14. Will the pace of redevelopment occur at a different rate under the "Build Alternative" compared to the "No Build Alternative?"

	Response Percent	Response Count
Redevelopment will occur at a **slower pace** under the "Build Alternative."	5.9%	1
Redevelopment will occur at a **faster pace** under the "Build Alternative."	29.4%	5
No change	**35.3%**	**6**
No opinion	29.4%	5
	Comments	1
	answered question	**17**
	skipped question	**5**

Comments:

- Due to tremendous amounts of open space in this portion of the county, we have not examined redevelopment impacts in our growth allocations. Obviously, some redevelopment will occur, but this is most likely in built up portions of the City of Plymouth.

15. Will the density or intensity of redevelopment different under the "Build Alternative" compared to the "No Build Alternative?"

	Response Percent	Response Count
Redevelopment will occur at a **lower density and/or intensity** (e.g. less impervious surface) under the "Build Alternative."	5.3%	1
Redevelopment will occur at a **higher density and/or intensity** (e.g. more impervious surface) under the "Build Alternative."	21.1%	4
No change	**42.1%**	**8**
No opinion	31.6%	6
	Comments	0
	answered question	**19**
	skipped question	**3**

Comments:

No Comments

16. Will the character of redevelopment differ under the "Build Alternative" compared to the "No Build Alternative?" (If no opinion, write "no opinion.")

	Response Percent	Response Count
Yes	16.7%	3
No	38.9%	7
No Opinion	**44.4%**	**8**
	If yes, please describe.	1
	answered question	**18**
	skipped question	**4**

Comments:

- Clearing the corridor of abandoned farms and business sites has started the process.

17. Indicate the level of impact the "No Build Alternative" may have on the following resources.

	Very Negative	Negative	No Impact	Postive	Very Postive	No Opinion	Rating Average	Response Count
Farmland	5.3% (1)	0.0% (0)	**52.6% (10)**	21.1% (4)	10.5% (2)	10.5% (2)	3.63	19
Wetlands	5.3% (1)	0.0% (0)	**52.6% (10)**	26.3% (5)	5.3% (1)	10.5% (2)	3.58	19
Surface Water	5.3% (1)	5.3% (1)	**52.6% (10)**	15.8% (3)	5.3% (1)	15.8% (3)	3.58	19
Ground Water	5.3% (1)	5.3% (1)	**52.6% (10)**	15.8% (3)	0.0% (0)	21.1% (4)	3.63	19
Air Quality	5.3% (1)	21.1% (4)	**36.8% (7)**	5.3% (1)	0.0% (0)	31.6% (6)	3.68	19
Woodlands	5.3% (1)	5.3% (1)	**47.4% (9)**	26.3% (5)	5.3% (1)	10.5% (2)	3.53	19
Endangered Species	5.3% (1)	5.3% (1)	**52.6% (10)**	10.5% (2)	5.3% (1)	21.1% (4)	3.68	19
Historic Sites	5.3% (1)	0.0% (0)	**57.9% (11)**	5.3% (1)	0.0% (0)	31.6% (6)	3.89	19
Archaeological Sites	0.0% (0)	0.0% (0)	**63.2% (12)**	10.5% (2)	0.0% (0)	26.3% (5)	3.89	19
Parkland	0.0% (0)	5.3% (1)	**57.9% (11)**	10.5% (2)	0.0% (0)	26.3% (5)	3.84	19
Trails	10.5% (2)	26.3% (5)	21.1% (4)	10.5% (2)	0.0% (0)	**31.6% (6)**	3.58	19
Community Character	5.3% (1)	5.3% (1)	**47.4% (9)**	10.5% (2)	0.0% (0)	31.6% (6)	3.89	19
						Other (please specify)		1
						answered question		**19**
						skipped question		**3**

Comments:

- N/A

18. If you identified potential impacts to resources in the question above, please indicate how they might be impacted under the "No Build Alternative."

Farmland:
- The current level would not be affected or lost.
- No loss to farmland
- Less loss of land
- Less loss of farmland and damage to farm operations.
- Farmland preserved. Much easier access to farm fields.
- Less acres converted to transportation use.

