternatives

All Build Alternatives involve capacity expansion from 2 lanes to 4 lanes. The additional capacity will allow WIS 23 to provide good long-term operational characteristics. The proposed action will also improve travel safety by reducing conflict points. Driveways will be relocated when possible to safer locations. Several low-volume intersections will have their WIS 23 access removed and redirected to better crossing/access locations. A median will be provided that allows a 2-stage crossing of WIS 23 from a side road. A side-road vehicle can cross 2 lanes of traffic from one direction and wait in the median for a gap in traffic from the other direction. This 2-staged crossing is easier than waiting for a gap in traffic from both directions. Wider shoulders can better accommodate farm machinery outside of the paved travel lanes. Traffic operations and travel speeds will be better during peak hours.

Preferred Build Alternative

The Preferred Build Alternative includes a 4-lane expansion of WIS 23 (Alternative 1), a jug-handle at County K, interchanges at County UU and County G, and an extension of the Old Plank Road Trail. The changes to transportation modes for the Preferred Alternative are the same as those described above under All Build Alternatives. The connection roads and interchanges will provide reasonable access to and across WIS 23. Some side-road access to or across WIS 23 will be removed, increasing indirection for all travel modes. The Old Plank Road Trail is an extension of a multiuse trail that already exists from Sheboygan to Greenbush. This trail extension will enhance nonmotorized transportation from Sheboygan to Fond du Lac. Park and ride lots will be included at the County UU and County G interchanges, encouraging the opportunity for ride sharing.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

Providing no corridor preservation will not affect transportation modes. If transportation improvements are needed in the future, the implementation of grade separations, connection roads, and interchanges will be more difficult and some connections may not be feasible. This could preclude future transportation options.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation Alternative will not immediately affect transportation modes. When implemented, the connection roads and interchanges associated with the preservation areas will provide reasonable and safe access to and across WIS 23. Grade separations will provide safe access across WIS 23 but will remove direct access to WIS 23 from the side road.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

The Preferred No Corridor Preservation Alternative will have no effect on existing modes of transportation.

Option 23-1 and Option 23-2 Corridor Preservation

The US 151/WIS 23 Interchange Corridor Preservation Option 23-1 and Option 23-2 would not immediately affect area transportation modes. If improvements associated with the corridor preservation were implemented, they would increase the mobility for motor vehicle traffic at the US 151/WIS 23 interchange.

4. Briefly discuss the proposed action's direct and indirect effect(s) on existing and planned land use in the community or neighborhood:

No-Build Alternative

No effects.

All Build Alternatives

Farmland preservation is the predominant planned land use in the project area. All Build Alternatives will acquire farmland. WIS 23 alternatives on new location (not adjacent to WIS 23) would have fewer direct impacts on buildings or homes but will sever properties. Acreage impacts calculated for the DEIS found that Alternatives 1, 2, and 3 would acquire approximately 129, 169, and 296 acres of farmland, respectively. (Alternative 1 has since been revised to 92 acres).

The Preferred Build Alternative described in this LS SDEIS will require up to 225 acres of cropland. This acreage is higher than the values presented in the 2004 DEIS because of the additional components included as part of this alternative, specifically the interchanges, connecting roads, and trail extension. The total acreage is comparable to the values presented in the 2009 SDEIS and 2010 FEIS. Similar increases to the 2004 DEIS acreages for Alternatives 2 and 3 would be expected when accounting for Old Plank Road Trail Road improvements, interchanges, and connecting road intersection improvements.

Transportation improvements can also facilitate indirect and cumulative effects, especially if the transportation improvement affects travel characteristics by improving speed and/or land accessibility.

The Build Alternatives will modify access. Access characteristics will be reduced. Some driveways may be relocated to abutting local roads. Some public intersections will be redesigned using current design standards to improve safety. Some intersections will have their access removed from WIS 23 and redirected to other intersections.

Preferred Build Alternative

Farmland

The Preferred Build Alternative will acquire farmland in the project area. Farm homesteads and buildings located next to WIS 23 right of way will be directly affected depending on where the farm buildings are located in relation to the additional lanes. The 4-lane expansion on the existing alignment (Alternative 1) will require 92 acres of cropland. The connection roads and interchanges will require another 81 acres of cropland, and the Old Plank Road Trail will require 52 acres of cropland. There are also farm relocations required for the Preferred Build Alternative. The 4-lane expansion (Alternative 1) will relocate 17 farm operations and the connection roads and interchanges will relocate 2 farm operations.

Business and Commercial Land

Several town and city land use plans designate commercial uses near higher volume intersections. These intersections include the US 151/WIS 23 interchange, County K, County UU, County W, and County G. The Preferred Alternative maintains highway access at these locations and, therefore, is

consistent with these land uses. Yet some land planned for commercial uses will be needed for right of way. The 4-lane on-alignment expansion (Alternative 1) will require 3 business relocations. Additionally, the connection roads and interchanges will require the relocation of 5 business buildings housing 7 individual businesses.

Residential Land
Town and city land use plans designate scattered areas adjacent to WIS 23 for residential. The 4-lane expansion will impact the residential lands by causing 21 residential relocations and by altering residential access to WIS 23. The connection roads and interchanges will require an additional 12 residential relocations for a total of 33 residential relocations for the Preferred Build Alternative.

The Preferred Build Alternative will also indirectly affect land use by making some areas more accessible through interchanges and other areas less accessible through cul-de-sacs and grade separations. Additionally, improved travel times associated with a 4-lane facility may influence workers location choices for housing. Section 4.4 summarizes the indirect effects and cumulative effects associated with the Preferred Build Alternative. A revised indirect and cumulative effects analysis is incorporated in Appendix C.

Corridor Preservation Alternatives

WIS 23 Corridor
No Corridor Preservation

Farmland
The No Corridor Preservation Alternative will not encumber or restrict new building construction on farmland or farm buildings. There would be no effect to existing and planned land use.

Commercial Land
The No Corridor Preservation Alternative will not encumber or restrict new building construction of commercial buildings. The intersections with designated commercial uses will continue to have access to WIS 23. There would be no effect to existing and planned land use.

Residential Land
The No Corridor Preservation Alternative will not encumber or restrict new building construction on residential properties. There would be no effect to existing and planned land use. Access to properties will not change from the Preferred Build Alternative.

Preferred WIS 23 Corridor Preservation

Farmland
The Preferred WIS 23 Corridor Preservation Alternative will restrict new building construction on farmland in the project area. Farm homesteads and buildings located next to selected intersections along WIS 23 will be directly affected depending on where the farm buildings are located in relation to the additional improvements. This corridor preservation will encumber about 39 acres of cropland, which eventually will need to be acquired. There are also 4 farmsteads located within the preservation area. The corridor preservation will restrict improvements to these buildings. When improvements associated with the corridor preservation are implemented, these farmsteads will also need to be acquired if improvements are constructed.

Commercial Land
Town and city land use plans designate commercial uses near higher volume intersections. These intersections include the US 151/WIS 23 interchange, County K, County UU, County W, and County G. With the implementation of the

Preferred Build Alternative these intersections will all have access to WIS 23. The Preferred WIS 23 Corridor Preservation Alternative restricts development on land needed for the future construction of the County W interchange. Retaining access at these intersections through future interchanges is consistent with land use plans. Some land planned for commercial uses will be contained within the corridor preservation area, restricting the development of commercial properties within this area. The Preferred WIS 23 Corridor Preservation Alternative currently has 2 businesses located within the preservation area. The corridor preservation will restrict building enhancements to these business properties and eventually these business properties will need to be acquired if improvements are constructed.

Residential Land
Town and city land use plans designate scattered areas adjacent to WIS 23 for residential. The Preferred WIS 23 Corridor Preservation Alternative currently has 3 residential properties located within the preservation area. The corridor preservation will restrict building enhancements to these residences and eventually the residences will need to be acquired if improvements are constructed.

The Preferred Corridor WIS 23 Preservation could have indirect effects. The identification of future access (interchange) locations could direct commercial investment to those locations. This in turn could result in more concentrated development than what would ordinarily occur and community plans would acknowledge WIS 23 access locations. The identification of grade separations and future road closures could also influence how farmers purchase property when enlarging their operations. These corridor preservation measures eventually would reduce farm and residential impacts when improvements are implemented. The mapping preservation measures could also cause some disinvestment or lack of maintenance of buildings directly within the preserved areas.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

Farmland
The Preferred No Corridor Preservation Alternative will not encumber or restrict new building construction on farmland or farm buildings.

Commercial Land
The Preferred No Corridor Preservation Alternative will not encumber or restrict new building construction on commercial properties. The existing US 151/WIS 23 interchange will continue to provide access to and from WIS 23.

Residential Land
The Preferred No Corridor Preservation Alternative will not encumber or restrict new building construction on residential properties. Access to properties will not change from the Preferred Build Alternative.

Option 23-1 and Option 23-2 Corridor Preservation

Farmland
The Option 23-1 and Option 23-2 Corridor Preservation Alternatives would restrict building on farmland in the project area. Option 23-1 would preserve 4 acres of cropland and Option 23-2 would preserve 28 acres of cropland. Eventually this farmland would need to be acquired for highway right of way.

Commercial Land
Several area land use plans designate commercial uses near higher volume intersections. One of these intersections is the US 151/WIS 23 interchange. Either Option 23-1 or Option 23-2 Corridor Preservation would affect the development of commercial uses in this area. Option 23-1 may have a greater

effect on the development of planned commercial uses since it preserves future right of way through the Wisconsin American Business Park. Option 23-1 Corridor Preservation has 3 business properties which house 5 businesses located within the preservation area that would eventually need to be relocated if improvements are constructed. Option 23-2 Corridor Preservation does not have any business properties within the preservation area.

Residential Land
In the southern limits of the US 151/WIS 23 interchange, there are several developing residential areas. Option 23-1 Corridor Preservation has 5 residential properties located within the preservation area where future building improvements would be restricted. Eventually these residential properties would need to be acquired for highway right of way. There are no residential properties located within the preservation area for Option 23-2.

5. Address any changes to emergency or other public services during and after construction of the proposed project:

No-Build Alternative

No effects.

All Build Alternatives

There will be some effect on emergency and other public services after construction of all build alternatives. Emergency service routes will remain similar on WIS 23 with improvements. Local road intersections that have their access removed from WIS 23 could add 1 to 3 miles to response routes, depending on the location. Also, this travel would occur on local roadways that may have different winter maintenance policies than the WIS 23 roadway. Access treatments associated with each intersection were developed with local emergency service providers. Refer to Section 2.7 for details on local road access changes that are planned.

Preferred Build Alternative

The 4-lane expansion (Alternative 1) will remove access points from WIS 23 requiring some additional travel on local road systems. Additionally, access treatments such as J-turns and right-in/right-out intersections will increase indirection for emergency response providers. The J-Turn intersections will have mountable curb and gutter and thicker asphalt pavement within the island to allow emergency vehicles the ability to go straight through or turn onto WIS 23 if they so choose. Minimizing indirection was a consideration in the development of the type and location of access treatments for each intersection. The Old Plank Road Trail will not affect emergency service routes along the corridor.

Corridor Preservation Alternatives
WIS 23 Corridor
No Corridor Preservation

No effects. The effect on emergency or other public services will be the same as the Preferred Build Alternative.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation Alternative will not affect access to or across WIS 23. If implemented, the improvements associated with this corridor preservation alternative will remove access from WIS 23 and install connection roads, grade separations, and interchanges. This implementation will require greater travel distances on local roads by emergency responders for some locations. The increased indirection could increase from 1 to 4 miles. The additional travel would occur on local roadways that may have different maintenance policies than WIS 23. Emergency response routes were a factor in determining the placement of interchanges and grade separations.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

No effects. The effect on emergency or other public services will be the same as the Preferred Build Alternative.

Option 23-1 and Option 23-2 Corridor Preservation

Option 23-1 and Option 23-2 Corridor Preservation would not affect emergency access or public services. The road improvements associated with the Option 23-1 and 23-2 Corridor Preservation, if implemented, would improve the mobility between US 151 and WIS 23. Other side-road access would be the same as with the Preferred Build Alternative.

6. Describe any physical or access changes that will result. This could include effects on lot frontages, side slopes or driveways (steeper or flatter), sidewalks, reduced terraces, tree removals, vision corners, etc.:

No-Build Alternative No effects.

All Build Alternatives The effects on residential properties would vary based on the access treatments incorporated at each intersection. Properties on the existing alignment will likely have the physical characteristics of their driveways modified (steeper or flatter). Also, where the Build Alternative follows the existing alignment, most properties will have their access reduced to right-in/right-out. Residents will need to travel to a median break to make left turns.

Preferred Build Alternative

The intersection access treatments described in 2.7 and the provision of a full median will increase the indirection to residential properties. Many driveway accesses will also be right-in/right-out. Residents will need to travel to a median break to make left turns. Also, near the County UU and County G interchanges, many residential properties will be served by access roads rather than having direct access onto WIS 23, County UU, or County G. These access changes can be seen in Figures 2.7-13 to -25. The effects on residential properties will vary with design. These effects will include modified roadway slopes, driveway grade changes (steeper or flatter), and tree removal.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

No effects. The effect on physical and access changes to properties will be the same as the Preferred Build Alternative.