Wetlands:
- The current level would not be affected, or mitigated.
- No loss of historic wetlands
- Will not increase impervious surfaces and runoff
- Less acres converted to transportation use

Surface Water:
- The current level would not be affected or lost.
- No additional displaced surface water
- Will not increase impervious surfaces and runoff
- Any road will see increased traffic... water pollutants

Ground Water:
- No additional loss of surface soils for ground water recharge
- Any road will see increased traffic... water pollutants

Air Quality:
- Air quaility would be worst with congestion
- Any road will see increased traffic... water pollutants
- Increased congestion / emissions
- Slow travel on two lane road leading to increased emissions.

Woodlands:
- The current level would not be affected or lost.
- Less development pressure around Kettle Moraine Forest
- No reduction of woodland acreage
- Any road will see increased traffic... water pollutants
- Less acres converted to transportation use

Endangered Species:
- Present species would not be affected or lost.
- Less habitat pressures
- Any road will see increased traffic... water pollutants

Historic Sites:
- New entry to Wade House historic site (Greenbush), with direct access to STH 23, will be negatively affected: new facility designed to interface with 4-lane Hwy for in and out access. Could be safety factor.

Archaeological Sites:
- Less time to find and document archaeological sites that may be impacted by highway development.

Parkland:
- Less development pressure to Kettle Moraine State Forest
- No improvement

Trails:
- The Old Plank Trail would not be extended west to Fond du Lac
- The proposed trail adjacent to WIS 23 would likely be delayed.
- Plank Road multi-use trail tied to expansion; with No Build Alternative, assume trail would not extend to Fond du Lac ... a negative impact
- The Old Plank Road Trail will not be extended westward if the no build alternative moves forward.
- No improvement
- Severance of Ice Age Trail.
- Trail will be built only as part of road project

Community Character:
- Smaller communities would have fewer newcomers.
- No build will not promote new growth = stagnation

Other:
- Protection of significant resources, such as the Niagara Escarpment and current and future privately and publicly conserved properties

19. Indicate the level of impact the "Build Alternative" may have on the following resources.

	Very Negative	Negative	No Impact	Positive	Very Positive	No Opinion	Rating Average	Response Count
Farmland	11.1% (2)	**72.2% (13)**	5.6% (1)	0.0% (0)	0.0% (0)	11.1% (2)	2.39	18
Wetlands	0.0% (0)	**61.1% (11)**	22.2% (4)	0.0% (0)	0.0% (0)	16.7% (3)	2.89	18
Surface Water	0.0% (0)	33.3% (6)	**44.4% (8)**	0.0% (0)	0.0% (0)	22.2% (4)	3.33	18
Ground Water	0.0% (0)	29.4% (5)	**35.3% (6)**	0.0% (0)	0.0% (0)	**35.3% (6)**	3.76	17
Air Quality	0.0% (0)	16.7% (3)	33.3% (6)	11.1% (2)	0.0% (0)	**38.9% (7)**	4.11	18
Woodlands	5.6% (1)	**50.0% (9)**	27.8% (5)	0.0% (0)	0.0% (0)	16.7% (3)	2.89	18
Endangered Species	0.0% (0)	27.8% (5)	33.3% (6)	0.0% (0)	0.0% (0)	**38.9% (7)**	3.89	18
Historic Sites	0.0% (0)	16.7% (3)	**33.3% (6)**	16.7% (3)	5.6% (1)	27.8% (5)	3.94	18
Archaeological Sites	0.0% (0)	16.7% (3)	38.9% (7)	0.0% (0)	0.0% (0)	**44.4% (8)**	4.17	18
Parkland	0.0% (0)	11.1% (2)	**33.3% (6)**	22.2% (4)	5.6% (1)	27.8% (5)	4.06	18
Trails	0.0% (0)	0.0% (0)	5.6% (1)	27.8% (5)	**33.3% (6)**	**33.3% (6)**	4.94	18
Community Character	0.0% (0)	16.7% (3)	27.8% (5)	11.1% (2)	0.0% (0)	**44.4% (8)**	4.28	18
						Other (please specify)		2
						answered question		**18**
						skipped question		**4**

Comments:

- Glacial Lakes Conservancy's conservation easement in the Town of Greenbush

20. If you identified potential impacts to resources in the question above, please indicate how they might be impacted under the "Build Alternative."

Farmland:

- Current level will be altered and lost.
- Loss of farmland
- Loss of farmland and severance of farm operations
- Substantial farmland will be lost to trail & corridor
- Minimal Reduction of Farmland
- New right of way needed some farm land
- Assume some minimal loss of farmland along corridor
- There will be a loss of farm acreage.
- Expansion will lead to loss of farmland
- May lose some farmland
- Farmland taken away by road and interchanges. Some fields become difficult to access.
- Some taking of farmland and/or severance of existing farms is likely to occur.
- Loss of farmland due to highway expansion
- Loss of resource to transportation use

Wetlands:

- Current level will be altered or mitigated to other areas.
- Loss of historic wetlands
- Additional impervious surface will increase runoff that may impact wetlands.
- Assumes it would be mitigated or replaced
- New right of way needed some farm land
- Wetlands always an issue; don't know specifics but assume some negative impact
- As I understand it, existing wetlands would be impacted.
- Expansion may lead to loss of wetlands
- Rely on resource agencies for objective response.
- Loss of wetland, though mitigated
- Loss of resource to transportation use

Surface Water:

- Current level will be altered or increased.
- Concentration of surface water runoff and resource degradation
- Additional impervious surface will increase runoff that may impact surface water
- Assumes actions to mitigate or improve
- More cars = more pollutants
- I do not believe the surface water in the area will be affected that much differently than with the no build. One could argue that more salt will be added due to the extra two lanes, but I would tend to believe this would be a minimal if no impact to surface water.
- Increased surface area will increase runoff
- Rely on resource agencies for objective response.

Ground Water:

- Loss of soils for ground water recharge
- More cars = more pollutants
- Same as above.
- Increased surface area will decrease recharge
- Rely on resource agencies for objective response.

Air Quality:

- Increased traffic and other activity will decrease air quality
- Assumes air quality would improve with free flow conditions
- More cars = more pollutants
- I think this is a wash.
- Little impact - more traffic will decrease air quality
- Increasing capacity should increase travel speeds, lowering VOC emissions and possibly lowering NOx emissions.

Woodlands:

- Current level will be altered and lost.
- Increase pressure to Woodland habitat
- Reduction in woodland acreage.
- Minimal reduction of woodlands
- More cars = more pollutants
- In Sheboygan County, as I understand it, there will not be a large loss of woodlands.
- Expansion may lead to loss of woodlands
- May lose some woodland
- Since the corridor passes through the Niagara Escarpment and the Kettle Moraine, some trees will likely be taken to build this project.
- Loss of resource to transportation use

Endangered Species:

- Present species may be lost or re-located.
- Increased pressure to degrade habitat
- Could be threatened during constructions, Assumes actions to minimize.
- Assume study will be preformed prior to any construction
- I have no knowledge on this matter to speak confidently.
- Expansion may impact end. Species
- Rely on resource agencies for objective response.

Historic Sites:

- Potential loss of historic sites
- Easier for tourists to get there
- Would provide better access to historic sites
- Assume study will be preformed prior to any construction
- In & out access to new Wade House historic site Visitor Center & Carriage Museum would be assured in SAFE fashion; access predicated on 4-lane Highway with turning lanes
- The Carriage Museum will benefit with increased access and visibility.
- Expansion may impact existing sites
- Wade House could be impacted - consult State Historical Society regarding other impacts.

Other:

- Potential loss of conservation values of Glacial Lakes Conservancy's easement property
- Would improve safety along the highway

Archaeological Sites:

- Potential loss of undiscovered archaeological sites
- Assumes actions to minimize impact
- Assume study will be preformed prior to any construction
- I have no knowledge on this matter to speak confidently.
- Expansion may impact existing sites
- Rely on State Historical Society for objective response.

Parkland:

- Increased pressure to Kettle Moraine state forest
- People will have faster, easier access to parks
- Would provide better access to parks
- Provide safer more efficient access to parkland
- Our trailhead will benefit with increased access and visibility.
- No impact.