Preferred WIS 23 Corridor Preservation

The Preferred WIS 23 Corridor Preservation Alternative will preserve future right of way that may affect development on property frontages. Implementation of the improvements associated with the corridor preservation would eventually remove access from WIS 23. When this occurs, many residential properties will have their access relocated to side roads or access roads. Some median breaks may still be provided for driveways with right-in/right-out access.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

No effects. The effect on physical and access changes to properties will be the same as the Preferred Build Alternative.

Option 23-1 and Option 23-2 Corridor Preservation

Option 23-1 and Option 23-2 Corridor Preservation would not affect access to properties but may restrict development on frontages. The system interchanges

would change the physical characteristics of the adjacent properties by modifying slopes and driveways and removing trees and vegetation.

7. Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have on the community/neighborhood:

No-Build Alternative No effects.

All Build Alternatives St Mary's Springs Academy private school has a baseball diamond at the northwest quadrant of the intersection of County K and WIS 23. The County K jug-handle would be part of any build alternative and would affect the field.

Preferred Build Alternative

As mentioned, St. Mary's Springs Academy private school has a baseball diamond at the northwest quadrant of the intersection of County K and WIS 23. This baseball field will be removed because of the jug-handle being installed at the WIS 23 and County K intersection. This is not a 4(f) property since it is privately owned. It is also not a 6(f) property (see Figure 2.7-14 and documentation in Section 4.6 B-5).

The Preferred Build Alternative will extend the Old Plank Road trail across the northern border of the Old Wade House State Park, directly adjacent to WIS 23 right of way. This will not adversely affect the park and provides additional routes to the park. See Section 5.4

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

No effects to community facilities.

Preferred WIS 23 Corridor Preservation

No effects to community facilities.

US 151/WIS 23 Connection

Preferred No Corridor Preservation

No effects to community facilities.

Option 23-1 and Option 23-2 Corridor Preservation

Option 23-1 and Option 23-2 Corridor Preservation could restrict some development on recreation fields in the northwest quadrant of the US 151/WIS 23 interchange owned by St. Mary's Springs private school. Currently there are no plans to build on these fields.

8. Identify and discuss factors that residents have indicated to be important or controversial:

Farmland preservation is important to this area. Residents are very interested in preserving the rural character of the area and are in favor of preventing or minimizing urban sprawl. Some have expressed concern regarding the extension of the Old Plank Road Trail along WIS 23 from the town of Greenbush to the city of Fond du Lac. Some interested in farmland preservation or minimizing right of way acquisition may not be in favor of this accommodation because of the farmland required to construct the trail. There could be small indirect development impacts from the proposed trail. Some retail and service-oriented business development that targets trail users could occur. Fond du Lac and Sheboygan counties are in favor of a trail along WIS 23 and have held meetings to help determine support and location for the trail. These meetings found support for a multiuse trail from the adjacent communities. The location of the trail was determined and is included as part of the Preferred Build Alternative. Figure 4.6 B-1.4 shows the location of the proposed Old Plank Road Trail.

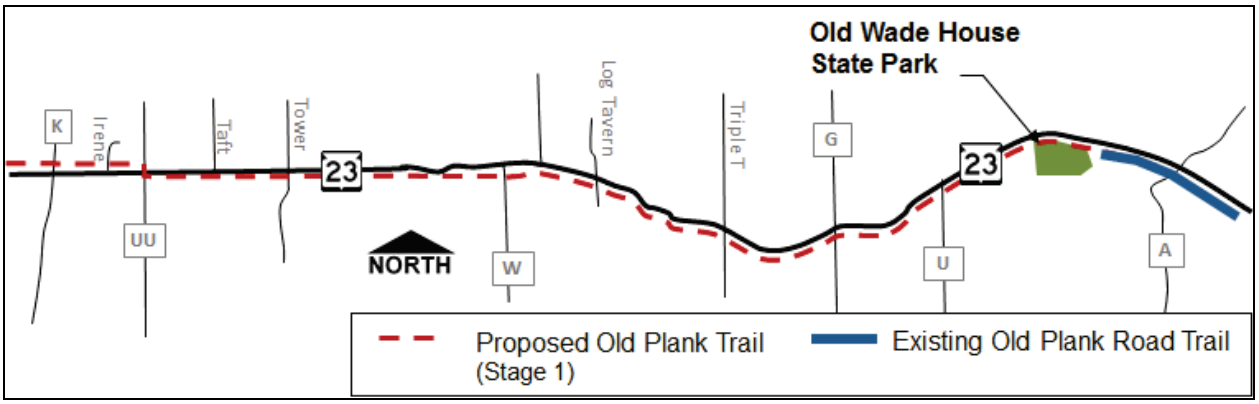

Figure 4.6 B-1.4 Proposed Old Plank Road Trail

9. List any Community Sensitive Design considerations, such as design considerations and potential mitigation measures.

The Old Plank Road Trail is a community sensitive design[15] consideration that the adjacent communities and many residents support. The County UU and County G interchanges also incorporate park and ride lots that encourage ride sharing.

10. Indicate the number and type of any residential buildings that will be acquired because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document. If item c) is checked, complete items 11 through 18 and attach the Conceptual Stage Relocation Plan to the environmental document:

☐ None identified.
☐ No occupied residential building will be acquired as a result of this project. Provide number and description of non-occupied buildings to be acquired.
☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

For the No-Build Alternative, no occupied residential buildings will be acquired.

Estimated residential relocations for the 4-lane expansion for all the Build Alternatives were compared in the 2004 DEIS based on the Conceptual Stage Relocation Plan (CSRP) dated February 2004. Once a 4-lane expansion Preferred Alternative was selected based on these impacts, additional components were added to the 4-lane expansion to increase highway safety and enhance alternate modes of travel. Table 4.6 B-1.2 shows the estimated residential relocations for all parts of the Preferred Build Alternative and compares them with the 4-lane expansion part of the other Build Alternatives. An updated CSRP (September 26, 2006, and March 3, 2009) was provided as Appendix B of the 2010 FEIS. One of the single-family home relocations listed in the following table is a result of a utility tower relocation rather than the road expansion itself.

	Preferred Build Alternative			Other Build Alternatives	
All Build Alternatives	**4-Lane Expansion Alt 1**	**Connection Roads And Interchanges**	**Old Plank Road Trail**	**4-Lane Expansion Alt 2**	**4-Lane Expansion Alt 3**
Single-Family Homes	21	12	0	17	20
Apartment Buildings, Duplexes or Condominiums	0	0	0	0	0

Table 4.6 B-1.2 Preferred Build Alternative Residential Buildings Relocated

[15] Community Sensitive Design, sometimes referred to as Context Sensitive Design or Context Sensitive Solutions, is a collaborative, approach involving all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. Treatments can include aesthetic treatments to bridges, plantings, or other features that support and enhance the adjacent community.

Table 4.6 B-1.3 shows the estimated residential properties within the preservation area for all parts of the Corridor Preservation Alternatives. An updated CSRP (September 26, 2006, and March 3, 2009) was provided as Appendix B of the 2010 FEIS.

	Corridor Preservation Alternatives				
	WIS 23 Corridor Preservation (Connection Roads, Grade Separation, and Interchanges)		**US 151/WIS 23 System Interchange Preservation**		
	No Preservation	**Preferred Preservation**	**Preferred No Preservation**	**23-1 Preservation**	**23-2 Preservation**
Single-Family Homes	0	3	0	5	0
Apartment Buildings, Duplexes or Condominiums	0	0	0	0	0

Table 4.6 B-1.3 Corridor Preservation Alternative Residential Buildings Affected

11. Anticipated number of households that will be relocated from the occupied residential buildings identified in item 10, above:

Only updates to the Preferred Build Alternative and Corridor Preservation Alternatives are shown.

Build Alternatives

No-Build Alternative No occupied residential buildings will be acquired.

Preferred Build Alternative

4-Lane Expansion (Alternative 1)
Total Number of Households to be Relocated–21
Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling.	Price Range
0	Less than $49,999
1	$50,000 to $99,999
5	$100,000 to $149,999
6	$150,000 to $199,999
3	$200,000 to $249,999
6	Over $250,000

Table 4.6 B-1.4 Preferred Build Alternative Relocation Types

Connection Roads and Interchanges
Total Number of Households to be Relocated–12
Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling.	Price Range
0	Less than $49,999
1	$50,000 to $99,999
1	$100,000 to $149,999
2	$150,000 to $199,999
4	$200,000 to $249,999
4	Over $250,000

Table 4.6 B-1.5 Connection Roads and Interchanges Relocation Types

Old Plank Road Trail
Total Number of Households to be Relocated–0
Number of relocated households by type and price range of dwelling. N/A

Corridor Preservation Alternatives

WIS 23 No Preservation
Total Number of Households to be Relocated–0
Number of relocated households by type and price range of dwelling. N/A

WIS 23 Corridor Connection Roads, Grade Separations, and Interchanges
Total Number of Households to be Relocated–3
Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling.	Price Range
0	Less than $49,999
0	$50,000 to $99,999
1	$100,000 to $149,999
0	$150,000 to $199,999
2	$200,000 to $249,999
0	Over $250,000

Table 4.6 B-1.6 Corridor Preservation Future Relocation Types

US 151/WIS 23 System Interchange
Preferred No Preservation
Total Number of Households to be Relocated–0
Number of relocated households by type and price range of dwelling. N/A

23-1 Preservation

Total Number of Households to be Relocated–5
Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling.	Price Range
0	Less than $49,999
0	$50,000 to $99,999
4	$100,000 to $149,999
1	$150,000 to $199,999
0	$200,000 to $249,999
0	Over $250,000

Table 4.6 B-1.7 US 151/WIS 23 Corridor Preservation Future Relocation Types

23-2 Preservation
Total Number of Households to be Relocated–0
Number of relocated households by type and price range of dwelling. N/A

12. Describe the relocation potential in the community:

The March 2009 CSRP (Appendix B of 2010 FEIS) states the real estate market is very active with an abundant number of transactions. The potential number of relocations caused by this project will not cause undue hardship to the local real estate market. Replacement properties available in December of 2012 are listed below and include listings in the city of Fond du Lac. The number of listings that do not include the city of Fond du Lac are shown in parentheses.

a. Number of Available Dwellings

1 Bedroom	2 Bedrooms	3 Bedrooms	4 or More Bedrooms
7 (4)	106 (30)	360 (159)	167 (76)

b. Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Single Family Dwellings	Price Range
273 (61)	under $99,000
134 (51)	$100,000 to $149,999
143 (89)	$150,000 to $249,999
90 (68)	over $250,000

Table 4.6 B-1.8 Relocation Potential

13. Identify all the sources of information used to obtain the data in item 12:

☒ WisDOT Real Estate Conceptual Stage Relocation Plan
☐ Newspaper Listing(s)
☒ Multiple Listing Service (MLS)
☒ Other – U.S. Census Bureau

14. Indicate the number of households to be relocated that have the following special characteristics:

☒ None identified.
☐ Yes - _____ total households to be relocated. Complete table below

Based on the project's public involvement process to date, there are no known special household characteristics with respect to race, income level, tenure, elderly, or other factors.

15. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24:

☒ Residential acquisitions and relocations will be completed in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with state law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would be contacted and given an explanation of the details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired would be inspected by one or more professional appraisers. The property owner would be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner.

☐ Identify other relocation assistance requirements not identified above.

16. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action:

There are no apparent unusual circumstances regarding the residential relocations.

17. Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above:

☒ None identified
☐ Yes - Describe services that will be required

There is no apparent special relocation assistance needed.

18. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected:

WisDOT will work with those affected to find the best solution to the relocated household in a timely fashion. No community facilities will be affected.

The Historic Resources Factor Sheet has been updated to the format currently used by WisDOT. Some information has been augmented and updated. Information regarding Section 4(f) is discussed in Section 5 of this LS SDEIS. Also, the historic boundary to St. Mary's Springs Academy has been revised so that there is no longer Section 4(f) use from the WIS 23 Preferred Alternative. This has resulted in a revised Memorandum of Agreement.

HISTORIC RESOURCES EVALUATION

Factor Sheet B-5

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

The sites listed in Table 4.6 B-5.1 were identified within the Area of Potential Effect (APE) with potential to be impacted by the alternatives analyzed. The sites were identified either by field reviews or a literature search. The APE was studied between September 2002 and June 2006 and consisted of the area 1 mile on either side of WIS 23 from County K to County P. In the spring of 2006, an update to the APE was studied that covered several additional areas surrounding intersections. In 2008 a subsequent addition to the APE included areas surrounding the US 151/WIS 23 interchange and the County K intersection. The locations of sites identified are shown in Appendix M of the 2010 FEIS with the Architecture/History Survey Form.