Trails:

- Easier for tourists to access
- People will have faster, easier access to trails
- May initiate trail adjacent to WIS 23
- Provide safer and more efficient access to trails
- Extension of Plank Road multi-use trail to FDL would be assured ... a very positive effect
- The Old Plank Road Trail has a much greater opportunity to be expanded under the build alternative.
- Project will expand Old Plank Trail system
- Project will extend Old Plank Road Trail and may create a safer passage under STH 23 for users of the Ice Age Trail.
- Project will enable the Plank Road Trail to be extended to FDL
- Trail construction will occur with road project, otherwise no trail.

Community Character:

- Could go either way, depending on quality of development
- Increased activity will decrease quality of life
- Would provide better access to communities
- Promote growth - Character controled by local
- The hamlet of Greenbush will not have the same sleepy feel it currently has.
- Expansion will change character of rural areas
- No impact.

21. Are there resource(s), such as agricultural land, that are currently under pressure from activities other than the WIS 23 project?

	Response Percent	Response Count
Yes	55.6%	10
No	22.2%	4
No Opinion	22.2%	4
If yes, explain the resource(s) and the current activities that are impacting it.		12
answered question		18
skipped question		4

Comments:

- Farmland, woodland, and Endangered Species are lost, altered, or displaced by residential &/or farmland development. Surface water is altered or increased by agricultural and residential development
- Rural non-farming residential building
- Urban sprawl due to lower land prices in rural areas and inadequate land use controls.
- Farmland is being lost each year to families wishing to live in the country.
- Development
- In FDL County, how about wind farms?
- Farmlands, Woodlands, etc. associated with the Escarpment corridor and urbanization pressures from Fond du Lac metro area.
- New homes
- Building of homes and subdivisions in rural areas reduce farmed acres.
- Currently no, but when the economy rebounds, growth in and around Plymouth will impact resources.
- Ag land is under development pressure
- Development pressure on ag land over the long term in Taycheedah & Empire Towns.

22. If you answered "yes" to the above question, how might the "Build Alternative" impact the resource(s) you identified?

	Response Count
	9
answered question	9
skipped question	13

Comments:

- It may increase these same pressures; i.e., surface waters altered or increased; farmland, woodland, and ES lost, altered, or displaced.
- Loss of farmland, severance of farm operations, reduction in access, etc.
- The Build Alternative will increase the pressure by simplifying the commute.
- Same
- Probably wouldn't.
- Ease of travel may expand urbanization pressures and rural development with expanded highway.
- N/A
- It won't
- No impact. development will occur regardless of road project.

23. Are there resource(s) that may be under pressure in the future from activities other than the WIS 23 project?

	Response Percent	Response Count
Yes	55.6%	10
No	5.6%	1
No Opinion	38.9%	7
If yes, explain the resource(s) and the planned or probable activities that could impact it.		11
answered question		18
skipped question		4

Comments:

- Same as previous.
- How far into the future?
- The four-lane corridor with future interchanges will consume subtantial farmland.
- Potential for ag land to be developed.
- I would say continued residential sprawl from urban areas would continue.
- Same as 'current' pressures.
- Proposed phosphorus limits will dramatically affect Village utilities (and possibly neighboring waterways).
- New homes.
- See above - growth in the Plymouth area could impact these resources.
- Ag land will continue to be under pressure from development.
- Same as above.

24. If you answered "yes" to the above question, how might the "Build Alternative" impact the resource(s) you identified?

	Response Count
	9
answered question	9
skipped question	13

Comments:

- Same as previous.
- Easy access and increased traffic will intensify business and industrial sites.
- The expanded highway may increase presure from development.
- Because of the already short time and distance for commutes, I don't see the build alternative having a large impact on the above...at least in Sheboygan County.
- East of travel / expanded urbanization pressures.
- Within the vicinity of the Village, there would be little or no impact of the Build Alternative.
- There might be a slight acceleration of development on the north and west edges of the City of Plymouth (and adjacent portions of the Town of Plymouth) under the "build" alternative.
- It won't.
- Same as above.

25. Will economic growth and development impacts (e.g. creation of new business parks) occur under the "No Build Alternative?"