Alt	Site Name	Location	May be Eligible for the NRHP	Adverse Effect	Significance of the structure and/or buildings.	Does FHWA Section 4(f) apply?
1, 2, 3	St. Mary's Springs Academy Complex	255 CTH K	Yes	No (previously Yes in 2010 FEIS)	Historically and architecturally	No (previously Yes in 2010 FEIS)
2	Foursquare Farmhouse	N6568 Hickory Rd	Yes	No	Historic	No
1, 2	Tower Road House	N6001 Tower Rd	No	No	Historic	No
1, 2, 3	Queen Anne House	W7710 Spruce St.	Yes	No	Historic	No
1, 2, 3	Old Wade House, Robinson Hurling Sawmill, Charles Robinson House	Old Wade House State Park	Yes, Buildings listed on NRHP	No	Historic	No
1, 2, 3	Italianate House	W4182 WIS 23	No	Not applicable	Historic	No
1, 2, 3	St. Paul's Church	W2090 WIS 23		Not applicable	Historic	No
1, 2, 3	Greek Revival House	W1985 WIS 23	No	Not applicable	Historic	No
1, 2, 3	Foursquare House	W1982 WIS 23	No	Not applicable	Historic	No
1, 2, 3	Colonial House	W1398 WIS 23	No	Not applicable	Historic	No
1	Foursquare House	W151 WIS 23	No	Not applicable	Historic	No
1, 2, 3	Foursquare House	W9204 WIS 23	No	Not applicable	Historic	No
1, 2, 3	Queen Anne House	W8830 WIS 23	No	Not applicable	Historic	No
1	Former Elder Grove School	N6411 CTH G	No	Not applicable	Historic	No
1, 2, 3	Queen Anne House	W8255 WIS 23	No	Not applicable	Historic	No
1, 2, 3	Log Cabin	W7432 Plank Rd	No	Not applicable	Historic	No
1, 2, 3	Queen Anne House	N6660 W CTH A	No	Not applicable	Historic	No
1, 2, 3	Foursquare House	W1518 CTH TTT	No	Not applicable	Historic	No
1, 2, 3	Gable Ell House	W1769 Poplar Rd	No	Not applicable	Historic	No
2, 3	Queen Anne House	N3679 CTH W	No	Not applicable	Historic	No
1, 2, 3	Greek Revival House	W2889 Poplar Rd	No	Not applicable	Historic	No
2, 3	Gable Ell House	N6364 Townline Rd	No	Not applicable	Historic	No
2, 3	Greek Revival House	W3213 Artesian Rd	No	Not applicable	Historic	No
23-1, 23-2	Phillips House	N6579 CTH K	Yes	No	Historic	No
23-1, 23-2	Rienzi Cemetery	N6101 CTH K	Yes	No	Historic	No

Table 4.6 B-5.1 Summary of Historic Sites

Factor Sheet B-5

The project historian identified additional properties within the APE with potential for being listed on the NRHP, but completion of a Determination of Eligibility (DOE) was recommended for only the St. Mary's Springs Academy. Other properties in or adjacent to the project area are either not eligible for the NRHP or will not be impacted by the Preferred Build Alternative.

The St. Mary's site was determined to be eligible for the NRHP under Criterion A (religious property with architectural importance) and Criterion C (a birthplace or grave of a historical figure is eligible if the person is of outstanding importance) based on a survey performed in 2002. The 2010 FEIS identified an adverse effect on the St Mary's Springs Academy and a Determination of Eligibility (DOE), Section 106 Finding of Effect, and a Memorandum of Agreement (MOA) were prepared. The MOA was signed by St. Mary's Springs Academy, SHPO, FHWA, and WisDOT and was provided in the 2010 FEIS.

Changes in contributing resources have since resulted in a revision of the historic site boundary. In 2005, St Mary's Springs removed two of the contributing resources to the site. Upon reexamination of the surviving resources in 2012, the project historian concluded that the demolition of Boyle Hall removed the historic resource which gave other lesser resources their historic significance. Thus these other lands (the designed landscape) that were once associated with the Academy complex are now considered to be extraneous to the potentially eligible resources which are extant. A new DOE was submitted to SHPO and approved on December 6, 2012. The revised St. Mary's Springs Academy historic boundary encloses just that portion of land belonging to the high school that has historically been associated with the Academy's Main Building and two associated objects and one associated structure. These objects (statues) and structure (balustrade bridge) are located immediately adjacent to the Main Building. Table 4.6 B-5.2 summarizes the changes in the St Mary's Spring Academy from 2002 to 2012.

Resource Type	Contributing Resources 2002	Resources Extant in 2005	Contributing Resources 2012
Buildings	Boyle Hall Main Building First Powerhouse Building Second Powerhouse Building	Main Building First Powerhouse Building	Main Building
Site	Designed Landscape		
Structure	Bridge	Bridge	Bridge
Objects	Lourdes Grotto Guardian Angle and Child Statue Our Lady of Lourdes Statue Our Lady of Fatima Statue	Lourdes Grotto Guardian Angle and Child Statue Our Lady of Lourdes Statue Our Lady of Fatima Statue	Our Lady of Lourdes Statue Our Lady of Fatima Statue
Noncontributing Resources	Garage Building (modern) Building with Water Pumping Equipment Circular Plan Reservoir St Mary's Springs Academy Sign St Mary's Springs High School Sign	Building with Water Pumping Equipment Circular Plan Reservoir St Mary's Springs Academy Sign St Mary's Springs High School Sign	Not applicable

Table 4.6 B-5.2 Changes in Contributing Factors to St Mary's Springs Academy.

In 2011 St Mary's Springs Academy requested modifications to the County K roadway alignment that moved the roadway farther from the school site. The revision in the location of the historic boundary resulted in the WIS 23 project not adversely impacting the new historic boundary. A revised Memorandum of Agreement was submitted to SHPO on January 7, 2013. SHPO signed the revised Memorandum on March 19, 2013. Figure 4.6 B-5.1 illustrates the revised County K alignment, the revised historic boundary for St Mary's Springs Academy, and the area of right of way that needs to be purchased from St. Mary's Springs Academy. Appendix D contains the revised MOA.

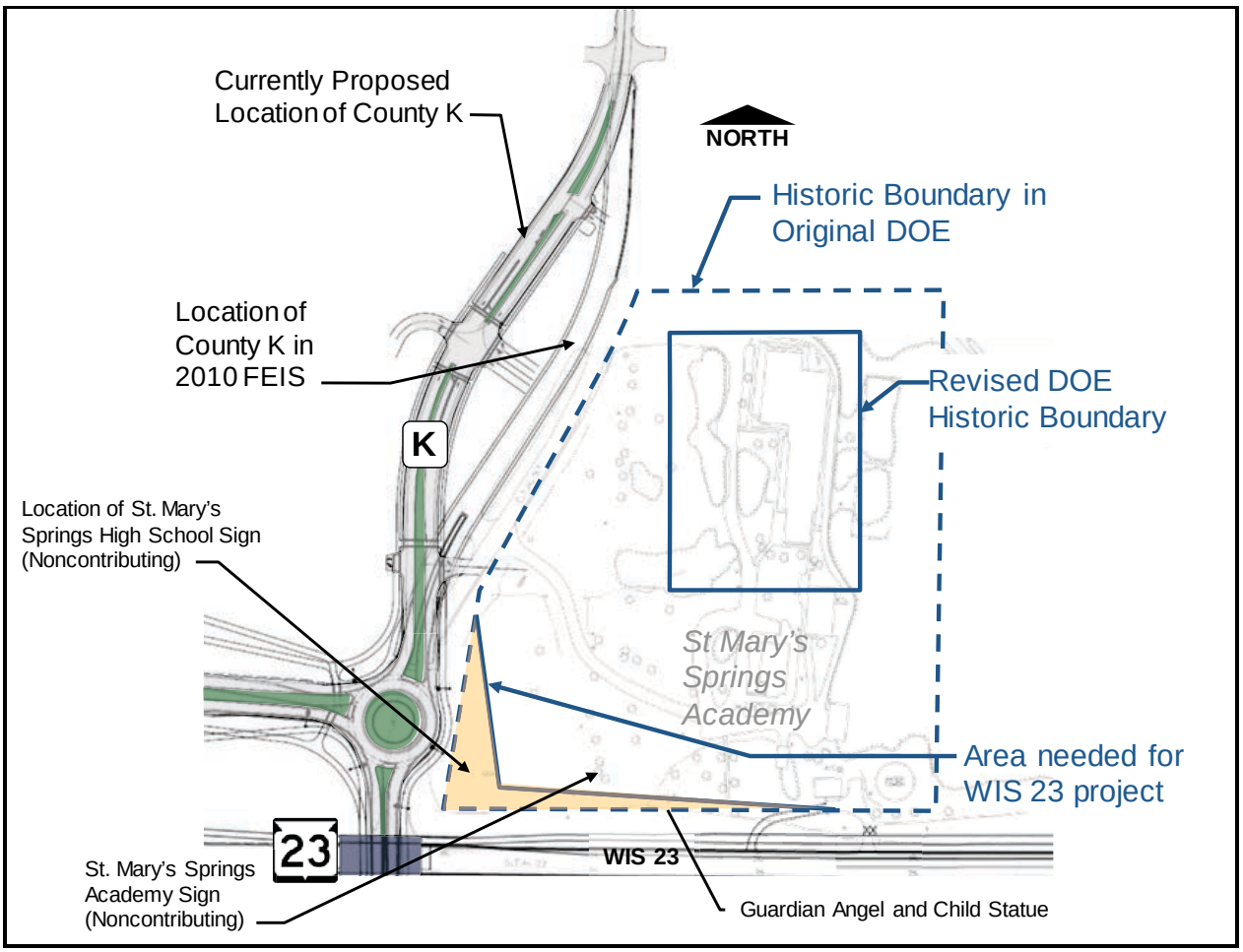

Figure 4.6 B-5.1 St. Mary's Springs at WIS 23/County K Intersection

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
St. Mary's Springs Academy	February 2009 June 4, 2013		X	☐
SHPO	September 2007 January 2013 March 19, 2013		X	☐

Table 4.6 B-5.3 Agency Contacts

2. Property Name: St. Mary's Springs Academy

3. Location: 255 County Highway K

4. Use: School

5. Property type:
☐ Bridge
☒ Building
☐ Historic District
☒ Other: Guardian Angel Statue

6. Property Designations:

☐ National Historic Landmark (NHL)
☒ National Register of Historic Places (NRHP)
☐ State Register of Historic Places
☐ Local Registry
☐ Tribal Registry

7. A Determination of Eligibility (DOE) has been prepared:

☐ No - Property is already on NRHP or NHL.
☒ Yes - DOE prepared.
☐ Other: _____

8. Describe the significance of the structures and/or buildings:

The historic St. Mary's Springs Academy is associated with the Roman Catholic Church which is the institutional successor to the Academy. As originally surveyed in 2002, the Academy's Main Building was part of a complex that consisted of four main buildings: the rectilinear plan Richardsonian Romanesque Revival-style Boyle Hall, completed in 1902; the similar but much smaller rectilinear plan first powerhouse building, also built in 1902; the irregular plan Georgian Revival-style Main Building, completed in 1929; and the rectilinear plan Astylistic Utilitarian-style second powerhouse building, which was also completed in 1929. In 2005, however, Boyle Hall and the second powerhouse building, which were both vacant and not in use in 2002, were demolished, as was a smaller historic garage building.

In addition to St. Mary's Springs Academy's Main Building, there are also two contributing objects and a contributing structure that are located immediately adjacent to the building. These objects include a marble statue of Our Lady of Lourdes dating from 1929, which is housed in a rock grotto that is located between the 1929 Main Building and the now demolished second powerhouse; a short bridge built in 1929 that has stone balustrades and which is located below and between the 1929 Main Building and its powerhouse; and a marble statue of Our Lady of Fatima, which is located just below (west of) the 1929 Main building and which was put in place in 1946.

The demolition of Boyle Hall, the second powerhouse building, and a small garage building in 2005 led to a revised determination of eligibility and a revision in the historic boundary for the property. See Figure 4.6 B-5.1 for the new historic boundary.

9. In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:

☐ In the project file, or

☒ Attached to this document:

☐ Documentation for determination of no historic properties affected

(Reported on the Section 106 Review Form).

☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.

☒ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.

☐ No. Consultation about effects is continuing.

☐ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

The MOA that was incorporated in the 2010 FEIS had conditions that WisDOT agreed to offset the adverse effects to St. Mary's Springs. These conditions are now not necessary since there is no longer an adverse effect on the St Mary's Springs property and they have been removed in the revised MOA. In a separate letter WisDOT has maintained their commitment to relocate the Guardian Angel with Child Statue. See Figure 4.6 B-6.3 and Appendix D.

10. Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?

☒ No

- ☐ Project is not federally funded.
- ☒ No right of way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.
- ☐ Right of way will be acquired from the NRHP property but a *de minimus* finding has been proposed.
- ☐ Other – Explain:

☐ Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

The Archeological Sites Factor Sheet has been updated to the format currently used by WisDOT. Some information has been augmented and updated. Information regarding Section 4(f) are discussed in Section 5 of this LS SDEIS. Also, a revised Memorandum of Agreement has been completed because of revisions to the historic boundary of a historic resource (See Factor Sheet B-5)

ARCHAEOLOGICAL SITES EVALUATION

Factor Sheet B-6

If there are any effects to an archaeological site and any American Indian Tribes express interest in the project, Factor Sheet B-7, the Cultural Resources Tribal Issues Factor Sheet must also be completed.

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. Parties Contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes [1]	Check if Attached
Bad River Band of Lake Superior Chippewa	June 10, 2002 and October 26, 2007	X		☐
Forest County Potawatomi Community of Wisconsin	June 10, 2002 and October 26, 2007	X		☐
Ho-Chunk Nation	June 10, 2002 and October 26, 2007	X		☐
Lac de Flambeau Band of Lake Superior Indians of Wisconsin	June 10, 2002 and October 26, 2007	X		☐
LacCourte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	June 10, 2002 and October 26, 2007	X		☐
Menominee Indian Tribe of Wisconsin	June 10, 2002 and October 26, 2007		X	☐
Mohican Nation, Stockbridge Munsee Community of Wisconsin	June 10, 2002 and October 26, 2007	X		☐
Oneida Tribe of Indians of Wisconsin	June 10, 2002 and October 26, 2007	X		☐
St. Croix Chippewa Indians of Wisconsin	June 10, 2002 and October 26, 2007	X		☐
Iowa Tribe of Oklahoma	June 10, 2002		X	☐
Prairie Band Potowatomi Nation	June 10, 2002 and October 26, 2007	X		☐
Sac & Fox Nation of Oklahoma	June 10, 2002 and October 26, 2007	X		☐
Sokaogon Chippewa (Mole Lake) Community of Wisconsin Chippewa	June 10, 2002	X		☐
Red Cliff Band of Lake Superior	June 10, 2002	X		☐
Sac & Fox Nation of Missouri	October 26, 2007	X		☐
Sac & Fox Nation of the Mississippi in Iowa	October 26, 2007	X		☐
Bureau of Indian Affairs, Fort Snelling, MN	June 10, 2002 and October 26, 2007	X		☐
SHPO	July 2002		X	☐

[1] Menominee Indian Tribe of Wisconsin and the Iowa Tribe of Oklahoma expressed interest to be consulting parties.

Table 4.6 B-6.1 Native American Parties Contacted

2. Property Designations:

- ☐ National Historic Landmark
- ☒ National Register of Historic Places (NRHP)
- ☐ State Register of Historic Places
- ☐ Local Registry
- ☐ Tribal Registry

3. Sites Identified by record search or Phase I survey. Attach map to appendices depicting site(s)' approximate location within alternative:

Alternative	Site #	Site Name	Description & Site Information (e.g., historic, prehistoric, village, campsite, etc.)	Site Recommended for Phase II Evaluation? Y/N	Site Avoided? Y/N
1, 2	47 FD-473	Gruber	Historic Euro-American	No	Yes
1, 3	47 FD-474	District 2 School	Historic Euro-American	No	Yes
1	47 FD-475	Reitz	Historic Euro-American	No	Yes
1, 2	47 FD-476	Log Tavern	Historic Euro-American	No	Yes
1	47 FD-477	Bowe	Historic Euro-American	No	Yes
1	47 FD-478	Poch	Historic Euro-American	No	Yes
1, 2, 3	47 FD-479	Mary Hill	Historic Euro-American Pre-contact Native American	No	Yes
1, 2	47 FD-481	Koepke	Historic Euro-American	No	Yes
2, 3	47 FD-490	Simon	Pre-contact Native American	No	Yes
2, 3	47 FD-491	Swamp Cabbage	Pre-contact Native American	No	Yes
2, 3	47 FD-492	Gueling Well	Historic Euro-American	No	Yes
3	47 FD-494	Windy Beans	Pre-contact Native American	No	Yes
3	47 FD-496	Braun	Pre-contact Native American	No	Yes
1, 2, 3	47 FD-497	Storm Front	Pre-contact Native American	No	Yes
1, 2	47 FD-509	Pine Acres	Historic Euro-American	No	Yes
3	Not assigned	Point Dance	Pre-contact Native American	No	Yes
1, 2, 3	47 SB-381	Limberg	Historic Euro-American	Yes	Yes
2, 3	47 SB-381	Red Beans and Rice	Pre-contact Native American	No	Yes
2, 3	47 SB-382	Jambalaya	Pre-contact Native American	No	Yes
1, 2, 3	47 SB-383	Thistle Flake	Pre-contact Native American	No	Yes
1, 2, 3	47 SB-385	Mullet River North	Pre-contact Native American	Yes	Yes
1, 2, 3	47 SB-386	Mullet River South	Pre-contact Native American	Yes	Yes
1, 2, 3	47 SB-387	China Bowl	Historic Euro-American	No	Yes
1, 2, 3	47 SB-388	Big Bolt	Historic Euro-American	No	Yes
1, 2, 3	47 SB-393	Davies Bridge	Historic Euro-American	No	Yes
1, 2, 3	47 SB-394	Sippel	Historic Euro-American	**Yes**	**No**
2, 3	47 SB-395	Loud Geese	Pre-contact Native American	No	Yes
2, 3	47 SB-396	Bartz	Pre-contact Native American	No	Yes
2, 3	47 SB-398	Bartz Point 2	Pre-contact Native American	No	Yes
1, 2, 3	47 FD-17 BFD-150	Academy Hill Mound	Pre-contact Native American Burial/Cemetery	No	Yes
23-1	47FD-332	Shy Lady	Pre-contact Native American	No	Yes
23-1	47FD-336	Oneota Huber	Pre-contact Native American	No	Yes
23-1, 23-2	47FD-374	Stanchfield IV	Pre-contact Native American	Possibly	Yes
23-1	47FD-333	Diving Hawk	Pre-contact Native American	Yes	Yes
23-2	47FD-578	JAC-25	Pre-contact Native American	No	Yes
23-2	47FD-522	St. Agnes	Pre-contact Native American	No	Yes

Table 4.6 B-6.2 Archaeological Sites WIS 23

No-Build Alternative — No sites will be affected.

Preferred Build Alternative (Alternative 1) — Four sites potentially affected, two prehistoric Native American and two Euro-American. Avoidance measures reduced the number to only one site that is eligible for the NRHP that is potentially affected: the Sippel site.

Alternative 2 — Nine sites potentially affected, seven prehistoric Native American and two Euro-American.

Alternative 3 Twelve sites potentially affected, ten prehistoric Native American and two Euro-American.

Corridor Preservation Alternatives

WIS 23 Corridor
No Corridor Preservation
No sites will be affected.

Preferred WIS 23 Corridor Preservation
Two sites exist near one intersection, but there are no potentially eligible sites within preservation area.

US 151/WIS 23 Interchange
Preferred No Corridor Preservation
No sites will be affected.

Option 23-1 Corridor Preservation
Option 23-1 travels near or over five pre-contact Native American sites (47FD374, 47FD333, 47FD332, 47FD522, and 46FD336). Of these, one (47FD374) has not been field-verified and its NRHP status is unknown, and one is potentially eligible for the NRHP, 47FD0333. The alignment for the northbound off-ramp associated with Option 23-1 was modified to fully avoid these sites.

Option 23-2 Corridor Preservation
Option 23-2 travels near or over four pre-contact Native American sites (47FD0374, 47FD332, 47FD578, and 47FD522). Of these, none are potentially eligible for the NRHP; however, one (47FD374) has not been field-verified and its NRHP status is unknown. The alignment for Option 23-2 fully avoids this site.

Phase II Archaeological reports were completed for the four sites listed in Table 4.6 B-6.2 and an Archaeology report has been prepared by the Wisconsin Historical Society, Museum Archaeology Program (MAP). The report, *Archaeological Investigations Along STH 23 and Alternate Corridors from CTH K in Fond du Lac County to CTH P in Sheboygan County, Wisconsin,* Research Report Number 188, is dated December 2006.

4. Sites evaluated by Phase II survey:

Site #	Site Name	Site Determined Eligible for or already listed in the NRHP? Y/N	Site Avoided? Y/N
47 SB-381	Limberg	Yes	Yes
47 SB-385	Mullet River North	Yes	Yes
47 SB-386	Mullet River South	Yes	Yes
47 SB-394	Sippel	Yes	No

Table 4.6 B-6.3 Phase II Survey Findings

Only the Sippel site (47 SB-394) was determined to be eligible and could not be avoided.

5. Do any sites identified in Phase I or II investigations (Question 3 and 4) involve human burials?

☒ No

Forest Home Cemetery, Forest Cemetery, and Greenbush Cemetery are near existing WIS 23, located about 1,000, 1,500 and 2,000 feet from the highway, respectively. Forest Home Cemetery is north of WIS 23 on Hillview Road in Fond du Lac County. Forest Cemetery is located south of WIS 23 just north of Poplar Road, west of County W, also in Fond du Lac County. Greenbush Cemetery is south of WIS 23 between Plank Road and Cemetery Lane in Sheboygan County. None of the cemeteries will be affected by the construction of the additional lanes.

While there are no known burial sites, there are two uncatalogued burial sites, Academy Hill Mound (47FD-17/BFD0150) and an unnamed burial site (47 FD-245).

☐ Yes
☐ American Indian Burial:
Complete Factor Sheet B-7, Tribal Issues.
☐ Euro-American Burial:
☐ Documentation Attached:
Cemetery Name(s): _____
_____
☐ Consultation with Wisconsin Historical Society (Burial Sites Office and SHPO):
Dates: _____
☐ Burials will not be affected:
Identify _____
☐ Burials will be affected:
Identify _____
☐ Documentation attached:
☐ Unknown Affiliation:

6. List Environmental Commitments to avoid impacts to sites listed as "Avoided" in Phases I and II, above.

WisDOT has made commitments regarding the avoidance of the Storm Front site. The revised MOA contains commitments, which include the following:

Prior to construction, WisDOT or its agent will ensure that protective fencing is placed at the Storm Front (47FD497) to prevent inadvertent disturbances. A qualified archaeologist shall assist in the location and placement of the fence. This area shall not be used for the staging of equipment and personnel, sources of borrow, or a location for the placement of waste material or batch plant.

7. Identify effects on those sites not avoided in question #4:

Site # 47 SB-394 the Sippel Site. (Complete questions below for each site listed in Question 4, above.)

List any commitments to avoid having an adverse effect. (Also list on the Environmental Commitments Basic Sheet)
☒ Yes, the adverse effect is unavoidable. Describe the adverse effect:
The construction of the additional set of lanes will require full use of the site. At this location, it is not possible to alter the alignment to avoid impacts.

☒ Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?
☒ No
☐ Project is not Federally funded.
☒ Other–Explain: 23 CFR 774.13(b) and Question 3A from FHWA's Section 4(f) Policy Paper (July 20, 2012) indicates an archaeological site is not Section 4(f) when the resource has minimal value for preservation in place and the SHPO does not object to this finding.
☐ Yes - Complete Factor Sheet B-8, Section 4(f) 6(f) or Other Unique Areas.
☐ Property is eligible for NRHP and project will have adverse effect.
☐ Other, Explain: _____

☒ Has Documentation for Consultation been prepared?
☐ No
☒ Yes - Complete Question 8

The project archaeologist indicates that the Sippel site will be impacted by the Preferred Build Alternative. A Finding of Effect was prepared for the Sippel site and there will be an adverse effect. A Data Recovery Plan (April 2007) was prepared and Phase III data recovery is proposed. The revised MOA includes provisions for the Sippel Site.

The following bullets list the provisions and commitments in the MOA that pertain to known archaeological sites.

- The WisDOT will implement the project data recovery plan titled *The Sippel (47SB394) Site*: A Mid Nineteenth Century Yankee Homestead in the Town of Greenbush, Sheboygan County.

- Prior to construction, WisDOT or its agent will ensure that protective fencing is placed at the Storm Front (47FD497) to prevent inadvertent disturbances. A qualified archaeologist shall assist in the location and placement of the fence. This area shall not be used for the staging of equipment and personnel, sources of borrow, or a location for the placement of waste material or batch plant.

- The WisDOT Project Engineer (PE) or Project Manager (PM) shall notify all parties of this MOA in writing ten working days prior to the start of construction and monitoring.

- At preconstruction meetings, the WisDOT PE/PM shall ensure the stipulations contained in the MOA are reviewed with and understood by the responsible party(ies). Responsible parties also include subcontractors.

- Prior to construction, the WisDOT or authorized agent shall petition the Director of the Wisconsin Historical Society (WHS) for permission to work within the recorded boundaries of two known uncatalogued burial sites, Academy Hill Mound (47FD-17/BFD0150) and the unnamed burial site (47 FD-245), in compliance with Wis. Stat. § 157.70. These activities include, but are not limited to, removal of the existing pavement, sidewalk, roadbed (subgrade and base course), parking surfaces, building foundation wall/floor removal, and any excavation below the ground/soil elevation for underground utilities or other designated features.

- A professional archaeologist, as defined in the Secretary of the Interior's Professional qualifications Standards (48 FR 44738), will monitor construction-related activities within the recorded boundaries of the Academy Hill Mound (47FD-17 /BFD0150) and unnamed burial site (47FD245).

- Upon completion of monitoring, the archaeologist will submit a summary report of the results of the monitoring.

- Upon discovery of a significant undisturbed archaeological resource, the archaeologist will inform the on-site WisDOT PE/PM to stop construction activities in the immediate area. The on-site WisDOT PE/PM shall ensure protective fencing is installed. The archaeologist will provide the on-site WisDOT PE/PM with a time estimate for completion of field activities. The area will remain fenced until field activities are completed. Upon completion, the archaeologist shall notify the WisDOT PE/PM that construction activities may resume.