	Response Percent	Response Count
Yes	35.3%	6
No	17.6%	3
No Opinion	**47.1%**	**8**
	If yes, please describe.	5
	answered question	**17**
	skipped question	**5**

Comments:

- They will occur just as they have been.
- The larger communities have plans for future development highway expansion or not.
- Consult with the City of Plymouth and the Village of Glenbeulah regarding such plans.
- Growth and development will not change due to the project.
- Business park development activity will continue in Fond du Lac. There is no activity of this type in the project area.

26. Will economic growth and development impacts (e.g. creation of new business parks) occur under the "Build Alternative?"

	Response Percent	Response Count
Yes	62.5%	10
No	0.0%	0
No Opinion	37.5%	6
If yes, please describe.		8
answered question		16
skipped question		6

Comments:

- Easy access and increased traffic will intensify business and industrial sites.
- I think economic growth would be stronger with the highway expansion.
- Don't know of specifics, but do believe the Build Alternative would spur economic growth in this area.
- Economy is a major factor here, more so than the highway.
- With easy access to WIS 23, there may be more potential for development in Village versus a community with no access.
- Consult with the City of Plymouth and the Village of Glenbeulah regarding such plans.
- Growth and development will not change due to the project.
- Yes, but again, not in the corridor of the road project.

27. Will new economic development initiatives (e.g., creation of a new TIF district or marketing campaign) be developed as a result of the "No Build Alternative?"

	Response Percent	Response Count
Yes	17.6%	3
No	35.3%	6
No Opinion	**47.1%**	**8**
	If yes, please describe.	5
	answered question	**17**
	skipped question	**5**

Comments:

- Not “as a result of”.
- Economic development planners are planning, highway expansion or not.
- Answer is for Sheboygan County only.
- If such needs arise.
- Consult with the City of Plymouth and the Village of Glenbeulah regarding such plans.

28. Will new economic development initiatives (e.g., creation of a new TIF district or marketing campaign) be developed as a result of the "Build Alternative?"

	Response Percent	Response Count
Yes	23.5%	4
No	17.6%	3
No Opinion	**58.8%**	**10**
	If yes, please describe.	6
	answered question	**17**
	skipped question	**5**

Comments:

- Depends on many other factors.
- I think development initiatives would increase with improvements to the highway.
- Again, don't know of specifics, but believe there would be a positive impact.
- Answer is for Sheboygan County only.
- If such needs arise.
- Consult with the City of Plymouth and the Village of Glenbeulah regarding such plans.

29. Will social impacts occur under the "No Build Alternative?"

	Response Percent	Response Count
Yes	29.4%	5
No	29.4%	5
No Opinion	**41.2%**	**7**
	If yes, please describe.	6
	answered question	**17**
	skipped question	**5**

Comments:

- Since change is inevitable, there are always social impacts.
- I am not clear what "social impacts" include.
- May have a negative impact on future economic growth.
- Answer is for Sheboygan County only.
- There is much, much higher likelihood of Village residents being involved in automotive accidents at the existing Hwy G and WIS 23 intersection.
- Severance of Ice Age Trail will impacts its users.

30. Will social impacts occur under the "Build Alternative?"

	Response Percent	Response Count
Yes	47.1%	8
No	11.8%	2
No Opinion	41.2%	7
If yes, please describe.		8
answered question		17
skipped question		5

Comments:

- The altering and displacement of farmlands, wetlands, woodlands, surface water and ES will all cause social changes.
- More transients will be in the neighborhood.
- Provides safer travel and opportunities for employment.
- Access within towns/townships from S to N of STH 23 will be negatively affected in places (different N-S routes). At the same time, positive impacts may occur as a consequence of new development (= new $$)
- Answer is for Sheboygan County only.
- Accident rates, with the proposed interchange construction, will undoubtedly decrease.
- Severance of farms will be a negative social impact, but improved trails and trail connections will be a positive impact.
- Relocations

31. As a potential addition to the Build Alternative improvements, WisDOT has identified the following long range access changes as components of a "Corridor Preservation" strategy: new interchanges at County W and County A and new grade separations at Tower Road, 7 Hill Road, Scenic View Drive, and Sugarbush Road. These are shown on Maps 1a through 1c. If these "Corridor Preservation" components are constructed, will they result in impacts which are different than those you identified for the Build Alternative? Please describe these differences and where they will occur.

	Response Count
	6
answered question	6
skipped question	16

Comments:

- Not that I know of.
- No additional impacts that I can think of, though I am not familiar with what impacts would result from potential (far-into-the-future, as I understand it) interchange at County A in Greenbush -- change in access to other roads, for example.
- It would limit development to W & A rather than having all 6 intersections be a potential for development.
- These would all offer better emergency personnel access across WIS 23.
- I concur with the impacts brought up by the Greenbush Town Chair at the 1/17 meeting in Fond du Lac.
- No

32. Are there any other projects or activities occuring now or within the next 20 years other than the WIS 23 project that might impact the study area?

	Response Percent	Response Count
Yes	52.9%	9
No	17.6%	3
No Opinion	29.4%	5
If yes, please describe.		8
answered question		17
skipped question		5

Comments:

- Potential re-building or replacement of the Sheboygan Marsh dam and/or water-control structure. Potential cessation of through-traffic of Hillview Road through Mullet Marsh.
- Wind farms
- Economic conditons, oil prices, climate change.
- Wade House historic site Visitor Center & Carriage Museum construction (now underway - completion: June 8, 2013) on S. side of STH in Greenbush has already passed review process (EIS, wetland). Moreover, traffic in and out of this new entry point to a state historic site will interface directly with STH 23. It is important that visitors have safe (i.e. four-lane with median crossover / turning lane) access to new facility.
- The upgrade and reactivation of the freight rail line between Plymouth and Sheboygan might reduce truck traffic in this corridor.
- Development of the Niagara Escarpment Greenway Plan - seeking a north/south hiking trail across corridor.
- STH 23 Corridor Preservation Study to the east (not sure what the implementation timeframe is for its recommendations, but Rob Wagner can help you out with this). There may also be projects on STH 57 in the future. Consult WisDOT on other projects in the corridor, as well as East Central Wisconsin RPC regarding projects in the Fond du Lac MPO area.
- Growth of FDL to CTH UU.

33. Are there any other projects or activities that may occur beyond 20 years that might impact the study area?

	Response Percent	Response Count
Yes	11.8%	2
No	11.8%	2
No Opinion	**76.5%**	**13**
	If yes, please describe.	2
	answered question	**17**
	skipped question	**5**

Comments:

- See above – STH 23 Corridor Preservation study recommendations may be implemented several years in the future – Rob Wagner should be consulted on this.
- Other urban development activity.

34. Are there other impacts that are not discussed in this questionnaire that may occur under the "No Build Alternative"?

	Response Percent	Response Count
Yes	11.8%	2
No	17.6%	3
No Opinion	**70.6%**	**12**
	If yes, please describe.	2
	answered question	**17**
	skipped question	**5**

Comments:

- Gradual traffic increases could render the highway unsafe during peak periods.
- The major safety concerns of the existing Hwy G and WIS 23 intersection.

35. Are there other impacts that are not discussed in this questionnaire that may occur under the "Build Alternative"?

	Response Percent	Response Count
Yes	23.5%	4
No	11.8%	2
No Opinion	**64.7%**	**11**
	If yes, please describe.	5
	answered question	**17**
	skipped question	**5**

Comments:

- Economic conditions, oil prices, climate change.
- Yes, unforeseen impacts are sure to arise.
- Less severe accidents and thus, reduced health care costs.
- The major safety improvements with the proposed interchange construction at Hwy G and WIS 23.
- Jessica, I have a marked up map of where we think housing unit and employment growth will occur (by TAZ) in the study area between 2000 and 2035 if you think this would be helpful. E-mail me if you would like a copy of this map. I will not be providing marked up copies of your maps, as we approach future land use in the metropolitan transportation planning process differently from how it is handled in comprehensive planning - more quantification and less site mapping. Consult the local communities in regard to their adopted comprehensive plans if you need future land use plan information mapped. Jessica Potter at the Village of Elkhart Lake was with Sheboygan County Planning through 2009, and she wrote several of the comprehensive plans in the study area - you may want to interview her at some point in this process as well.