- WisDOT will ensure that all construction contracts contain provisions describing potential delays to the contractor, in the event of a discovery of archaeological materials or human remains during construction. This will include language to stop construction in the area of the discovery to permit implementation of mitigation measures. These provisions shall include the opportunity for consulting tribes to perform tribal ceremonial activities.

- The WisDOT on-site PE/PM will immediately notify WisDOT BTS who will notify all signatories of the MOA of any discoveries encountered during construction.

- All archaeological research undertaken for this project will meet the Wisconsin Archaeological *Survey Guide for Public Archaeology in Wisconsin*, as revised (dated 2012).

- WisDOT shall ensure a qualified archaeologist conducts archaeological surveys for all proposed borrow sites, batch plants, waste sites and staging areas to be used for this undertaking. Upon completion of these efforts, the archaeologists will submit a summary report of the results.

- Non-tribal land:
  - If potentially significant archaeological materials unrelated to a human burial are discovered, the on-site WisDOT PE/PM in consultation with WisDOT BEES shall ensure Section 106 procedures pursuant to 36 CFR 800 will be followed or another area will be obtained.
  - If human remains are discovered, all activities will cease, and the on-site WisDOT PE/PM will ensure compliance with Wisconsin Statute 157.70
- Tribal Land: Prior to any proposal request, for any activity on tribal land, consultation with appropriate THPO or Tribal Representative is required.

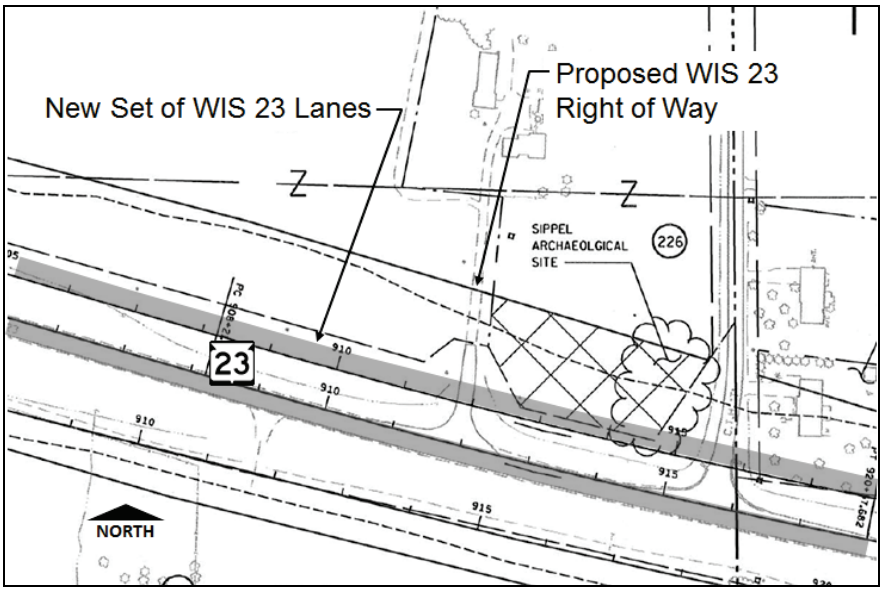

Figure 4.6 B-6.1 Sippel Site Impacts

8. Has a Memorandum of Agreement been signed?

☐ No – Pending:

Explain - _____

☒ Yes, attached:

Signatories and dates of signature:

☐ ACHP	_____
☒ FHWA	March 5, 2013
☒ WHS	March 19, 2013
☐ American Indian Tribes	_____
☒ WisDOT	March 4, 2013
☐ Other: St. Mary's Springs Academy	June 4, 2013

Commitments:

☒ Data Recovery:

☒ Yes Date plan accepted: April 2007

The Sippel (47SB394) Site: A Mid Nineteenth Century Yankee Homestead in the Town of Greenbush, Sheboygan County Prepared by Kelly Hamilton and Rodney Riggs of the Museum Archaeology Program

☐ No

☐ Monitoring.

☐ Other: _____

The MOA contained in the 2010 FEIS contained provisions for both St. Mary's Springs Academy and the Sippel Archaeological Site. Because of site modifications on the St. Mary's Springs Academy site and revisions in the historic boundary, the MOA no longer applies to the St. Mary's Springs site. The new MOA removes stipulations for the St Mary's Springs site and is shown on the following pages. In a separate letter, WisDOT has maintained their commitment to relocated the Guardian Angel with Child Statute on the St Mary's Springs property.

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Amended Memorandum of Agreement (MOA) Amendment #1 (dated February 2013)
Supersedes MOA document executed June-July 2009 (dated February 2009)
Project ID 1440-13/15-00 (STH 23)
Fond du Lac and Sheboygan Counties, Wisconsin

AMENDED
MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION
AND
THE WISCONSIN STATE HISTORIC PRESERVATION OFFICE
REGARDING CONSTRUCTION OF STH 23
CTH K TO CTH P (PROJECT ID 1440-13/15-00 WHS #06-0864/FD/SB)
FOND DU LAC AND SHEBOYGAN COUNTIES, WISCONSIN
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36CFR 800.6

Whereas, the Federal Highway Administration (hereinafter FHWA), the Wisconsin State Historic Preservation Office (hereinafter SHPO), the Wisconsin Department of Transportation (hereinafter WisDOT), and St. Mary's Springs Academy executed a Memorandum of Agreement in June-July 2009 (signed on June 2009 and July 2009, respectively); and

Whereas the same parties have agreed that an amendment to this Memorandum of Agreement should be executed; and

Whereas, the Sippel site (47SB394) is eligible for the National Register, and

Whereas, the undertaking could have effects on the Sippel site (47SB394), and

Whereas, the St. Mary's Springs Academy (formerly referred to as the St. Mary's Springs Academy Complex) is eligible for the National Register; and

Whereas contributing resources have been demolished within the historic property boundary of the St. Mary's Springs Academy; and

Whereas, the SHPO has concurred with a revised historic property boundary of the St. Mary's Springs Academy (Attachment 1); and

Whereas, the consulting parties concur the proposed project actions will not adversely affect the National Register eligible St. Mary's Springs Academy; and

Whereas, the Storm Front (47FD497) site and the Forest Home Cemetery (BFD-0092) were identified through field research; and have been avoided by project redesign; and

Whereas the Ho-Chunk Nation, Oneida Nation of Wisconsin, Menominee Indian Tribe of Wisconsin, and the Iowa Tribe of Oklahoma have been provided a copy of the above-mentioned Memorandum of Agreement of June-July 2009, the archaeological report titled: *Archaeological Investigations Along STH 23 and Alternate Corridors from CTH K in Fond du Lac County to CTH P. in Sheboygan County, Wisconsin*, and the data recovery plan titled: *A Mid Nineteenth Century Yankee Homestead in the Town of Greenbush, Sheboygan County* addressing findings and effects; and

Whereas, this undertaking is not on federal or tribal land, and all burials will be treated as inadvertent and un-cataloged discoveries in accordance with Wis. Stat. §157.70; and

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Figure 4.6 B-6.2 Revised MOA

Amended Memorandum of Agreement (MOA) Amendment #1 (dated February 2013)
Supersedes MOA document executed June-July 2009 (dated February 2009)
Project ID 1440-13/15-00 (STH 23)
Fond du Lac and Sheboygan Counties, Wisconsin

Whereas, it is in the public interest to expend public funds to minimize and mitigate the potential impacts of this project on significant historic properties; and

Now, therefore, the above-mentioned Memorandum of Agreement of June-July 2009 is amended by replacing all its stipulations with the following. [See Attachment #2 for a list of stipulations in the above-mentioned Memorandum of Agreement of June-July 2009 which no longer apply.]

STIPULATIONS

The FHWA shall ensure that the following measures are carried out:

I. Archaeological Resources

AR1. The Sippel (47SB394) archaeological site is located entirely within the Area of Potential Effects (APE) and cannot be avoided through project redesign. The WisDOT will implement the project data recovery plan titled: The Sippel (47SB394) Site: A Mid Nineteenth Century Yankee Homestead in the Town of Greenbush, Sheboygan County (Attachment #3).

AR2. Prior to construction, WisDOT or its agent will ensure that protective fencing is placed at the Storm Front (47FD497) to prevent inadvertent disturbances. A qualified archaeologist shall assist in the location and placement of the fence. This area shall not be used for the staging of equipment and personnel, sources of borrow, or a location for the placement of waste material or batch plant.

II. Discoveries – 36 CFR 800.6

D1. Archaeological

A. The WisDOT Project Engineer (PE) or Project Manager (PM) shall notify all parties of this MOA in writing ten working days prior to the start of construction and monitoring.

B. At preconstruction meetings, the WisDOT PE/PM shall ensure the stipulations contained in this MOA are reviewed with and understood by the responsible party(ies). Responsible parties also include sub-contractors.

C. Prior to construction, the WisDOT or authorized agent shall petition the Director of the Wisconsin Historical Society (WHS) for permission to work within the recorded boundaries of two known uncatalogued burial sites, Academy Hill Mound (47 FD-17/BFD0150) and the unnamed burial site (47 FD-245), in compliance with Wis. Stat. §157.70. These activities include, but are not limited to, removal of the existing pavement, sidewalk, roadbed (Sub-grade and Base course), parking surfaces, building foundation wall/floor removal, and any excavation below the ground/soil elevation for underground utilities or other designated features.

1. A professional archaeologist, as defined in the Secretary of the Interior's Professional qualifications Standards (48 FR 44738), will monitor construction-related activities

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Figure 4.6 B-6.2 Revised MOA (cont'd)

Amended Memorandum of Agreement (MOA) Amendment #1 (dated February 2013)
Supersedes MOA document executed June-July 2009 (dated February 2009)
Project ID 1440-13/15-00 (STH 23)
Fond du Lac and Sheboygan Counties, Wisconsin

within the recorded boundaries of the Academy Hill Mound (47 FD-17/BFD0150) and unnamed burial site (47FD245).

2. Upon completion of monitoring, the archaeologist will submit a summary report of the results of the monitoring.

D. Upon discovery of a significant undisturbed archaeological resource, the archaeologist will inform the on-site WisDOT PE/PM to stop construction activities in the immediate area. The on-site WisDOT PE/PM shall ensure protective fencing is installed. The archaeologist will provide the on-site WisDOT PE/PM with a time estimate for completion of field activities. The area will remain fenced until field activities are completed. Upon completion, the archaeologist shall notify the WisDOT PE/PM that construction activities may resume.

E. WisDOT will ensure that all construction contracts contain provisions describing potential delays to the contractor, in the event of a discovery of archaeological materials or human remains during construction. This will include language to stop construction in the area of the discovery to permit implementation of mitigation measures. These provisions shall include the opportunity for consulting tribes to perform tribal ceremonial activities.

F. The WisDOT on site PE/PM will immediately notify WisDOT BTS-CR, who will notify all signatories of this MOA of any discoveries encountered during construction.

G. All archaeological research undertaken for this project will meet the Wisconsin Archaeological Survey *Guide for Public Archaeology in Wisconsin*, as revised (dated 2012).

H. WisDOT shall ensure a qualified archaeologist conducts archaeological surveys for all proposed borrow sites, batch plants, waste sites and staging areas to be used for this undertaking. Upon completion of these efforts, the archaeologist will submit a summary report of the results.

1. Non-tribal land:
   a). If potentially significant archaeological materials unrelated to a human burial are discovered, the on-site WisDOT PE/PM in consultation with WisDOT BEES shall ensure Section 106 procedures pursuant to 36 CFR 800 will be followed or another area will be obtained.
   b). If human remains are discovered, all activities will cease, and the on-site WisDOT PE/PM will ensure compliance with Wis. Stat. §157.70.
2. Tribal Land: Prior to any proposal request, for any activity on tribal land, consultation with appropriate THPO or Tribal Representative is required.

D2. Human Remains

A. Because this project does not involve federal or tribal land, treatment of discovered human remains will comply with Wis. Stat. §157.70 Any such finds will be considered within the category of a "known uncatalogued burial site", and a Wisconsin Historic Preservation Division standard contract for treatment of human remains will be followed. (Attachment #4).

B. WisDOT BTS-CR, will notify all signatories of this MOA of any human remains discoveries encountered during construction

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Figure 4.6 B-6.2 Revised MOA (cont'd)

Amended Memorandum of Agreement (MOA) Amendment #1 (dated February 2013)
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Project ID 1440-13/15-00 (STH 23)
Fond du Lac and Sheboygan Counties, Wisconsin

C. Human skeletal elements discovered in non-burial context (unintended or accidental location) are considered isolated human remains.
   1. Isolated remains may include, but not limited to; teeth, bones in previously disturbed context (e.g. fill), and bones in refuse context.
   2. Disposition of these remains will be coordinated with the signatories of this MOA upon completion of the construction activities.

III. Public Interpretation

P1. The WisDOT or its agent shall prepare appropriate material for public interpretation of the significant information gained from the historic properties investigated as part of WisDOT Project ID 1440-13/15-00, (STH 23/CTH "K" to CTH "P"), Sheboygan and Fond du Lac Counties. The extent of public interpretation will proportionally reflect the significance and quantity of recovered historic materials. The FHWA/WisDOT will make the final determination regarding sufficient funding to appropriately interpret the data recovered and to account for inflationary costs. The anticipated cost of the public interpretation for this undertaking is not to exceed $15,000.

P2. WisDOT shall form a committee, known as the "Public Interpretation Committee" [PIC] consisting of the FHWA, WisDOT, SHPO, Consulting Tribes, archaeology consultant, and a representative of a local historical society or local state historic site.

P3. The PIC shall establish a Public interpretation plan [Plan]. The Plan shall include background information on the general nineteenth century history of the area and specifically, information based on the archaeological and architectural history survey results and analyses of what activities occurred historically in and around the project area. As well, the Plan shall include a description of what surveys were undertaken to derive this information, and how they were carried out.

P4. The PIC shall incorporate into the Plan: a mechanism(s) to display the public interpretation, and include locations for the public interpretation.
   A. Potential mechanisms for public interpretation may include signage, portable/temporary public or museum type displays, handouts and Internet-based materials.
   B. Potential locations for public interpretive displays may include the WHS Wade House Historic Site, other public buildings, or historical centers.

P5. The mechanism for the public interpretation will be chosen within one (1) year after the data recovery is completed. The public interpretation plan will be completed within one (1) year after the mechanism(s) of interpretation is selected.

P6. WisDOT, in coordination with interested parties, will conduct a media day during the field portion of the project. Any media contacts will be reported to BTS-CR and FHWA.

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Figure 4.6 B-6.2 Revised MOA (cont'd)

Amended Memorandum of Agreement (MOA) Amendment #1 (dated February 2013)
Supersedes MOA document executed June-July 2009 (dated February 2009)
Project ID 1440-13/15-00 (STH 23)
Fond du Lac and Sheboygan Counties, Wisconsin

D. Dispute Resoultion – 36 CFR 800.7

CR1. Should any signatory or concurring party to this MOA object to any action carried out or proposed by the FHWA with respect to the implementation of this amended MOA for the STH 23: CTH K to CTH P undertaking (WisDOT ID: 1440-13/15-00) Sheboygan and Fond du Lac Counties Wisconsin. The FHWA shall consult with the objecting signatory to resolve the objection. The signatories shall resolve disputes regarding the completion of the terms of the Agreement in compliance with 36 CFR 800.6. If the signatories cannot agree regarding a dispute, any one of the signatories may request the participation of the ACHP to assist. If after initiating such consultation the FHWA determines that the objection cannot be resolved through consultation, the FHWA shall forward all documentation relevant to the objection to the Council in accordance with 36 CFR 800.7.

CR2. Disputes regarding disposition of human remains will be in accordance with stipulations set forth in Wis. Stat. §157.70.

E. Amendments/Termination – 36 CFR 800.6

Any party to this amended agreement may propose to the FHWA that the agreement be amended or terminated, whereupon the agency shall consult with the other parties to this agreement to consider such an action. The execution of any such action shall be governed by 36 CFR 800.6.

F. Duration – 36 CFR 800.6

This amended agreement shall be null and void if its terms are not carried out within three (3) years of date of completion of construction (2015 projected), which includes field and laboratory work, unless the signatories agree to an extension for carrying out its terms. In such event, FHWA shall so notify the parties to this agreement and if it chooses to continue with the undertaking, shall re-initiate review of the undertaking in accordance with 36 CFR Part 800.

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Figure 4.6 B-6.2 Revised MOA (cont'd)

Amended Memorandum of Agreement (MOA) Amendment #1 (dated February 2013)
Supersedes MOA document executed June-July 2009 (dated February 2009)
Project ID 1440-13/15-00 (STH 23)
Fond du Lac and Sheboygan Counties, Wisconsin

Execution of this amended Memorandum of Agreement by the FHWA, the WisDOT and the Wisconsin SHPO, and its subsequent acceptance by the ACHP, and implementation of its terms, evidence that FHWA has afforded the ACHP an opportunity to comment on the STH 23: CTH K to CTH P undertaking (WisDOT ID: 1440-13/15-00) Sheboygan and Fond du Lac Counties Wisconsin, and the plan for taking in account historic properties during implementation of the undertaking.

Federal Highway Administration

By: _____ Date: 3/5/13

Bethaney Bacher-Gresock, Environmental Program Manager

Wisconsin State Historic Preservation Office

By: _____ Date: 3/19/13

Michael Stevens, Wisconsin State Historic Preservation Officer

Invited Signatories:

Wisconsin Department of Transportation

By: _____ Date: 3/4/13

for Rebecca Burkel, Director, Bureau of Technical Services

St. Mary's Springs Academy

By: _____ Date: 6/4/13

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Figure 4.6 B-6.2 Revised MOA (cont'd)

Division of Transportation
System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54304-0080

Scott Walker, Governor
Mark Gottlieb, Secretary
Internet: www.dot.wisconsin.gov

Telephone: Phone: (920) 492-5643
Facsimile (FAX): (920) 492-5640
E-Mail: ner.dtsd@dot.wi.gov

May 31, 2013

St. Mary's Springs Academy
255 County Road K
Fond du Lac, WI
54937

Attention: Alan H. Marcuvitz
William B. Everson

Alan and Bill,

As part of the WIS 23 Expansion project from Fond du Lac to Plymouth, the Wisconsin Department of Transportation (WisDOT) northeast region, the State Historical Society and St. Mary's Springs Academy (Academy) had a Memorandum of Agreement (MOA) in place in 2008 that set forth a detailed requirement to move the Guardian Angel with Child Statue (the Statue) from its present location. As you know, since that time, the MOA has been rewritten and does not include any language in the agreement on the Statue as it is no longer within the historic boundary of the Academy.

Although no longer required by the MOA, this letter documents WisDOT's commitment to move the Statue as detailed in the 2008 MOA as it falls within the area of property acquisition. Attached is the description from the 2008 MOA that WisDOT will honor as part of our project development process. However, items 1 and 2 of the attachment no longer apply, and the Academy will determine the location of the Statue on their property on County K. Also, WisDOT will no longer need to provide visual documentation of the Statue's new location to the consulting parties as previously spelled out in the 2008 MOA.

We appreciate the Academy's efforts in working with us on this project and look forward to a successful completion. Should you have any questions or wish to discuss this matter further, please contact me by calling 1 (920) 492-5678.

Sincerely,

Colleen Harris

Colleen Harris, P.E.
Deputy Director

Attach.

Figure 4.6 B-6.2 Revised MOA (cont'd)

Memorandum of Agreement (February 19, 2009) Final
Project ID 1440-13/15-00 (STH 23: CTH K to CTH P)
Sheboygan and Fond du Lac Counties, Wisconsin

Attachment #1

Relocation of the Guardian Angel with Child Statue

1. The new location for the Statue will:
   a. Be within the historic boundaries of the St. Mary's Springs Academy Complex.
   b. Not detract from any other contributing element in the Complex.
   c. Involve as short a move as possible given that it meets the above criteria.

2. The SHPO will be given an opportunity to comment on the new location in sufficient time before the move so that adjustments to the location can be made if necessary.

3. WisDOT or its agent will consult with the St. Mary's Springs Academy to determine the roles and responsibilities for accomplishing the move of the Guardian Angel with Child Statue (the Statue).
   a. It is permissible under the terms of this MOA, for the St. Mary's Springs Academy to assume the lead or principal role in overseeing the relocation of the Statue.
   b. If the St. Mary's Springs Academy does assume the lead or principal role, the costs associated with this role will be reimbursable by WisDOT.
   c. If the St. Mary's Springs Academy does assume the lead or principal role WisDOT or its agent will arrange a meeting to establish how the activities will be done and what contracts and approvals may be needed to facilitate WisDOT's reimbursement of the St. Mary's Springs Academy.
   d. If the St. Mary's Springs Academy does not assume the lead or principal role WisDOT BEES and WisDOT Northeast Region will consult on who will be responsible for which specific activities.

4. WisDOT BEES or WisDOT Northeast Region will develop and confirm with the St. Mary's Springs Academy the role of insuring the proper relocation of the Statue.
   a. The St. Mary's Springs Academy's role will include identifying the appropriate relocation site, alerting appropriate St. Mary's Springs Academy staff about the impending move, and establishing appropriate safeguards for the safety of students and staff at the St. Mary's Springs Academy during site preparation, moving the Statue, and restoration of the former site.
   b. Costs for such identifying, preparing and safeguarding the site and the move shall be reimbursable, provided the St. Mary's Springs Academy follows the procedures provided to it by WisDOT.

5. WisDOT or the St. Mary's Springs Academy per Item 1 above, will ensure that the Statue is moved by a qualified professional mover who has the capacity to move large historic objects properly
   a. Prior experience with similar moves is preferred.
   b. Familiarity with John Obed Curtis, Moving Historic Buildings, 1979, (Moving Historic Buildings) will be required. The mover may gain this familiarity after being selected, but before s/he is awarded the contract.
   c. Familiarity with Moving Historic Buildings will be demonstrated to BEES by a mutually agreeable method including but not limited to face-to-face meeting, written response/proposal, or telephone conference call.

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Figure 4.6 B-6.2 Revised MOA (cont'd)

The Section 4(f) and 6(f) or Other Unique Area Factor Sheet has been updated to the format currently used by WisDOT. Only summary information regarding Section 4(f) resources is provided in this factor sheet. Section 4(f) evaluations with more detailed information have been moved to Section 5 of this LS SDEIS.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Factor Sheet B-8

1. Property Names

Table 4.6 B-8.1 lists the 11 properties considered as unique areas. Four of these properties are Section 4(f) resources and 1 is considered a Section 6(f) property. Some Section 4(f) resources are coincident with other Section 4(f) resources. The general property locations and more detailed site figures are provided with the 4(f) and 6(f) Evaluations in Section 5.

Table 4.6 B-8.1 Unique Properties

Property Name and Location	Description/Comments	Section 4(f) and 6(f) Applicability
State Equestrian Trail *Adjacent to Ice Age Trail*	The bridle trail winds through the forest (39.5 miles). Owned and maintained by WDNR. The trail crosses WIS 23 near Julie Road within the Kettle Moraine State Forest Management Area.	2010 FEIS included this resource with the Ice Age Trail in the same Section 4(f) *de minimis* impact finding. This finding is also included in this LS SDEIS combined with the *de minimis* impact finding for the Northern Unit of the Kettle Moraine State Forest. (See Section 5.3)
Old Plank Road Trail *Adjacent to WIS 23 in Sheboygan County*	This 17-mile trail on WisDOT-owned right of way is a maintained multiuse trail that accommodates bicyclists, runners, walkers, in-line skaters, horseback riders, moped users, Nordic skiers, and snowmobiles on 10 feet of asphalt and 8 feet of turf. The trail parallels WIS 23 from the City of Plymouth to the Town of Greenbush, linking with the Ice Age Trail in the Kettle Moraine State Forest.	Not considered a Section 4(f) resource according 23 CFR 774.13(f). This provides an exception for Section 4(f) as follows *"(3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained";* Old Plank Road Trail continuity will be maintained.
Old Wade House State Park *Town of Greenbush*	Owned and operated by Wisconsin Department of Administration in cooperation with the Wisconsin Historical Society and WDNR. The park includes over 500 acres of land surrounding several historic structures on the NRHP. A section of the Old Plank Road Trail extension will pass through the north end of the property.	2010 FEIS included a Section 4(f) *de minimis* impact finding. This finding, with additional information, is included in Section 5.4 of this LS SDEIS document.
Wetland Enhancement and Mitigation lands on Old Wade House State Park *Town of Greenbush*	During the Robinson Hurling Dam restoration project, on the north end of the Old Wade House State Park lands, the State Historic Society constructed a wetland mitigation and enhancement site south of WIS 23. Coordination with state (SHS/WDNR) and federal agencies (USACE) has not identified covenants or permit conditions placed on existing mitigation lands.	The 2010 FEIS included a Section 4(f) *de minimis* impact finding for the Old Wade House State park. This finding is also included in this document. The Old Plank Road Trail extension will be designed to minimize encroachment into the wetlands and buffer in the vicinity of the wetland mitigation site. This resource is discussed in Section 5.4 of this LS SDEIS.
St. Mary's Springs Academy *City of Fond du Lac*	This is a privately owned Catholic high school with several potentially historic structures on the property that are eligible for the NRHP.	2010 FEIS included a Section 4(f) *de minimis* impact finding. Since there is no longer an adverse effect because of revisions in the historic boundary, it is no longer a Section 4(f) use of the property. St. Mary's Springs Academy is discussed in Section 5.5 of this LS SDEIS.

Table 4.6 B-8.1 Unique Properties

Property Name and Location	Description/Comments	Section 4(f) and 6(f) Applicability
St. Mary's Springs Athletic Field *City of Fond du Lac*	This is a privately owned Catholic high school athletic field and is not used by the general public.	Not considered a Section 4(f) property according to 23 USC 138 because it is privately owned.
Sippel Archaeological Site 47 SB-394	Historic Euro-American homestead site that is about 0.3 acres in size and is eligible for the NRHP (the site will be impacted by the Preferred Build Alternative).	2010 FEIS incorrectly included a Programmatic Section 4(f) evaluation for this property[16]. It now has been determined that it qualifies for an exception for Section 4(f) approval. 23 CFR 774.13(b) states that an archaeological site can be excepted from Section 4(f) approval when the resource has minimal value for preservation in place and the SHPO does not object to this finding. The Sippel Site is discussed in Section 5.6 of this LS SDEIS.
Taycheedah Creek Wetland Mitigation Site *Southwest corner of existing US 151 and WIS 23 interchange*	The site is a wetland mitigation bank site constructed by WisDOT to offset wetland losses incurred for the US 151 Fond du Lac bypass project. It contains three irregularly shaped wildlife ponds with 8:1 slopes and a maximum depth of 5 feet. The ponds account for approximately 1 acre of the parcel's overall use. Wet meadow seeding zones comprise approximately 11.3 acres and upland comprises about 2.5 acres. The site was a condition for the US 151 project's individual 404 permit.	No Section 4(f) impacts because: • Its primary purpose is wetland mitigation, not a refuge, and therefore it is not a Section 4(f) property and therefore it is not a Section 4(f) resource according to 23 CFR 774.11 and FHWA's Section 4(f) Policy Paper Question 1A (July 20, 2012). • The No Corridor Preservation Alternative was selected for the US 151/WIS 23 interchange; therefore no impacts will occur.
Pit Road Wetland Mitigation and Enhancement Site *Town of Forest*	The 3.6-acre Wetland Mitigation Site north of WIS 23 at Pit Road was created to offset wetland losses from a previous WIS 23 project between Fond du Lac and Sheboygan in the late 1980s and early 1990s.	No Section 4(f) impacts because its primary purpose is wetland mitigation, not a refuge, and therefore it is not a Section 4(f) property according to 23 CFR 774.11 and FHWA's Section 4(f) Policy Paper Question 1A (July 20, 2012).
State Equestrian Trail *Adjacent to Ice Age Trail*	The bridle trail winds through the forest (39.5 miles). Owned and maintained by WDNR. The trail crosses WIS 23 near Julie Road within the Kettle Moraine State Forest Management Area.	2010 FEIS included this resource with the Ice Age Trail in the same Section 4(f) *de minimis* impact finding. This finding is also included in this LS SDEIS combined with the Section 4(f) *de minimis* impact finding for the Northern Unit of the Kettle Moraine State Forest. (See Section 5.3)
Old Plank Road Trail *Adjacent to WIS 23 in Sheboygan County*	This 17-mile trail on WisDOT-owned right of way is a maintained multiuse trail that accommodates bicyclists, runners, walkers, in-line skaters, horseback riders, moped users, Nordic skiers, and snowmobiles on 10 feet of asphalt and 8 feet of turf. The trail parallels WIS 23 from the City of Plymouth to the Town of Greenbush, linking with the Ice Age Trail in the Kettle Moraine State Forest.	Not considered a Section 4(f) property according 23 CFR 774.13(f). This provides an exception for Section 4(f) as follows *"(3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained";* Old Plank Road Trail continuity will be maintained.

Table 4.6 B-8.1 Unique Properties

[16] The Programmatic evaluation for Federally Aided highway projects with minor involvements with historic sites can not be used in Environmental Impact Statements. http://www.environment.fhwa.dot.gov/4f/4fmhist.asp accessed on January 2013

2. Location

Table 4.6 B-8.1 generally describes the resource locations and Figure 4.6 B-8.1 schematically illustrates the locations on a map.

Figure 4.6 B-8.1 Unique Area Locations

3. Ownership or Administration: See Table 4.6 B-8.1

4. Type of Resource:

- ☒ Public Park.
- ☒ Recreational lands.
- ☒ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☒ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☒ Other–Identify: Wetland Mitigation Sites

5. Do FHWA requirements for section 4(f) apply to the project's use of the property?

☒ No–Check all that apply:

- ☐ Project is not federally funded.
- ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
- ☐ Property is not on or eligible for the NRHP.
- ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
- ☐ Interstate Highway System Exemption.
- ☒ Other–Explain:
  - See Section 5 of this LS SDEIS.

☐ Yes–Check all that apply:

☐ Indicate which of the Programmatic/negative declaration 4(f) Evaluation(s) applies. If Programmatic 4(f), attach appropriate :

- ☐ Historic Bridge.
- ☐ Park minor involvement.
- ☐ Historic site minor involvement.
- ☐ Independent bikeway or walkway.
- ☐ Great River Road.
- ☐ Net Benefit to Section 4(f) Property. Explain: _____

☐ Full 4(f) evaluation approved on _____.

Section 4(f) or 6(f) Evaluations are provided in Section 5.

6. Was special funding used to acquire the land or to make improvements on the property?

☐ No–Special funding was not used for the acquisition of this property.
☒ Yes:
- ☒ s.6(f) LWCF (Formerly LAWCON).–Kettle Moraine State Forest–Northern Unit See Section 5.7
- ☐ Dingell-Johnson (D/J funds).
- ☐ Pittman-Robertson (P/R funds).
- ☐ Other–Describe:

7. Describe the significance of the property:

For Section 4(f) properties:

- The Northern Unit of the Kettle Moraine State Forest, the Ice Age Trail, and the State Equestrian Trail are discussed in Section 5.3 of this LS SDEIS.
- The Old Wade House State Park is discussed in Section 5.4 of this LS SDEIS.
- The Old Wade House Wetland Mitigation Site was created during the Hurling Sawmill and Dam restoration project in the late 1990s. The Old Plank Road Trail will be placed south of WIS 23 on wetlands adjacent to the wetland mitigation site within existing highway right of way. Impacts to the wetland mitigation site are discussed in Section 5.4 of this LS SDEIS.
- St. Mary's Springs Academy is discussed in Section 5.5 of this LS SDEIS.
- The Sippel Archaeological Site is discussed in Section 5.6 of this LS SDEIS.

The following paragraphs describe unique properties that are not Section 4(f) properties.

The **Old Plank Road Trail** is a 17-mile multiuse trail that currently accommodates bicyclists, runners, walkers, in-line skaters, horseback riders, moped users, Nordic skiers, and snowmobiles. The multiuse trail is owned and maintained by Sheboygan County and has 10 feet of asphalt. The trail parallels WIS 23 from the city of Plymouth to the town of Greenbush, linking with the Ice Age Trail in the Kettle Moraine State Forest. This trail was built on existing highway right of way and therefore there is no 4(f) impact according to 23 CFR 774.13 (f) and Question 15C of the FHWA 4(f) Policy Paper (July 20, 2012). The Old Plank Road Trail is shown on Figure ES-9. Starting at the east end of the project, the trail will be extended to the west and connected with trails in Fond du Lac. The trail will be located along the south side of WIS 23 to County UU. There, the trail will cross to the north side of WIS 23 and continue west. The trail will have a 10-foot-wide asphalt surface. A typical section of WIS 23 and the trail are provided as Figure 2.7-3.

The **Taycheedah Creek Mitigation Site** is located in the southwest quadrant of the US 151/WIS 23 diamond interchange. It was constructed to offset wetland losses from the US 151 Fond du Lac bypass. It contains three wildlife ponds with a maximum depth of 5 feet. In addition to the wildlife ponds are three finger-shaped channels designed for northern pike spawning habitat. Each channel is designed as part of the riparian ecosystem and is interdependent on the abutting Taycheedah Creek. In the spring when the creek reaches bankful, the pike can escape from the main current into the shallow vegetative channels that pike prefer for breeding. In addition to the function of wildlife habitat, the mitigation also provides additional flood storage capacity within the immediate watershed during melting and rain events when the creek is flashy and reaches bankful. The ponds account for approximately 1 acre, the shallow marsh pike channels 1.7 acres, wet meadow seeding zones 11.3 acres, and an additional 2.5 acres of upland buffer. The USACE required protective covenants. Regulatory permitting required that these covenants are agreed to as a permit condition; the deed restrictive covenants are conservation easements in perpetuity. The site was a condition for the US 151 project's individual 404 permit. The site is shown on Figure 4.6 B-8.8. It is not a 4(f) or 6(f) resource.

The **Pit Road Wetland Mitigation Site** is a WisDOT-constructed site to mitigate 2.48 acres of wetland for WIS 23 between Fond du Lac and Sheboygan around 1990. The site is located in the northwest quadrant of WIS 23 and Pit Road. The area has no known protective covenants or conservation easements on the lands. During preliminary design, agencies and WisDOT were (and remain) in agreement that the Pit Road Mitigation area will be avoided. The site is shown on Figure 4.6 B-8.9 and is not a 4(f) or 6(f) resource.

8. Describe the proposed alternative's effects on this property:

a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

Section 4(f) and 6(f) resources are discussed in Section 5 of this LS SDEIS. Several unique areas discussed in this factor sheet are not Section 4(f) properties.

- The Old Plank Road Trail is not a 4(f) property or impact according 23 CFR 774.13(f). Trail continuity will be maintained.
- The Taycheedah Creek Wetland Mitigation Site is not a 6(f) or 4(f) property, but it is a property with restrictions that fulfill a previous individual 404 permit.
- The Pit Road Wetland Mitigation Site is not a 6(f) or 4(f) property and does not appear to be a property with special provisions or restrictions.

The **Old Plank Road Trail** will be extended from its current end point near Greenbush, westward to connect with the Prairie Trail in the city of Fond du Lac.

The **Taycheedah Creek Mitigation Site** is a wetland mitigation bank site constructed by WisDOT's Southeast Region to offset wetland losses incurred for the US 151 Fond du Lac Bypass project. The restoration involved the acquisition of approximately 17 acres of agricultural land that was graded to create restored wetlands and wildlife habitat. Restoration credits have all been debited for the Bypass. One of the US 151/WIS 23 Interchange Corridor Preservation Options (23-2) travels over a portion of this wetland mitigation site. See Figure 4.6 B-8.2. Since Option 23-2 Corridor Preservation is not preferred, no impacts will occur to the site from either the Preferred Build Alternative or the Preferred Corridor Preservation Alternative.

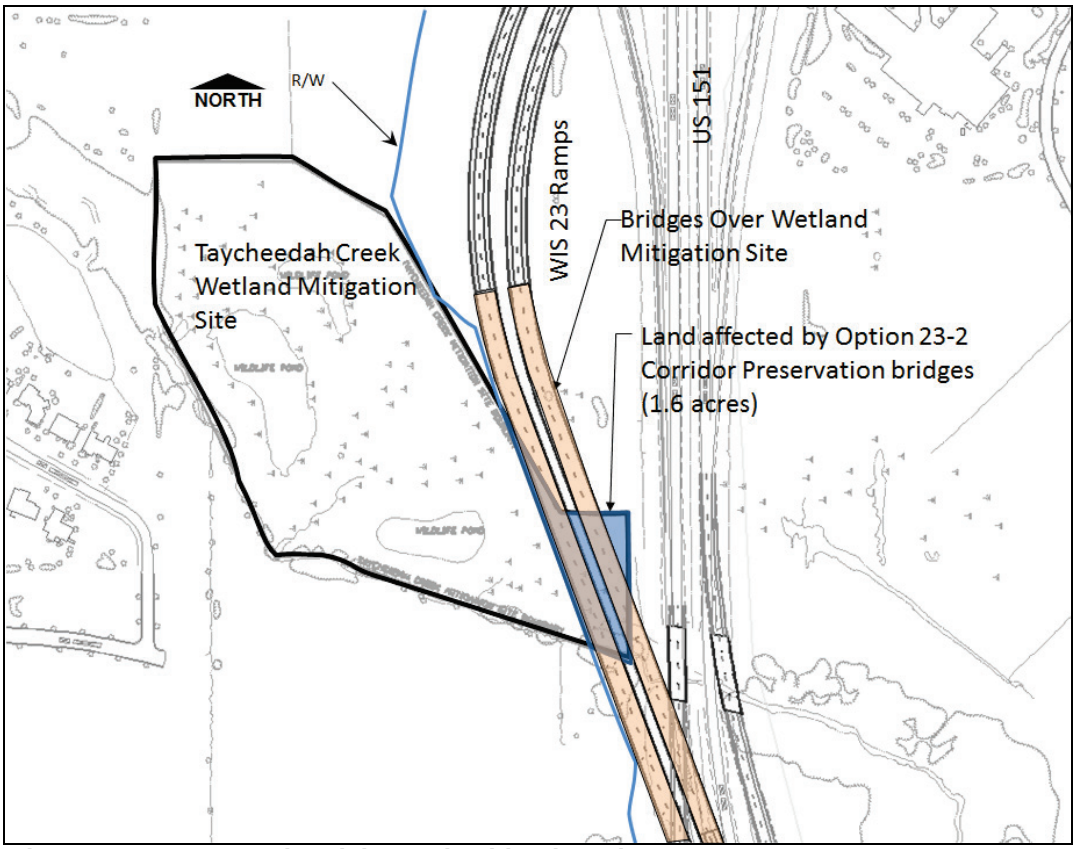

Figure 4.6 B-8.2 Taycheedah Creek Mitigation Site

The **Pit Road Mitigation Site** is a WisDOT-constructed 3.6-acre mitigation site to mitigate 2.48 acres of wetland for WIS 23 improvements between Fond du Lac and Sheboygan around 1990. The site is located in the northwest quadrant of WIS 23 and Pit Road. The area has no known protective covenants or conservation easements on the lands. During preliminary design, agencies and WisDOT were (and remain) in agreement that the Pit Road Mitigation area will be avoided by placing the additional lanes on the south side of the road. This wetland impact and avoidance of wetlands are also discussed in Section 4.6 C-1.

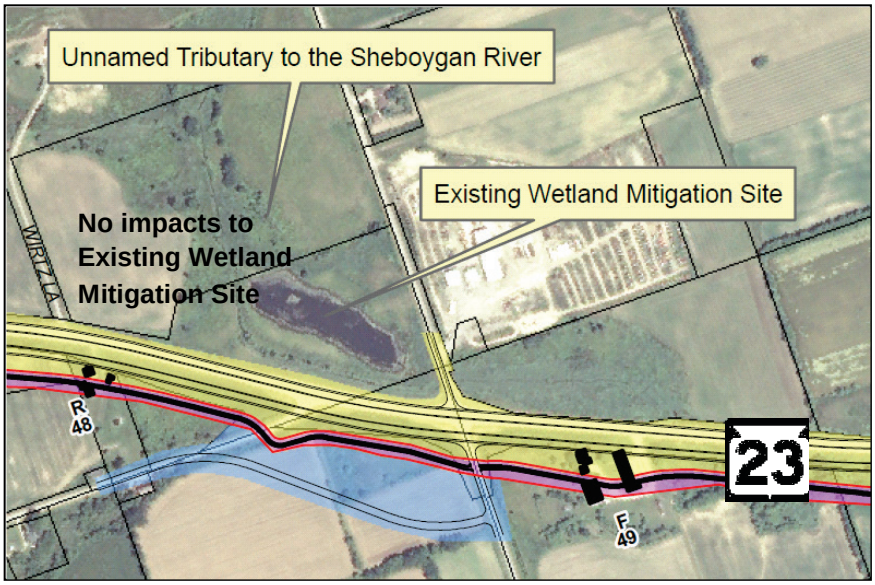

Figure 4.6 B-8.3 Pit Road Wetland Mitigation Site

b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

Section 4(f) properties are discussed in Section 5 of this LS SDEIS.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

Section 4(f) properties are discussed in Section 5 of this LS SDEIS. For the Sippel Archaeological site, WisDOT will implement the project data recovery plan titled *The Sippel (47SB394) Site*: A Mid Nineteenth Century Yankee Homestead in the Town of Greenbush, Sheboygan County. Wetland impacts, when encountered, will be impacted at appropriate ratios (see Wetland Factor Sheet) No other mitigation is required for other unique properties.

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:
(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

Agency coordination correspondence, Section 4(f) *de minimis* impact findings, letters, documentation for consultation, and agreements related to the Section 4(f) and 6(f) properties are summarized in Section 5.

The Aesthetics Evaluation Factor Sheet has been updated to the format currently used by WisDOT. Some information has been augmented and updated, but there are no substantive changes from the 2010 FEIS.

AESTHETICS EVALUATION

Factor Sheet B-9

1. Landscape Characteristics:

a. Identify and briefly describe the visual character of the landscape:

Fond du Lac County is currently urban near the US 151/WIS 23 interchange through County K, a distance of 0.7 miles. From County K eastward to County UU, a distance of 1.6 miles, the corridor becomes more rural in character with dispersed residences. This WIS 23 section travels up the Niagara Escarpment, a dominant land form in Fond du Lac County. From County UU to County W, a distance of 5.5 miles, the existing land is slightly rolling with sporadic glacial deposits known as drumlins. Farming dominates the landscape with intermittent residential housing. Easterly from County W to Scenic View Drive in Sheboygan County, 7.4 miles, is a rising upland, partially wooded area to the north and wetland to the south. WIS 23 for the most part follows those natural features as it approaches the Northern Unit of the Kettle Moraine State Forest. The Kettle Moraine State Forest and surrounding areas are made up of heavily forested ridges, conical hills, and flat outwash plains, mostly composed of sand and gravel. From the Kettle Moraine State Forest, WIS 23 follows a fairly steep grade toward County P, 4.8 miles, as the Kettle Moraine State Forest area gives way to farmland and the community of Plymouth.

b. Indicate the visual quality of the view-shed and identify landscape elements which would be visually sensitive:

The above-described area is fairly unique in Wisconsin and provides quality viewsheds and landscape elements throughout. These viewsheds extend from County K, which runs over the glacial formed Niagara Escarpment, through the drumlin formations of Fond du Lac County, to the moraine ridge in Sheboygan County.

2. User/viewer Characteristics:

a. Identify and discuss the viewers who will have a view of the improved transportation facility:

All Build Alternatives

At the west end of the corridor, viewers of the facility would include employees and patrons of businesses in the Wisconsin American Business Park. Students and faculty of St. Mary's Springs Academy would also have direct views of WIS 23 and improvements at the County K intersection. East of County K, most of the viewers of the corridor would be residents of rural homes and farms. There would also be viewers from a few commercial businesses located at the more highly traveled intersections.

Patrons of the Old Wade House State Park and Northern Unit of the Kettle Moraine State Forest may have views of the improved WIS 23 facility, depending on where they are located within the property.

Corridor Preservation Alternatives

Viewers of the Corridor Preservation Alternatives, if improvements associated with the corridor preservation were implemented, would include residents of rural homes and farms and patrons of the relatively few commercial establishments near intersections.

US 151/WIS 23 Interchange Corridor Preservation Alternatives

Viewers of US 151/WIS 23 Corridor Preservation Alternatives, if improvements were implemented, would include primarily employees and patrons of businesses in the Wisconsin American business park. Students and faculty of St. Mary's Springs Academy would also have direct views

of the US 151/WIS 23 interchange. Depending on which interchange option were implemented, residents living in the southwest quadrant of the interchange and patrons of businesses in the northwest quadrant of the interchange could also have a view of the facility.

b. Identify and discuss users of the transportation facility who will have a view from the facility:

The primary viewers from the improvements will be commuters, tourists/recreationists, business patrons, park users using the facilities, and other people driving though the corridor to get to work, school, and businesses. Nonmotorized traffic will have additional viewing opportunities from the trail.

3. Effects:

a. Describe whether and how the project would affect the visual character of the landscape:

No-Build: There would be no change of visual character.

Alternative 2: The 4-lane expansion associated with Alternative 2 would increase the width of highway right of way approximately 125 feet when on-alignment. This will require clearing vegetation and trees, creating a broader corridor without vegetation. Alignment 2 travels off the existing alignment for about 4 miles. This area is minimally developed and consists primarily of agricultural fields. This will create agricultural viewsheds for travelers of the highway, but it diminishes viewsheds for residents adjacent to the new highway facility.

Alternative 3: Much of the visual impacts would occur on the existing alignment where the width of the highway right of way would increase approximately 125 feet. This will require clearing vegetation and trees, creating a broader corridor without vegetation. Alternative 3 would disturb the greatest amount of farmland and countryside of the Build Alternatives as it travels off-alignment for up to 8 miles. This off-alignment area is minimally disturbed and consists primarily of agricultural fields. This will create agricultural viewsheds for travelers of the highway, but it diminishes viewsheds for residents adjacent to the new highway.

Preferred Build Alternative

4-Lane Expansion (Alternative 1)

The 4-lane expansion (Alternative 1) will increase the width of highway right of way approximately 125 feet. This will require clearing vegetation and trees, creating a broader corridor without vegetation. The view of the roadway corridor will become more pronounced for residents adjacent to the current roadway. Some features such as drumlins or wetlands would require grading and expose cuts.

Connection Roads and Interchanges

Connection roads and interchanges alter the highway landscape. Additional land would be required to raise roadways and create ramps. The grade-separated roadways will have the side road raised to cross over WIS 23. This will block rural views for both travelers on the highway and residents located near the grade-separated crossings.

Old Plank Road Trail

The Old Plank Road Trail does not currently exist along the corridor. Trail users will have country views to one side and views of a 4-lane expanded highway to the other side. The trail will increase the width of the transportation corridor, yet it probably will not greatly reduce the visual quality for adjacent residents.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

There would be no change of visual character.

Preferred WIS 23 Corridor Preservation

The initial corridor preservation activities would maintain the visual character. When constructed, the improvements associated with the Preferred WIS 23 Corridor Preservation Alternative would diminish the visual character in a similar fashion to the connection roads and interchanges in the Preferred Build Alternative. The grade-separated roadways will have the side road raised to cross over WIS 23. This will block rural views for both travelers on the highway and residents located near the grade-separated crossings.

US 151/WIS 23 Interchange

Preferred No Corridor Preservation

There would be no change of visual character.

Option 23-1 Corridor Preservation

The initial corridor preservation activities would have maintained visual character. When constructed, the system interchange associated with the Option 23-1 creates an interchange that is raised above the existing roadway and therefore would block views from adjacent land uses, which are primarily commercial. The Option 23-1 system interchange, when constructed, would be a 2-level interchange that travels through a business park. Parcels on one side of the freeflowing ramps would not be visible to parcels on the other side of the freeflowing ramp. Patrons and users of the business park would have a clear view of the facility.

Option 23-2 Corridor Preservation

The initial corridor preservation activities would have maintained visual character. When constructed, the system interchange associated with Option 23-2 would be a 3-level interchange that would be a prominent feature in the surrounding area as it would be at least 50 feet higher than the adjacent ground. While this system interchange alternative would not split the business park in the southeast quadrant, land uses in each quadrant of the interchange would not have been able to see land uses in other quadrants.

b. Indicate the effects the project would have on the viewer groups:

No-Build Alternative

There would be no new effects on the viewer groups.

Alternative 2 The portion of this alternative that does not follow the existing roadway will infringe upon the view of some residents that previously viewed only farmland and natural terrain. The view of the highway would detract from the previous view scene.

Alternative 3 The portion of the alternative that does not follow the existing roadway will infringe upon the view of some residents that previously viewed only farmland and natural terrain. The view of the highway would detract from the previous view scene.

Preferred Build Alternative

4-Lane Expansion (Alternative 1)

This alternative, much of Alternative 2, and the eastern portion of Alternative 3 will follow the existing roadway. The property viewers of the improved facility will remain the same, with some viewers being closer to the additional lanes. The overall visual impact will be that of a broader corridor. Travelers on WIS 23 will

view a similar landscape, yet the roadway corridor will be broader with some alteration to adjacent topography.

Connection Roads, Overpasses, Interchanges

The overpasses and interchanges will increase the highway footprint, but property viewers will remain the same, with some viewers being closer to the additional lanes. As mentioned, residents and businesses near an overpass will have their view blocked by that facility.

Old Plank Road Trail

Construction of the Old Plank Road Trail is a contributor to the increase in corridor width. Other than that, the trail itself should not diminish view quality for adjacent landowners. Travelers on the Old Plank Trail will see a roadway corridor on one side of the trail and existing topography on the other side of the trail.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

There would be no new effects on the viewer groups.

Preferred WIS 23 Corridor Preservation

Initially the corridor preservation will not affect viewer groups. Yet if improvements associated with the Preferred WIS 23 Corridor Preservation Alternative are constructed, they will increase the highway footprint. Viewers from adjacent properties will remain the same. As mentioned, residents and businesses near an overpass will have their view blocked by that facility.

US 151/WIS 23 Connection

Preferred No Corridor Preservation

There would be no new effects on the viewer groups.

Option 23-1 Corridor Preservation

Initially the Option 23-1 Corridor Preservation would not have affected viewer groups. As mentioned, Option 23-1 when constructed would have been raised above the existing roadway and therefore would block views from adjacent land uses. The viewer group primarily affected with the construction of Option 23-1 are patrons and employees of the Wisconsin American Business Park in the southeast quadrant.

Option 23-2 Corridor Preservation

Initially the Option 23-2 Corridor Preservation would not affect viewer groups. When constructed, Option 23-2 would have been a 3-level interchange that would be a prominent feature in the surrounding area. Because of this, Option 23-2 would have affected more viewer groups. Those affected include patrons and employees in the commercial/business areas in the northwest and southeast quadrants. Additionally, residents in the southwest quadrant would also have had a view of the facility.

4. Mitigation:

a. Have aesthetic commitments been made?

☒ No

☒ Yes - Discuss:

No-Build There would be no mitigation necessary.

All Build Alternatives

Measures to minimize adverse aesthetic impacts would include roadway design features to blend existing landscape, planting, and natural vegetation of the cut and fill slopes. Vegetative screening will be considered where practicable to

minimize the impacts to adjacent properties, and the WisDOT will preserve the existing vegetation as much as possible. Planting of local nonnative conifer species will be discouraged and to the extent possible, new plantings will be of native grasses, wildflowers, shrub species, and native wetland plant species in disturbed wetlands and mitigation sites.

Corridor Preservation Alternatives

WIS 23 Corridor

No Corridor Preservation

There would be no mitigation necessary.

Preferred WIS 23 Corridor Preservation

When improvements associated with the Preferred WIS 23 Corridor Preservation Alternative are constructed, they will have similar mitigation measures as the Preferred Build Alternative.

US 151/WIS 23 Connection

Preferred No Corridor Preservation

There would be no mitigation necessary.

Option 23-1 and Option 23-2 Corridor Preservation

When improvements associated with Option 23-1 and Option 23-2 Corridor Preservation Alternative are constructed, they would have similar mitigation measures as the Preferred Build Alternative.